

# der bayerische

NATIONAL CAPITAL CHAPTER OF THE BMW CAR CLUB OF AMERICA



May/June 1990  
Volume XX, Issue 5

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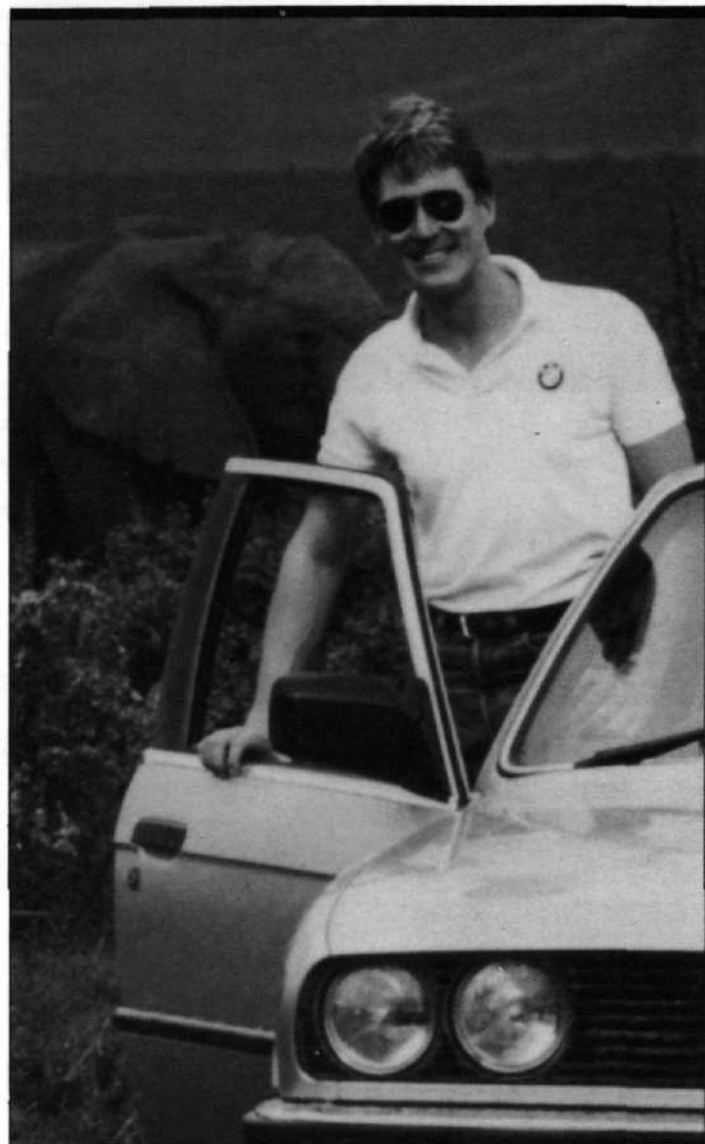


BMW CCA  
NATIONAL CAPITAL CHAPTER  
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## der bayerische

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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.



*Above & Front Cover:*

**All three beasts Made in South Africa.**

**Location:** Addo Elephant Park, Eastern Cape, RSA;

**Subjects:** African elephant, Andrew Short and S.A.-built 3 series.

**Car courtesy of Gunther Kickhöfel of Continental Car Specialists, Port Elizabeth, Republic of South Africa.**

*Photos by David Sossamon*

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# '90 CALENDAR

## MAY

Sat	12	Board Meeting
Sat	12	Tischer Maifest
Sun	20	MARRS Races Corral

## JUNE

Fri	1	<i>der Bayerische</i> deadline
Sun	3	Childrens Hospital Autocross ( <i>tentative</i> )
Wed	13	Board Meeting
Sat	16	Porsche/BMW Clubs Autocross

## JULY

Sun	1	BMW Road Rally
Wed	11	Board Meeting
M/F	16/20	BMW CCA Oktoberfest, Ohio

## AUGUST

Tues	1	<i>der Bayerische</i> deadline
Wed	8	Board Meeting

## SEPTEMBER

Sat	8	Drivers School
Wed	12	Board Meeting
Sun	16	Bavarian Inn Oktoberfest

## OCTOBER

Sun	1	<i>der Bayerische</i> deadline
Sun	7	Corral/Vintage Car Races
Mon	8	Drivers School
Wed	10	Board Meeting
Sun	14	MWCSCC Autocross

## NOVEMBER

Wed	14	Board Meeting
Sat	17	Annual Dinner

## DECEMBER

Fri	1	<i>der Bayerische</i> deadline
Wed	12	Board Meeting

# COMING EVENTS

## TISCHER MAIFEST

### Tischer Autopark

**Saturday, May 12**

**Time: noon to 4 pm**

Each Spring, Tischer Autopark switches from a German car dealership into a German festival for the whole family. Enjoy authentic German entertainment, food, beer and fun. And, you can check out that German machinery that drew you into the BMW club. There is likely to be an 850 in attendance!

Directions: Tischer Autopark is north of Silver Spring in the Auto Park off Briggs Chaney Road. From Route 29, go east on Briggs Chaney, then take the first right and proceed to the BMW dealer. (301)890-3000.

**NOTE: Board Meeting — 10:30 am at Tischer**

## BALTIMORE CONCOURS D'ELEGANCE

**Saturday, May 12**

**Time: 10 am to 5 pm**

The Second Annual Baltimore Concours d'Elegance will be held at Rash Field at the Inner Harbor on Saturday, May 12. Last year's inaugural event drew 85 entries from New England to Florida and the hope is to make this *the* premier Concours on the East Coast. The entries in 1989 included a 1932 Alfa Romeo 8C2300 Monza, a 1957 BMW 507, and a 1986 Jaguar Coupe 44 XJR-7. Some of the entries came from the Collier Automotive Museum in Naples, Florida and there will be more cars from the Collier collection this year. All entries are by invitation only, but the organizers are seeking assistance from local marque clubs in locating desirable entrants. For participation information call Art Zilio at (301) 396-5528 days or 301-879-6256 evenings.

Admission to the event is \$6 and net proceeds will go to the Baltimore City Department of Recreation and Parks to benefit the Variety Club Recreation Center for the handicapped. Rash Field is located between the Science Center and the Rusty Scupper restaurant.

## MID ATLANTIC ROAD RACING SERIES

### BMW CCA CORRAL

**Summit Point Raceway, W.Va.**

**Sunday, May 20**

It's that time of year again! Ah the smell of racing fuels, the whine of engines, the squealing of tires. If



## COMING EVENTS

these sensations shake you from your winter doldrums, you won't want to miss this race. All classes in SCCA racing will be competing and BMW's will be present in some interesting classes.

We will have a secure parking and observation area with a tent, table and chairs for you to enjoy your picnic lunch. Libations will be available, but be sure to carry reserves. A nominal entry fee is charged at the gate. For more details or directions call Jon Miller (703) 739-0656 after 6pm.

### CHILDRENS HOSPITAL BENEFIT AUTOCROSS

**Location: Undecided — call 703-243-5796**

**Sunday, June 3**

**First Heat: 9:00 am**

This annual event to benefit the Childrens National Hospital Center is put on by the member clubs of the Metropolitan Washington Council of Sports Car Clubs. Entry fees, sponsorship pledges, T-shirt sales and concession proceeds all go to this most worthy cause. This is a low key event with lots of spectators but no trophies. The entrant that brings in the most sponsorship money will win a nice prize like a vacation trip, set of tires, etc.

Registration and location details are not available as this is being written so call the above number for information.

### PORSCHE / BMW AUTOCROSS

**Saturday, June 16**

**Location Unknown**

The Potomac Region of the Porsche Club of America has their own series of closed autocrosses each year at several locations around Washington. They have invited members of the BMW Club to bring their Bimmers out to join them in June. They typically have several practice runs before the official timed competition. If a suitable handicap system can be devised, we will have some sort of club challenge.

The fee for this autocross is \$10. Time and location can be obtained by calling Woody Hair at 703-243-5796 or the club hotline in early June.

### BMW OF NORTH AMERICA/BMW OF FAIRFAX CORRAL AT THE IMSA RACES

**Summit Point Raceway, West Virginia**

**Sunday, June 26**

**cor·ral** \Ke-ral\ *n* [Sp, fr. (assumed) VL *currale* enclosure for vehicles, fr. L *currus* cart, fr. *currere* to run] **1** : an enclosure for confining or capturing animals **2** : an enclosure for defense.

In other words, a place to park your BMW with a bunch of other BMWs and talk to the other folks who drove the other BMWs about BMWs and all the other stuff that folks who drive BMWs talk about, which is usually BMWs!

The premier event of the year for Summit Point Raceway will be the IMSA Firehawk race on June 26. There should be approximately seven M3's representing the marque against the likes of Porsche, Mazda and lots of Detroit iron. The average field in 1989 was 75 cars which makes for some of the most exciting racing one could ever imagine, especially on a tight course like Summit Point.

