

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



JAN/FEB 1989
VOL XXIV, ISSUE 1

der bayerische



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AUTOCROSS RESULTS

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Please Note: Changes of address are to be sent directly to National headquarters. Change of address form (and application form) at the back of this issue.



Jon Miller, B.M. (before marriage) our new Club Secretary, with the beautiful Sharon Moreci, now Mrs. Miller. They were married November 19th.

Photo by David Sossamon

Front cover:

(From left to right - literally, not ideologically)

Cory Laws, re-elected President BMW CCA NCC, Lynn Yaworski, her second year as Treasurer, and new Vice President, Jack Chandler.

Photo by David Sossamon

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'89 C A L E N D A R

JANUARY

Sun 15 Autobahn Open House
Wed 11 Board Meeting

FEBRUARY

Wed 1 *der Bayerische* deadline

MARCH

3-5 Annual Meeting
Fri 3 Hospitality Suite
Sat 4 Social Dinner
Sun 5 Brunch
Wed 15 Board Meeting
Sat 18 Highway Safety School

APRIL

Sat 1 *der Bayerische* deadline
Sun 15 Autocross School
Sat 29 Overnight Tour
Sun 30 MARRS Corral, Summit Pt.

MAY

Sun 7 Autocross
Wed 10 Board Meeting
13 & 14 MAIFEST, Summit Point
Sat 20 IMSA Pro, The Point
Sun 21 IMSA Corral, The Point

JUNE

Thurs 1 *der Bayerische* deadline
Sun 4 Children's Hosp. Autocross
Wed 7 Open Meeting
Sun 18 Leapin' Lizards Rally

JULY

Sat 1 Driving School
Wed 12 Board Meeting
Sat 15 Crab Feast
Sun 23 Championship Autocross
7/31-8/5 OKTOBERFEST

AUGUST

Tues 1 *der Bayerische* deadline
Sun 6 Autocross
Sat 12 Dinner Cruise

SEPTEMBER

Wed 6 Board Meeting
9 & 10 Driving School
Wed 13 Open Meeting

OCTOBER

Sun 1 *der Bayerische* deadline
Sun 1 MARRS/Blue Gray Corral
Summit Point
Sun 8 Vintage Races, Corral
Summit Point
Sat 14 Wine Tasting

NOVEMBER

Wed 8 Board Meeting
Fri 17 Annual Dinner

DECEMBER

Sat 16 Black Tie Social

• Calendar is tentative •

COMING EVENTS

AUTOBAHN OPEN HOUSE

Sunday, January 15, 1989

Time: 12 noon to 4 pm

Cruise into Autobahn Motor Works in Bethesda for the second annual open house. Festivities will include a slide presentation on Bosch fuel injection systems, given by manager Guy Stefanelli, who is also an instructor for Bosch. Catered refreshments, beer, and wine will be available. No football conflicts! Call Guy for more information at 656-4949. 5514 Dorsey Lane, Bethesda, MD, just off River Road.

BMW CCA ANNUAL MEETING 1989

Friday March 3 to Sunday 5

Every year, usually in late March, the BMW CCA National Board of Directors gets together to set plans and programs. These meetings are held with the sponsorship of a local Chapter, in order to involve more of the membership. For 1989, our own National Capital Chapter is the host. The meeting will be held at the Sheraton Premiere, Tysons Corner. The agenda is as follows:

Friday March 3

- 12:00 - ? Board Member arrivals (Dulles)
5:00 - 7:00 Hospitality Suite, open to all

Saturday March 4

- 8:00 - 4:00 Closed Board Meeting
4:00 - 6:00 Open Board Meeting
7:00 - 8:00 Membership Social Hour
8:00 - ? Open Dinner (Reservations req'd)

Sunday March 5

- 8:00 - 10:00 Closed Board Meeting
11:00 - 1:00 Brunch; Board and volunteers

This is an excellent opportunity to meet the people most of you only read about in the Roundel. Also, there should be a lot of local members to meet as well. And, as an added bonus, if you offer to transport board members, or help in the logistics, you will be rewarded with a tremendous brunch at some member's home not far from Dulles.

Directions: The Sheraton Premiere is located at the intersection of Route 7 and the Dulles Toll Road (Route 267) in Vienna, VA. From the beltway, take Route 267 to Rt. 7 East. Sheraton approx half a mile on the right.

SPRING HIGHWAY SAFETY SCHOOL

Saturday, March 18

SUMMIT POINT RACEWAY, SUMMIT POINT, WV

Time: 7:45am

Springtime is coming and that means the annual Highway Safety School is on its way. The Highway Safety School differs from the usual drivers school in that its objective is to teach the student primarily accident avoidance skills instead of how to drive at high speeds in a safe and controlled manner. Yes, at the Highway Safety School, *your speed never exceeds that which you would normally drive* the highways and byways of the land.

The exercises at this School include:

- Braking while turning
- Braking while avoiding an obstacle
- Obstacle avoidance at speed
- Recognizing and avoiding skids

These are the things that should be taught in the highschool drivers ed classes but are not. If you would like to enroll your newly-licensed driver in the School please contact the Drivers School Coordinator to receive a copy of the release form for minors. Even if you think that you are a "Hot Shoe", you can learn much from the exercises during the day. Lack of experience or "too much experience" is not a reason to not attend, there is always something new to learn.

Registration is on a first come, first drive basis for Club members and members of their families who are driving BMWs, Club members who are not driving BMWs and nonClub members may submit their applications but they may be held until two weeks before the school. The cost of the school is \$80 for Club members and family, and \$100 for non members and, of course, the entry fee includes lunch. The application form is in this magazine, send it in early to ensure acceptance to the school.

If you would like to come to the track and help, please let Mark yaworski know in advance. The first 12 helpers to register will receive lunch compliments of the National Capital Chapter.

Spectators are always welcome at our events, lunch for spectators is \$8 and reservations must be made in advance.

Enquiries: Mark Yaworski (301)972-8237 M-Th 7-10pm

COMING EVENTS, *Continued*

WRC'S BEGINNER RALLY SERIES

The Washington Rally Club has invited all members of the National Capital Chapter to participate in their annual Winter Rally Series. What better way to avoid the couch potato syndrome now that the NFL season is over? WRC's WRC consists of four short and easy events designed to introduce the beginner to the sport of Time, Speed, Distance (TSD) rallying.

The first rally, on January 29, will have about the same degree of difficulty as our rally last June. It will teach rally terms and assumes you have no previous exposure to rallying. Each successive event will be slightly more difficult and will introduce timing and course following problems. While it is not necessary to compete in all four events, if you do so you will be experienced enough to compete in all other rallies that are offered during the year in this area.

The basic information that you need to know in order to participate in these events is given in the General Instructions. These Generals will be mailed to you if you pre-register. If you decide to just show up and register the morning of the event the Generals will be given to you at that time. The objective of a TSD rally is to follow the pre-determined course and to maintain the specified average speeds. The course is laid out on public roads and is run in compliance with applicable traffic laws and speed limits. Along the course you will encounter controls (checkpoints). You will receive penalty points based on the difference (early or late) between the time you take for that leg and the perfect arrival time.

Competition is separated into classes so you compete against crews of comparable experience and equipment. The classes for the WRC are Beginner, Novice, Advanced Unequipped, Semi-equipped, and

WINTER RALLY SERIES APPLICATION

WRC 1	WRC 2	WRC 3	WRC 4
-------	-------	-------	-------

Driver _____

Navigator _____

Address _____

Address _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

Phone (H) _____ (W) _____

Phone (H) _____ (W) _____

Class (circle one): B N AU SE E

Check (✓) events in which you wish to compete. (Write 'W' next to date you plan to work instead.)

WRC 1 (1/29) _____ WRC 2 (2/19) _____ WRC 3 (3/12) _____ WRC 4 (4/2) _____

Fee Schedule: \$36 per car for all four rallies.
 \$24 per car to run three rallies and work one.
 \$10 per car for individual rallies.

Amount
Enclosed: \$

Mail completed form with check payable to 'WRC' to: Washington Rally Club, c/o 3813 Washington Blvd., Arlington, VA 22201

Please let us know how you found out about the Winter Rally Series:

☐ I have participated before/I received a mailing.

☐ I heard about it on radio station _____

☐ I heard about it from a friend.

