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NATIONAL CAPITAL CHAPTER BMW CAR CLUB OF AMERICA

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JANUARY/FEBRUARY 1992

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Cover

Read the latest addition to dB,
On the Road.

*Our first sojourn finds Glen Stewart and
Kate Barrett at the Centre Bridge Inn at
New Hope, Pennsylvania.*

See "Romantic Rendezvous" page 13.

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President's Message

First, I am very excited about being president of the greatest chapter in the BMW CCA. I thought when I volunteered (I try to remember that Navy stands for Never Again Volunteer Yourself) that it was merely a title, but my phone has already started ringing from other board members asking if they can spend this or buy that. Funny Dwight never mentioned some of the aspects of being Prez. (pretty slick Derr!)

Priority number one is that we all have fun! We all work our rear off during the week so when the weekend rolls around, we want to enjoy them. (weekends were made for BMW CCA!) I personally feel that the \$30 spent annually for club dues is the best investment ever. (The Christmas party alone was worth the \$30) We will try to have at least one event each month and some months we will have up to three. Obviously this entails a lot of work so don't be bashful, come out and help run an event or suggest an event of your very own. You should notice some new names listed in the officer column. Most of these are recent members to the club that want to help out so get involved! We currently have 1,917 members in this chapter and I know that only about 150 have ever been to an event. I realize that we receive two "ultimate" publications but the 1750 folks that aren't coming out are really missing out. In all of my travels I have never met a better group of people. You owe it to yourself to at least come out and get a taste of it for yourself.

I have had many ask me where I find the time to be so involved and on occasion I've asked myself what the heck am I doing?(Sunday morning Oct 6, 5:00 AM, driving out of Baltimore with Mike Early after going to bed at 1:00 AM) Then at 4:00 PM at the vintage corral having Jimmy and Suzie Harrison come up to me with the biggest grins saying over and over again how much fun they were having and how the fun had been put back into the events. (Then I know why I love putting so much time into organizing events and going to the great events that everyone else puts so much time into) This stuff is so much fun not to be involved. (There is that "F" word again!)

I have a few thought's that I would like to share with you.

1. SUPPORT OUR ADVERTISOR'S.....Before you mail order from out of town or buy from a business that doesn't advertise in the *der Bayerische*, give the advertisers here a chance for your business. Kevin Cowley has done a

fantastic job getting them to advertise but unless we support them they obviously are not going to renew. (Last year I really got burned buying out of the area and had to really eat crow by going to one of our advertisers to get help. Thanks Lothar!) When you do go in to our local shops, be sure to tell them that you are there because of their ad in *der Bayerische*. Tell them how much you appreciate their support for the club. 2. RECRUIT NEW MEMBERS.....There are two membership contest currently in effect. National is offering stereo equipment(page 87 Nov. Roundel) and we are offering cash(\$100 X 2) Other than the chance of you winning big, the chapter receives \$1.04 each month for each member so new members generate more money for us to have FUN with, and equally as important it allows more people to come and enjoy the ultimate car club in the world! If you need membership applications give Dick Bergen a call (membership chairman) so that he may send you as many as you need. When you do give someone an app. be sure you include both your name and membership number so that you receive credit in the contest. Watch out Golden Gate Chapter! (For those who don't know Golden Gate is currently the largest chapter. We are 2nd)

I would like to take this opportunity to welcome our three newest club officers. David Born is now our Social Chairman, Dick Bergen is our Membership Chairman, and Bonnie Butler is our Tourmeister. Thanks for all of the hard work and for volunteering your time in an "official status" position.

In closing I have one question for you. Do you have Jan 25, Feb 15, and Feb 29 marked on your calendar? If not, go and do it now and come on out ! HAVE FUN

John Kenworthy

Coming Events

continued
on next page

1991 CALENDAR

JANUARY

Sat	18	Blobs Park
Sat	25	Zymöl Session
Mon	27	der Bayerische cut-off

FEBRUARY

Sat	1-2	24 Hour, Daytona
Sat	15	Tom Milner Racing Tour
Sun	23	WRC Rally
Sat	29	J & F Basic Maintenance

MARCH

Wed	4	Craven Tire Tech Session
Sun	8	Malibu Grand-Prix Tri-State Challenge
Sun	22	WRC Rally
Sat	21	Highway Safety School
Sun	22	Drivers School
Fri	27	der Bayerische cut-off