To make sure we are kept cool, dry and comfortable, BMW of North America is furnishing the tents and chairs while our dear friends at BMW of Fairfax are serving up lunch to the tune of a catered cookout. We are pursuing a pig roast (pig pickin' to us Tar Heels) if possible, if not we promise that it will be an elaborate setup, including the mandatory beverage requirements. BMW of Fairfax plans on having some of their beautiful new models on display for us to ponder.

I'm in the process of canvassing many of our advertisers for door (gate?) prizes which we will raffle off. We will have various contests; favorite of corral, best 2002, \$, 6, 7 etc. for everyone to vote on, so make sure to do that last minute cleaning before leaving the city.

For all of you new members (and you old ones that have become strangers as of late) this is a perfect time to meet the people and see the beautiful cars that make the National Capital Chapter the finest chapter in the BMW CCA. Come on out for what promises to be a fun-filled weekend, (the racing starts Saturday with the big Firehawk Race on Sunday). Come early in case of a parade lap for the represented car clubs.

For additional information, call John Kenworthy at 703/527-8033.

## COMING EVENTS

### BMW CLUB ROAD RALLY

Sunday, July 1

Time: 9 am Registration

10:01 am First Car Off

Dust off the cobwebs. Scrape off the rust. Hit all the moving parts with penetrating oil. It's been 15 years since the National Capital Chapter staged an open rally for the edification and entertainment of the local rally community. Unfortunately, we are utterly incapable of leaving well enough alone, so on July 1, we will invite D.C. area rallyists to join us for a day of fun and frolic on the secondary and tertiary roads of Northern Virginia's verdant horse country. This rally is included in the 1990 program of the Metropolitan Washington Council of Sports Car Clubs.

Now for the catch: WE NEED WORKERS! We'll have participants from outside of our Club, but from within our Club we need people: warm, willing working bodies to handle checkpoints, hand out instructions, score the event and so on. We have a few hardened experts to provide the necessary instruction and leadership so volunteers do NOT need rally experience. Of course, you're also welcome to participate. The rally starts at Pike 7 Plaza, about a mile past Tyson's Corner Center on Virginia Route 7. Registration starts at 9 am. The first car begins the rally at 10:01 am. The course will be about 125 miles long and will be over 90% paved. A few traps will be tossed in for good measure, but the event is designed for novices and intermediate type competitors.

To volunteer to work, call John Hartge 703/549-6445.

To pre-register for the rally, send \$10 to BMW CCA Rally, 6722 Kennedy Lane, Falls Church, VA 22042.

### Attention Members!

The National Capital Chapter has a

**NEW HOTLINE NUMBER:**

**703/ 836-9BMW**

**[703/836-9269]**

We are listed in both the White and the Yellow Pages under BMW CCA National Capital Chapter



### OKTOBEREST '90: JULY IN OHIO

July 16 - 20

We hope that you have already made plans to attend this annual gathering of BMW enthusiasts, but it may not be too late. Columbus, Ohio is the location, and O'Fest may not be so close to Washington for several years. The opportunity to drive at Mid-Ohio race track, one of the best in the country, should be incentive enough to go. The Concours d'Elegance will bring together some of the finest examples of BMWs. Since we do not have a concours planned this year, why not enter your pride and joy at O'Fest? Registration details are in recent issues of *Roundel*.

Here's the schedule:

#### Monday, July 16

Rally School Meeting  
Drivers School Meeting  
Gymkhana

#### Tuesday, July 17

TSD Rally  
Drivers School for Non-rallyists

#### Wednesday, July 18

Autocross  
Drivers School

#### Thursday, July 19

Autocross  
Drivers School

#### Friday, July 20

Concours d'Elegance  
Awards Banquet

In addition to these major events, each day there will be tech sessions, photo and mini-car displays, new model test drives, vendor displays and merchandise sales, and a do-it-yourself fun rally.

If anyone is interested in driving to Columbus as a group, call Woody Hair at 703/243-5796. Several other chapters have planned caravans and it is possible we could join them along the way.

## Secretary's Notes

### Board Meeting — February 15

Our meeting, which was held at David and Andrew's house, had a very good turn out. We ran through our calendar of events (see pg. 2). We spent quite a bit of time planning this year's Maifest at Summit Point. It was decided not to do the German Embassy Concourse. We continued by running through the budget. The meeting was wrapped up with a decision to print up our 1990 Drivers School T-Shirts.

### Board Meeting — March 21

This month's meeting, which was held in Jonathan Jone's comfortable basement, was a bit smaller than our last meeting which helped us run through our events quickly. We moved into a lengthy discussion about our new ad policy (see note on this page). The board decided to continue our membership drive to reach the goal of 2002 members. Sign up those new members.

*Michael Early*

## Membership Drive

### Part Two

The Spring membership drive mentioned in the March/April *der Bayerische* is in full swing! As mentioned before, contact me if you need additional application forms. I've just received 2000 from the national office and would like to have all of them under wiperblades before the next batch arrives in June. Be sure you are putting your name on the applications to ensure proper credit. Keep up the good work!

As before, contact me at (703) 527-8033 before 10:00 pm for additional applications.

*John Kenworthy*

### New Ad Policy

Starting with this issue of *der Bayerische*, there will be a 10% commission paid to any Club member who brings in a new ad to the magazine. This is an incentive (one-time payment on first insertion only) aimed at increasing our ad revenue to cover increasing costs (e.g. postage is about to go up again!). So lend a hand.

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## February Autocross

The day began cold, windy and with threatening clouds. It ended with cold rain and ice pelting the drivers and workers as the last car slid into the finishing area. In between, though, the lower parking lot at Landover Mall hosted 26 drivers tossing their cars through pylons in search of the perfect autocross line. It was fun, no matter whether you drove, worked, or both.

Of the 12 stock BMWs, Woody Hair came in first with his 325is, getting his time down to 40.94 seconds in a very smooth third run. (He committed first degree pylon abuse on the first two runs, but like all other perpetrators, was pardoned.) In a father-and-son showing, Brian Hair did respectfully well, and also took the prize for the most dramatic spin-out (and recovery). And everyone shared in a common bonding experience on the first lap — damn, where is the next gate?! Ten drivers strayed off course on the first run. The autocross master was cruel.

Other top finishers in the stock BMW class included Klaus Hirtes in his 528i finishing close behind in second place at 41.07, Hoang La Qui in his red M3 finishing third with 42.67, and John Kenworthy had 42.69 in his gold 528i. This was two old cars almost topping two new cars. With the exception of Bonnie Butler, who found her best line on her first run, it took everyone until the second or third trip around the course to find their best time.

In the modified BMW class, Cory Laws came in first with his 530i and a time of 41.05 seconds on his last run, with Dwight Derr's 528i finishing second at 41.19 on run two.

In the "X" cars category, David Missert came in first with a great time of 40.50 (best time of the day overall) in his new, bright red Mazda Miata — with the top down! Brrr. Secretary Mike Early was second in his new Porsche 914 bearing license plates "4 AUTOXN".

Thanks to David Ford and Gary Toyama for interesting course and fun event. If only you had held the rain off long for some "fun" runs. Lastly, condolences

### Autocross Results — February 24

<b>Stock BMW</b>	<b>CAR</b>	<b>Run 1</b>	<b>Run 2</b>	<b>Run 3</b>
Woody Hair	325is	43.46 (2)	44.46 (2)	40.94
Klaus Hirtes	528i	41.91	43.28 (2)	41.07
Hoang La Qui	M3	OC	45.36	42.67
John Kenworthy	528i	44.49	42.72	42.69
Mehrdad Hadighi	2002tii	43.71	45.35	43.44
Brian Hair	325is	47.89 (1)	50.35 (1)	43.98
Tom Hanley	2002	OC	45.27	44.89
Bonnie Butler	325e	45.47	46.06 (1)	46.08
Gail Stewart	320i	48.13 (1)	46.19 (1)	45.87
Mike Whitley	325is	OC	48.01	46.05
Jennifer Nazarko	325is	51.81	50.75	48.05
Bob Hausmann	3.0 S	OC	OC	OC
<b>Modified BMW</b>				
Cory Laws	535i	OC	42.31 (1)	41.05
Dwight Derr	528i	41.95 (1)	41.19	41.52
Scott Coulter	2002	OC	41.35	42.91 (1)
David Ford	2002	42.42	42.01	45.71 (2)
Harry Warren	325e	42.96	42.51	42.24
Bill Riblett	3.0 CS	45.14	42.71	45.17
Ernest McCallum	323i	OC	44.31 (1)	43.14
<b>X Cars</b>				
David Missert	Miata	42.31 (2)	41.41 (1)	40.50
Mike Early	Porsche 914	OC	42.96	42.06
Alf Zavala	Miata	43.35 (1)	42.14	42.06
Bob Gilfrich	Ply Laser	43.21 (1)	43.14	OC
Hans Iida	VW Beetle	45.86 (3)	46.00 (2)	44.11 (1)
DeWitt Boyd	Lexus ES250	OC	45.20 (1)	45.89 (2)
Steve Waclo	Audi 5000TD	OC	DSQ	DNF

( ) = number of one second pylon penalties included in time  
DSQ = Disqualified for hitting end pylon or stop garage

OC = Off Course  
DNF = Did not finish



to those who made it around the course and upon finishing, found out they did not do it correctly. The award for slowest around the course goes to your co-writer, Jennifer Nazarko. Improving with each run, her third and best was 48.05. But she was smooth!