☐ Other (please specify): _____

☒ I read about it in BMW Club's DerBayerische

Equipped. You can run as a beginner for the entire series unless you have previously won two trophies. For a crew to be eligible for awards, no persons other than the driver and navigator may ride in the vehicle except children under age 8. To successfully run an event you will need a watch set to the correct time of day (available at the start). A pen or pencil, paper and a simple pocket calculator are also helpful. The dates and starting locations for the four rallies are as follows:

Date Starting Place

- | | |
|---------|---|
| Jan. 29 | Hampton Mall, Landover, MD |
| Feb. 19 | Great Falls Village Ctr., Tysons Corner, VA |
| Mar. 12 | Diamond Square, Gaithersburg, MD |
| April 2 | Pike Seven Plaza, Tysons Corner, VA |

Registration for each rally will open at 8:30 AM. For each rally the first car starts at 9:31 AM. Food and drinks will be available at the conclusion of all four rallies. They will not be cancelled because of rain but will probably be postponed because of snow or ice. A special phone number, (202) 822-2876 will be put in service by 7:30 on the morning of the event. If the rally is postponed, a recording will tell you so. If the

special number is not in service, the rally will run as scheduled. A rally postponed due to snow or ice will automatically be rescheduled for the following Sunday.

The entry fee for each rally is \$10 per car, but if you register for all four rallies by January 29, the total price is \$36. If you run three of the events and work on one of them (helping out at a checkpoint), the total fee is \$24.

Pre-registration is advised in order to reserve a car number but you can try showing up the morning of the event and hope there are still openings. To pre-register, mail a completed entry form, which you will find printed on the previous page, and correct fee (checks payable to "WRC") to:

*Registrar, Washington Rally Club,
3813 Washington Blvd. Arlington, VA 22201*

If you have any questions or desire additional information about the Winter Rally Series or the sport of rallying, call (202) 822-2876 between the hours of 10 AM and 10 PM and talk to a member of the Washington Rally Club. Come on out and join the fun!

Woody Hair



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President's Message

THANK YOU. To all of you who attended the Annual Dinner and elected me to another term as President of this esteemed organization, I thank you for your support. I must be crazy, but I actually am looking forward to what will undoubtedly be my last term. I have set a new agenda, refined the organization, and with the help of Jack Chandler, Lynn Phillips Yaworski, and Jon Miller (not to mention all of the other active participants), we will have a great year.

LOOKING AHEAD. By the time this issue of der Bayerische reaches your homes, we will be rapidly approaching our first event of the year. Autobahn Motor Works in Bethesda is having their second annual Open House January 15th. There will be a six week lull followed by one of the year's highlights, the National Board's Annual Meeting. This is the event where the Board of Directors get together to set their overall agenda. A number of activities have been planned to coincide with the Annual Meeting, from a hospitality suite to a Membership Reception to a Dinner with the Board. It will also serve as the forum for the first general meeting of the year. If you came to last year's member reception, or even if you didn't, come out for this one. We will also need a few volunteers to transport board members from Dulles to the Sheraton Premiere (Tysons Corner). Call me for more info, evenings till 9:29. That's right, I've moved the time up half an hour. It's amazing how much a baby will change your life....

SOMETHING NEW. As mentioned above, we will have general meetings this year. Details are not firm as this deadline approaches, but you can expect to receive quarterly updates on Chapter happenings, as well as be entertained by a guest speaker or other diversions. If you have feelings about this new forum where we will exchange ideas and information, please call me, evenings till 9:29.

AND MORE OF THE SAME. Our new departures are not to be at the expense of the tried and true that we've come to enjoy over the years. We will again do autocrosses and drivers schools, tours and crab feasts. However, we might just throw in a few new twists. As an example, we're trying to arrange for an in-house winery tour. The difference is that the wineries will do the touring, to us! Also, instead of the usual Holiday Party, we might be tempted to try a Black Tie party. However, affairs such as these will require much more commitment than our "normal" events. This will likely

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include prior registration quotas, and non-refundable deposits. Call me if you have ideas. Again, evenings till 9:29.

ONCE EVERY TWO MONTHS IS NOT ENOUGH!! This is true for most things I can name here, and some I can't, but especially applies to our beloved der Bayerische. We've had this brainstorm that the biggest reason we don't get the turnout that we'd like at some events, is the time from dB delivery to the event. With this time approaching two months in many cases, it's no surprise that many of you can't remember what's happening. To be honest, I have to keep der Bayerische close at hand to keep track, and I'm supposed to be in charge! So, you'll be seeing bi-monthly magazines, and bi-monthly newsletter supplements.

Have I captured your interest? I hope so! See you soon....

Cory Laws

From the Eds

What does it take to read the Ultimate Newsletter? First it requires a great vehicle. It should be fast (we're working on it), reliable, handle well in challenging situations, and ride smoothly over the easy stuff. And it should look great.

But that's not enough. It requires active engagement. Many of you know how much your cars handling improved when you took it to driving school. The difference was in your involvement with the car, the physics, the fear, and the fun. It was the difference between owning a BMW and driving one.

Well, dB is the same way. It's not just a magazine that comes in the mail. It's an interactive piece of communication. The events are for you. The past events coverage is about you and the people you may know or would like to. The copy is written (or could be) by you. Ditto the photos. It is a vehicle for your expression, an opportunity to be an automotive journalist, photographer, philosopher, whatever. It's also a bunch of inside leads to the best in local service and sales, not to mention a free non-commercial marketplace.

So strap into your reading chair and give us a read. But don't leave it sitting in the driveway. Bring yourself out, and inject some of yourself back in. No matter how awkward or self-conscious it may seem at first...Remember your first laps at the Point. Anything less is like riding the subway.

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Budget Report

1/1/88 through 11/18/88

Category Description	Actual	Budget	Difference
INCOME			
Autocross Income	\$1,219.00	\$1,280.00	(\$61.00)
Newsletter Advertising	13,860.06	13,805.00	\$55.06
Driver School Income	24,650.10	27,100.00	(\$2,449.90)
Dues from National	19,962.28	21,250.00	(\$1,287.72)
Other Event Income	1,150.50	2,592.00	(\$1,441.50)
Insurance Subsidies ex National	0.00	1,000.00	(\$1000.00)
Miscellaneous Income	12.50	0.00	\$12.50
Merchandise Sales	2,606.25	5,000.00	(\$2,393.75)
Non-Categorized Income	0.00	0.00	\$0.00
TOTAL INCOME	\$63,460.69	72,027.00	(\$8,566.31)
EXPENSES			
Autocross Expenses	\$529.10	\$550.00	\$20.90
Newsletter Expenses	15,833.11	18,150.00	2,316.89
Driver School Expenses	29,550.33	29,203.00	(347.33)
Equipment Purchases	79.85	654.00	574.15
Other Event Expenses	6,894.52	6,367.00	(527.52)
Insurance Expenses	2,756.00	2,377.00	(379.00)
Mileage Reimbursement	142.68	250.00	107.32
Miscellaneous Expenses	436.63	200.00	(236.63)
Meeting Expenses	986.38	925.00	(61.38)
Telephone Expenses	911.66	760.00	(151.66)
Postage Exp. (not for dB)	254.36	50.00	(204.36)
Club Promo/Goodwill	135.00	0.00	(135.00)
Merchandising Purchases	3,026.05	5,000.00	1,973.95
Special Mailings Expense	1,353.50	1,350.00	(3.50)
Misc. Store Expenses	20.00	250.00	230.00
Supplies	231.58	400.00	168.42
Xeroxing Expenses	362.18	200.00	(162.18)
Non-Categorized Expenses	126.50	0.00	(126.50)
TOTAL EXPENSES	\$63,629.43	\$66,686.00	\$3,056.57
OVERALL TOTAL	(\$168.74)	\$5,341.00	
Bank Balance (Jan 1, 1988)	\$4,353.81		
Net Profit/Loss	(168.74)		
Bank Balance (Sept 30, 1988)	\$4,185.07		
PROJECTED INCOME/EXPENSES:			
Income:		Expenses:	
Dues from National	1,800.00	Annual Dinner	3,300.00
Annual Dinner	1,500.00	Holiday Party	1,000.00
Ads	1,600.00		
	\$4,900.00		\$4,300.00

PAST EVENTS

Championship Autocross

October 9 was the date and the vast Capital Centre parking lot was the site of round 9 of the MWCSCC championship autocross series. The National Capital Chapter hosted this event and 21 of the 100 entries were driving BMWs! Why can't we have this kind of turn out at all of the championship autocrosses?

Officer of the Day Gary Toyama laid out a fast course (to the chagrin of several Honda drivers) and Raine Mantysalo assembled a large crew of workers. Timing was provided by the Porsche Club's Dan and Gale Dazzo, Bob Williams and Howard Leiken. They did a super efficient job from their nifty timing trailer.

As usual in championship events, each driver got three official runs (no practice). The first car of the first heat started around 10:00 am and by 4:00 everyone in the last heat was packed up and headed for a cold one. The fastest time of the day (41.929) was turned in by Richmond's Bob Matthews in his modified Corvette. Just watching this car storm around the course is an experience. For the second year in a row, Leo Balzereit of York, Pa. was the fastest BMW. Leo's red and silver 2002 tii won the E/Street Prepared class with a second run clocking of 45.920. Attempting to improve that time on his 3rd run, Leo spun in the twisty section just before the finish line. When the car came to a stop facing the wrong way quick thinking Leo put it in reverse and backed across the finish line. That was a first for me.