APRIL

Fri/Sat/Sun	17, 18, 19	Instructors School/ Drivers School
Sun	26	Spring Tour

MAY

Sun	3	Electrodyn Tech Session/ Deutsche Marque Concours
Sun	10	SVRA Vintage Corral
Sun	17	WRC Rally
Mon	25	der Bayerische cut-off
Sun	31	Childrens Hospital Benefit Autocross

JUNE

Sun	28	Championship Autocross
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JULY

Fri	3	Drivers School
Sun	12	MARRS Corral
Mon	27	der Bayerische cut-off

AUGUST

Sat	8	Crab Feast/Concours
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SEPTEMBER

Mon	28	der Bayerische cut-off
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OCTOBER

Sun	4	Fairfax Vintage Race Corral
Mon	12	Drivers School
M/Fr	25-31	Oktoberfest

NOVEMBER

Sun	15	Championship Rally
-----	----	--------------------

DECEMBER

Sat	5	Passport Christmas/ Elections Dinner
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BLOBS PARK

Saturday, 18 January

Time: 7:00pm

That's right, come on out to Max Blobs Park and meet the new (and old) Chapter Officers. Come see who we are, what we drink, what shoes we wear! Come pick our brains (or help some of us find ours!) and find out what we're doing with the Club and why.

If you've never been there before, Blobs Park is a big German beer hall located about midway between Baltimore and Washington with lots of good authentic German cuisine as well as the requisite beer and wine. A rousing, fun-filled time is guaranteed for all!! For information call Dwight Derr (301)889-9578 eves.

Directions: Get onto the Baltimore-Washington Parkway (I-295) until you come to Md. Route 175 East to Fort Meade. Take the first Right immediately after the Parkway and follow this drive into Blobs Park.

ZYMÖL TECH SESSION

Auto Elegance Corp/

Martens BMW

Saturday, 25 January

Marlow Heights, MD

Time: 8:30am to 1:30pm

Auto Elegance will hold this tech session at the Martens location in Marlow Heights. The event will start at 8:30am with donuts and coffee. From 9 until 10:45 a product lecture will be held, followed by a demonstration and opportunity for 'hands on' training with Zymöl car care products. At approximately 12:30 there will be a break for sodas and questions.

We look forward to seeing you there!

WINTER TOUR TO TOM MILNER RACING

Cooper Intermediate School,
McLean, VA

Saturday, February 15

Time: 10:00am

(Snow Date: March 7)

Join other Club members in a tour through the Virginia Hunt Country to Winchester where we will be given a tour of the Tom Milner Racing

DAYTONA 24 HOURS FEB. 1-2 1992

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For the past two years we have marginal success in recruiting people to go down to the Daytona 24 hour race- The few of you who have made the journey down, know that it is an event that no true race fan should miss- Warm weather in February, 24 hours of racing- and the smell of brake dust in the morning. Twice around the clock with some of the world's fastest cars.

One of the Florida Chapters usually sets up a corral with food on Saturday night and, coffee on Sunday morning. If any of you are interested, please give me a call.

John Kenworthy
ph: 703-527-8033
(evenings before
10:00 pm)

Coming Events

continued

Shop. Milner is the former partner of Bill Scott Racing/Summit Point Raceway. He has been involved in the management/preparation of several IMSA race teams including cars driven by Bobby Rahal, Klaus Ludwig, Chip Robinson, Paul Newman, and Arie Luyendyk. This past season he campaigned a pair of Spice Chevrolets in the IMSA GTP series and was the most successful of the non-factory teams. For 1992 Tom Milner Racing will have two Chevrolet Intrepids sponsored by the Applebee's restaurant chain. Drivers will include Jeff Purner, Brian Bonner, and Wayne Taylor. In addition to race cars, Milner's shop put a V12 engine in a 5-series BMW and the resulting 550i was featured in Autoweek. They have also restored historic cars for Concourse and vintage racing competitions. On the day we visit, the Milner racing team will have just returned from the Daytona 24 Hour race and will be preparing for the following week's Miami Grand Prix. Also, TMR is the new mid-Atlantic states distributor for BBS wheels and aerodynamic equipment. A display of their latest products should be enticing. After the tour, we will gather at a Winchester restaurant for a late-afternoon meal.

The start of the tour will be at the Cooper Intermediate School on Balls Hill Road in McLean, Virginia. Take Beltway Exit 13 (Route 193/Georgetown Pike) and go east to the first traffic light. The school is on your right. There are no gas, restroom, or food facilities anywhere near the start, so please come prepared and on time. For information call Woody Hair - 703-243-5796.