#### PERSONAL THOUGHTS...

**Jennifer:** But what the hey, I had a hell of a good time! This was my first time ever driving in or even attending an autocross, and I had only had my car for two weeks. Watching the other drivers was a little intimidating, especially with all the engine noise and brake squeals, but I got over that quickly. Did I like it? Well, I won't be borrowing a helmet next time because I just bought one. In fact, I'll be at the next autocross, and I plan to let someone else take over my spot in the rankings!

**Ed:** I had fun — and all I did was "work". Watching the drivers loop through the course, resetting the evil pylons that leaped in front of cars — and learning a thing or three about autocrossing. If you've never just worked an autocross, you should. A lot of driving lessons can be learned by watching without the pressure of competing. The fastest drivers *looked* the slowest. Smoothness and keeping the car settled produced the best times. Working was a good way to get introduced to autocrossing, and I'll be working and studying again — but next time I'm also driving. I'll probably take that spot in the standings that Jennifer will be abandoning. We'll see you there, OK?

*Ed and Jennifer Nazarko*

## Parts Swap Meet at Coachworks

Baltimore, Md.

This year's first parts swap meet, which was held at Coachworks in Baltimore, had a good turn out of members. Unfortunately there were more people than parts. However, several parts changed hands, some good new parts connections were formed, there were lots of good car and parts stories told and a good time was had by all.

We would like to thank COACHWORKS for supplying the space and lunch. THANKS!!

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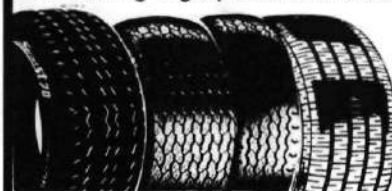
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## Gateway Tech

Hello to all from a roving member; it's nice to be back. Unfortunately I return only to *dB* and not a driving or social event before I leave for another 3-plus months (this time in Utah) and boy do I realize I missed some good events. However, during my absence (I was working in southern Illinois) I returned home once a month to pay bills and toss the '02 around for some exercise and fun. I also had the opportunity to travel to St. Louis and attend this year's Gateway Tech (held February 23 to 25). I believe I was the only NCC member in attendance, so what follows are my impressions and a rundown of the event.

For those who are unfamiliar with the idea of the Gateway Tech, it is an annual BMW CCA event held in St. Louis where the technical gurus and assorted automobile crazies converge for a weekend of fun absorbing as much BMW related information as possible. To provide a break for those whose brains become quickly saturated with this type of material (such as yours truly) there was a pause for lunch, an evening banquet complete with awards for several hard working club volunteers, including our special past president Phil Marx, awarding of door prizes (yes

if you attend a club event or two that chance could be yours). I shouldn't forget to mention that since a large emphasis of the club is on driving events, this year included an Odometer Rally which provided a "tour" of the area and could be completed at your convenience (I really don't know when there was time).

The format for Saturday's technical events consisted of two simultaneous presentations which lasted approximately one hour each before the next speaker and topic. Meanwhile Jim Rowe of the Metric Mechanic was demonstrating the rebuilding of the upper engine of a \$500 budget racer, the same information which has been appearing in the *Roundel* recently.

I attended an informative lecture by Mike Self on preventing and fixing rust problems. The primary focus was on the 2002 with a look at some 320 and older 5 series problems. A tip for 2002 owners with a sunroof; get behind the rear interior panel and extend the sunroof drain to exit out the wheelwell. It seems as if it was a nifty idea to have them drain into the rocker panels. The problem is that the drain holes easily plug with dirt and grime which traps any water. In addition, a good investment for a do-it-yourselfer is to take

# 15 YEAR

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I also attended the lecture by Richard Conway of RC Motorsports which turned into discussions of his CSL racing days, CSL history and differences between an authentic CSL and CS's which are converted into a CSL. It happens that the most austere models are the most sought after and command the highest prices, as do ones in the most original condition or at least with reversible modifications.

A morning lecture by a BMW NA representative on the Lexus/Infinity challenge was also given. I had hoped to attend the afternoon lecture but it was cancelled. Anyhow we are all able to read how BMW views the challenge through the *Roundel*; to paraphrase they are merely copying ideas and are not introducing new innovations like ourselves.

After the first block of presentations was over everyone crowded into the vendor display area where a BMW NA representative was about to give a slide lecture highlighting the technical aspects of the 850i. Of course in the center was the 850i, actually a pre-production version. The best part about being there was that we could open the doors and sit inside, do they let one do that at the car shows?

My impressions first, the car is "a Looker" and I'd take one! I thought it somewhat ironic that there is an inviting and lovely backseat. It is quite comfortable and holds you in place. However, when I attempted to latch the front seat to evaluate rear leg room... (just in case the need to transport four (4) adults should arise. Yes that's probably a silly notion in a car like this but it does have a functional seat and not a parcel shelf)... Well as I pulled back on the driver's seat it stopped midway for the "footcrusher bar" was about to crush my feet off if it went any further. They aren't that big, only average for size 10 in sneakers. Needless to say I ceased in my experiment for the sake of keeping my feet attached or otherwise as they were prior to the experiment. Judging by the looks of it when the front seat is latched in place I would also have to amputate my legs from the knees down since there would be no room for them either. [Ed. Holy Backseat, Batman!]

Anyhow, there is a partial list of specifications and features this car has: it is 4123 lbs., 300 hp at 5200 rpm, 0-60 mph in 6.8 sec., 6 speed transmission, plastic fuel tank of 26.8 gallons, extra PVC coating in areas prone to paint chipping. The car is also airtight so when you lift the door handle the windows roll down 2 mm to clear the roof edge where they seal. Kinda spookey to think if your power windows go on the fritz they won't roll down so you can't open the door. You're trapped Egadd! Ahhh, but they covered that. The car has 2 batteries, one as a backup; but just in case something



happened, the rep when questioned, indicated the door could be pushed open, though the necessary force wasn't clearly indicated. More on windows. It seems as if when travelling at 80 mph or more the windows automatically roll up to reduce noise. Obviously a feature not needed on American imported versions, right?! Fortunately you can override this feature.

The program for windshield wiper speeds seems superfluous if you've ever lived with a 2002 and

*continued on page 10*



## German made, German maintained...

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## Gateway Tech

*continued from previous page*

realized they have only one speed regardless that two speeds are indicated. Fortunately RainX makes all the difference. Don't worry about depleting your washer fluid on the 850 too soon, you have a 2.5 liter reservoir and just in case that's not enough, there is a 1 liter tank in the rear. Gee, I should get one of these for my '02 and extend my cruising range.

Lastly, the electronics are an important highlight of the car with a multi-information display (MID). I believe it'll tell you everything you need to know about what's happening everywhere in the car and maybe even your horoscope. They eliminated 39 main wiring connections using digital signals in the system. Anyhow the electronics is beyond me and my areas of expertise but it's supposed to be impressive to those who know about such matters.

The afternoon block of presentations had talks on suspension modifications, Bosch fuel injection systems, wheels and tires and a fuel injection system which can be fitted to carbureted cars and is user programmable. Jim Rowe spent about 2 1/2 hours during this time performing a lower engine rebuild for the budget racer. So much info in one day I began to veg, and escaped by browsing over the numerous vendor displays. Humm, lots of goodies and no money, maybe next time.

I took in the Annual CCA meeting and saw the real faces of the many folks whose names appeared in the *Roundel*. I think the highlight of the meeting was the presentation of appreciation tokens for outgoing president Phil Marx. The items were highly creative, thoughtful, humorous and sincere in their gratitude for his service. We had a heck of a president and I'm sure the Navigator, Dave Farnsworth will be as worthy, so give him your support.

A nice dinner banquet with door prizes finished the evening and I met some terrific and interesting people from all over the country. Actually that's the biggest benefit of the club. And to think we are simply brought together by the interests that are generated by a mass produced consumer product. Kind of odd if you give it some thought.

Sunday morning was devoted to a panel discussion consisting of the Tips Reps answering members' questions. Often other members were able to provide additional insight, alternatives or solutions to the questions. It was a good forum to share information and a worthwhile event to attend if you are seeking technical information and have questions. Thanks to Bill Kemper and Garrett Koch, the chair and co-chairman of the event, a job well done.

*Alan Warner*

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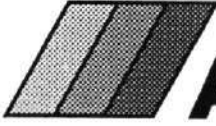
## TUV Rally Cross

Saturday, March 10

Arms quiver knees weak loose all lost to focus on the course  
the way the cones rise out of dust the clods spin centrifuge to  
modulate the wheels' attack mesh and meld of gears to course  
the sinuous track the same yet not the same too late the  
recognition focus focus on the line the track the meteoric  
movement smoothness smooth the wrenching spinning of the wheel  
hands mastering kinetics weave the wind with birdsong thru bare  
trees that swing into the pirouette to plait the existential  
line that is yet is not yet the fastest faster heartbeat  
tossing lost in throttle modulation to sense the turn not  
fine-spun nerve the fibers reaching out to match the urgency of  
mind already on and thru the turn the tempo of the esses  
plummet straight and faster still to Isken's smiling eyes.

