

# DB

NATIONAL  
CAPITAL  
CHAPTER  
BMWCCA

APRIL 91



**David Hobbs Live!**  
**Deutsche Marque Concours**  
**Maifest Drivers School Application**

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WASHINGTON AREA'S LARGEST  
INVENTORY OF NEW AND USED  
BMW's IN STOCK!**



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## President's Message

"Why our President  
Had No Wheels..."

I put the beast back on the road the other day, the beast being a twelve-year-old ex-528i. The name derives from either the manner in which it's driven or the way its exhaust note used to signal its presence, I haven't really decided. For now, it'll be for the way it sounded. And it sounded the way it sounded as a direct result of the manner in which it was driven. That and the fact that when das Munchingers hung the exhaust way down there it really hung way down there. As a result it did the bump-and-grind at every speed bump, driveway, and road dip it saw or didn't see coming. This, in turn, allowed it to release that not-so-mellow throatiness sometimes attributed to "high performance" especially when the right foot was fully extended, which happened to be most of the time.

Anyway, the beast is back on the road again, albeit, the new exhaust system makes it sound somewhat civilized. It had only been laid up in the garage for four months or so.

It all began innocently enough one late summer morning. I was on US 340 heading for an impromptu corral at the races, trunk stocked with a load of cold Urquells, chicken marinating in Thai red curry sauce, and Egon Binkert's wonderful Bavarian Bratwursts. All the usual suspects would be there; it was gonna be a good day.

Now US340 is a radically unexciting kind of highway. Pleasant would be an apt term. About the best you could say is that it's, uh, well, pleasant. Radically pleasant, sort of. To pass the time I usually perform some routine maintainance while I'm driving, namely, the US 340 Redline Combustion Chamber Purge. The process is self-explanatory. It really does make the car seem to run better, at least while you're doing it. This time, though, I think I overdid it just a tad; crossing the Potomac the morning serenity was punctuated by the dreaded yet distinct knockity-knockity-knockity of a spun rod bearing. Hooboy, this is going to be some day...

About this time I was beginning to get that gnarly, rumbly feeling just in and around the pit of the gut, you know, that something-bad-just-happened-and-will-probably-get-worse-before-it-gets-better feeling. Probably the same feeling someone would experience if he fell out of a window near the top of a real tall skyscraper. Whoops!

It put the big Damper on that day which even the Urquells couldn't alleviate. And it lasted until I got up in the garage and the oil pan down: Thud. "...er, Houston, the beagle has landed." Bearings shot. Crank journal all buggered up. Surrender all thoughts of putting in new bearings and driving the car the next week at the track. Surrender all hope of a return to normalcy.

Life without *your* car does give you time to ponder. It also really screws up your routine bigtime. Now others have more than graciously loaned or offered to loan their cars: a Tii, 2002, 325is, 535i, etc. And I did manage to drive a few laps around the track in three out of the four M cars (I'm still waiting to drive an M635...) But, as wonderful as these cars were it's just not *your* car. You have to be *careful* driving someone else's car, let alone someone else's BMW, fer crissakes!

In the interim completely without a car, I sorely felt not only the loss of freedom which a car provides, but also the opportunity to exercise that freedom. This lasted for thirteen weeks. Two thousand one hundred and eighty-four hours or so, but who's counting. And the machine shop had the crank for two thousand and sixteen of those hours.

By far the worst indignity suffered was taking the free shuttle to and from work each day in a school bus designed for people under four feet six inches, not for fat sweaty grownups. I think it was Pindar who said, "there's no free ride on the boulevard of life, you know...". But the passage of time blunts even the most heinous of pains, I now find myself riding the "bus to Hell" to work a couple of times a week. If I don't I somehow feel incomplete and unfulfilled...

Anyway, hide the women and children, the beast is back on the road. Time now to go take it for a walk and stretch its legs ■

Dwight Derr

## APRIL

- Mon 1 *der Bayerische* deadline  
Sun 7 Autoxross School  
NOTE: *Date Change!*  
Wed 10 Board Meeting  
Sat 13 Steeplechase Races  
(Shodkoe Chapter)  
Sat 20 Richmond Historic Tour  
(Shodkoe Chapter)  
Sun 21 WRC Rally  
Sat 27 Wagonwork's Tech Session  
(Bodies 101 & 2; cosmetic  
surgery and chiropracty)  
Sun 28 Deutsche Marque Concours

## MAY

- Thur 2 New Members Reception  
and Open Meeting  
Wed 8 Board Meeting  
Sat 11 Tischer MAIFEST  
Sat 11 Baltimore Concours d'Elegance  
(non-Club event)  
Sun 12 Mothers Day Autocross  
Sat 18 Spring Tour

## JUNE

- Sat 1 *der Bayerische* deadline  
Sun 2 Childrens Hosp. Autocross  
Mon 3 David Hobbs Night  
Wed 12 Board Meeting  
15 & 16 Radial Tire MAIFEST  
Sun 30 Autocross (Landover)

## JULY

- Wed 10 Board Meeting  
Sun 14 Autocross  
Sun 28 Orioles Game

## AUGUST

- Thurs 1 *der Bayerische* deadline  
5 to 9 National Oktoberfest  
Wed 14 Board Meeting  
Sat 17 Crab Feast

## SEPTEMBER

- Wed 11 Board Meeting  
Sun 15 Bavarian Inn Oktoberfest/  
Fall Tour  
Sun 22 Championship Autocross

## OCTOBER

- Tues 1 *der Bayerische* deadline  
Sun 6 BMW of Fairfax Vintage  
Races Corral  
Wed 9 Board Meeting  
Sun 13 Autocross (Landover)  
26 & 27 Drivers School

## NOVEMBER

- Wed 13 Board Meeting  
Events yet to be scheduled

## DECEMBER

- Sun 1 *der Bayerische* deadline  
Wed 11 Board Meeting  
Events yet to be scheduled

*Something  
for everyone.*

*Come out  
and join in  
the fun!*

**1991 Calendar**

Photo by David Sossamon

## Concours is Back!

Bring out your sparkling Bimmer or just your sparkling selves and join the Porsche and Mercedes Clubs at this year's Concours d'Elegance at the German Embassy.





## Coming Events

### APRIL

Autocross School

Strawberry Hill  
Steeplechase

Richmond  
Walking Tour

WRC Rally

Wagonworks Tech  
Session

Deutsche Marque  
Concours

Here is is – what you've all been waiting for – I know, believe me I know! – the April issue. No foolin'. It used to be the March/April issue, but then it got delayed, for lots of reasons: getting our coming events sorted out, getting a bunch of our advertisers paid up so you'd be able to see them again in this issue, the inefficiencies of spare-time editorship, and some production delays too. The latter two are part of a non-perfect world. The first two factors materially contributed to the 'health' of this issue – while March events had been adequately covered in the previous issue, we took the time necessary to stabilize our immediate coming events; as a bonus, coming events are now pretty well covered through August; and we have the financial sponsorship needed to bring this issue to you.

Enjoy it. And thanks for your patience.

*the dB team*

## AUTOCROSS SCHOOL

Sunday, April 7

Registration: 9:30am; start @ 10  
Location: Baltimore's Memorial Stadium  
Fee: \$10

We all know that BMWs are engineered for superior handling (and that spells FUN), but just what are the limits involved?

With the NCC Autocross school, we allow you, the enthusiast, in a safe and controlled setting, the opportunity to obtain hands-on experience. You will deal with conditions we usually just get to read about. Here you will learn to understand how to handle such things as understeer and oversteer using throttle control. It's a chance to get to know the limits of yourself and your BMW.

Autocross is the art of driving skillfully on a closed course of rubber pylons, one car at a time (solo), in a race against the clock.

If you would like to try this relaxed yet exciting sport, come out and join us. If you are just curious, come out and spectate or help out. Ask questions and become involved. This autocross school as well as other club events are organized to put people with common interests together. We all love our cars, so bring yourself and your car out and enjoy the fun.

### Call Hotline for current info.

For further information and/or to help with instruction and/or site work, call David Ford (202) 966-5108.

### Autocross Requirements

- All loose items must be removed from trunk and passenger compartment.
- Your car must pass on-site technical inspection.
- Your car DOES NOT have to be a BMW.
- You DO NOT have to be a club member.
- You must bring or borrow a helmet (loaners available at event).
- Inflate tires to 40-45 psi before arriving at event.
- Wear soft soled shoes.

## **O** **THER APRIL EVENTS** Saturday, April 13 Saturday, April 20

The Shockoe (Richmond) Chapter of the BMW CCA has invited us to participate in two events they have planned for April.

**First, on April 13**, is the Strawberry Hill steeplechase races at the State Fairgrounds. The Shockoe Chapter plans to have a reserved parking area on the backstretch. Tickets are \$12; \$10 in advance.

**On Saturday, April 20**, they are touring the historic Court End district of downtown Richmond. The tour covers an eight-block area and includes visits to four National Historic Landmarks and two museums. Afterwards, they plan a dinner at an area restaurant. The cost of the tour is \$6 per person; parking and dinner are extra.

For details on these events, call Sue McCue at (804) 672-6296.

## **W** **ASHINGTON RALLY CLUB** **(WRC) RALLY** Sunday, April 21

This event, open to Club members, will take rali-ers through Montgomery County, Maryland and points north. Rally master is our own Dave Roach. This event has been down-spec'd to a C2R (not terribly difficult). For more information, call Dave at (301) 593-3285, evenings. Registrar is Paulette Leeper, 6722 Kennedy Lane, Falls Church, VA 22042.

## **W** **AGONWORK TECH SESSION** Saturday, April 27 Time: 9am - 5pm

Wagonworks is one of the most prestigious body shops in the area and will spend a day teaching all of the various body work and frame work repair techniques. Everything from the basic dent repair to laser frame alignment will be demonstrated. If any Club member has the misfortune of having any body damage in April that is being repaired by Wagonworks, they will attempt to demonstrate on their car so that the member may observe their own car being repaired.