J&F MOTORS TECH SESSION Saturday, February 29 Time: 9:00am

J&F has invited us to their shop in northern Virginia for a tech session that is geared for the beginner. Other chapters have "Ladies Only" tech sessions but, there are probably a lot of you guys who are beginners as well as ladies. Besides, we like to mingle with the ladies so, we want all of our beginner Bimmer wrench hands to come out and learn some basic maintenance and troubleshooting. You may learn enough to prevent that unexpected breakdown, or avoid a costly towing charge when the problem is only minor.

The staff has agreed to keep the technical terms simple so no one feels intimidated. Do

not be embarrassed if you're not sure what a Torque wrench has to do with the price of beer in Germany. Come on out and learn a little about your BMW.

Coffee and doughnuts will be served.

For information call Dick Bergen in advance at 703-938-4680. Leave a message with the number of participants.

Directions: J&FMotors is located at 407L South Four Mile Run in Arlington, Virginia. If you are traveling southbound on I-395, take the Shirlington exit. Turn right at the first light, and then left onto Four Mile Run. If you are traveling northbound on I-395 take the Shirlington exit, 60 through the first light and make the next left onto Four Mile Run.

DO-IT-YOURSELF TECH SESSION & DRIVER SCHOOL INSPECTION Wednesday, March 4

Time: 7:00pm

This past October **Craven Tire Company** of Arlington hosted this event and a dozen or so members were able to use the lifts for needed maintenance or repairs. Service Manager Dave Hutz and Technician Eric Martin were on hand to offer advice, a strong hand, or special tool. Once again Craven will have their facility available for minor work such as oil changes, brake pad replacement, etc. Bring your own parts and fluids. For those attending the March 21/22 schools at Summit Point, a free tech inspection will be available this evening. Use of the service bays will be on a reservation basis. Call Woody Hair, 703-243-5796 evenings or weekends, to reserve a spot.

Directions: Craven Tire Company, 5200 Lee Highway, North Arlington, Virginia. From Rosslyn, Lee Highway (Rt 29/211) west 3 miles. From Chain Bridge, Glebe Road to right on Lee Highway. Look for Goodyear sign just past Wendy's, about 1/2 west of Glebe Road.

MALIBU GRAN PRIX TRI-CHAPTER CHALLENGE Mt. Laurel, New Jersey Sunday, 8 March (Replaces Nov. 10th) Time: 10am

The National Capital Chapter has been invited to join the New Jersey and Delaware Valley Chapters of the BMW CCA in a tri-chapter

Malibu Gran Prix drive-off.

The probable format will be thus: All participants will get some timed practice laps. The five fastest drivers from each chapter will then face off to determine which chapter has the hottest hot shoes.

Malibu Gran Prix cars are small 3/4 scale open-wheeled formula cars with racing slicks and powered by 24hp rotary engines. The circuit is a twisty, multi-turned (10 or so) road circuit complete with berms on the apexes. The cars are usually faster than the course which provides for some exciting drives!

The final details were not set at press time but contact either Woody Hair (703) 243-5796 (eves) or Dwight Derr (301) 889-9578 (eves) for the final lowdown. A caravan/ carpool is planned.

Directions: The Malibu Gran Prix is located in Mt. Laurel, New Jersey (across from Philly, Pa. Take New Jersey Turnpike, Exit 4E.

THE PRESIDENTS TOUR Charlottesville, VA Saturday, April 25

Dear National Capital Chapter

Last year the Shockoe Chapter hosted an all-Virginia Chapter tour of the historic Richmond area. The tour was thoroughly enjoyed by all that attended, history buff or not.

In the interest of establishing a tradition, the Blue Ridge BMW Chapter invites your chapter to join them for the "Presidents Tour" in Charlottesville on Saturday, April 25, 1992.

The day will include visits to the homes of Presidents Thomas Jefferson and James Monroe. All of us may have visited Monticello many years ago, but so much has been restored and added in the last few years. It is time for another visit. A picnic lunch will be provided in the gardens of "Ash Lawn", home of James Monroe.

Information about Monticello and Ash Lawn has been included. The tours will begin at 11:00 AM and end about 3:00 PM. This leaves time for an optional winery tour and tasting at the nearby Simeon Vineyard. This wine is one of the best produced in Virginia, and the grapes are grown on the same slopes where Thomas Jefferson set out his first vines in 1774.