*by Bonnie Butler*

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## So that's how it works...

### Martens BMW Tech Session

Billed as an opportunity to learn the "why's" of car maintenance from this year's winner of the worldwide BMW technician competition, this March 10 basic tech session unexpectedly turned into an enjoyable run-down on the lowdown from the genial service manager at Martens, C.E. "Skip" Bowers. The approximately 20 members who rose early that Saturday morning to negotiate the Beltway in fog and rain were not let down by the people at Marlow Heights.

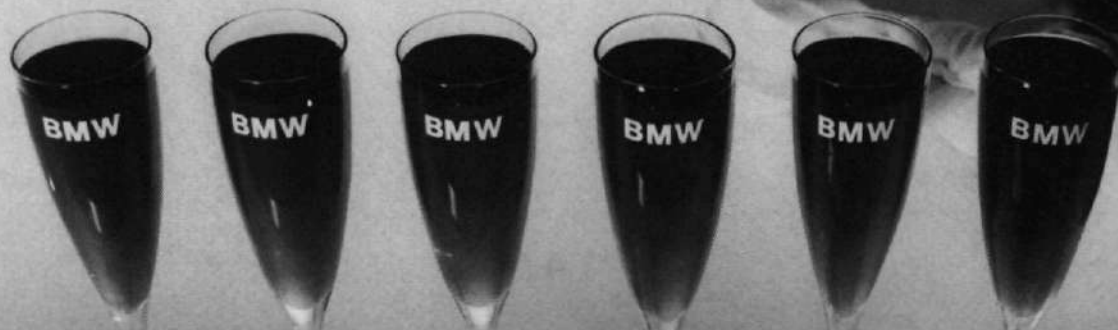
We were greeted by Bowers and other Martens personnel, who offered us coffee and doughnuts and a chance to explore Martens' impressive facility. While members' cars were airborne on Martens' six racks to undergo tech inspection for the upcoming Highway Safety School on March 18, the tech session got underway in a second floor classroom.

Bowers followed a question and answer format that maximized the information sharing among the participants. Since those present ran the gamut from seasoned amateur mechanics to members attending their first club sponsored event, this greatly increased the scope of technical expertise available.

Bowers outlined his personal service standards—courtesy, value for money spent, and return of a properly serviced and maintained vehicle—before presiding over discussion of a wide variety of fundamental questions. These included:

- Why change the oil every 3,000 miles? (Contamination by fuel, moisture, and dirt.)
- How should owners who put low mileage (6,000 to 7,000 miles a year) on their BMWs determine when to change the oil? (Change it every three to four months, to get rid of moisture build-up, rather than relating changes to mileage.)
- What is the optimum oil viscosity for this climate? (20/50 May through October, and 10/40 November through April.)
- What can an owner do to reduce cold start/stall problems? (Prevent carburetor "shellac" (carbon build-up) by using gasoline additives or premium grades of gasoline—but not both!)
- How can an owner tell when new shocks are needed? (Car settles to one side; car bounces more than twice when pushed on; car leans; or leaking fluid becomes visible on the outside of the housing.)
- How often and why should brake fluid be changed?

*Champagne Service...*



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(Once a year and before each driving school, because heat build-up breaks down the fluid. This is an inexpensive way to prevent expensive problems.)

- How can owners reduce skidding in foul weather? (By placing 100 pounds of weight in the trunk over the axle, and/or by installing aggressive snow tires on the rear in winter. Weights used by members include antifreeze bottles filled with sand and packed in plastic crates (the sand comes in handy), old lead weights from tire stores, and 50-pound bags of lead shot from sporting goods stores. Weights cost less than snow tires and therefore should be the first line of defense.)

Although Bowers and his staff are more oriented toward newer generation BMWs, between his and the Club members' expertise even the 2002 owners got their questions answered. He tipped us off to the presence of a mechanic on his assistant manager Mike Raedisch's staff who knows the older 2002's well. Bowers also emphasized that Martens offers a 15 percent discount on labor and parts to club members, a revelation that set off a small stampede to the parts desk and the "toy department" downstairs. Our thanks to Bowers for his successful pinch hitting in the tech session and for making Martens available for the driving school tech inspections.

Wendy Adams

### **Condolences...**

All of us in the Club who know Terry Luxford would like to extend to him our condolences following the death of his father.

Terry will be returning to *dB* next issue with his column "As the Wrench Turns".

### **Maxed Out...**

The controversial column "Max Tech" will also not be found in this issue due to, as Max puts it, 'tax time' and the first race of the season.

Further news of Mad Max is that he came 5th in his first race driving his new spec racer Sports Renault.

### **A Kinder, Gentler National Chapter?**

Special thanks to all the women who contributed to this issue:

Wendy Adams; Bonnie Butler; Kay Heatherley; Sarah Kenworthy; and Jennifer Nazarko.

Happy Bimmering!

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## Highway Safety School

In 1988 I went to my first sports car race, The Sunbank 24 at Daytona Beach, Florida. (What a race!) Looking back now, I realize that this was the beginning of a new phase of my life. My husband (John Kenworthy) and I went to every race on the east coast that year, many more since. I became a true race fan.

I remember how I felt at that first race. The cars (Porsche, Jaguar, etc.) were to me the most exciting display of power and technology that I had ever witnessed. The drivers made navigating the road course(s) look so easy. I began to secretly fantasize about driving a race car.

John and I also spent a lot of time in the various BMW car club corrals at the races. I would hear the guys talking about driving schools (?). I wondered why on earth anyone would need a school to teach what should have been learned in driver education or from everyday experience. WRONG!

I thought driving skills came naturally to men, all men. Wrong again. I never really thought about the finesse and savvy involved. I began to slowly realize that race car drivers were athletes who had spent

many, many hours at practice honing their skills and mastering technique.

We moved to the D.C. area in June of 1989. John and I decided we would check out a BMW Driving School at Summit Point Raceway one weekend. We volunteered to help out and found ourselves working turn three. We worked the corners several times after that, and I always knew I would rather be out there on the track. There was however one problem. I was afraid! I may wreck the car or make a complete fool of myself.

I finally mustered up the courage and drove in the (joint) BMW Club and Ferrari driving school. I got out on the track and about ninety Ferraris blew by me as if I were sitting still. It was during my first session that I realized I knew nothing about driving. I would not have known what to do if I lost control of the car. But, I stayed on the track (hopefully out of the way) praying that I could learn something, anything. By the end of the day I was totally stressed. I was convinced too, that I should not be allowed behind the wheel of a car. Forget being a racer.

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Then, I heard about the BMW Club's Highway Safety School in March. I decided that this would be my chance to start over from scratch.

At the Highway Safety School I learned so many things. I felt like an eager pupil ready to soak it all in. We spent the morning on the skid pad and practicing braking exercises. I admit that I had never heard of "threshold braking" but my instructor Johnathan Jones was quick to demonstrate. One instructor described threshold braking as a "seat of the pants kind of feeling" just before the brakes lock up. I locked the brakes many more times than I reached that threshold but, I was learning!

The skid pad was a challenge for me, too! Woody Hair gave me a hard time about not hearing my tires but hey, I was learning! I never thought driving around in a circle could be so difficult. I needed more time.

Later we did some control and obstacle avoidance exercises using the entire track. I felt as though I were practicing for an autocross. At lunch I got a ride with instructor Mike Mills in his M6. I was impressed by his skills and at the same time jealous of his antilock braking system. Threshold braking? No Problem!

Out last session of the day was spent on an open track with no interruptions, no obstacles. I began to feel more at ease with the track and my car. I was not so afraid of making a mistake after all, we learn from our mistakes.

The instructors got the track last, and I was able to grab a ride with Kay Heatherly. I was thrilled! (Kay is a racer you know...)

I have enjoyed all my "rides" with the different instructors. I have watched and learned from them; I took mental notes on each lap. Since the driving schools, I have thought a lot about all that I have seen, heard, and done. There is no substitute for hands-on experience. I know that I will never be a race car driver but, I can be a better driver. I plan to attend as many driving schools as I can. Hell, I may even start autocrossing, too!

Neither Linda Ludemann nor Lyn St. James need worry about me. See you on the beltway!