This is an all day event that has been extremely popular with the Porsche and Mercedes Clubs

(attendance approaching 100!). We will stop for lunch that Wagonworks is furnishing, and after the event some Bavarian thirst quenchers will be available.

If you are planning on attending please call John Kenworthy at 703-527-8033 so we know how much food to have on hand.

**Directions:** Wagonworks is located approx. 1.5 miles south of national airport on Jefferson Davis Highway (US Route 1).

## **D** **EUTSCHE MARQUE CONCOURS** Sunday April 28

*Achtung concours fans!*

For the eighth year, the Embassy of the Federal Republic of Germany will host the premiere concours for the local BMW, Mercedes and Porsche car clubs. And yes, for those who question ... BMW CCA, National Capital Chapter will be there in force this year !! We are allowed 16 entries for the "top only" concours (note: top only includes engine compartment and trunk as well as interior and exterior).

### **Entry fee:**

\$20 per car (includes wine and cheese reception); \$10 per person for reception only. (no charge for attending concours as spectators only)

### **Times:**

9:00 am Participants may enter grounds for show preparation.  
11:00 am Judging begins.  
2:30 pm Wine and cheese reception and awards presentation.

### **To enter:**

Send check, payable to *National Capital Chapter, BMW CCA* to  
Paul Vessels  
P.O. Box 1784  
Washington, D.C. 20013  
Information: Call Paul at (202) 726-7971.

### **Directions:**

The German Embassy is located at 4645 Reservoir Rd., off Wisconsin Ave., in Georgetown, between Foxhall Rd. and McArthur Blvd.. Parking on Embassy grounds for entrants only. Adequate street parking is available.



## **Coming Events**

### APRIL

**Autocross School**

**Strawberry Hill Steeplechase**

**Richmond Walking Tour**

**WRC Rally**

**Wagonworks Tech Session**

**Deutsche Marque Concours**

## Coming Events

### MAY

**New Members Reception & Open Meeting**

**Tischer Maifest**

**Baltimore Concours d'Elegance**

**Mothers Day Autocross**

**Spring Tour**

## DRIVERS ED AUTOCROSS POSTPONED

A phone call from the emergency room. Only one week ago the Kid had traded in his learners for a real license. It had been the happiest day in recent memory. The Twentieth Century right of passage. You'd been so proud. And a little scared. Now you were terrified.

"I'm o.k., just a little banged up."

"What..."

"Can you come get me?"

"Sure, sure, but what..."

"I blew it."

"What ha..."

"This turn, it like came up on me kinda fast, I mean it was, you know, real sharp, so I went to slow down, and ... and I lost it."

"Trailing throttle oversteer."

"What?"

"I'll be right there."

Somehow you felt responsible. You'd driven with him. He was a safe driver. He'd done Drivers Ed. You had discussed and coached him on defensive driving. You'd done all you could do, yet deep down you knew it wasn't enough.

The fact was he still hadn't learned didly about basic car control. All the logic, all the drills of what to do in any of a hundred different circumstances, were useless when he couldn't make the car do what he wanted it to. When he couldn't *sense* what the car was doing.

You had known that experience would be his best teacher. But you had feared that, with public roads as the classroom, he might not have enough good luck, or enough time for little "learning experiences", before being tested. Failure could have been fatal. Failure had been harsh.

*If only there had been a better way.*

We think we have a better way.

We would like to teach basic car handling skills to newly licensed drivers using the autocross format. It's a safe, fairly low speed format, where the biggest risk is to the rubber pylons, and maybe a few young egos here and there.

We need your feedback, ideas, and help. We need a lot. (literally. See the appeal for a parking lot elsewhere.) If you are interested in any aspect of putting on or participating in such an

event, call Bob Gammache at (703) 777-3959, evenings.

## NEW MEMBERS RECEPTION & OPEN MEETING

Thursday, May 2

Time: 7:30 pm

Check us out. Meet our faithful regulars, and some of our favorite irregulars. Decide where you might like to fit in, or stand out. Or just watch.

We'll have light hors d'oeuvres and refreshments in the party room of The Cascade in Roslyn, VA. Call John Kenworthy in the evenings at (703) 527-8033 for customized directions!

## TISCHER MAIFEST

Saturday, May 11

Time: noon to four

Once again, Tischer BMW has invited us to their annual Maifest celebration. Anyone who has attended before will tell you that its always a good time. Come on out and enjoy some good German food and spirits. But that's not all ... look for our special Maifest ad and invitation in this issue! If you plan to be there, please call Mike Mills at (301) 890-3000 for more info or directions. See you there.

## BALTIMORE CONCOURS D'ELEGANCE

Saturday, May 11

Time: 10am - 5pm

The third annual Baltimore Concours d'Elegance will be held once again on Rash Field at the Inner Harbor. This is the premier concours on the east coast with a fine display of rare and exotic automobiles that shouldn't be missed by any automotive enthusiast. Look for further information about admission and tickets on the Club Hotline, or call Paul Vessels at (202) 726-7971.

## **M**OTHERS' DAY AUTOCROSS

Sunday, May 12  
Registration: 9:30am; start @ 10  
Location: Baltimore's Memorial Stadium  
Fee: \$10

Well, by now you may have mastered the Art of Autocross. If not, here's another chance to get it right. Show mom what you've got. Autocross with us on Mothers' Day. Make mom proud.

This will our regular autocross event, and will consist of continuous timed runs. Come on out and have fun behind the wheel!

Call Hotline for last-minute updates.

Further info., workers, call David Ford (202) 966-5108.

## **S**PRING TOUR

Saturday, May 18  
Time: 9am  
Place: Evergreen Square, Route 85,  
Frederick, MD

Do you really enjoy spending beautiful spring Saturdays fighting the crowds at Hechingers? Is edging the lawn, sealing the deck and cleaning out the garage (hold on there ... never know when you're going to need that part!) your idea of a good time?

Get a life. COME TO THE COUNTRY.

On Saturday, May 18, we will revive one of the club's most memorable springtime tours. By devious, serpentine and slightly circuitous routes we will lead you through the springtime mountains from Frederick to Cresaptown, Maryland near Cumberland in the Allegheny Mountains. As a special bonus you will also get to challenge some of the best back roads of West-by-God-Virginia.

See dogwood and redbud in bloom. See Harpers Ferry and the mighty Potomac in flood. See castles where Lancelot honeymooned, stone bathtubs where Washington bathed. See battlefields, and battle oncoming traffic for rights to a stone-arched one-lane bridge.

Watch a 7-series gracefully take to the air. Watch Woody pass two pickups and a crate of live chickens in a single swoop. Thrill to the rush of your own adrenalin as you fly down the mountainside through blind, hairpin curves.

Perfect your heel-and-toe as you discover lumber trucks lurching in your very own lane.

Down a plate of wurst. Knock back a few brews. Indulge in potato pancakes like Great Grandmother used to fry in bacon fat ... and daresomeone to mention the C-word.

Discover there's more to life than cleaning leaves out of gutters!

Meet us on Saturday, May 18 in Frederick, Maryland at 9:00 am, at Evergreen Square (directions below). First car departing at 9:45.

Be there or be square!

All roads on the tour are paved, but few are straight. The pre-lunch portion is approximately 133 miles, and will take about three and a half hours. (Yes, there's a quicker way home. Of course its boring Interstate, but who are we to quibble.) There'll be a pit stop after 52 miles with all the necessities: gas for the guzzlers, sodas for the thirsty, ... you get the picture.

Call Bonnie Butler in Frederick, (301) 633-9263, right away 'cause we're limiting this tour to 2,000 cars. Tell her if you're bringing passengers, so she can make reservations at Jack Warner's restaurant in Cresaptown for the German goodies. If Bon's not coherent enough to answer the phone in person, leave a message and she'll call you "right back" sometime in the next few days.

### **Directions:**

Drive to Frederick, Maryland the way you normally do. The tour departs from Evergreen Square, on the west side of Rt. 85 approximately one-half (0.5) mile north of the intersection of I-270 and Rt. 85. If you're coming from Baltimore, go south, keeping to the right on Rt. 85, from the intersection of I-70 and Routes 355/85 approximately one-half (0.5) mile and you will find Evergreen Square, still on the west side of the road. (please don't look for our BMW dealership. Evergreen Motors vaporized one dark and stormy night and is seen no more. Requiescat in Pace BMW.)

See you there.

## **Coming Events**

### **MAY**

**New Members  
Reception & Open  
Meeting**

**Tischer Maifest**

**Baltimore  
Concours  
d'Elegance**

**Mothers Day  
Autocross**

**Spring Tour**



## Coming Events

### MAY

**New Members Reception & Open Meeting**

**Tischer Maifest**

**Baltimore Concours d'Elegance**

**Mothers Day Autocross**

**Spring Tour**

### JUNE

**Childrens Hospital Autocross**

**An Evening with David Hobbs**

**"Maifest" Drivers School**

**Autocrosses**

## CHILDRENS HOSPITAL BENEFIT AUTOCROSS

Sunday, June 2

First Heat: 9:00am

Location: Undecided

- call 703-243-5796

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 should be available in the May issue.

## AN EVENING WITH DAVID HOBBS

Monday, June 3

Time: 7:30 pm

Location: Marriot, Tysons Corner, Va.