This event marked the return of "Sleeper" - Cory Laws' 535 making its first competitive appearance since an unfortunate incident last May. Cory's second place finish in E/SP indicates all is well. Max Rodriguez was sharing his 2002 tii Improved Touring race car with Isken Kutlucinar and Jim Rando of TUV Engineering. During its nine runs this unmuffled car gave everyone's ears a workout. Isken's 48.561 was the fastest unindexed novice time of the day. Incidentally, 22 of the 100 entries chose to run in the novice class. After two runs my 325is led Vince Bly's Prelude by 2/100th of a second in C/Stock. Vince needed a class win to clinch the '88 season title and was running two cars ahead of me. As I approached the starting line for my final run I heard that Vince had bettered my 47.942 by 8/100th second at 47.861. No sweat - surely I could improve by a mere 1/10 of a second. On the fast 180 degree sweeper at the far end of the course my rear end started to swing wide but I thought I caught it suffi-

ciently to squeeze through the gate. At the finish my time was announced, "47.443 . . ." I had done it! " . . . PLUS ONE PYLON". So I had hit the gate after all and the resulting two second penalty meant I had to settle for my second run time. Vince graciously invited all of the C/Stock competitors to a nearby pizza parlour to celebrate his championship. I sure wish he would get his Lotus Elan restored soon (it runs in a different class). The top six cars in C/Stock were within one second of each other.

In addition to Gary and Raine, thanks go to tech inspectors Phil Zubaly, Helen Williams, Doug Crowther and Steve Haygood; registrars Sue Baruch and Sylvia Harrison; and course workers Jonathan Jones, Greg Johnson, Frank Conway, Tom Verba, Fred Fernald, Jerry Ishmael, Les Adams, Twig Twilliger, John Hartge, and Don Whitaker. Announcing was handled by Max Rodriguez, Al Zavala (both used English) and Scott Coulter. Mark and Lynn Yaworski posted scores and helped Dwight Derr cool the sodas. Everyone agreed it was a fun and successful day. Where were you?

Woody Hair

RESULTS:

BMW's

Leo Balzereit	2002 tii	1st ESP	45.920
Cory Laws	535i	2nd ESP	47.814
Woody Hair	325is	2nd CS	47.942
Isken Kutlucinar	2002 tii	3rd Novice	48.561
Jim Rando	2002 tii	5th Novice	49.059
Max Rodriguez	2002 tii	4th ESP	49.580
Roy Melloni	325is	8th CS	49.753
Dwight Derr	528i	5th ESP	49.938
Klaus Hirte	528i	3rd DS	50.400
Scott Coulter	325i	8th Novice	50.667
John Hartge	325e	8th ESP	51.118
Raine Mantysalo	325e	9th ESP	51.356
Don Whitaker	325es	9th Novice	51.528
Joe Chang	2002	4th C Mod	51.889
Bill Gould	325i Conv	10th Novice	52.002
Bronco Pawtowski	2002	12th Novice	53.060
Rich Fogerty	320	14th Novice	55.311
Joe Dorr	2002	15th Novice	55.935
Alan Forney	320	17th Novice	56.272
Aaron Dorr	2002	18th Novice	57.266
Ernest Cohen	528i	6th DS	O. C.

Other Club Members

Tom Baruch	AH Sprite	4th DSP	47.605
Al Zavala	Shelby CSX	2nd BS	47.995
Emory Kopf	Datsun 510	1st FSP	48.463

PAST EVENTS, *Continued*

Eyeball Rally

On October 16, our chapter had a unique treat. An "eyeball rally" took about thirty five eager detectives over the backroads between Tyson's Corner and Markham, Virginia, where we rendezvoused for a tour of the Naked Mountain Vineyards Winery, with a picnic afterward.

An eyeball rally is a variation of the classic road rally with an accent on fun. The idea is to follow a set of directions, given at the starting point, which leads to the designated destination. The unusual aspect is provided by a list of questions, the answers to which are found along the roadway. But only if you're alert!

The course and the questions were given to us at the starting point. The directions consisted of route numbers and turning points. Turns were to be made, rally-style, at precise odometer distances from the start. Several of the twenty-five questions were listed between each milestone of the course where their answers were to be found. This gave a much needed clue to the "eyeballs" in each car as to what they had to be searching for. For example, one might be asked: "Who lives with Betty?"; "What does Spaulding sell live?"; and who is buried at the first gate?", over a six to eight mile stretch of winding country road. There were, in addition, three bonus questions. Answering these required keeping track of information over the entire course, such as: The sum of the route numbers traveled; the number of stop signs encountered in driving the course; and the number of new car dealerships passed along the way.

Two people per car were needed. The driver, of course, and a navigator/recorder/lookout to key the driver to upcoming turns and road directions, record answers and to be on the watch for the next clue. The course, laid out by Woody Hair, was both scenic and demanding. It led us through Virginia horse country in Fairfax, Fauquier, and Prince William Counties with plenty of beautiful fall foliage still on display.

But answering Woody's questions was the real challenge! MAny a screech of brakes could be heard as, while whizzing along County 55 between the towns of The Plains and Marshall, a small cemetery on the left with its wrought iron fence and twin gates suddenly broke the code - "... buried at the first gate?" "Quick, out of the car; whats the name on the headstone nearest the gate on the left?" And of course, while

congratulations were shared all around for getting that one, it was so easy to miss an old, one room school-house about 100 yards off the road to the right, with a sign reading, "Established 1887, country school #18."

When we arrived at the Vineyard, the owners and winemakers, Bob and Phoebe Harper, gave us an informative and interesting tour. Bob patiently answered all the questions we had, on subjects from yeast types used to ferment wines to kinds of oak woods used in coopering wine barrels. After the tour, and a sampling of the best of Naked Mountain's vintages, Bob and Phoebe allowed us the run of the grounds for picnicing.

And, oh yes, Woody announced the Winner of the "Eyeball Rally": It was Jim and Cathy Amerault who got all the answers to the questions - probably because they brought three of their sharp eyed youngsters along to spot the clues! Their prize - two bottles of Naked Mountains Vineyard's prize winning Chardonnay!

Our thanks go out to both Woody Hair and Dwight Derr. Woody for checking and rechecking the course to get directions just right, as well as for coming up with some real stumpers. Dwight for arranging the great tour and picnic at Naked Mountain. If this sounds like the kind of activity you'd like to see again, please let Woody know.

Jim Amerault

Halloween 1988

Well, you MISSED IT!

I shouldn't even tell you about the fun we had. Fonzie the Clown was a big hit! Magic abounded. Witches and Warlocks, Ghosts and Goblins, and even a contingent of Cons for Dukakis filled the halls. Snacks, candies, cakes and holiday cheer were in abundance. A good time was had by all.

Unfortunately our camera decided to trick instead of treat. The film did not catch, and all the great shots that were taken were for naught.

Highway Safety School

I should have known something was wrong when I called the Driving School Coordinator, Mark Yaworski to ask if rain would affect our session on Saturday, November 6th at the Summit Point track. Mark said rain would be great because we would learn much more about emergency maneuvers. I said, "...Oh...OK...thanks."

I asked my wife if she wanted to come with me and she said, "You go and have a nice time", in much the same way she used to send our kids out to play. So, not being a morning person, I drove up Friday night to the accompaniment of steadily increasing rain. Following instructions, I arrived at the track at 7:30 the next morning and found no one there except chief instructor, Bob Gammache, who was unloading his 2002 from its trailer and politely wondering why I had appeared at such an early hour. By 9:00 a few other hardy souls had gathered and we stood around saying things like, "Do you suppose it will keep up all day?" and "Do we need rain tires or swim fins." Of course, as the day wore on there were variations in the weather. Sometimes we had light rain, sometimes it was heavy and sometimes it was prudent to look for high ground.

Although the class consisted of just 12 students, there was a considerable variety in our cars which ranged from a white rabbit to a green 750i. Technical inspection was conducted inside by the clever expedient of having cars driven in one door of the Tin Shed and out the other. Vital safety equipment such as windshield wipers were carefully checked before we ventured in to the torrent to practice threshold braking. Not having been to a school before and being unsure what to expect, I found this exercise very reassuring. Unlike many of the others, my car had ABS brakes so I just accelerated down the track until the car came to a row of cones at which point I would step on the brakes and come to a straight stop. With instructors on board, each of us performed this maneuver then circled around to the back of the line and did it again. After the third or fourth time, I was getting bored. The heater was on, the windshield wipers were clicking away, and my instructor, Jim Harrison seemed a little ... well less than alert. Then somebody changed the pattern. Now the idea was to drive through a double set of cones, brake, and swerve right to miss a single cone, then swerve left to go through a final set of cones. With great confidence, I approached the cones about three times faster than I should and quickly discovered that ABS brakes are primarily useful in a straight line. My car began to spin and Harrison

screamed (spoke urgently?) "Nail the brakes! Nail the brakes!" I replied somewhat reproachfully that the brakes were nailed, and in response to another request, that the clutch was in but we just kept on turning circles in a nice straight line down the track. If there are any prizes for the number of spins a car can make and still stay on the track, this incident has to be a contender.