*Sarah Dickerson Kenworthy*

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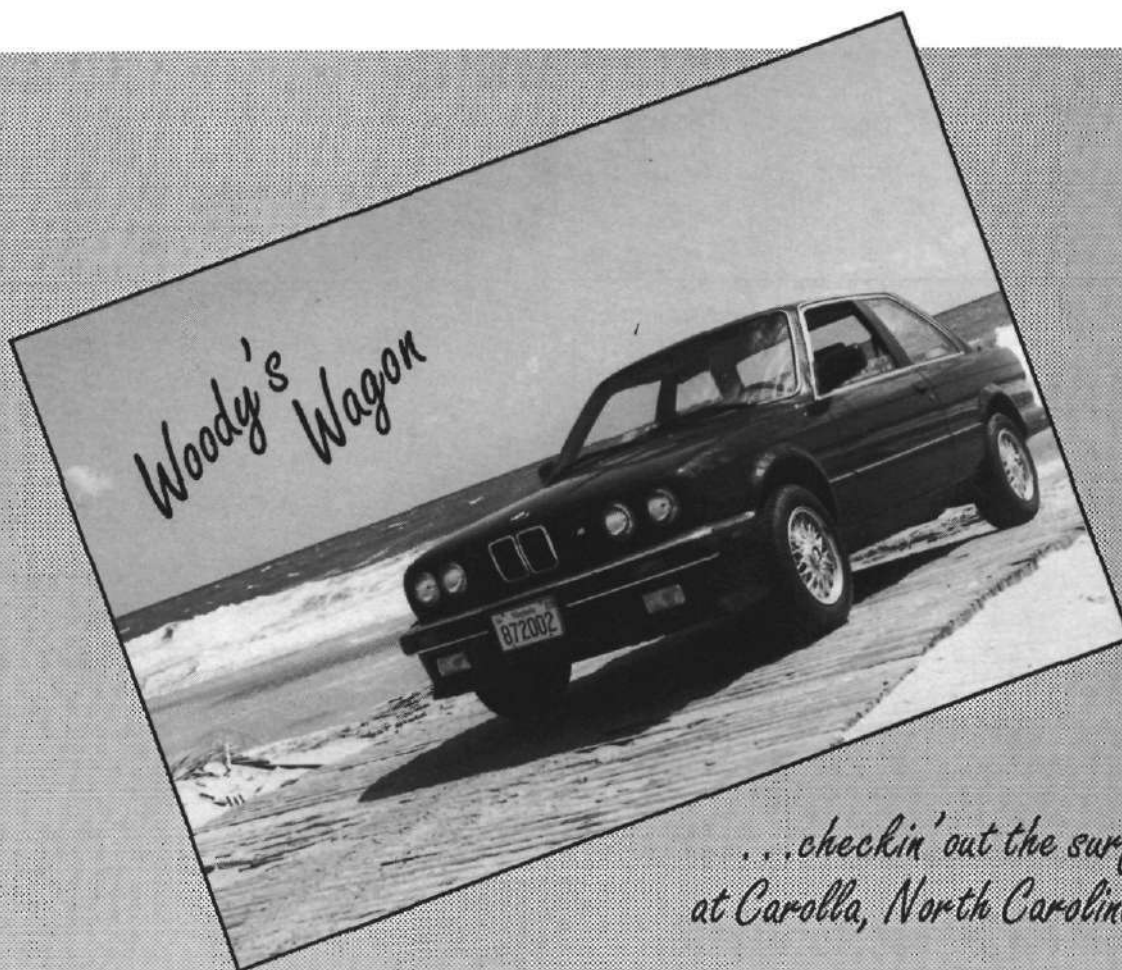
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# Autocross School

## March 31

It was a dark and stormy night. OK, OK, it was an almost-dark, almost-stormy morning in Baltimore, where our annual autocross school was held. Twenty-plus die-hard drivers came out to learn, and improve on, basic autocrossing skills.

This was an unusually good (read large) turnout, so the course designers quickly made two courses out of the original, and split the class so that the students could maximize learning (i.e. tire wear), and minimize standing around. One course consisted of offset gates and a slalom, and the other was a skidpad, for steady-state cornering. These are the basic autocross obstacles,

and will be found in various configurations in virtually any autocross. About halfway through the session, the students traded courses.

The courses were then combined, and the students (and the Chief Instructor, Woody Hair) all drove the entire course for timed runs. It was no surprise that Woody got FTD (Fastest Time of Day), but it showed the students what could be accomplished with skill and smoothness.

Many thanks to those who helped with the event, and it was a fine showing for David Ford as the new Autocross Coordinator. Let me also take a moment to express my thanks and gratitude to the many people who gave their considerable time and efforts over the past four years during my "reign" as Autocross Coordinator.

Gary Toyama

## Autocross Results — March 31

	CAR	1st Run	2nd Run	3rd Run
<b>MODIFIED BMWs</b>				
Dwight Derr	79 535i	1:05.38	1:16.64(4)	DSQ
Curtis Andrews Jr.	71 1600	1:07.54	1:06.97	1:05.68
Dennis Atkins	76 2002	1:08.83	1:08.05	1:07.84
George Murnaghan	71 1600	1:09.64	1:10.38(1)	1:08.01
Curtis Andrews Sr.	71 1600	1:11.11	1:10.03	1:08.78
<b>STOCK BMWs</b>				
Woody Hair	87 325is	1:05.11	1:06.92(1)	1:06.30(1)
Steve Bilidas	85 M6	1:13.46(2)	1:06.13	1:05.29
Brian Hair	87 325is	1:06.42	1:05.62	1:08.79
Ed Nazarko	89 M3	1:10.03	1:10.19(1)	1:07.63
David James	77 320i	1:09.22	1:07.78	1:07.96
Bob Hausmann	83 533i	1:11.11	1:09.19	1:08.65
Doug Rhodes	86 535i	1:09.46	1:10.31	1:08.85
Michael Early	86 325es	1:10.71	1:08.96(1)	DNS
Sarah Dickerson	80 528i	1:10.09	1:11.56	1:10.18
Matthew Knudsen	89 325i	1:12.67	1:11.13	1:10.12
Bonnie Butler	85 325e	1:10.51	1:10.43	1:11.52(1)
Karen Clifford	77 320i	1:15.36(1)	1:13.37	1:10.44
Jennifer Nazarko	90 325is	1:13.30	1:10.66	1:12.93(1)
Ed Knudsen	89 325i	1:13.90	1:12.07	1:11.65
<b>X CARS</b>				
Paul Gicking	86 Escort GT	1:10.98	1:10.04	1:11.21(2)
Mike Bodner	85 Jetta GLI	1:14.35	1:15.28	1:12.43
Steve Waclo	Mazda RX7	O.C.	1:17.48(3)	1:12.78(1)
Pete Griffith	84 Alfa GTV	1:13.36	DNS	DNS

( ) = number of two second pylon penalties included in time.

DSQ = Disqualified

OC = Off Course

DNS = Did Not Start



By the time you read this the competitive autocross, rally and racing seasons will be in full swing. One of the SCCA's regional MARRS weekends has already taken place and the second is scheduled for May 19 and 20. Two races for the Firehawk Grand Sports class have taken place at this writing: Sebring and Road Atlanta. Six M3s competed in each race without any notable success. Ray Korman, with co-driver Nick Ham of Colorado, were running as high as 7th or 8th at Sebring before the rough track caused a broken sway bar link. They finished 16th. At Atlanta the Korman M3 was plagued by overheating brakes and a subsequent broken brake cylinder.

IMSA has been known to draft its rules to favor Porsche in its various series. Last year the M3s usually out-ran the 16-valve 3-liter 944S2s that also run in the GS class. So now the Porsches are running with a special sport suspension and are allowed to shed 200 pounds of their "showroom stock" weight. Actually, I think the 192 hp M3s should be running in the Sports class against the 195 hp Talon/Eclipse twins and the similar 2.3 liter High-Output Quad 4 Oldsmobiles.

Plan on coming out to Summit Point on June 24 to see if the M3s can make a comeback against the Porsches and always strong Camaros. Summit Point is offering a special Sports Car Season Ticket plan. \$70 will get you a ticket good for the four remaining MARRS weekends, the two SCCA National weekends, the IMSA Pro Weekend (probably \$30 by itself), and the Vintage race weekend in October. Call 304-725-8444 to order by phone.

One week after our corral at the Point is the club's big rally. This will feature a drive through Virginia's beautiful horse country. See the Coming Events section for more details.

There are several unique autocrosses coming up in June. The annual Childrens Hospital Benefit Autocross is scheduled for June 3rd. On Saturday, the 16th, the BMW club has been invited to participate in the Porsche Club's closed event. The Florida based Council of Motorsports Clubs (CMC) is having one of their events in Baltimore (probably the Maryland State Fairgrounds) on the 16th and 17th. Saturday will feature competitive runs in a VW Corrado provided by CMC. Sunday will be for regular competition in your own car. You do not have to participate both days. You can call Woody Hair at 703-243-5796 for more details on these fun events.