David Hobbs - world famous BMW pilot - live - in person - be there! Celebrity hounds - you've seen him on E.S.P.N. - that witty British guy covering the Formula 1 and IMSA Races. Long term race fans - you remember him driving the McLaren 320i Turbo that was campaigned in the late 70's. Roundel readers - you've seen him on the cover. Well here he is, a bonafide dynamic speaker, flying down from Montreal on his way back to London, expressly for a one night limited BMW Club engagement. Seating is limited. There's a \$5 cover. Send your checks NOW, made out to "BMW CCA NCC" to John Kenworthy at 1550 Clarendon Blvd #1105; Arlington, VA 22209, because after May 1st, we're gonna let the other clubs in (SCCA guys and gals, Porsche people ... word's out!), if there's any room.

## COMING SOON!! RACING DYNAMICS OPEN HOUSE & SWAP MEET

When: Mid-June

Sometime in mid-June... Look in the next issue of *dB* for further details.

## RADIAL TIRE "MAIFEST" DRIVERS' SCHOOLS

June 15-16

Location: Summit Point, West Virginia

Maifest in June - The "Maifest" drivers schools will be held on June 15 and 16 at Summit Point Raceway in Summit Point, West Virginia. This year, some of our expenses are being underwritten by Radial Tire Company of Silver Spring. Radial Tire and the National Capital Chapter have enjoyed a longstanding friendship, and their commitment to this event promises a continuation of that friendship.

The drivers schools are essentially the same for each day. On Saturday night, we'll have dinner at the track, no doubt coupled with some fine racin' and drivin' stories. If we're lucky, we'll also have one of Radial Tire's owners, Paul Moorcones, a local racing legend and a long-time member of the Chapter, to talk about tires. Who knows, we may even get him to instruct!

The schools will fill up fast, so mail your registration early. (Registration form is elsewhere in this issue.) As always, preference will be given to BMW CCA members. Need new tires before the event? Well, have we got the tire store for you! Yep, you guessed it: Radial Tire Company, 9101 Brookville Road, Silver Spring, Maryland, (301)585-2740.

## AUTOCROSSES

Sunday, June 30

Registration: 9:30am; start @ 10

Fees: \$10

Location: Landover Mall

- Call Hotline to confirm details

Further info., workers, call David Ford (202) 966-5108.

## AUTOCROSSES

Sunday, July 14

Registration: 9:30am; start @ 10

Fees: \$10

Location: Baltimore's Memorial Stadium

- Call Hotline to confirm details

Further info., workers, call David Ford (202) 966-5108.



## ORIOLES OUTING

July 28

Orioles vs. Oakland

Get your popcorn, peanuts, and cold beer hon!

It's time for another outing to see those fabulous Birds in B-town. I am taking advance reservations to save you money. Send me a check now and see the Birds play Oakland for only five bucks. This offer is good 'till May first, after which it'll cost 'ya seven-fifty.

Listen up - this is a *non car-oriented event*. It's what a lot a y'all been asking fo'.

See ya in Balmore, hon!

Send checks to:

Mike Early; 1650 Belt Street; Baltimore, MD 21230.

Or call (301) 244-0173 for more information.



## OKTOBERFEST IN CONNECTICUT

August 5 - 9

It is not too soon to start making plans to attend the BMW CCA's premier annual event, the national Oktoberfest, that will be held in Connecticut August 5 through 9. It will be several years before this event is so close to home again.

Location, schedule and registration information should be in the *Roundel* by the time you read this. A large contingent from the National Capital Chapter is expected to attend. Hopefully our Chapter can provide some entrants in the concours d'elegance. Last year at the Ohio O'fest, National Capital Chapter had a number of trophy winners in the rally and autocross, but missed winning the best-performance-by-a-chapter award because of the lack of concours winners.

The drivers school will be held at the scenic Lime Rock Park. Expect it to fill up fast because of the proximity to the New York-Boston area.

**Notes:** Incidentally, Lime Rock's management has a new rule that requires driver and passenger seats to have the same type of restraint systems. For example, if the driver's seat has a five-point harness, the passenger (instructor's) seat must also have a five-point harness. The track also has a strict requirement that helmet have a Snell 85 rating.

If there is enough interest, the National Capital Chapter may form a caravan for the trip to Waterburg, Connecticut. Send your registration in now.



## CRAB FEAST & CONOURS

Saturday, August 17

Location: Patapsco State Park,  
Avalon Branch

Ahoy Club members, it will soon be time to dig out the mallets and ice down the keg to cool our burning lips after eating a dozen of Baltimore's Spiciest hard shell crabs. This year the location is about 15 minutes outside of Baltimore (or 20 minutes outside 495 on 95 south) at the Patapsco State Park. We are going to have steamed crabs prepared on the spot from Nick's Inner Harbor Seafood in the Cross Street Market. This should be a great location to stage a concours. Call me, Mike Early, now to make reservations so we can plan something great. (301) 244-0173 after 7:30 pm.



## GOOD NEWS

Arrival of a New Person

Name: Nicholas Phillip Yaworski

Parents: Mark & Lynn Yaworski

Date: February, 19, 1991

Weight: 8lb 7oz

First words were an imitation of a 2002 running near redline...Waaaa!

*Congratulations!*

## Coming Events

JULY

Orioles Outing

AUGUST

Oktoberfest

Crab Feast

## Secretary's Notes

### Board Meeting 12/5/90 – Nazarko's

In attendance: Kenworthys, Millers, David Sossamon, Woody Hair, Yaworskis, Nazarkos, Bob Gammache, Kevin Cowley, David Roach, and Jonathon Jones.

*Synopsis:* Bob Gammache came up with a possible new event involving teaching newly licensed drivers the basics of performance driving. Keep your eyes open!

Lynn gave us her final budget report, and let the board know we actually met the budget in 1990. This was not without a lot of help from Lynn, thanks! Also budgeted were the new 1991 T-Shirts. Look for them at the track in March.

Finally, Kevin Cowley stepped up as our new ad representative and dealer liason. Good luck! ■

### Board Meeting 1/10/91 – Kenworthy's

In attendance: David Ford, Dwight Derr, Kevin Cowley, Jonathon Jones, Woody Hair, David

Roach, Jennifer Nazarko, David Sossamon, Mike Early.

Jennifer started off with the new 1991 Budget. We did well last year and with some attention we should do well again this year and put on lots of exciting events. Discussed was to have the Club subsidize photographers.

We lept into the 1991 schedule (see Calendar) which lead into a discussion of open meeting and our need for them on a regular basis. If you as Club members have any feelings on this please contact me at home as the board would like some input on this topic. Also discussed was the need for new blood in the Club. If you are interested in helping out with any events, having your own event or just participating in already existing events please contact me at home or talk to any of the board members at the next event you attend. A couple of events that we are trying again are the Summer Crab Feast and O's vs Oakland at Memorial Stadium (see Coming Events). ■

Mike Early

# FOREIGN SERVICE'S QuickLube

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## South Atlantic Region Report

The January Board meeting was held in New Orleans. Actually, I think that should be "Nawlins" — at least, that's my best approximation of Harmon Fischer's pronunciation. However you say it, N.O. can be hazardous to your health if you're watching your cholesterol and/or weight. But if you're going to over-indulge, this is the place. I mean, if you're going to clog your arteries anyway, do it with some really excellent cuisine ....

In addition to eating (and roaming the very interesting French Quarter), we tackled the business of club operations. Here's some news you may find interesting.

**Nürburgring!** Would you like to drive the fabled 'Ring? The 1991 BMW Nürburgring Driving School will be held in June this year, and it includes a tour of BMW AG's Motorsports facility near Munich (that's where the M5s come from, folks). Leo Newland, South Central Region VP, has put together an information package for prospective participants — schedule of events, costs, lodging, and tips on such things as currency and driving on the autobahns. There are only 40 slots available and they are filling up fast. Reservations (and money) need to be in by April 15. Contact Leo Newland, 3728 Hulen Park, Ft. Worth, TX 76109. If you aren't sure it's worth the trip, read Dan Tackett's article in the January, 1991 *Roundel*. I guarantee you'll start packing.

**Gateway Tech** In addition to the great tech sessions, door prizes, and the opportunity to attend the annual meeting, here's your chance to see and hear the legendary Satch Carlson! Satch will be guest speaker at the Saturday night dinner. His last appearance at a BMW CCA function was several years ago in Dallas, and he wrote an *Autoweek* column about that one. That's March 15 -17 in St. Louis — see your *Roundel* for more information and a registration form.

**Oktoberfest '91** Do I sound like a broken record? Or a travel agent, urging you to get out and go somewhere? It's not too early to start planning a vacation August 5 - 9 and a trip to Connecticut. The Connecticut Valley Chapter has been putting this one together for over a year, and it sounds like a winner to me. In someone's immortal words, "Just Do It."

**Logo** The Board has selected three logos for consideration by 'CCA members. These will be printed in the earliest possible *Roundel* (probably the May issue), and unless you are unalter-

ably, implacably opposed to any logo change, I think you'll like these new options.

**Floridafest** This didn't come up at the Board meeting — I learned about it when I got home. The Florida chapters are hosting Floridafest the weekend of October 12 -13, including a drivers' school at Sebring. That's another important date for your calendar.

Finally, you may or may not read this in time for it to do any good, but PLEASE! If you haven't already done it, VOTE!! We have two strong candidates for South Atlantic Region Vice President, two people who want to serve you. Let them know you care by sending in your ballot. Then come to Gateway Tech and congratulate the winner. ■

Burke Jensen



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First, my compliments on the new layout and design of your newsletter. I am just thankful that you did not implement these changes for any of your 1990 issues. I am hoping that we, the Golden Gate chapter, will win our mutual division in the annual newsletter contest, but we will need to make some improvements to keep up with you in 1991.

(Of course, I am saying all of this so that you will publish my letter, me being a non-member and all.)

But I digress from my reasons for writing to your fine newsletter. I have been reading your newsletter for a few months now and I just had a few comments on some of *its* comments.