With my new understanding of the laws of physics, I cautiously drove to an area known as the skid pad. Here the idea was to drive in a circle at an increasing speed until a mild version of my recent embarrassment was induced. Notwithstanding the leaves, the puddles of water and the continuing rain, this was kind of fun. After learning to control our skids .. more or less .. we then broke for lunch.

Ah lunch! The food and comradery were great but the entertainment was spectacular. I may have seen a more impressive rainstorm but I can't remember when. The question was not should we return to the track, but rather, could we make it across fifty feet of mud to the Mens Room. Which brings up the subject of mud. In an earlier safety talk, we were warned about the peculiar properties of Summit Point mud. Not only can this mud cause the worst of all incidents (instructors have to push you out) but it also is incredibly slippery. I found this out at the entrance to the Mens Room. Believe me there are worse things than getting wet in the rain. ABS didn't help me either.

With a suddenness that I have only seen in the tropics, the rain stopped, the sun came out (briefly) and our afternoon program began. We learned the significance of the variously colored flags including black, which as near as I could make out, if it is pointed at you the best thing to do is to drive immediately to your motel. Following this useful session, we students climbed into passenger seats and the instructors proceeded to drive laps around the track in a way that would not have been appreciated by Officer Friendly.

I was lucky enough to have Jack Chandler, an ex-Air Force pilot, as my instructor. Jack explained calmly and clearly the outrageous things he was doing with the car, commented graciously on its handling and inquired about the tires. I said casually that the tires weren't very good in the wet but neglected to add that they weren't very good in the dry either. In any event, there were not just puddles on the track but in several places there was actually running water as well. Going around turns was like sailing a boat with no center-

continued on page 13

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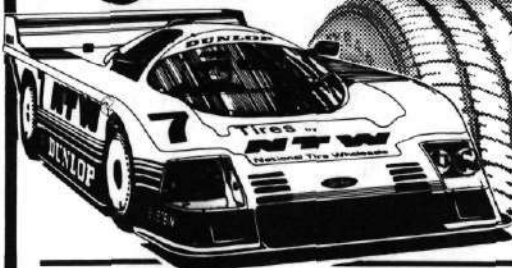
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PAST EVENTS, *Continued*

Highway Safety School

continued from page 11

board. The worst was turn #5 which could only be taken at the speed of a brisk walk. The straights were better though, and when Jack let me take the wheel, at times I actually managed to get into third gear.

The day ended all too soon, the cocktail hour arrived and a general soothing of nerves took place. As we headed home the heavens again opened up and this time we were treated to a very impressive exhibition of thunder and lightning. Despite the weather, I had a really good time and can't wait to go back. I'm sure this was largely due to the hard work of Mark Yaworski and his crew, and the ever patient and skillful instructors. My only problem is that after typing this report and cleaning the mud off the outside of the car, and washing the floor mats, my wife still doesn't want to join me at the next school. I can't understand her reluctance. I mean after all, it is her car.

Bill Gould

A men's wrist watch was left at TUV after this session; call Inci Willard at 770-9393 to stake your claim.

onstrating that many parts of a 2002 are edible.

Except for a bothersome shortage of instructors, the day was rather enjoyable. Even the Drivers School Coordinator managed to get in a few laps in his wife's Prelude Si.

I would like to thank the workers who are such an important part of every school. One man who usually is a driver, spent the day at a flag station while his significant other, who is usually a worker, spent the day flogging his BMW; he made the usual comment of drivers turned workers (including myself), "You can observe a lot just by watching." (*Yogi Berra, ca. 1980.*)

Mark Yaworski

TUV Engine Rebuilding Tech Session

PV=nRT, you don't have to understand thermodynamics or physics to rebuild your own BMW engine. However, if you're a weekend do-it-yourselfer, and this is your first engine rebuild, I would highly recommend that you do some serious soul searching and then gather up as much reference and knowledge as you can from your local BMW specialist shops, dealers, Roundel, der Bayerische, Haynes, etc.. And, if you were one of the smarter BMW CCA members, you made sure that you attended the recent Engine Rebuilding Tech Session organized by Max Rodriguez and offered by TUV Engineering at their beautiful new and updated BMWs "only" facility in Rockville, Maryland.

The tech session was held on a sunny Saturday in mid November. Approximately 40 to 45 Club members turned out for this event, all were treated to coffee and donuts, and to the many lucky winners, a variety of door prizes. To everyone's surprise, the engine rebuild tech session started with a mini session on engine oil given by Mark of BG Lubricants, an engine lubrication and fuel additive specialist company. Mark demonstrated the break down of engine oil under shearing stress pressure, and how the normal oil breakdown pressure and temperature threshold can be increased by multiple folds with an oil additive called MOA. Later on in the day, during one of the breaks, Mark fired up BIG BERTHA (a stand-alone Chevy V8) to

continued on next page

Fall Fling Drivers School

Fall Fling was a far cry from last November's Snow Shoe Drivers School. The weather was beautiful for most of the day with only some light sprinkles in the afternoon.

Roughly fifty drivers were in attendance, with drivers coming from as far away as Ohio (Ohio is that part of the map that is marked "Here there be monsters"). Not everyone brought a BMW to drive, there were 911s, a MR-2, a couple Preludes (Mike, what's under your hood) and even a Saab.

The chief instructor, Bob Gammache, started the day with a walking tour and discussion of Turn One. This practice was started at the Back to School Drivers School at Turn Ten and so far has received rave reviews. Each school will start with a tour of a different turn, so don't skip a track day or you may miss your favorite turn.

Lunch was provided by Messrs. Derr and Haygood. Dwight prepared the entre, grilled chicken, in the paddock and Steve entertained the masses by dem-

Engine Rebuild

continued from previous page

demonstrated that an engine treated with MOA oil additive can run without oil for an extended amount of time. This quieted all the doubters of MOA's ability to protect engines.

After the mini tech session on oil, all attention was turned to Isken, one of the owners of TUV Engineering, for the start of the engine rebuild tech session. I should mention at this point for those of you who missed this tech session, you did not miss everything. This tech session only covered the rebuilding of the engine block excluding the engine cylinder head. Engine cylinder head rebuilding will be covered at a later date at TUV Engineering. So, stay tuned to *dB* and Max for further details.

Isken started the engine tear down by explaining the importance of cleanliness, markings, and organization on how one should keep track of all of the components and parts with its proper nuts and bolts. This is especially important for the weekend do-it-yourselfers, a major undertaking such as this could take several weeks and possibly months. So, don't count on the old brain to remember what bolt goes with what, you'll need every bit of that old brain for the assembly process. I will not outline the disassembly and assembly process, but, I think it was to almost everyone's amazement how quickly Isken was able to disassemble that four cylinder engine. However, one should also be aware that Isken is a professional with many years of engine building experience, and also that the engine one would remove from his/her own BMW would be full of dirt and grime, needing additional time to clean before disassembling. After the engine was fully disassembled, Isken explained the process one should take to check out every component and identify which pieces would be replaced, reused, and further checked, balanced, and matched to precise tolerances by a machine shop. It was also stressed that because good machine work is so important to the success of a good rebuild, one should use only reputable and experienced machine shops.

After a brief break and the firing of Big Bertha, Jim (the other owner of TUV) continued with the assembly process of the engine. It did not take too much longer to assemble than the disassembly process. Both Isken and Jim provided many valuable tips on the assembly procedure, methods, and types of lubricants to use to prime the various engine components during each phase of the assembly process.

I think Isken and Jim have demonstrated very

well the type of preparation, care and attention to details one must prepare oneself for, before attempting an engine rebuild. My only concern is that they are professionals and their skills and experiences have made it look too easy for the untrained. Just remember the first time you were at a Chinese restaurant and was just shown how easy it was to use a chop stick. Well, when you came home that evening, you were one of the following: You were still hungry, your ego broken plus a big laundry bill to boot, you ate well because you were smart to go back to using fork and spoon, or, you became a new chop stick user. Of which, the latter does not happen to too many of us, especially not on the very first attempt.

In closing, it's safe to say that the Tech Session was a smashing success. Thanks goes to TUV for sponsoring the tech session and their wonderful hospitality. I'm sure that many BMW CCA members will be looking forward to their next visit to TUV Engineering for quality service and modification, and of course, the next engine rebuilding tech session.

Edmund Huang

Membership Contest

Through the efforts of our members, some possibly motivated by the 7/1/88-11/18/88 membership contest, our net membership has increased by approximately 130 since July 1. San Francisco is still 30 ahead of our chapter at 1860, but we are holding our own.