**SPEED SHIFTS:** The DC Council has re-classified BMW's M cars for autocross competition: the M3 moves down from A to B Stock and the M5/M6 move up from C to B Stock. The new 318iS has not been classed as of this writing. . . . . Club member Ashok Daswani had never rallied before, but he showed up at the WRC's first rally of the year even though his navigator had backed-out. The organizers teamed Ashok up with Arch Scurlock, one of the area's top rallyists. Arch navigated and Ashok drove his 325i to second place in the Advanced Unequipped class. At the next rally they teamed again and finished first in AU and fifth overall. Another NCC member, Mike Surdyk, teamed with Wendy Hayden to win the Beginner class in the first event. . . . . Why are the original 5 series cars doing so well in local autocrosses? Dwight Derr, Cory Laws, Gary Toyama, Klaus Hirtes and John Kenworthy all get these relatively large sedans around in a spectacular way. At the DC Council's practice autocross in early March, John Kenworthy in his gold 528i won the Novice Class over 30 other entrants. . . . . Terry Baker of Virginia Beach was scheduled to run an M3 in mid-April's One-Lap of America. This event combines an 8,000 mile rally with several time trials and hill-climbs. Why was the M3 seen outside AutoTherity in Fairfax several weeks before the One-Lap? CRUNCH

*Late News!*

- BMW 2002s, led by Jim Epting, finished 1st, 2nd, 4th and 5th in the April 8 MARRS races at Summit Point. Jim's newly repaired car was followed by Gary Green, an Alfa Romeo, Ed York and Alan Green.
- *An addition to the DC Championship autocross schedule:* The Mazda and Lotus Clubs will co-host an event on July 22 near Laurel.
- We've just received word that the Summit Point Race Weekend on June 23/24 has been cancelled by the Summit Point Management



## COMPETITION CORNER CALENDAR

- May 6**      SESCO DC Champ Autocross, DC area  
**May 6**      Branded Club Rally, Gaithersburg, MD  
**May 6**      Volvo Club Balt. Champ AC, Bowie, MD  
**May 19-20**    SCCA MARRS Races, Summit Point, WV  
**May 20**      ALTD DC Champ AC, Ft. Meade, MD  
**May 20**      Corvette Club Balt. Champ AC,  
                 Peach Bottom, MD  
**May 27**      AJSTC DC Champ AC, Ft. Meade, MD  
**May 28**      IMSA GTP/Toy. Atl/Barber Saab,  
                 Lime Rock, CT  
**June 2-3**     IMSA GTP/GTO/Firehawk GS/S/T,  
                 Mid-Ohio, OH  
**June 3**      Childrens Hospital Benefit AC, DC Area  
**June 3**      NASCAR Winston Cup, Dover, DE  
**June 9-10**    SCCA National Races, Summit Point, WV  
**June 9-10**    IMSA 24 Hour Firehawk GS/S/T,  
                 Watkins Glen, NY  
**June 16**      Porsche Club/BMW Club Autocross,  
                 DC Area  
**June 17**      Branded Club Rally, Gaithersburg, MD  
**June 16-17**    CMC Autocross, Baltimore, MD  
**June 17**      NASCAR Winston Cup, Pocono, PA  
**June 23-24**    Firehawk GS/S/T, FF2000, AMA Cycles,  
                 Summit Point, WV  
**June 24**      Corvair Club DC Champ AC, DC Area  
                 (tentative)  
**June 24**      Corvette Club Balt. Champ AC,  
                 Peach Bottom, MD  
**July 1**        NCC-BMW CCA Rally, Fairfax, VA  
**July 1**        IMSA GTP/Barber Saab, Watkins Glen,  
                 NY  
**July 1**        Autocrossers, Inc. Balt. Champ AC,  
                 Balt. area  
**July 7-8**      CART Indy Cars/Trans-Am/IROC,  
                 Cleveland, OH  
**July 14-15**    SCCA MARRS Races, Summit Point, WV  
**July 15**      Branded Club Rally, Gaithersburg, MD  
**July 14-15**    CART Indy Cars/IMSA GTO,  
                 Meadowlands, NJ  
**July 15**      Autocrossers, Inc. Balt. Champ AC,  
                 Balt. Area  
**July 16-20**    BMW CCA O'Fest Rally/AC/Concours,  
                 Columbus, OH  
**July 22**      Corvette Club Balt. Champ AC,  
                 Peachbottom, MD  
**July 22**      NASCAR Winston Cup, Pocono, PA

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— Woody Hair

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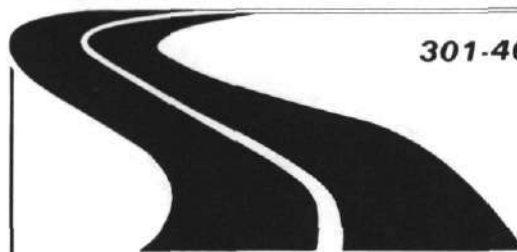


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## Letters to the Editor



Send your letters and comments to: *The Editor, der Bayerische, 6939 33rd Street, NW, Washington, DC 20015*

### Dear Ed

Our Chapter president recently announced a contest to design a new chapter logo. Why do we need a new logo? The old one is dated, old fashioned, outmoded. How *nouveau* can you get?

The purpose of a logo is to provide visual recognition for a product or organization. Coca Cola has had the same logo for decades because it is known to millions of people around the world. Our favorite automobile manufacturer's emblem harks back to their beginnings as aircraft engine manufacturers (the blue and white are symbolic of a spinning propeller) and even though they currently have nothing to do with aircraft, they keep the old propeller logo.

National Capital Chapter's logo identifies the chapter: The quartered circle shows our connection to the BMW marque and the stars and stripes show that we are tied to the seat of American government.

Dwight also failed to address the requirements for new logos as specified by BMW AG, BMW NA and the Council of BMW Car Clubs. I have had the opportunity to read the publications from the "Vaterland" concerning logo design. There are a limited number of shapes that have been approved: a parallelogram, a rectangle with a semi circle at the bottom and a triangle. Each shape can be divided into three horizontal regions: the top is for the unique organizational design (no roundels), the center has the organization's name and the bottom has the official BMW roundel. Limiting the designs in this manner gives us "...the discipline of geometric precision." (this may not be an exact quote). Bah! The result is boring sameness. *This is America, we used to revel in our uniqueness.*

NCC has the only approved logo that contains a quartered circle or quartered anything, Texas and Louisiana both had to give up their quartered state maps. We managed to get this because of the quick response of Past President Cory Laws. As soon as BMW NA announced a logo approval requirement, Cory submitted ours and it passed. Shortly after our logo passed muster, the new requirements were published. The other chapters are jealous, they are stuck with look-alike emblems while we stand out.

Let's not change for the sake of change. Let's keep our logo.

*Mark Yaworski*

### Dear Ed

At 120 miles per hour behind the wheel of a sock Honda in the Mid-Atlantic Road Racing Series, with no tow vehicle and very little insurance or funds in the bank, one learns whom to appreciate.

Clif Armstrong, five years ago, had the presence of mind to see the inner part of the racer and the outer part of the need to support me in my racing.

Yokohama Tire and the technology of the development of their tires saw fit to back this racer and believe in the potential of marketing available through honesty in marketing and strength of a program that benefits the help as well as it benefits the effort.

Since that time KZ Kreations, because of Clif Armstrong and Yokohama Tire, has developed \$50,000 and more income for the race car community, as Gordon Kimpel calls it, in sponsorship.

Recently Yokohama has contracted to advertise in *der Bayerische*, for a substantial amount. It now behooves our organization to support this effort with all our worth and loyalty to back these people.

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See you at the track!

*Kay Heatherley*

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*Editor's Note: This information was sent to us by enthusiast Bradley Flippin of Centreville who says if you own a classic or antique car, then this article is must reading.*

**Dear Ed**

### **Stated Value Automobile Insurance**

**— It's not what you think it is!**

Instead of purchasing a standard indemnity insurance policy for your classic or antique car, did you decide to pay an additional premium and purchase a stated value policy? Anything to prevent having to hassle with the claims people. Right? After all, your agent said they would pay the stated amount in the event of a total loss. Right? **WRONG! WRONG! WRONG!** If any of this sounds familiar you may have been misled by one of the most widespread misconceptions that exists today in the automobile insurance industry.

### **Background**

In 1985 I purchased a \$3,000 stated value policy from Nationwide for my 1965 Mustang Coupe. Just to be sure there was no misunderstanding, I asked the agent to be very specific as to how a claim would be handled in the event of a total loss. The agent reassured me I would receive the stated value amount in the event of a total loss. "You mean if I have a total loss they will write me a check for \$3,000?" I asked. "Well, not exactly," replied the agent. "You will have to prove you have that much in the car. Then, yes, they will pay the \$3,000. I recommend, however, you keep all your receipts and be ready to submit them if the need ever arises." That seemed fair enough. I was required to bring the car by the agent's office so he could inspect it and photograph it for the file. I paid about \$205 for six months of basic coverage, including the \$3,000 stated value declaration (A standard indemnity policy on the same car would have cost only about \$175).

### **Claim Time**

On July 29, 1989 I neglected to watch the green left turn light at an intersection and turned directly in the path of an oncoming car. The impact was so great my head shattered the passenger's side window. (Moral: Wear your seat belts.) The claims adjuster declared the car a total loss, so I sent him a copy of all the receipts for the restoration work, which to date had totaled about \$5,500. The adjuster said he was willing to settle for \$900. "Nine hundred dollars!" I exclaimed. "What happened to the \$3,000 stated value for which I have been paying additional premiums?"

"Oh, I don't know anything about that. I only settle the claims."