In 1987, the Golden Gate Chapter was only 1500 members, but steadily growing. The National Capital Chapter was around 1700 - 1800. Our then president, who shall remain nameless, challenged your then president, Cory Laws, to a "challenge" to a membership race to the magical, mystical number 2002.

The presidency of both chapters changed hands and still neither chapter reached that

numerical plateau. Then, Dwight Derr and I absconded with the presidential positions of these chapters - which just proves what chapter boards have speculated upon for years, that, yes, the members really don't care who's on the board, as long as it is not themselves. In fact, they'll elect anyone. But then I can't explain the phenomenon of both Dwight and I being reelected for 1991, even if we were running unopposed. (Your charming President Derr even sent in a vote for himself in *my* chapter's election!)

I decided to go out on a limb, we had about 1975 members, and remind the National Capital Chapter about the challenge made so long ago, probably over some popular yet illegal substance. We finally hit 2002 in May of 1990. Right now, we have over 2100 members, not including our 200 associate members. How many do you have?

It's probably not President Derr's fault. After all, he can't help it if a photograph of his legs (Nov/Dec '90, p. 13) doesn't boost membership. (Ask Dwight about *my* legs, and what kind of boost they give. If he won't tell

## A Letter...

Dear  
David Sossamon,  
Editor,  
der Bayerische,

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you, then ask John Kenworthy). And he can't help it if he called your chapter "the Baddest". My question is, in what sense was he talking about? Add to these facts that his own beloved 528 was out of commission for several months, California is gorgeous year-round – I mean, we park our Bimmers in the garage during the winter, but only to protect the paint from the sun, not any ice or salt – and *you* have "interesting" members, like Mark Yaworski, insulting Carla Harman and BMW NA. It's no wonder we zipped by you.

Now, way back when, a year or so ago, President Derr and I thought some sort of prize for the winner would be a good incentive to boost the membership contest. What I've been trying to find out is, what did we win? Granted having California Bimmers *should* be enough, but for *me* it's not. President Derr suggested local brews as an appropriate prize. However, the ones he brought, supposedly for me and my chapter (okay, just me), to the National Congress back in September he drank himself. Okay, he did share *some* with me, John Kenworthy and Marc Holmes (the "great, grav-

ely voiced one"), and even James Morris, National Treasurer (ask him about that one, and see him blush). But I am still awaiting my (okay, *our*) prize. So please help me out and make him cough up *my/our* beers. Thank you.

As a sidenote, the first, and only, time I met your erstwhile President Derr was at the September National Congress, and what a meeting it was. Ask him about our commemorative "Truce" photograph and where his hand is, or for that matter, where *my* hand is, and really see him blush, or about all of the great beers I brought to the Congress, or about... Well, anyway, President Derr, I am looking forward to finally receiving our (MY!) reward at O'fest in Connecticut.

See you all there!

*PS.* After perusing, President Derr's article about his caressing of an M1, I beseech your chapter board to look into corralling some unsuspecting, car-loving, young woman into taking poor President Derr out of a car for some different types of fun. I do not qualify as I have met President Derr and I am now suspecting. ■



...from

Tamara Hull,  
President  
Golden Gate  
Chapter

**When It Comes  
to Your BMW,  
You Shouldn't  
Settle for Less  
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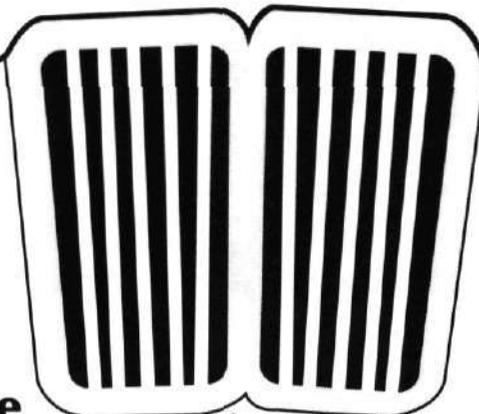
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**Dear dB**

from  
Jay Miner,  
lucky winner

In case you ever wonder what happened to the dude with the Euro 635 who walked off with winning the set of Yoko tires during Maifest 88... This is to let you know that he's alive and well. More importantly it's to thank the National Capital Chapter and Scott Coulter of Tyson's Merchant Tire for the great new rubber under my Bimmer.

Why so late in getting back to you? Well, when I was lucky enough to pull the winning number I had just put a new set of Michelins on my 635, so I had 30,000 miles and two years to go. When I finally got there a couple of months ago, (OK, Scott, maybe it's been more than just a couple of months) I walked sheepishly into Coulter's Merhcant Tire store fully expecting him to tell me the certificate had long since expired...No good...Forget it.

To my pleasant surprise, Scott welcomed me with a big smile saying he was beginning to wonder if I'd ever show up. Anyway, to make a long story short, Scott fitted me out with just the tires I wanted. (Matter of fact, he would have given any kind I wanted, not just Yokos.) And I

walked out a very happy camper. The service and help I got was better than even a paying customer could ever expect!

Again many thanks to *der Bayerische*, Merchant Tire and Scott Coulter. If any of you Bimmer owners need new tires and want the best service in town, go see Scott... and tell him Jay Miner sent you! ■

### Club Store

Hey Folks! The Club Store is alive and well!

It's time to start thinking about Spring tune up stuff...

Give Dwight a call, after 7:30pm and see how you can save yourself some money.

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The membership survey forms from the November/December *der Bayerische* are in and the results are...

**WE DON'T GIVE A DAMN!!**

Despite the prospect of winning a crisp \$50 bill, only 54 of 1,930 members bothered return the form through January 19. This was the opportunity for us to tell the chapter leadership what should be done differently. Surely 97.5 percent of us don't think our array of events is perfect. If you just forgot to complete and mail the form, dig out your Nov/Dec '90 *dB* and do it now. It may be too late for the \$50 prize, but your views are important.

Unfortunately, for a number of reasons (which if you are interested in you can enquire about at an open meeting) the newsletter has been going out late recently. This prompted a number of negative comments about the timeliness of *dB* and the announcements of upcoming events. (In its defense, the whole year's calendar is published in each issue in as up-to-date state as possible.) Also on the subject of *dB*, most of the responses asked for more technical

articles and descriptions of members cars/modifications. (So start writing guys!)

It is apparent from the surveys received that those members want a large menu of events each year. Very few of the respondents volunteered to help work or plan any of the events though. Let's let someone else do it.

Some of the more interesting tidbits from the surveys received:

*Number of High Performance Drivers Schools:* 365 a year.

*Other Comments:* 3 times after service, my oil was down 3 qts.

*What would you like to see less of in dB:* Surveys.

*What would you like to see more of in dB:* Pictures of pretty girls.

Maybe a future issue of *dB* will have a detailed analysis of the responses. Oh yes, the drawing of the \$50 bill was held at the J&F Motors tech session on January 26. The winner was Gary Lockett, member # 81694. Congratulations! ■

## Survey Results

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1990 BUDGET SUMMARY

Category Description 1/ 1/90 Through 12/31/90

INCOME/EXPENSE

INCOME

Autocross Income		2,085.80
Drivers School Income:		
Gas Sold at Drivers Schoo	94.66	
Drivers School Income - Other	26,513.95	
Total Drivers School Income		26,608.61
Dues from National		25,448.64
Entertainment Book Sales		245.00
Fire Extinguishers-sold		60.00
Insurance Subsidies-Nat		1,947.00
Merchandise Sales		1,152.78
Newsletter Advertising:		
Ad Income for 1989	180.00	
Ad Income for 1990	1,905.00	
Commissions Paid	(350.00)	
Newsletter Advertising - Other	9,453.00	
Total Newsletter Advertising		11,188.00
Other Event Income		2,783.50
T-shirts sold		328.00

TOTAL INCOME 71,847.33

EXPENSES

Autocross Expense:		
Awards/Plaques	681.90	
Beverage Expenses	32.71	
Meeting Expenses	96.14	
Autocross Expense - Other	60.00	
Total Autocross Expense		870.75
Awards/Plaques		195.20
Bank Fees		8.00
Club Promotion/Goodwill		279.80
Drivers School Expense:		
Beverage Expenses	543.95	
Food Expenses	1,255.27	
Gas Sold at Drivers Schoo	198.25	
Postage Exp.-Not DB	24.00	
Refund Expenses	500.00	
Security Expenses	636.00	
Supplies	37.87	
Track Fees	17,215.33	
Xeroxing Expenses	393.10	
Drivers School Expense - Other	634.55	
Total Drivers School Expense		21,438.32

**Treasurer's  
Report  
/Budget**

NCC-BMW CCA  
2/11/91

1990 BUDGET SUMMARY

Category Description

1/ 1/90 Through 12/31/90

Ent. Book Payments		112.00
Fire Extinguishers-bought		584.50
Insurance Expense:		
Autocross Expense	770.00	
Credit	0.00	
Drivers School Expense	3,508.00	
Insurance Expense - Other	186.00	
Total Insurance Expense		4,464.00
Meeting Expenses:		
Beverage Expenses	87.63	
Board Meeting Expenses	145.17	
Food Expenses	124.89	
Total Meeting Expenses		357.69
Merchandise Purchases		344.63
Miscellaneous Expenses		159.00
Newsletter Expenses:		
Label Application	652.92	
Postage Expense	2,660.00	
Printing Expense	12,651.00	
Typesetting Expense	7,278.74	
Total Newsletter Expenses		23,242.66
Other Event Expenses:		
Beverage Expenses	121.45	
Food Expenses	510.40	
Postage Exp.-Not DB	18.00	
Supplies	11.47	
Xeroxing Expenses	44.38	
Other Event Expenses - Other	9,449.35	
Total Other Event Expenses		10,155.05
Postage Exp.-Not DB		99.30
Special Mailing Expense		517.00
Supplies		251.38
T-shirts Bought		618.30
Telephone Expenses:		
Club Hotline	582.32	
Telephone Expenses - Other	1,723.77	
Total Telephone Expenses		2,306.09
Travel Expenses		449.00
Xeroxing Expenses		32.48
Expenses - Other		0.00
<b>TOTAL EXPENSES</b>		<b>66,485.15</b>
<b>TOTAL INCOME/EXPENSE</b>		<b><u>\$5,362.18</u></b>

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**Treasurer's  
Report  
/Budget**

NCC-BMW CCA  
2/11/91

## **Drivers School Planning Meeting**

It was the evening of January 15, 1991, and thirteen important individuals met in secrecy about 1 mile from the Pentagon to discuss strategic battle plans for the coming year. The subjects discussed did not involve laser guided bombs, chemical warfare defences, Scud missiles or the innermost thoughts of SoDamn Insane. Bernie Shaw was not there to cover the meeting for CNN.