Congratulations to the winners of our contest. **Mike Mills**, who signed up 12 new members, won himself a choice of either dinner for two at La Bonne Auberge or a Passport Radar Detector; **Dwight Derr** (7 new members) and **Mark Yaworski** (6 new members) were the runners-up and also won great prizes. **Excluservice** had the most referrals for a business with 10. Thank You, Lothar Scheuttler.

Our chapter must have growth to continue to provide service and improvements to you. The local chapter receives \$12.50/new member, to help us give you a first class newsletter and subsidized events.

If we could all put one application on one windshield each week we would be at our goal of 2002 in no time.

Please call if you would like to be a dealer liaison or if you need applications. Thank you!

Gordon M. Kimpel

Annual Dinner Report

There was a full house at the Chapter's Annual Awards-Election dinner, held November 18 at the Mustache Cafe in Alexandria. After time for socializing and devouring a large buffet dinner, and some liquid refreshment, club business was addressed.

The 1989 officers were elected. Some new blood, and some old. Cory Laws agreed to serve for a 3rd straight year as President. Jack Chandler accepted the nomination to serve as vice-president, succeeding Terry Forrest who filled the job for 3 years. Jon Miller will serve as secretary, replacing John Hartge who held the position for two years. Lynn Phillips Yaworski agreed to stay on for her second term as treasurer.

After taking care of the club's immediate future, we were introduced to some history. Dave Toy presented Cory with the National Capital Chapter's authorization charter from the national BMW CCA office. It shows this Chapter was established May 27, 1971. Dave said he took the charter for safekeeping back in 1972. And, he did have it in a safe place all these years. He also forgot about it until he ran across it while tidying up recently. (Wonder how long Cory will have the charter in a safe place?)

Cory presented special awards to recognize several club members for their services over the years: Jim Harrison, Terry Luxford, Kay Heatherly, Terry Forrest and John Hartge. Trophies were presented to the Chapter members who won top spots in the auto-crosses and rally this past year. You've already read about these people in *der Bayerische* earlier in the year.

Many of the dealerships and independent shops that serve club members were generous with the door prizes they donated (and they were also well represented among the attendees). The Chapter Challenge Trophy, a large vase won by the National Capital Chapter at the national Oktoberfest in August, served as the drum from which winning door prize tickets were selected during the evening.

Back to the business addressed at the dinner meeting: Lynn distributed the accounting of your Chapter's money which appears in this newsletter. Cory informed us it will take a lot more work to maintain our national leadership position. The San Francisco chapter overtook us ... as the largest chapter in the country. Let's do something about it.

Again, a good time was had by all.

John Hartge

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A Brief Word From the Drivers School Coordinator: HELP!

Workers. That simple little word can paralyze an event coordinator with fear. That tiny vocabule serves as the springboard for a multitude of "What ifs": too many, not enough, inexperienced... Take any of these questions singly or combine them as doublets or triplets and you will probably provide someone with Excedrine headache number 177.

Volunteer help is the backbone of most non-profit organizations and the National Capital Chapter of the BMW CCA is no exception. All of our events are organized and staffed by people who willingly give their time so that others may have fun. With a little bit of perverse pride, I can claim that the Drivers Schools are more manpower intensive than any other activity sponsored by NCC. To be perfectly honest, the workers usually have a ball, their fun index normally exceeding that of the participants.

"Heresy," they cried. How can someone standing in a wooden tub, watching cars zip past have more fun than someone belted into an ultimate zoomer, hurtling around the track? One word, involvement. Driver school workers are involved with the school for the entire day, not only do they help keep the show running, the very nature of their job puts them in an ideal location to see the action up close. While the drivers are isolated in their cockpits concerned only

with their own cars, the workers can see every car and are able to observe what each is doing correctly or incorrectly.

If a worker has been assigned to a corner flagging station, they are in the perfect spot to see both the intense driving and the things that always make good stoies after the school is finished ("Control, this is Turn One. We have a family of ducks waiting to cross the track.") Flaggers are also in constant radio contact with the other flag stations and Control in the pit area so they have an audio window to what is going on around the entire track. Safety is the primary reason for flaggers being stationed where they are. The excellent safety record enjoyed by the NCC Drivers Schools is largely due to the actions of the flag marshalls.

One word of caution to the drivers: if you, the faithful followers of the Reverend Zoom, don't help by bringing workers to the school with you, some day we will be forced to draft drivers to work part of the day.

Remember, if you plan to work at a Drivers School, please call the Drivers School Coordinator beforehand so that he may make the appropriate plans.

Hey, let's be careful out there.

Mark Yaworski

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Saturday, March 18

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• DRIVERS •

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Phone: Work _____ Home _____
Car: Year _____ Model _____ Color _____
Previous Drivers Schools: _____

• NON - DRIVERS •

Please indicate number attending and fill in names and telephone numbers.

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

_____ Lunch(es) at \$8.00 per person (non-participants).

NAME _____ Home Phone _____

Mail this application to:

Mark Yaworski, Driving School Coordinator
17567 Kohlhoss Road, Poolesville, MD 20837

If you have any queries, Mark can be reached at (301) 972-8237, evenings between 7 and 10pm.

Make checks payable to the *National Capital Chapter, BMW CCA*, and include with the application.

Please enclose a self-addressed business size envelope with 45 cents postage along with this application to ensure prompt receipt of your registration material.

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Additives, Destruction, Services, Tools, Etc....

By now most if not all of you have read the many claims by different manufactures of OIL Additives and their advantages of using them as part of an oil change.

I first remember the Motor Oil made by ARCO known as ARCO GRAPHITE. Their claim was that the graphite particles in the oil would seal microscopic cracks in the engine thus eliminating oil consumption, less friction and of course better gas mileage. I understand that the product sealed more than cracks in the engine and in some cases caused engine damage. It is no longer made.

Next was a product in a small bottle going by the name of TUFFOIL. This time instead of graphite, Teflon was the key ingredient. This one still available. Another one which is more expensive is SLICK 50. This one claims a lot more than the others, and a latest advertisement states that it has been tested by the TUV German labs showing lower engine temperatures and better gas mileage due to the reduction of friction. Interesting.

The latest for people to know about is a BG product called MOA. This was shown at the TUV Engineering Engine Rebuild Tech Session. Since there is already an article on the tech session, I will stop here.

One thing to know is that you have to be careful about all of the different additives available for your cars. Some have been tested, some are only available thru the mail and some have name brands such as STP. To me the best additive is to change the oil every 2-3K miles with a good oil such as Valvoline.

How about gasoline additives. There is only one that I would recommend. It is also a product made by BG known as 44K. This product (used once a year) cleans valves and injectors of deposits for a smoother running engine. The first time I tried it, I felt a surge of power while accelerating as I merged onto the highway. I swear I had not been drinking, but the additional power was very noticeable. I have been using it once a year ever since. NOTE.. It is expensive and it is only available at repair facilities.

INEXPENSIVE BUT COSTLY

Since I just happened to mention oil changes... I met someone the other day exited about how inexpensive an oil change is at JIFFY LUBE and the likes. Further examination of the filter used on this member 320i, showed a wrong filter having been installed. I immediately told him to replace the filter before it was too late. The brand of the filter used had been LEE. I

have seen to cars(2002's and 320i's) which required an engine rebuilt because the filter gasket came loose and oil was lost while driving.

The only oil filters recommended by the factory are; Purolator, Knett(these are one and the same), MANN and another German brand I can not recall the name. It is also my understanding that Purolator has lost its licensing for producing BMW filters. I do not know how true this is, but do not be concerned. Knett and Mann are factory OEM suppliers of these products.

SERVICES

The following is a reminder for those of you which have BMW's still under warranty... Read the owners manual and understand what each different service means and when is required on your cars. Some of you follow this to the letter some of you exceed, mainly when it comes to oil changes.

When taking your car to a dealer or a repair facility for your 3000 mile oil change, state that *you only want the oil and filter changed*. If you do not specify this and you say *oil service*, the cost is much higher. As stated the different services are listed in the book and they must be performed in order to keep your warranty alive. Don't short change yourself.

DESTRUCTION

I know for the most part, most of you read and take note of the items that I write about. Couple of issues back, I wrote about the replacement of the timing belt on the 325/528 engines. Unlike the old timing chains, the belts have a much shorter life span. *It is critical that the belt be inspected and replaced at every second inspection service*. Also note that there is an upgraded belt and tensioner available.