### **Research**

At this point I decided to do some research. I began by reading my policy, which nobody ever reads. (Have you read yours?) The basic policy said Nationwide would pay "...the actual cash value of the property...at time of loss. . . ." (This is the way all standard indemnity policies read.) Nationwide's Virginia Endorsement 2004 (Stated Amount Insurance) replaced the wording in the "Limit of Liability" section with words saying they would pay *the lesser of* "... the stated amount in the declaration or the

actual cash value of the stolen or damaged property..." The words *at time of loss* were not there. They had been dropped. This appeared to be reasonable because the value of the car had been agreed to in advance. Thus, the value of the property *at the time of loss* was really not an issue (or so I thought).

The Nationwide claims adjuster, and Nationwide itself, would have nothing to do with that interpretation. Their position was simple: Nowhere in the contract (policy) did it state Nationwide would pay the stated amount in the event of a total loss. I considered this wording to be ambiguous and, although the claims adjuster agreed, he would not change his position.

### **Stated Amount**

Additional research revealed there are, in fact, two types of stated policies. One is a **stated amount** policy in which the premium is based on an amount stated by the insured. Losses, however, are still based on the actual cash value (ACV) of the property at the time of loss, but *not to exceed the stated amount*. To pay the stated amount automatically would create a moral hazard in that policy holders could overvalue their cars, thus making a profit. This is contrary to the basic principle of indemnity which is to restore a person to the position they were in before the loss. (I contend, however, Nationwide effectively removed the moral hazard by having their agent inspect the car prior to issuing the policy.)

### **Stated Value**

The other is a **stated value** policy, which is a true *valued* type of policy where *both* parties agree, in advance, as to the value of the property. In the event of a total loss, the company will pay the full face value of the policy. It turns out this is an Inland Marine type of policy generally used with works of art, boats and other marine equipment. There are a few companies, however, that do offer it as an automobile policy.

This difference may be the reason for the wide misconceptions about stated value policies. I asked eleven different Nationwide agents how the company would settle a stated value policy. None of them corrected him by saying they were actually *stated amount* policies, five of them said the company would pay the full stated amount and five of them did not know. Only one actually knew the company would not pay the stated amount in the event of a total loss. He said he chose not to sell that type of policy because the insured pays an additional premium and receives no additional protection. *In fact, the insured receives less protection.* The standard indemnity policy pays the ACV at the time of the loss with no limit on the company's liability. The stated amount policy still pays the ACV at the time of the loss, but the company's liability is limited to the stated amount. *The insured pays an additional premium for the "privilege" of limiting the insurance company's liability.*

### **Suit Filed**

Discussions with various levels of Nationwide were of no avail. The Nationwide claim adjuster's supervisor finally said, "There is no way I am going to pay \$3,000 for that car unless directed to do so by my superiors or a

*continued on page 26*



## Of Woman & Machine

One Sunday afternoon in 1961 during a family drive through Los Angeles' elegant Wilshire district, my father pulled his latest vehicular enamorata, a Hillman Minx convertible, into a service station. Taking ten-year-old me by the hand he said, "Honey, I want you to see this," and led me to the front corner of the lot where a vintage roadster was displayed, its immaculate engine encased in glass under its raised hood, inviting inspection.

In the buttery fall sunshine I stood listening solemnly in my polo coat and Mary Janes as Dad enthusiastically explained the workings of the internal combustion engine. Unfortunately, I absorbed little of this, and when he queried, "Do you understand this, honey?", I admitted that I did not. My memory of that interlude ends with Dad's arms falling to his sides in resignation, and my thought that much about automobiles would remain beyond my female comprehension.

With a car crazy parent—I recall a succession of LeManses, Chryslers, Cadillacs, Volkswagens, and Mercedes Benzes—I developed an appreciation of style and driveability. My interest crystalized one day when Dad and a younger sister and I were poking around a small import sales lot in Hollywood, and Dad

said, "Girls, I want you to see this." "This" was a grey-blue 1959 MGA hardtop coupe, still pretty but in need of love. Once the salesman allowed me to get behind the wheel and start the engine, I was persuaded to emerge only by a promise to discuss the purchase of the car for myself and my sister.

For a few years I delighted in driving, waxing, and generally fussing over the MG, learning to add water, coolant, and oil, while searching in vain for a reliable mechanic. I followed Dad's advice to "nurse along" this older car, figuring taking it easy would preserve myself and the MG, a philosophy I came to apply to driving in general. I anticipated our being able to afford a restoration, and cheerfully kept the disintegrating headliner taped together with Band-aids. At some point Dad must have decided that restoration was not a possibility. He borrowed the car on the pretext of installing a new radio, and sold it someone whose identity he would not disclose (the man knew his daughters).

Disheartened, I accepted his peace offering of a pea green 1967 Chevy Bel Air, that gave me the novel sensation of riding a rubber raft during low surf at Santa Monica beach. I grudgingly drove it for two years, floating to and fro on the bench seat, before I

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hocked it to pay for my flight east to attend law school.

After six years of being subject to the vagaries of public transportation in D.C., I decided to give car ownership another spin. My friends hailed this move until they realized I favored the MGB convertible, then in its last year of production. To divert my attention from that mechanical nightmare my boyfired suggested I consider a BMW. "A what?", I exclaimed. "One of those," he replied, pointing at a 2002 zooming by.

The diversionary tactic was successful. I became besotted with the shape and zip of 2002s and managed to purchase a 1973 in good condition from the original owner, for an enticing price (his wife had told him to "get rid of the toy").

I was in love. Through my salad days I lavished attention on my bimmer, hoping to make up in cleaning and conditioning what I could not afford to provide in the way of maintenance. Ultimately, having brought me safely home through heavy traffic in a blizzard, my car belched steam and smoke and gave forth a death rattle.

Thus began the process of body and mechanical restoration, that has resulted in a beautiful, sound automobile. I would have remained content to drive it carefully around town and on an occasional short trip had not NCC member David Ford moved to my neighborhood. He spied my car at the same time I noticed his modified 2002 and he began encouraging me to get more from my car by joining the club. He clinched the deal by giving me an enlightening ride—and teaching me to drive—his 2002 in Rock Creek Park. I liked it, and decided to investigate further.

Despite the reservations of my husband (the former boyfried who turned me on to BMWs, grown older and more cautious), I joined the club and signed up for the March 10 tech session and the March 18 Highway Safety School. The tech session introduced me to a variety of Club folk—Dave Roach, Chris Leeper, Lynn and Mark Yarworski, Dwight Derr, *et al*—and to some superior ways of operating and maintaining my car. The members seemed accepting of women participants, and explained why learning my own and my car's limits would increase my driving enjoyment and safety. I felt ready for driving school.

The following Saturday I became infinitely less ready. At my neighbor's suggestion I had volunteered to work at the instructors' clinic the day before the Highway Safety School on Sunday. The heavens opened shortly after our arrival at Summit Point. The pounding on the classroom roof prompted head instructor Bob Gammache to pause in his lecture and glance at the ceiling and ask, "Is that *rain*?" Nevertheless, after a delay to let the downpour abate, we workers were shuttled off to the tubs at our respective turns,

where we would handle the warning flags and maintain radio contact with the pit, and the fun began.

The six cylinder class did well enough. That is, they stayed on the track for the most part. I was jolted to hear that they were going slower than usual because of the weather conditions (what on earth was *usuaR*). Then the four cylinder class took to the track and 2002s began sliding off of it in an impressive array of positions. Although we at turn eight were busy with flags and the radio and trips through the mud to talk to disgusted drivers, I found time to contemplate my impending terror, humiliation, and injury. If it rained again the next day, I reasoned, no one would blame me for opting out of the driving school.

My neighbor's car materializing in the meadow behind our tub, to take me through the second instruction session as a passenger, mollified me somewhat, as I felt relatively safe and enjoyed the ride. But I certainly could not relate the driver's experience to anything I would undertake myself. All told, at the end of the day, I wanted my mother; I wanted to go home.

Instead, I unwound with the instructors and workers over sodas and beer, checked into my motel, and joined the others for a lovely dinner in Harper's Ferry. They assured me that with good weather (what were the chances!) I would enjoy the driving school. Privately, I thought the whole business would amount to an unnecessary risk of life, limb, and car. What had possessed me? Thousands of BMW owners were out there quietly enjoying ordinary motoring—so what was I doing with this bunch?

The next morning was cool but sunny, so I sleepwalked to the motel coffee shop at 6:30, to find my neighbor, returned from D.C., breakfasting and reading his instructor material. Between familiar company and hearty food, things looked up. To my delight he requested me as his student driver, and *voila!* I had an instructor to whom I could admit just how anxious I felt, and who knew me well enough to calm me down and get me onto the track.

As the school began, things improved still more. The morning was filled with a series of braking and swerving exercises and several turns on the skid pad. My instructor explained each situation we would encounter and how to handle it, in advance of each exercise. The exercises turned out to be do-able, and I was encouraged to take them at my own pace, which at first was a veritable crawl. With my instructor's support I increased my speed with each circuit. I began to make mistakes, experiencing brake lock and skidding and learning how to prevent and control them. I became familiar with the way the car's weight shifted during tight turns as I slalomed through the chicanes. I began to have a good time!