The subject was the conduct of our Driver Schools for 1991. The meeting was run by school co-coordinator David Roach and Chief Instructor Bob Gammache. Items discussed included the possibility of going to three run groups, recruitment and development of instructors and corner workers, scheduling, passing rules, flagging, and helmet standards. David Roach has worked out a potential schedule that would allow three run groups (and therefore more entrants) while individual students would only lose about 10 minutes of track time.

Demand for our driver schools increased substantially last year and it is recommended that

you sign up for these schools as early as possible to avoid being left out. In addition to the March schools, we are having two one day schools on June 15-16 and October 26-27. There is a possibility at this time that a one day school will be added on Thursday, July 4.

It was only a year ago that our chapter started requiring helmets that meet the Snell Foundation's 1980 standards. Several tracks and organizations are requiring Snell '85 ratings. Therefore if you are contemplating the purchase of a helmet, be sure it carries a Snell '85 tag. That may be our standard sooner than later. ■

Woody Hair

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**Saturday and Sunday, June 15 - 16**

*Summit Point, West Virginia*

- Priority given to Club members
- Licensed drivers only (students under 18 must obtain parents' permission)
- All cars must be tech inspected by a qualified service facility prior to the event
- It is your responsibility to ensure that your car is safe, properly registered, and insured
- Snell-rated helmet ('80 or later) required
- No convertibles without adequate roll bars
- One driver per car recommended
- Each applicant must complete a separate form (photocopy as necessary)

**Cost:**

*Members:* \$85 if application received before June 1, \$100 after June 1

*Nonmembers:* \$100 if application received before June 1, \$115 after June 1

*Special Deal:* \$150 for both days (before June 1, for BMW CCA members only)

Make checks payable to National Capital Chapter, BMW CCA

Mail application, self-addressed business-size envelope with 52 cents postage and check to:

*David Roach, 10425 Edgewood Ave., Silver Spring, MD 20901*

**Drivers:**

Saturday, June 15     Sunday, June 16     Both days

Name \_\_\_\_\_ Membership # \_\_\_\_\_

Street \_\_\_\_\_  Check if new address

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_ Chapter \_\_\_\_\_

Phone: Work ( ) \_\_\_\_\_ Home ( ) \_\_\_\_\_

Car: Make \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_

List Previous Drivers' Schools \_\_\_\_\_

I have a Snell '80 helmet     I have a spare helmet     I need a helmet

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...however, students may not give rides. Please list corner workers you'll be bringing with you:

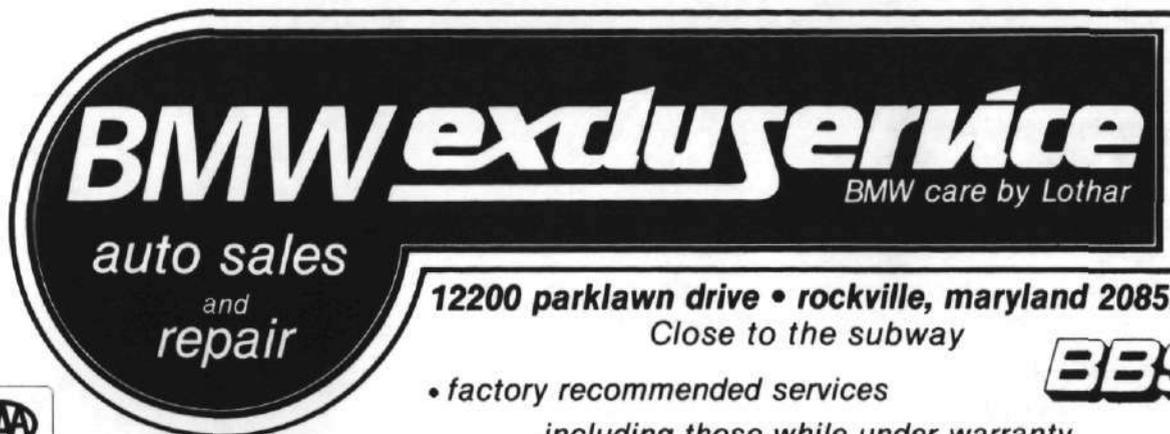
Name \_\_\_\_\_ Phone ( ) \_\_\_\_\_  Work  Home

Name \_\_\_\_\_ Phone ( ) \_\_\_\_\_  Work  Home

Questions? Call Dave Roach (301-593-3285) or Chris Leeper (703-455-3041)



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**SPECIAL BMW CCA DISCOUNTS ON RECARO — MOMO — VDO — BILSTEIN — HELLA**

AutoThORITY Performance Engineering (A.P.E.) hosted a thorough and well-attended tech session on February 9th. More than 50 Club members had a full day's demonstration of how this Fairfax company develops performance computer chips for cars with Bosch Motronic computer controls.

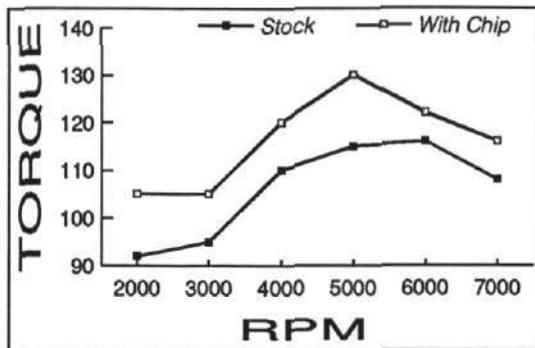
Starting with the 1982 528e, BMW began using the Bosch brain to control *both* fuel injection and ignition. Porsche uses the same system. The Motronic brain gets its instructions for ignition timing and fuel injector operation, among other things, from a common computer chip the size of two postage stamps. That's the thing the folks at AutoThORITY use to optimize your Motronic car's performance.

Al Collins introduced himself and his company. He's a former electrical engineer and attorney who made a career change in 1975, opening AutoThORITY as a Porsche service facility. Al also races and apparently cannot resist tinkering with cars. That tinkering became much more difficult with the introduction of computer-controlled engines. No more carburetor jets to swap for better gas flow. No more distributors to twist for new ignition timing. You have to get into that computer chip to do that stuff. Al says in 1987 he worked with Veloz Car Computers of California (the only outfit at the time developing BMW performance chips) in a joint effort to produce Porsche chips. Veloz sold its operation to Hypertech so in late 1988, Al, Larry Burshstein and the AutoThORITY staff began their own chip development program.

AutoThORITY now offers a variety of chips for Porsches and BMWs. Most BMW chips are \$375. Chips for M-cars are \$495. Some '84 and earlier chips also are \$495 because they're not simple plug-ins: they require some modification to the circuit board.

What do the chips do? Al says the manufacturers have developed conservative ignition timing, apparently assuming generally low octance fuel use, and fuel flow aimed specifically to pass emission tests. His shop designs ignition timing advance for use with 92 octance premium fuel and fuel flow for the best results on the dyno and in real driving. Furthermore, Al and Larry say their modifications are for both full-throttle operation and the more commonly used part-throttle operation. They say the competition's chips modify only full-throttle performance. The result, according to AutoThORITY, is a gain of up to 10-percent in torque and horsepower in all

RPM points. Also, the chips are quicker, based on tests accelerating from 3,000 to 6,000 RPM in a single gear. Because NO mechanical changes are made, the chips are supposed to enhance the performance you have – they will NOT change the nature of the basic power curve of your engine. These chips are for use with the stock exhaust, catalyst and all stock emission controls still in operation.



During the Tech Session, Al demonstrated the chassis dyno. The rear wheels of a car turn cylinders in the floor, which produce horsepower readings (at the rear wheels). Al's staff obtains base stock readings in this manner, then trying various modifications, they develop chips that give the best improvements on the dyno. Then, after tests on the road, the development chips are further refined to produce the best overall dyno and real world improvements.

AutoThORITY also has a computerized engine dyno. Al explained when he gets the chance to get an engine out of a car onto this more sophisticated dyno, he may find some refinements are possible to chips developed with the use of the chassis dyno.

Larry demonstrated the personal computers A.P.E. uses to read stock chip instructions and develop modified instructions for their performance chips. A device in the shop "burns" these instructions on new blank chips. It all looked very simple, but Larry said it took thousands of man hours for them to "crack" the Bosch computer codes and figure out a practical way to develop their own computer instructions. During the demonstration, it took just minutes for the A.P.E. equipment to read and store information from a stock chip removed from a member's new 318is. Larry seemed particularly excited to have obtained this information from Bosch's latest version of Motronic.

A.P.E. keeps customer records. If the chip for your car is improved, you are notified and

## Performance Chip Tech Session

*continued on  
next page*

## Performance Chip Tech Session

*continued from  
previous page*

offered an update chip for a nominal fee (roughly \$30) in exchange for you old chip.