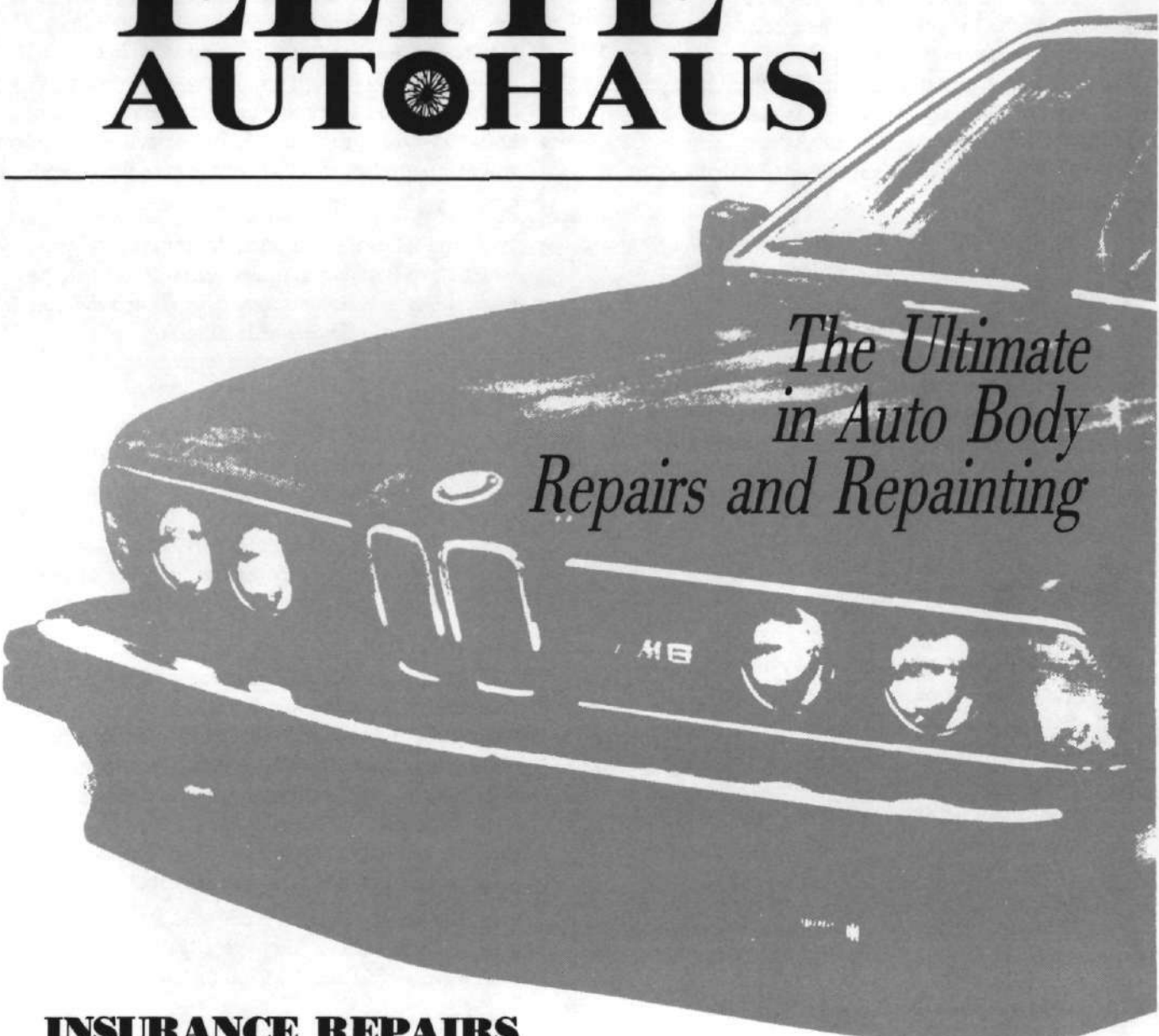
Failure to do this in order to save money will cost you a bundle. Like a complete engine rebuild...An NCC member just spent \$4,200 on such a rebuild.

TOOLS...

The best tool that I have found for doing many HONEY-DOO's around the house is an electric screwdriver. This has saved me countless hours of work. These usually go on sale almost every week. Another set of tools that can help you immensely is an inexpensive set of Metric Sockets. These will cost about \$5.00, don't last very long but will help you in repairs. Even my father carries one in each one of his cars (Ford Fiesta and Toyota Cressida). We never leave home without it. Until next time... Max

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TAG SPOTTING

A long, long time ago in a galaxy far, far away (Poolesville, Md.), a person named Lynn was involved in an accident and suffered a broken foot and ankle. The prognosis was not all that bad; a cast, a pair of crutches and some physical therapy would make her as good as new again. Enter the villain, the standard transmission. With only one functional foot, it is virtually impossible to operate gas, brake and clutch pedals and drive at the same time. Yeah, I know that you can do it but then only a few men have been known to walk on water. Enter the hero, the boyfriend with two functioning feet who is all too glad to act as chauffeur until his best girl is back on her own two feet.

Since Lynn was not motivating around too well, I figured that it would be nice to be able to use the handicapped parking spots so that we could get into Giant sometime this week. First, Lynn tried to call the Maryland MVA to get information on temporary handicapped parking permits. Surprise, surprise, surprise, no one ever answered the phone. Being a resident of Virginia and accustomed the better service provided by the Virginia's DMV, I headed for the Express DMV office in Fair Oaks Mall (open Monday through Saturday until 9 P.M.) where I received the proper form after a 30 second wait in line. The application went to Lynn's doctor, who wrote doctor things on it, certifying that "this here woman, who is using crutches to walk and is wearing a plaster shoe, is indeed having trouble walking." After the doctor returned the application, I took it back to the Express DMV office and received a temporary handicapped parking permit ("Display this in plain view on the driver's side of your dash."). That doesn't sound too complicated, does it?

The application for a handicapped parking permit has two sides (bi-sided paper, what a concept), one side is for a Temporary Handicapped Parking Permit and the other is for a Permanent Tri-State Handicapped Parking Permit. What's the difference? One's temporary and the other is permanent. Okay, but what's this tri-state stuff. Oh, that means that it is valid in Virginia, Maryland and D.C. (I know, D.C. isn't a state). Wait a second, does this mean that the temporary permit is not valid in Maryland. Sure enough. Does this mean a police officer can issue a citation for illegal parking if I park in a handicapped parking spot in Maryland while blithely displaying this permit. Yes, indeed. Is there a way to avoid this situation. Don't go to Maryland or get a permanent handicapped parking permit.

To make a long story short (which makes the story longer by six words), I flaunted the law in Maryland, D.C. West Virginia and Pennsylvania by parking in handicapped parking spaces. Fortunately, I managed to escape detection or I would be writing this form behind bars.

Since St. Valentines Day is approaching, a list of tags concerning LOVE seems appropriate. Unfortunately, most of my sources don't bother telling me what type of automobile is sporting the plates in question. Romantic plates (*Eds. Wearing their hearts on their sleeves...?*) include:

LUVNJOY O2BNLUV 4 LOVE MY LOVE and of course, **I LV NY.**

I'll be looking for you.

Mark Yaworski

Ever wonder how fast your car will really go? Perhaps most of us have explored the upper range of the speedometer on short spurts, but, short of going to Germany, how many of us have had the opportunity to drive it flat out for any length of time? Well on September 25, forty nine drivers were legally able to put it to the floor over 91 miles of public highway in Nevada. This was the first running of the Silver State Classic Challenge, a little-publicized event put on by the Vintage Racing club, after receiving permission from the Nevada Highway Department to close Route 318 for four hours on a Sunday morning.

Entries ranged from a non-U.S. certified Porsche 959 to a 1947 Bentley. The 959 driver also brought along two Ferraris, a Testarossa and a 512 Boxer, for two sons. While he reported speeds of 205 mph, Jim Liautaud, Sr. had to stop twice for a leaking tire and Jim Jr.'s Testarossa was the overall winner with an average speed of 162.58 mph.

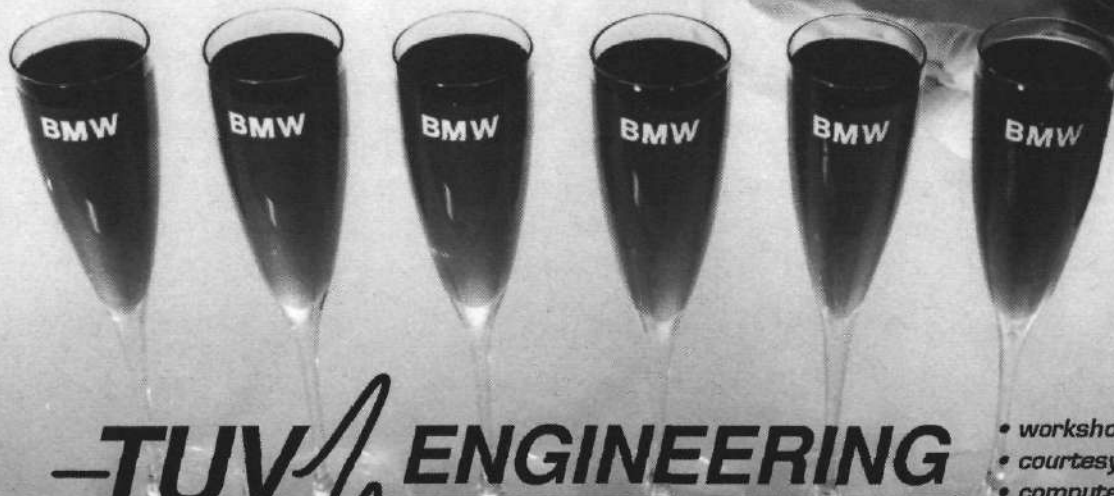
A BMW 750iL piloted by Jack Queen was 6th overall beating a number of Porsches, Ferraris, Cor-

vettes, Cobras, etc. The V12 Bimmer's average speed of 150.92 mph was just short of its 155 electronically governed top end. Nineteenth overall was a BMW 635CSi at 141.62 mph. The Bentley averaged 70.