*continued on next page*



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## Of Woman & Machine

*continued from previous page*

After a restful lunch break spent sitting in the silky spring grass, eating a chili dog and clocking my neighbor as he and the other instructors blew around the track in a noontime session, we beginners saddled up again and started learning to drive the track ourselves. Again, my instructor allowed me to take the first laps at my careful snail's pace. Then he coached me in increasing my speed, but with mediocre results as I usually failed to position the car to "apex" the turns properly.

Between sessions, frustrated but determined, I rolled my car into a sunny spot, reclined the passenger seat, propped my feet up, and studied the map of the track. I examined the locations and sequence of the turns, their entrances, apexes, and exits, and tried to incorporate the information into what I had seen and felt and heard.

In the following sessions my studying paid off. I began to anticipate turns, handle them better, and feel a rhythm to stringing them together. It was exhilarating and my confidence soared. So, evidently, did that of my instructor, who began shouting, "Accelerate, accelerate!" and "Stay out of that pothole this time!" and "Quit talking and just do what I tell you to do!" Well, he *was* my neighbor, and it was interesting watching him find his sea legs as a new instructor.

By the last few laps in my last student session, I was skidding respectably on some turns and flooring the accelerator after turns nine and 10. The speed felt comfortable, natural. Of course it was nothing like the speed at which I later travelled as a passenger in the next instructors' session, but I was satisfied (one part relief, one part pride, one part fatigue).

As the sun set on the social hour that afternoon, I learned that there would be novice events held at Maifest (April 28 and 29) that would be appropriate for drivers at my level. I had assumed that one went from Highway Safety School to high speed events or went nowhere, except possibly back to work in a tub. At this news I said, "Great—I could pick up where I left off today," to which the somewhat more seasoned Dwight Derr replied that I could expect to spend part of a day working back up to that level. Maybe so, but I would have a good time doing it. And in the meantime I have increased my knowledge, handling, and enjoyment of my favorite asset.

Now about that Do-It-Yourself Tech Session on April 14 . . . I know a ten-year-old who is enjoying settling an old score.

*Wendy L. Adams*



## Tragedy on Highway 28

It was late Saturday evening, around 11 p.m., when I was traveling north on Rt. 28 in my CJ-7. It had been a beautiful day, better than we have a right to expect in early March. My mind wandered, I was tired and had worked hard all day, and the traffic was ridiculous for this late at night.

Finally the limo driver pulled to the right lane, and I eased by in the jeep. Waiting for sufficient clearance to pull to the right lane, I was now approximately 2-3 car lengths ahead when I noticed the traffic signal quickly go to yellow. I immediately applied the brakes with the maximum force without locking. The big, well worn tires protested as the brake pads clamped down on the turning discs; thankful for Bob Gammache and the others who have had patience enough to teach me how to beat ABS on dry, even road surfaces.

My thoughts turned to the limo as I heard the sound of sliding rubber under 6000 pounds of steel as he went by my almost stopped jeep. In shock, I watched the Mustang GT, loaded with precious cargo, cross in front of the now out of control limo. The impact carried the GT ten feet

out of the intersection, completely crushing the right side. I quickly pulled off the road, set the flashers and flares to prevent additional accidents, and ran to the pile of now twisted steel. Cries of pain in the GT reached my inner self as I tried, in vain, to stop the bleeding from the little girl who looked too young to be this close to eternity.

As I worked, I thought of the limo driver and his inability to stop his car with vastly superior brakes to my jeep's brakes. A rush of anger and thankfulness swept over me. Thankfulness that I had been to our driver's schools and learned how to properly stop a vehicle the quickest way possible, and anger that the limo driver hadn't had the same experience.

The emergency personnel quickly arrived and rushed the injured to the nearest facility; I gave a statement to the officer and went home, never to know the outcome in human tragedy. Thanks to our driver's schools and all of those who give of their time, I won't know of the pain of the tuxedo-dressed limo driver.

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## Auto Insurance

continued from page 21

judge." So, on October 13, 1989 I filed suit in the General District Court of Fairfax County for \$7,000 (\$3,000 for the car plus \$4,000 punitive damages). The case was heard on February 15, 1990. I represented myself and did not do too well. The judge awarded me only \$1,500, which was the low value listed in the current CPI (Cars of Particular Interest) guide and dismissed the punitive damages portion of the case. He, unfortunately, based his opinion on the value of the car *at the time of loss*. As a result, I have appealed the case to the Circuit Court of Fairfax County in an effort to confirm, in a court of record, my allegations that the policy is ambiguous and Nationwide practiced constructive fraud by saying the policy would do one thing but settling it differently. (A trial date had not been set as of the date of this printing.)

### Legal Precedence

There is legal precedence for both of these positions. With respect to ambiguity (a breach of contract), they are always decided against the drafter. In addition, there is the **doctrine of reasonable expectation**. The courts interpret an insurance policy to mean what a reasonable buyer would expect it to mean, even though the actual words may say something else. The Virginia Supreme Court has held as far back as 1887 that ambiguities are to be decided in favor of the insured (more recently *St. Paul Ins. v. Nusbaum & Co.*, 227 Va. 407). As for the constructive fraud portion (a tort), the Virginia Supreme Court has clearly defined the five elements that constitute constructive fraud in *Nationwide Ins. Co. v. Patterson* 229 Va. 627. In addition, punitive damages usually cannot be found in a breach of contract "...unless there is an independent and willful tort. .," in which case a joinder is permitted (*Kalmer Corp. v. Haley*, 224 Va. 699 and the Code of Virginia §8.01272).

### Advice To Other Owners

If you currently have (or have had in the recent past) a total loss against such a policy and they did not pay the full stated amount, it is recommended you run (**do not walk**) to your nearest lawyer and show him this info. There is a possibility you may have grounds to recover the full amount. If you have a stated value policy and have not yet suffered a loss, it is suggested, in the strongest possible terms, that you **read it**, paying particular attention to the section entitled "limits of liability." The words **STATED AMOUNT** on the declaration page is a red flag. Read the respective endorsement very carefully (in the case of Nationwide in Virginia, it is their Endorsement 2004 entitled "Family Automobile Policy - Stated Amount Insurance").

Unless it was written by one of the few companies issuing such policies, you probably will find the policy *does not* say the company will automatically pay the stated amount in the event of a total loss. Discuss this with your agent immediately. Ask the following:

- 1) Will the policy, in fact, pay the stated amount in the event of a total loss?
- 2) If no, why did you buy it?

- 3) If yes, have him show you where it says that in the policy.
- 4) Will the company insure the same car under a standard indemnity policy?
- 5) If so, what would be the premium?
- 6) What additional consideration are you receiving by paying the additional premium?

### Final Recommendations

The best recommendation was from an independent agent who admitted such policies were ripoffs when sold to those looking for a *valued* policy. He said the best thing a person can do is use the cheaper standard indemnity policy and maintain a portfolio on the car in question. Include a complete set of close up and detailed photographs, a current appraisal from someone qualified in that type of car (and does not sell them), and a collection of clippings from car magazines and newspapers showing the current market prices for cars of the same type and condition along with copies of all receipts related to the car.

Another alternative is to obtain insurance from one of the few companies writing valued types of policies. Only three such companies have been found to date: Chubb, St. Paul, and Zurich-American.

Remember, have your agent show you, in writing, where it says the insurance company will pay the stated amount in the event of a total loss.

J. Bradley Flippin

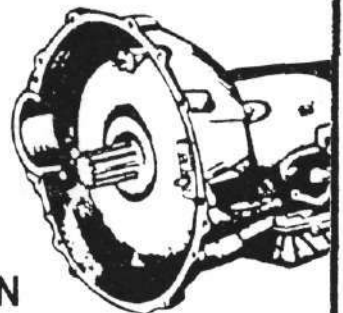
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**1978 320i** Yellow, 4 speed, sunroof, 98K (18K on rebuilt engine). Looks/runs well. Needs transmission work. \$2,000 OBO. Call Seymour (703) 354-6340 eves.

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**Misc. Parts** 6 series Covercraft bra (nose cover) \$50 (New in box), New 2002 tie rod ends and center track rod \$25 each, New 2002 brake shoes (Repco) \$20, Seats from 77 320i, will fit 2002 or 77-78 320i, black vinyl, good condition, restuffed \$50. Mark Yaworski (301) 972-8237.

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**Misc.** 2002tii throttle body, Blaupunkt Bavaria am/fm cassette, pr bumper mount fog light gaurds, 54 lug nuts, weber 45Dcoe carb, 15x7 MSW wheels, basket weave pattern, brand new in the box, fits 320i & 2002, \$650, Paul at 829-1330.

**74 2002** Light hit in frnt, needs both fenders, hood, frnt core support, grills etc...., no frame damage, no engine or frnt seats, rest of car very nice, silver w/blue interior, s/r & a/c tinted glass, 320i 4spd & rear, kyb struts, new exhaust center & rear, 318 alloys, sell whole only...you part or restore, \$650, call Paul at 829-1330.

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\* We still need liaisons for these shops;  
call John Kenworthy at (703)527-8033 to volunteer.

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