The sales literature says, "The performance software sharpens the throttle response and improves the feel of the car. It is smoother, quicker, and more responsive to your inputs." I found two Club members at the Tech Session who use the chips. One, using an A.P.E. chip in his 325is, said he's felt a definite difference. Another member, with an M635, said he prefers the A.P.A. chip to a competitor's performance chip. He also found his new chip delivers better fuel economy at cruising speed. That's not a very scientific product test, but there is a 30-day return policy. AutoThory says if you're not satisfied with their chip, return it within 30-days, for a complete refund.

If their thorough and patient handling of this Tech Session is an indication of how Al and Larry do business at AutoThory, they probably have lots of satisfied customers. ■

## COMPETITION CORNER CALENDAR

- Mar 10 WRC Rally, Prince Georges County, MD  
16-17 NCC Driver Schools, Summit Point, WV
- Apr 7 Branded Club Rally, Gaithersburg, MD  
7 SCCA Solo I, Summit Point, WV  
21 SCCA Champ Autocross, DC Area  
21 WRC Rally, Gaithersburg, MD  
28 Deutsche Marque Concours  
German Embassy, Washington, DC  
28 SCCA MARRS Races, Summit Point, WV
- May 5 SESCA Champ Autocross, DC Area  
19 SCCA MARRS Races, Summit Point, WV  
27 IMSA GTP, Lime Rock, CT
- Jun 2 Childrens Hospital Autocross, DC Area

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## BMW WINS 4 HOUR RACE

The 1990 racing season at Summit Point ended with the event put on by the Eastern Motorsports Racing Association (EMRA) on November 11 and 12. EMRA is a bit more loosely run than SCCA. They have been known to run races at Summit Point in the "wrong" direction and licensing requirements are - well, who knows. The feature event of EMRA's annual trip to Summit Point is a four hour endurance race run completely in the dark on Saturday night. This past November, 38 cars started the race and the field included several experienced endurance teams from IMSA's Firehawk and SCCA's Escort series.

When it was all over at 10:30 pm (while many of us were attending our annual election dinner), the winners were our own Ed York and Gary Green driving Ed's white 2002. They had gone 270 miles at an average speed of 67.5 mph including pit stops. The single carburetor BMW managed 10 mpg in the process. Gary and Ed finished two laps ahead of the second place car. Also in the field were a pair of 2002tii's from New Jersey that were veterans of the Nelson Ledges 24 Hour race. Gary said it was quite an experience to lap Summit Point at speed while in total darkness except for the narrow view provided by 600 watts worth of driving lights. Congratulations on a great win guys!

## 1991 PLANS

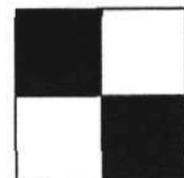
The dozen or so chapter members that have taken the big plunge into racing (no, autocrossing, rallying or driver schools are NOT the same thing) are busy preparing their cars for the up-coming season. Bob Gammache has high hopes for the GT3 2002 that should be ready for the upcoming SCCA regional races known as the Mid-Atlantic Road Racing Series (MARRS). Improved Touring Class B has been dominated by BMW 2002s the last few years and Ed York, Jim Epting, Alan Green, Jon Miller, and Leah Epting should be able to continue that tradition. 1990 class runner-up Gary Green has sold his yellow 2002 to Henry Brillinger of Pennsylvania and is looking for a Sports 2000 race car for the MARRS.

Other members that have forsaken BMWs for other brands include Max Rodriguez who will return in his white Spec Racer (ex-Sports Renault). Max has not sold his ITA 2002tii yet and may drive it also until sold. Kay Heatherley is expected to return to Showroom Stock B in

her familiar black Honda CRX Si, and Jim Harrison is looking for a competitive GT Pinto ride. GT Pinto, a unique class to this area, is open to lightened Ford Pintos with Formula Ford engines and big racing slicks. The cars are relatively cheap to build and are quite fast. With over a dozen entries, it is one of the more competitive and popular classes. Charlie Richardson (BMWCCA #105) has sold his Mazda RX-7 Turbo and is planning to buy a competitive Showroom Stock A car for the SCCA National series. Larry Masten is returning to the Nationals with his burgundy Peugeot 505 Turbo. In the last issue I reported that Larry had finished 16th in Showroom Stock B at the National Runoffs. Actually, Larry qualified 16th, had to back off on the first lap to avoid an accident, and worked his way up to a 10th place finish at Atlanta.

## SPEED SHIFTS

If you have been wanting to try a rally this year, the Washington Rally Club's April 21 event is a good bet. Our own David Roach is the Rallymaster and registration information can be obtained from Paulette Leeper (703) 536-8584. Local rallies really are four hour drives in the country that are fun for the family - not races . . . . Due to poor planning by the Metro Washington club council, April 21 is also the date of the first championship autocross of the year. SCCA is hosting this event and the site has not been determined as of this writing. Call the Council Hotline - 301-681-5612. . . . . IMSA's Firehawk racing series for showroom stock cars should continue to see M3s trying to upset the Camaros, Trans-Ams and Porsche 944S2s in the Grand Sports class. An occasional BMW 325is (168 hp) will take on the 195 hp Mitsubishi Eclipse/Eagle Talon twins and 190 hp Olds 442s in the Sports Class. The Touring class should have a new contender this year with the report that two new 318is cars are being entered this year by Mid-West Motorsports of Illinois. When his schedule doesn't conflict, ESPN's David Hobbs may be paired with son Gregg in one of the baby Bimmers. . . . . Help! We need a large patch of asphalt for autocrosses. Let your chapter leadership know about any potential sites. CRUNCH ■



## Woody's Competition Corner

and Competition  
Calendar

### NOTE:

The University Sports Car Club may host one or more practice autocrosses on the following dates:  
March 10  
March 24  
April 14  
The fee will probably be \$2 per run to cover insurance costs.  
Call Bill Erskine at (301) 953-0020 in Laurel for further information.

## Homesick

by  
Bonnie Butler

Dad always said,  
"You need to know these things."

Deb who noticed, in our teens,  
"The way Dad says 'I love you'  
"Is to ask, 'How's your oil...'"

But it was Bill who had the patience,  
Letting me follow him around the shop,  
Tolerant of a sister's questions.  
Always patient, Bill, cleaning the carburetor.  
Explaining how venturis worked.  
Letting me gap the plugs, experiment with the  
timing light.  
Christmas 1975. My own set of socket wrenches  
from Dad.  
Tune-up lessons from Bill.  
Out in the shop on chill spring weekends,  
Car on the ramp. Valvoline gushing new and  
clean  
From the pump on the barrel-head.

"What do people do," Mom used to muse,  
"Who don't have a farm?"  
"Where do they keep the lawn furniture in the  
winter?"

And where indeed do they work on their cars?  
Bill now runs the farm.  
The shop is larger, heated in the winter  
With lights hanging on cords to follow into  
crannies  
And a loft where parts are kept  
(A king's ransom in oil filters).

Jim, now out of college,  
Working for Motorola in Schaumburg, still comes  
home.

Last year's Christmas present the shop manual  
for his new Honda.

And here I sit in Frederick. No garage.  
And the carburetor's gone to chips.

Mike Early's gonna' kill me if I don't clean my  
engine.  
But I'm afraid I'll short it out,  
Tiny computers murmuring to each other under  
the hood.

I still know how to check the oil.  
Adjust the air pressure,  
Up for autocross and back down for the street.  
I can contemplate the engine, check the belts  
and hoses.  
These I understand.

But after Tech Sessions on electronics  
All I know is chips are chips, and  
This black box costs \$300 to replace.

Evergreen was like having brothers.  
Todd and Lane, who'd let me lean under the hood  
While they explained.  
Coaching me on autocross,  
Indulgent audience for Drivers School adventures  
at the Point.

But now they're scattered,  
And I'm feeling rather lost.  
The man at the EXXON says the little drops of oil  
Mean I need a new head gasket, oil pan,  
Valve cover gasket and a front cam seal.

I say, "Thanks. First I need a BMW shop."  
And drive home, wondering, wishing I knew how.  
What *do* people do, those who haven't got a farm,  
When their cars outpace their skills? ■



# Maifest!

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Thomas H. Hesse wants all car owners to throw away their muffler and run a straight-through exhaust instead. Why? For better performance, increased gas mileage, and to cut down on noise. Huh?

Hesse is president and majority stockholder of Active Noise and Vibration Technologies Inc. of Phoenix, AZ. And he aims to eliminate the muffler as we know it in favor of an all-electronic unit.

The set up is quite simple. The exhaust system is, in essence, a straight-through pipe with a microphone/sound transducer at the end. Sound is picked up and fed into a microprocessor which, in turn, produces a signal 180° out of phase from the original. Combination of the two results in a complete cancellation of sound and, hence, silence.

And the applications aren't limited to exhaust systems, either. One area of interest is the elimination of all unwanted noise within the passenger compartment. Working through the car stereo, a microphone feeds ambient noise to a microchip which synthesizes an opposite signal. This signal, when fed through the existing car radio speakers, completely blanks out the offending noise.

Ideally, the car headrests would be utilized to create individual quiet zones for each occupant. Two systems would be used per headrest, as noise patterns are different on each side of the head, giving you your silence in stereo.

Probably the most adventurous project involves the creation of electronic motor mounts. Normal mounts are mostly rubber which must compress in order to soak up engine vibrations. However, in this compressed state, excess energy can't be absorbed and as a result is passed on through to the chassis, which you feel. Electronic mounts contain a two-way transducer embedded in the rubber, allowing the microchip to cancel the vibrations before they can pass through.

Hesse has a whole fleet of test vehicles running the gamut from passenger cars to Jeeps and cabover semis. Working with the military, he claims to be able to even silence a tank. He's talked to every car manufacturer in the world and, so far, is involved in joint ventures with Fiat, Honda, Renault, and others.