I think the most significant aspect of the race (the cars were started 30 seconds apart) was the assistance lent by the Nevada State Police and the three counties the route ran through. They provided control at the 32 intersections along the rural two lane highway. Fortunately there were no accidents during the race and prospects are good that the Silver State Classic Challenge will be repeated.

SPEED SHIFTS: Although it appears likely the proposal will have been voted down on December 12, the Metropolitan Washington Council of Sports Car Clubs is considering as of this writing to adopt the SCCA's car classifications for autocross events. A fun gymkhana was held in the field outside of turn 8 at Summit Point's Blue-Gray races. Each driver had to negotiate a short autocross-type course while blind-folded and thus rely on the verbal directions of his

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navigator. Then the driver and navigator switched seats and blindfold for a second run. Winning team based on combined time won a pair of Escort radar detectors. Also there was a car club team competition combining the times of three teams from each club entered. Your National Capital Chapter missed winning the club top award by a mere 4.69 seconds to the winning team's total combined score of 462.48 seconds. All participants agreed it was great fun and Summit Point promised to do it again in 1989 when they will be celebrating their 20th anniversary. Two Club members won championships in the 1988 MWCSCC autocross series. Congratulations to Emory Kopf who won F Street Prepared in a Datsun 510 and Al Zavala for winning B Stock in his Shelby CSX. CRUNCH.

COMPETITION CORNER CALENDAR

Sunday, Jan 29

WRC Rally, Landover, MD

Sunday, Feb 19

WRC Rally, Great Falls, VA

Sunday, March 12

WRC Rally, Gaithersburg, MD

Saturday, March 18

NCC Highway Safety School, Summit Point, WV

Sat/Sun, March 25-26

SCCA Race Drivers School, Summit Point, WV

Sunday, April 2

WRC Rally, Tysons Corner, VA

Sat/Sun, April 8-9

SCCA Regional Races, Summit Pt, WV

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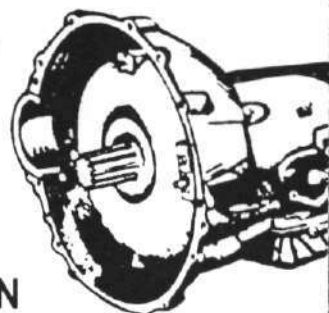
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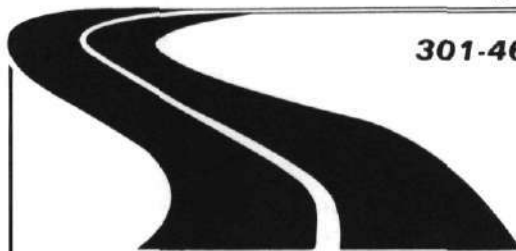
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Road Noise.....

Finally we are getting some mail from previously unheard from sources; some complimentary, some not, but all very welcome. All in all, as far as Road Noise is concerned, we are up about 30dB from last issue! Keep it coming....

Firstly a letter (12/27) from a rather (and perhaps rightly) disgruntled gentleman which read as follows:

Richard J. Leary
710 S. Kaywood Dr.
Salisbury, MD 21801

To: Cory Laws, President BMWCCA NCC
Andrew Short, Production Mgr.
Mark Luckman, Exec. Dir. BMWCCA

Gentlemen:

This is an initial correspondence to address a problem I anticipated when BMWCCA mandated that members who were not members of the local chapters would be assigned to the chapter of their choice. There is not much of a link between these 'disenfranchised' members and their 'local' chapters; indeed, in many cases quite a bit of geography separates the member and chapter. Such is my case. I moved to Salisbury, MD from Pittsburgh, PA three years back and was disappointed to find there was no local chapter. I gave some thought to attempting to form one but felt that the pressures of relocation, fatherhood and new job would occupy most of my time; I was correct!

My complaint is straightforward: NCC's newsletter has never arrived remotely close to its cover date. The most recent example turned up in the mailbox on Saturday, November 26. The coming events of Nov. 5, 6, 9, 12, 18 were long gone; the Holiday Party of Dec. 16 is almost here. I've been a member of BMW CCA since about August 1982 and of the Corvair Society of America since 1973 (1964 Spyder Conv.) I've served as secretary and newsletter author/publisher for two years for active enthusiastic (100+ members) chapter of Corsa. It was hard work; we had very little paid advertisement and desktop publishing had not been invented yet. But we got the paper out on time. Corsa, Roundel and Road & Track arrive on schedule each month; if *der Bayerische* can't shape up, it may be time to rename it Fiasca de Italia and appoint Il Duce to keep it on schedule! I'm not able to pitch in and help,

but I'd like to get my money's worth while reading on the sidelines. I have not detected any letters to the editor about late issues; perhaps I'm an isolated case? Mark, my suggestion is to free the captives. Those interested in local affiliation will participate; those without a burning itch won't. Thanks for reading and responding!

Sincerely,

(Signed) Richard J. Leary

Il Duce here, certain that you will appreciate der Bayerische's 1989 New Improved Service.

The faithful few who contribute their time and talents to the publication are painfully aware that at times dB falls short in its main function of timely information dissemination. We compensate therefor in certain ways; you may have noticed an annual Calendar, put together with much thought and planning and printed in every issue with the year's events plain for all to see; coming event write-ups are published in two consecutive issues whenever possible (as for instance were the November 5 and 6 drivers schools you mentioned, which were also written up in detail in the September/October der Bayerische). Without being defensive or uppity, we do take umbrage with the words "never" and "remotely".

No, you were not an isolated case, the last issue was indeed very late; it did not go to press until the 4th of November and in the mail a week later. The "captives" strangely enough seem also to enjoy the pressures of "relocation, fatherhood and new job" and what we come to accept as 'the Washington way of life'. In anticipation of untimeliness we sent out in early October a special (and costly) mailing to all members with an update and reminders of all the October and November events. Beginning in February we will publishing additional bi-monthly newsletter 'supplements' aimed at giving you very timely reminders to come on out and join the fun.

Another cause of delay in der Bayerische delivery is the financial necessity of mailing the newsletter by bulk mail. If anyone very anxious to receive dB on the first of the month would like to spring for the first class postage, please step forward!

As for your getting your "money's worth", we will continue in our volunteer efforts to work towards that goal. The "link" is up to you. Hoping to see you at some of our many events.

Happy reading!

Second was a letter from an obviously confirmed Bimmerphile waxing lyrically about his latest toy:

First Impressions - 1989 BMW 535i

Just wanted to pass along first impressions of my new 1989 5 series. Having owned a 2002, 530i, 633csi, and now the new "Five", I must say it's a superior vehicle par excellence. It not only hints at the future state of the automobile, but gives solid evidence both sensually and aesthetically of the old adage "the future is now." The exquisitely soft, but comfortably firm marshmallow ride, coupled with the quick but gentle sustained pressure of the seat rest upon the driver's back during acceleration has made for a truly enjoyable driving experience. Without a doubt, this vehicle (A.K.A. machine) will set the standards for midsize luxury carriages for years to come. It's cornering dynamics, "whistles and bells" dashboard of functional appointments, and throaty idle would satisfy the expectations of the most spirited BMW aficionado. Further, the correctness of this purchase is reinforced daily because the vehicle exudes a haunting sense of

visual and tactile excellence rarely achieved in today's automotive marketplace. To some, the cost of this fine sculptured piece of solid marble on wheels may seem high. Trust me, the price of admission is truly worth it! If considering purchase, do one thing. Buy the new 535i because you really want to experience the ultimate on safety, road handling, and ride experience. Any other reason greatly diminishes the aura of celestial oneness between the driver and this reincarnate "ultimate driving machine."

(Signed) Brian S. Jones, of Fort Washington, MD

Ed: I think he likes it!

Correction and Salutation

Adam Koons, shown eating crabs on last issue's page 1, is on a Peace Corps assignment in the Niger Republic, not Nigeria. On a post card brandishing a 110 Franc stamp discouraging speeding, he reports sighting *two* BMW's. Looking forward to your return.

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More Road Noise...