In all likelihood, we won't hear the results of his labors. Hmm, I wonder if he'll introduce a personal model? ■

## New Car Muffler Fits in Your Pocket

by  
Dwight Derr

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## New Car News

by  
Woody Hair

At first glance it looked like *der Bayerische's* tongue-in-cheek articles on a new 2-Series had come true. The headline in the February 4 *Autoweek* said, "BMW Rejects Proposal to Produce 2-Series Cars". According to the article, BMW AG was denying reports that it was planning to produce a small hatchback to compete with the VW Golf, Peugeot 205, etc. The rumors had the car called the 214 and powered by a Porsche-engineered (why?) 1.4-liter engine. Wolfgang Reitzle, BMW's R & D chief said annual sales of 400,000 would be necessary to cover development costs, and BMW was not going to attempt such production numbers.

In the same article, Reitzle was reported to have said that BMW would not produce any road cars with more than 300 hp. This is somewhat surprising for several reasons:

- 1) BMW is already producing the 316 hp M5.
- 2) Mercedes has announced that their soon-to-be introduced 6-liter V12 will be rated at 408 hp.
- 3) The January issue of Britain's *Car* reports

Reitzle as stating that BMW Motorsports is developing an M8 with possible engines ranging from 400 to 600 hp. BMW is quite worried about the social-acceptability of such a car.

By now, all of the major car magazines have reported on European drives of BMW's third generation (E-36) 325i. While the negatives are few, the same ones seem to appear in every article:

- 1) the USA will get a GM built 4-speed automatic instead of a new programmable ZF 5-speed automatic (why?).
- 2) The rear suspension on these pre-production models emits a rumbling noise on certain road surfaces.
- 3) The grey-colored plastic lower body molding and bumpers does not look great with certain color cars.
- 4) As usual, European markets will have an optional M-Technic developed sport suspension that will not be available in the US.

A number of other juicy tidbits are brought out in the previously mentioned January *Car*. The

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popular Z1 roadster might be replaced by Miata-like affordable 2-seater rather than the now-dead Z10 4-seater. The new M3 might be available in Europe as early as the end of 1991. It will likely shed the boy-racer look which makes one wonder if BMW intends to continue an active roll in the Group A Touring Car series. Rumored engines for the M3 are a 250 hp 2.5-liter six that can be tweaked to 350 hp for racing. A 2.9-liter version is also under consideration for the track. Car also reports the M5 is due to get a power boost with 3.9 liters and 350 hp. Got to keep ahead of Mercedes. The ASC+T traction control system and BBS carbon-fiber wheels should be fitted to M5s soon. The regular 5-Series will have Touring (station wagon) and iX (4 wheel drive) versions introduced this fall. March '92 is the expected introduction date for the 3-liter and 4-liter V8 engines - first in the 7-Series and later in the other series. The third generation 7-Series, codenamed E38, is scheduled for August 1993. It will have a number of new features. Among the most revolutionary will be airbags for back-seat passengers. ■

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We have a number of experienced rallyists in our membership. How 'bout it, folks? Call Woody Hair or Dave Roach to volunteer.

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News**

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## Spy-Photo Captures Testbed for 1992 M3 Aerodynamics...

One of our intrepid reporters recently saw the car pictured here driving on the Beltway. A little close up viewing and detective work revealed that the occupants of the car were BMW engineers testing new aerodynamic concepts for the upcoming new M3 model. In response to the Mercedes 190 Evolution 2's radical high-wing trunk, BMW engineers have taken an even more radical approach, testing a large airbox design, seen here as a wooden mock-up attached to a 325iS for testing.

The "Luftkasten" is adjustable by the driver – in this preliminary R & D version by adjusting the cables seen running from the box into the passenger compartment. For maximum downforce, the box can be flipped 180° to put the open side into the wind. We have heard however that while the downforce generated is awesome, sometimes even picking the front wheels off the ground, so is the drag. And the engineers are at a loss for a design for front end aerodynam-



ics to balance the rear downforce while still allowing the driver a view of the road.

Our reporter followed the car until it pulled into a suburban driveway and parked. The picture shown here was taken before the engineering team came out a few minutes later to remove this test concept from view.

As always, readers of the *dB* can expect all of the hot new product scoops, even spy photos, as they become available. ■

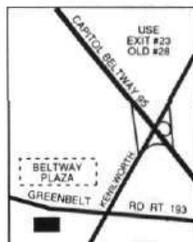
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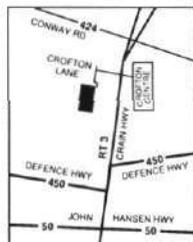
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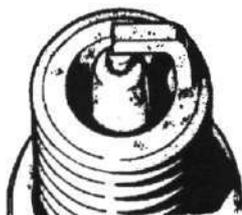
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## The Spark of Life in Your Bimmer

by Phil Street  
of Los Angeles  
from his column  
*Street's Corner In*  
"Whispering Bomb"

Used exclusively by BMW in the mid-to-late eighties, the Bosch Silver sparkplug, WR9LS, remains unique. There's a half-dozen other silver plugs, but usage is quite limited. And the reasons for their usage appear somewhat obscure.

The Bosch type designation, WR9LS, breaks down as follows: the "W" means a thread diameter of 14 mm; the "R" means it's a resistor/suppressor design; the "9" is for the heat range (the higher the number, the hotter the plug); the "L" designates that it has a 3/4" reach with extra extended tip; the "S" means a silver electrode.

The reason for installing this special application silver sparkplug seems to be expected long life and emissions control. Some of the BMW Owner's Manuals implied the spark plugs should last for the full 50,000 mile manufacturer's emissions controls warranty without requiring cleaning or regapping. This attempt at longevity may result in some not-very-desirable side effects.

An example is the sparkplugs removed from a

1986 325 with 46,000 miles. One had developed a carbon bridge running from electrode-to-electrode, the other five had gaps of 0.042" to 0.045". The car had been dealer serviced, fueled with premium unleaded, and subjected to light-duty city/freeway use. There was no evidence the plugs had ever been out of the engine.

The car, with dirty plugs intact, was given a California smog test. It passed with no measurable carbon monoxide, and less than 20 ppm of hydrocarbons at idle and 2500 rpm. How can this be possible when one of the plugs is carbon-bridged and the other five have a build-up of carbon cinders?

The plugs are obviously too cold for this application, but the unique silver electrode characteristics are achieving the goal of longevity. Silver is the best electrical conductor and has reasonable resistance to corrosion. A platinum spark plug has a wider heat range but may not have the life expectancy (resistance to electrode wear) of the silver plug.

There has not been an acceptable substitute



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for the WR9LS plug until now. Bosch is supposedly about to market a WR9LP (platinum) plug which, hopefully, will sell for about one-third the price of the silver plug. Some gray-market cars came with an equivalent copper plug, WR1OLCV, but I've never found them available in the U.S. Champion makes a possible substitute, the RN12YC, but there's all kinds of risks that are not covered by any warranty, written or implied, if they are installed in a BMW engine.

Lastly, the gasoline market underwent a change this past Fall, introducing reformulated premium blends. Most major suppliers are now claiming reduced hydrocarbon emissions if you use their premium grade; paying extra for the satisfaction of believing your engine is not building carbon bridges or accumulating cinders in the combustion chambers. For myself, there is more satisfaction in a new set of plugs, properly gapped (0.028"), properly torqued (15-22 lb-ft), and periodically inspected (around 20,000 mile intervals). So much depends on it. ■

## "What does it tell me?"

Leah Epting analyzing spark plug  
Photo by Woody Hair



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## More on Motronics

by Will Sheh

Reprinted from the "Whispering Bomb", BMW ACA, LA Region

In his column "Fahren Techniks" Will Sheh has found some nifty information about the engine management computer. Special equipment is no longer required to access some of the emissions-related fault codes. Owners may be able to anticipate probable repairs prior to emissions testing.

### Motronic Self-diagnostic Codes

Any vehicle equipped with a Motronic engine management system, version M1.2 or M1.3, has a built-in self-diagnostic feature. This enables the Motronic "brain" to display fault codes without the need to hook up any special tools or equipment. Although the following is not a thorough troubleshooting procedure, it can serve as a quick guide to possible sources of a malfunction.

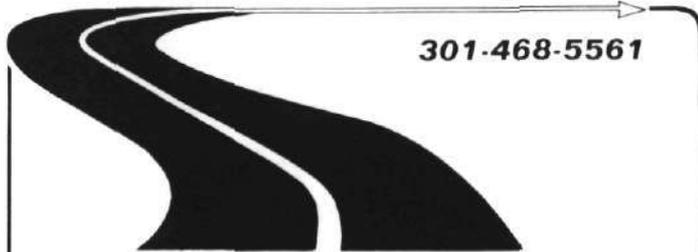
The Motronic engine computer constantly monitors engine performance. Whenever a fault is detected in the engine's electronic controls, the computer stores a fault code in its memory for future reference. This four digit fault code can be displayed by using this procedure:

- Switch the ignition to ON (second position). Do not start the engine!
- Within five seconds, depress the accelerator pedal all the way to the floor five times (six times for the second Motronic unit on 12-cylinder engines).
- Wait ten seconds. Watch the "Check" light on the instrument panel.
- The Check light should flash out the fault code by using a series of half-second flashes with a 2.5 second pause between digits. Multiple faultcodes can be stored and displayed, one after the other.
- If you have a second Motronic unit, repeat this procedure.

Once you have the fault code or codes written down, figure out the malfunctioning component from the table to the right.