Wet Paint...Another letter in the dB Forum

As a relatively new member of the National Capital Chapter, I look forward to each issue of the newsletter for the wealth of information it provides - particularly to those of us who are new to the marque. Although I enjoy all aspects of our newsletter, the referrals it offers are of particular interest since my current automobile is my first Bimmer. Approximately a year ago, I attended an "Octoberfest" at Excluservice in Rockville, MD and fell in lust (I love my family, I lust cars) with a beautiful 745i a staffmember offered for sale. Within a short period of time, this impeccably maintained automobile was mine. Mechanically, the car has treated me well. Aesthetically, it has served me even better. A few months before I purchased the car, it had been painted "malachit green" which is a dark rich metallic color that I have yet to see on any other Bimmer although it is a factory color. To say the least, I've received several compliments on the color, as well as the quality of the finish.

Unfortunately, I recently broke a major cardinal rule (never loan anyone your Bimmer) and my car (as well as pocketbook) suffered the penalty. To my inexperienced eye, the damage appeared to be in the range of \$800.00 and this kind of money doesn't just float around in my pocket all the time. Rather than dwell on the negative, I gathered my past issues of *der Bayerische* and searched for a body shop referral. Lo and behold, the 1988 May/June issue contained a referral for a shop by the name of Champion Auto. I had learned from reading previous issues that the author, Max Rodriguez, was a consummate "Bimmerphile"; therefore, I didn't hesitate to get my car to Champion Auto for an estimate. After all, they were only five minutes from my office and if they were good enough for Max's "944", I could surely trust them with my "745."

Upon visiting their shop, I was impressed with the facility and comforted by the photographs on the wall of other European BMW's in various states of repair. Seeing a well set-up 2002 parked out back that brought up visions of Summit Point didn't hurt the situation. I met the owner, Gary, a gave me a reasonable estimate and after a mild delay on my part we arranged for my car to come into his shop while I was out of town for two weeks. Upon my return home, I couldn't wait to pick up my car to see what sort of transformation Champion Auto had performed on my car. Unfortunately, I was not impressed. Although I had no complaints on the sheet metal repair, the quality of the paint job was highly unacceptable. "Orange Peel" is a characteristic we all can accept on certain citrus fruit, but I don't believe it should exist on the finish of a fine automobile. I pointed this out to Gary and his initial response was to call over one of

his employees who perused the repaired panel and then rubbed the finish with some sort of liquid in an attempt to "rub-out" the problem. This was unacceptable for two reasons. First, although the entire rear body panel where the license plate is located was painted, the guy rubbing out the panel didn't attempt to remove the license plate before attempting his "qwik-fix-orange-peel™removal-technique." I guess he thought I wasn't interested in correcting the area behind the license plate. Wrong guess.

Secondly, if my reference material is correct "orange peel" cannot be rubbed out. The only real solution is to repaint the problem area and repaint it properly. Hopefully, I'm not boring you with this story because it's about to get interesting. Guess who happened to be within earshot while I was discussing my dissatisfaction with the work done to my car? If you guessed Earl Scheib you're wrong, but if you guessed Max Rodriguez please take a bow. Max was apparently troubleshooting Gary's computer software and overheard that I was a member of the car club and had been referred to the shop by a news article. After introducing himself, Max and I talked shop (Bimmer stuff) and after I explained my dilemma, Max concurred with my prognosis: the car would need a repaint. Well, by now Gary had picked up my "vibe" and offered to repaint the area to my satisfaction. My schedule has prevented me from getting the car to him, but I intend to schedule an appointment within the next two weeks. Hopefully, all will turn out well so that I can write another letter congratulating Champion Auto for a job well done. If not, there will be a body shop in Rockville, MD that will find that our readership can damper business, just as well as we can improve it. Happy Motoring.

(Signed)Sullivan Johnson, of the District.

Ed: You may be familiar with the expression, loosely translated as "stuff happens." Well, it can apply to shops as well as Bimmer owners, and when it does happen to the former, the latter is usually affected. Follow up by dB uncovered that Sullivan's unfortunate experience was an isolated event, was the "handwork" of a trainee painter new to Champion, and that said painter is no more. The work was fair and quite sincere. dB was looking forward to printing a happy-ending letter, but alas the beautiful 745i was subsequently totaled. "Stuff happens." Sincerely, Sullivan, we share your grief and wish you luck in dealing with the insurance company. When the dust settles be reminded that BMW's are mass produced automobiles, and boldly pursue another dream machine. You know: "Better to have driven and smashed than never to have driven." Hope to see you at a future driving school.

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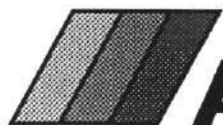
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Snow tires, four Michelin Radial 165X13 mounted and balanced on BMW rims for 320i, good condition. \$55 each. Other German made parts: snow chains \$25, roof rack, new, \$35. Call Jan (703) 631-6319 eves.

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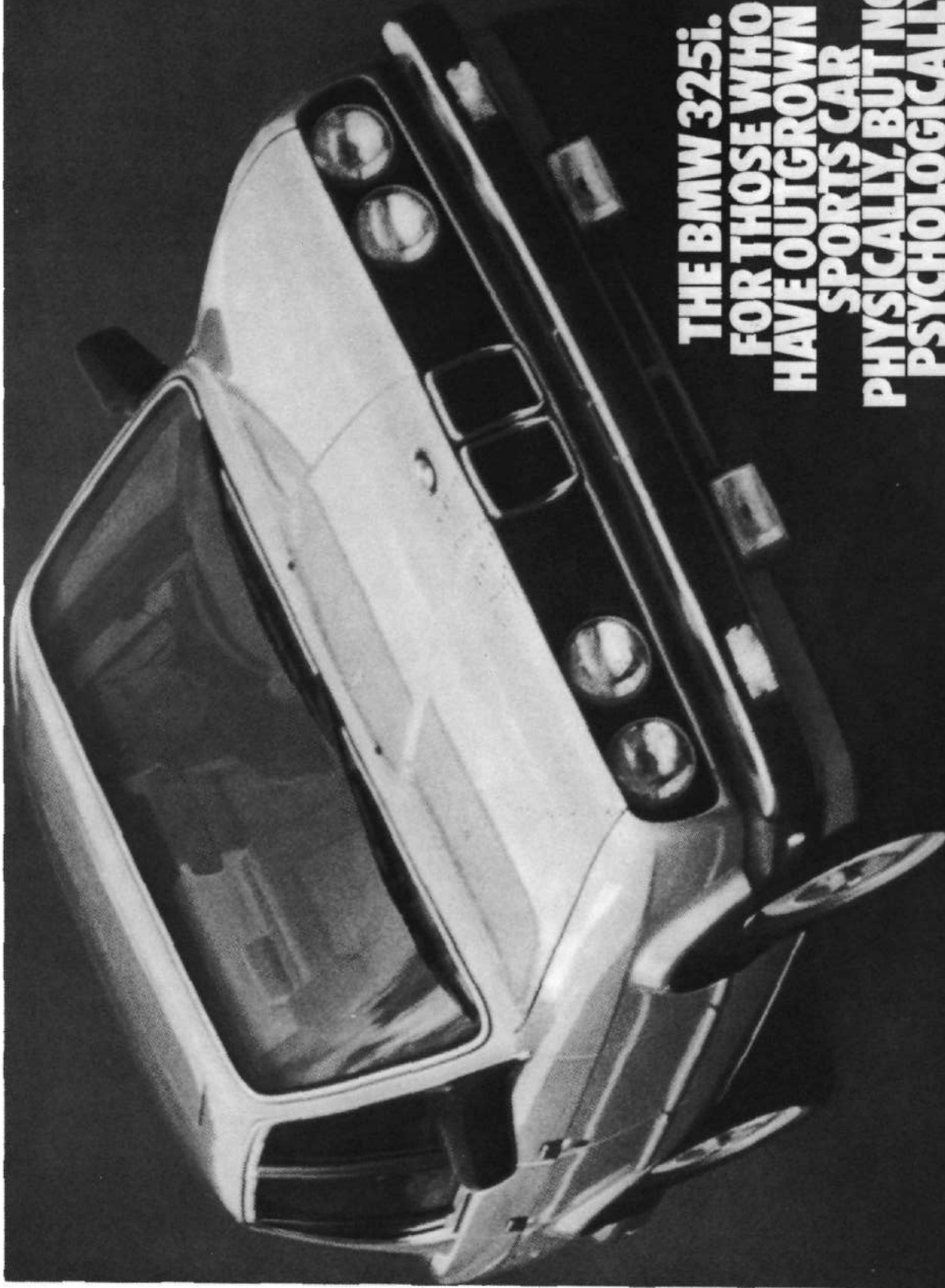
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 Potomac Motors
 Autobahn (Baltimore)
 Radial Tire
 Quality Car
 Kraftwagen
 Kirsten Motor Werkes
 NTW

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 Clayton Klemm
 Steve Haygood
 Dwight Derr
 Skip Menzies &
 Joe Pandolfino
 John Hartge
 Joe Pandolfino
 Chuck Shear
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 Russ Parise
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