(PS. This information is also available from your favorite dealer. It is printed on a handy reference card that costs about \$1. Part number is SD 89-005.)■

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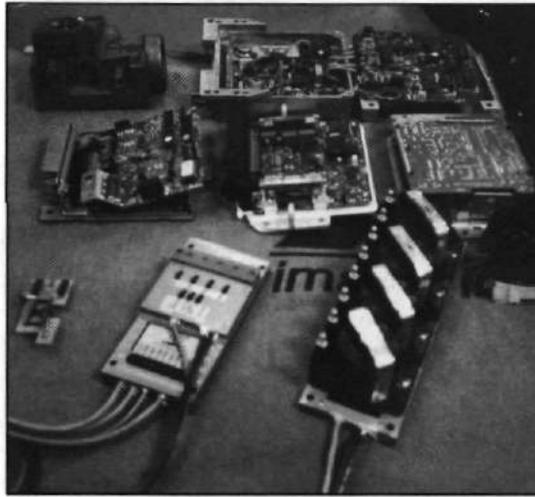
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Malfunction	Codes Motronic 1	Codes* Motronic 2
Motronic Function	1211	2211
Air mass/Air flow meter	1215	2215
Oxygen sensor	1221	2221
Oxygen sensor control range limit	1222	2222
Coolant temperature	1223	2223
Air intake temperature	1224	2224
Battery voltage	1231	2231
Idle throttle valve switch	1232	2232
Full load throttle valve switch	1233	2233
Injection valves (group 1)	1251	2251
Injection valves (group 2)	1252	2252
Fuel pump relay	1261	2261
Idle control valve	1262	-
Purge valve	1263	2263
Oxygen sensor heating relay	2264	1264
No failure	2444	2444

\*This applies only to 12-cylinder (M70) engines with two Motronic engine computers.

## Beyond Diagnostics



Brain Surgery on Motronic System at AutoTherity's Performance Chip Tech Session in February (see also page 21).

## Motronic Self Diagnostic Codes



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- '81 323i.** Metallic grey/black, factory leather Recaros, 4-speed, sunroof, 77k, Md. inspected. Must sell. \$4750. Call Doug 301/575.6953 days.
- '81 320i.** Ascot grey with parchment int., orig. owner, nonsmoker, always covered, 5-speed, lowered suspension, Foah spoilers, sunroof, Ronal wheels/Yokohama 205's, Blaupunkt AM/FM/cassette, all records, \$5000. Call Bill 301/859.0665 eves. til 9pm.
- '81 320/6.** VIN WBAAH1101B7724109. White with blue cloth int., 208,000 miles, 5-speed, no AC or power, original BBS with new Continentals, nice straight body and bumpers, all original, runs smoothly but mechanically well worn. \$1750. Call Kevin 703/318.0834.
- '80 320i.** Brown/beige cloth int., 5-speed, 100 watt Kenwood amp, Boston Acoustic rear plate speakers, Ungo Box security system, rear anti-sway bar. 71,000 miles. One owner, excellent condition. Must sell. \$5000. Bill 301/721.9592.
- '78 530i.** Cracked block; good body; new high performance tires, new shocks, struts; 102k miles; \$1000. Call Bruce 301/229.4835.
- '77 530i.** Upgraded with 1980 3.3. liter engine, Bavaria manifold & exhaust as per Jim Rowe (see Nov. Roundel p.68). New clutch, brakes, Va. inspection til 12/91. Pastel blue with tan leather, wood trim, power sunroof and windows, Blaupunkt AM/FM/cassette. Very clean inside and out, 4-speed, 6 alloys, minimal rust. \$3900 or offer. Call David 703/920.9621 eves/wkends.
- '77 630CSI.** U.S. model VIN 5515016. Blue with blue leather, automatic, power windows, alloys, factory AC, AM/FM cassette, new Perellis, brakes, shocks, belts, hoses, battery, fuel pump, fuel lines, well maintained, excellent interior, good body, second car, 55,000 orig miles, runs excellent, non-smoker. \$9500. Call Richard 202/ 667.1387.
- '76 2002.** 3000 miles on completely rebuilt, high performance engine by BMW factory-trained mechanic; dual Weber 2-bbl carbs; high-lift 300 cam; overbored with Mahle

pistons; Stahl headers; new Tii radiator and distributor; 4-spd; all receipts and shop manuals; very strong, solid car; \$3900. Call Bob 301/493.4310 home; 202/789.0770 work.

**'74 3.0 CS.** VIN 4335177. Chamonix white with tan leather, 4-spd, A/C, pwr windows, triple Webers, headers, new exhaust, lowered suspension, Nardi steering wheel. Absolutely no rust anywhere. Excellent. \$19,000 or best offer. Must sell. Call Craig 202/362.4615 home; 202/289.3077 work.

## Parts For Sale

**For 533i.** New: Boge Turbo gas shocks, front and rear; oil and air filters; valve cover gasket; headlights; Bosch fog light kit (missing one lens); upper strut bearing assembly. Used: TRX alloy wheels with center caps; Reliable Technalon car cover (tan); sunroof wind deflector; all trunk tools; factory manuals (includes torque spec manual); other used but good parts. Good prices. Call Bob Cook 301/604-2864 days; 301/469-0275 evenings.

**'87 325is suspension kit.** Four Bilstein HD shocks (front inserts/rear shocks), four m-Technic tuned springs. (Springs will lower car approx. 20mm.) Kit has 48,000 miles on it. List over \$1000; sacrifice \$200 or best offer. (Turn your 318i, 325e, etc. into a real performer for a fraction of the regular price!) More performance enhancements. Special prices on custom performance chips for all late model BMWs. Call Mike 703/448-6323 days, 703/765-4845 eves.

**'83 320i 5-speed transmission,** low miles, with drive shaft. \$575 or best offer; S-package steering wheel \$75 or best offer. Dual carb setup 4-cyl. with manifold Dellorto 45mm. \$400 or best offer; Shrick cam 292. \$225 or best offer. Call Andrew 301/249(?) -8328.

**3-series bra.** Used. \$40, or best offer. Call Don 703/253-5370 eves.

**Transmission.** '76 2002, 4-spd, rebuilt. \$175 or best offer. Call Kevin 301/552.7282 eves.

**'70 2002 parts** car. 4-spd. Engine and trans still work well. 90,000 miles, new alter, new plug wires. \$400 or best offer. Call Tony 202/537.0419.

**Dual Weber** intake manifold for 4 cyl (no carbs). \$100 or best offer. Call Kevin 301/552.7282 eves.

## Marketplace

## Parts For Sale

**2002 parts.** New 1-1/2" Stahl header \$250 or best offer; Supertrap muffler (new) \$25 or best offer; New turn signal switch ('72-'73), Back seat cover, Helmet \$100 or best offer. Call Bob 804/672-4506 work, 804/358-7608 home.

**Parting out '78 530i.** Black ext; red leather int; auto trans. Call Ed 703/830-1127 eves, 703/948-3307 wkends.

**2002/1600 parts:** 121 gasket set \$40; instrument panels with working odometers, \$50 each; wiper motor, '71-up, \$30; 1600 grilles, \$25 each; black arm rests, \$50; fuel tank sending unit, \$35; All post paid. Call Chris mornings and weekends 301/267-6242.

**Mixed bag** Oil cooler w.line, \$200; 320i 1.8 Cyl head w/30K miles, \$200; 2002 rebuilt head, low miles, \$200; 2002 pass side qtr panel, new, \$175; 318-M3 pearl beige leather Recaros, \$500; 3.3 ltr bare block, \$100; 3.5 ltr crankshaft (Euro 84mm) \$200; 2002 early 6 bolt flywheel & pressure plate \$80; 318i radiator, used but good, \$40; 5/6 series radiator, pre 82, \$50; 5/6 series driveshaft, pre 82, \$100; 2002 driveshaft, \$75; 323/325 5 spd trans, need rebuild, \$200; 325e flywheel & pressure plate, \$65; new 3.0, 3.3, 3.5 pressure plates, \$50 each; 530/633/733 alternators, new, Bosch, \$100 each; used 635 alternator, \$40; 530i differential 3.64, \$100; Tii new front engine cover with pulley and belt and oil filter head, \$100. Call Doug 703/450-9175.

**Wheels.** '90 750iL/535 OEM wheels with BMW locking lug nuts. Fitted with P600 225-60ZR-15 tyres, mounted and balanced. Perfect condition. 2000 miles only. \$1700 or best offer. Will ship. Call Gary 301/561.4622 days, 301/583.8933 eves.

**Wheel.** (1) '87 528e alloy. Good condition. \$75 or best offer. Call Kevin 301/552-7282 eves.

**Wheels.** (4) gold, honeycomb (mesh) style, 13x6, with 205/60 Yokohama A008 tires. Will fit 2002 or 320i. \$450. Call Jeff 703/691-2620 eves.

**Wheels.** (4) stock OEM TRX alloys (200/390/60) from '86 5-series after 25k miles. Good cond, need cleaning, 3k of rubber left on Michelins. \$400. Call Ken 703/893-2140 eves.

**Wheels and tires.** Brand new Pirelli P600 tires -225.60Vr.15- Set of 4, \$350 obo. Avon 220.55Vr390 mounted on 6 series TRX alloy, 10,000 miles on tires, will fit all 5, 6, 7 series.

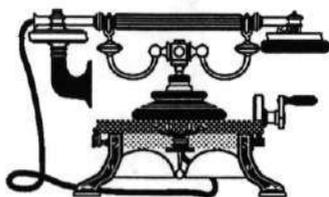
Great for the track or normal use, \$300 obo. Call Dave at 703/938-0730.

## Wanted

**Shop manual for 530i.** Buy or borrow. Call Ed 703/830-1127 eves., 703/948-3307 wkends.

**2002 front sway bar.** 22mm or larger. Call Scott 703/893.1516 days, 703/922.9635 eves.

**A lot.** Fairly smooth, fairly obstacle-free, paved; available Saturdays and/or Sundays for use as an autocross course. If you know of or have access to such call David 202/966.5108.



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## Cover

**Hobbs on Hobbs: See Page 8.**



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