The tour has been scheduled to be a "comfortable" drive for those Chapter members

driving great distances. I have also included information about rooms available in Bed and Breakfast Inns for members wishing to spend the weekend in Charlottesville. This time will be during Historic Garden Week and many events are scheduled in the area. If you plan to stay the weekend make reservations early of course if there is enough interest we can put together a dinner at the Bavarian Chef, known for their great German Dinners or perhaps the Blue Ridge Brewing Co., our local micro brewery. Please contact me with any questions or for more information. Your input on your chapter's response to this event is requested.

Sincerely,
Sueann Meskell, President
Blue Ridge BMW Chapter
804-296-3772

HEISHMAN BMW S.V.R.A. Vintage Race Corral Sunday, May 10 Time: 9:00am

Summit Point has announced a 2nd Vintage Race for 1992. Yes, this year there will be two Vintage Races and the National Capital Chapter will be there in full force!

Our friends at Heishman BMW in Arlington, VA have offered to support the Corral so be ready for another fun day with all of the food and beverages provided. Plan on the exact same fare as we had in October! Hopefully the word has spread and we will have a larger crowd (if that is possible?).

Bill Scott has informed me that the feature race will be a 1 1/2 endurance race with the F.I.S.A. Endurance cars. (IE, GT40's, 512BB's and many other cars that dominated Lemans in the 70's and early 80's.) Qualifying will be on Friday and racing on Saturday and Sunday. If you plan on spending the night in Winchester, make your reservations now because my bet is that this will be a big spectator event with the cars that are scheduled.

As always, if you want to help out, please give me a call.

Thanks, Heishman BMW, for your support.

John Kenworthy

Coming Events

continued

B MWCCA SWAP MEET/ DEUTSCHE MARQUE CONCOURS ELECTRODYNE

May 10

Time: 9:00am

Details will be forthcoming but the format has been set for the Electrodyn swap meet. There will be a swap meet for private and commercial vendors, a tech session given by representatives of some of the biggest names in the automotive industry, and a Concours. All of this and an open house for Electrodyn and Racing Dynamics. A nominal fee will be charged to the vendors to cover the cost of the event.

Currently, we are canvassing the entire east coast for commercial vendors who are interested in participating as well as representatives for the tech sessions. Please do not think this event will be one where a few guys are trying to unload some obsolete parts from their basement or, dump a load of junk. This will not be a garage sale.

The Porsche Club has managed to make this one of their largest events of the year. We feel that we have the potential to do the same. Exact details will be available in the March/April issue of the dB.

We will need a few volunteers to help with this event so, please give me a call if you are willing to help out.

John Kenworthy

ph: 703-527-B033

Fall Tour

The morning of Sunday, October 20 started at 6:00 AM. Time to get the kids up, start the coffee and into the shower. Ok guys, lets get the lead out, we've got to be ON the road at 7:30, not leaving the house at 7:30. Alright now lets see if we got everything? Hmmm, picnic lunch, coffee, breakfast roll, camera, wife, kids, and directions. Yep, we've got everything now onward to get daughters boyfriend, then on our way to Baltimore.

We arrived at Greenspring Station at 9:30 and met Bonnie. She gave us the directions and said that she would meet us at the winery and we were on our own getting there. Well no sweat, I've done rallies before, but this was my wife's first. Let's see now how many pages of instructions? Seven was the answer. WHAT seven pages of instructions? Well nothing ventured nothing gained, so off we went with instructions coming from both the front and back seats. Off we went on our four hour odyssey through some of the most breathtaking sites in Maryland, Pennsylvania, and Delaware. Not only were the sights breathtaking, but the question that we were supposed to answer added entertainment to the drive as well. Questions like "Good address for 'horny' old men?" or "Which way did the elephants go?" The first question I put my address. Needless to say I didn't get that one right. Yep, there were 42 of those little jewels to answer. Did you ever try driving 55 (well what did you want me to say 57, besides it was a 35 mph zone.) and look for the answer to "What geologic formation's official name is Peachbottom?" What, you say? A sign? WHERE? Hit the brakes, stop the car, put it in reverse and back up to the sign. Nope, that one don't say anything about Peachbottom. Well onward in search of the answer.

During the trip we had opportunities to talk to the locals in their home. Yep instead of answering questions, we got to ask them. Questions like "Excuse me, but could you tell me how to get to Mount Pleasant Road? Let me see, you said three miles back in the direction I came?" Back to the car, the wife said "Well Mr. Rally, how lost did you get us?" Lost I got us? She was navigating. Now the fun part begins, making the correction to the directions.

Now we are back on our way. Our route took us through Lancaster County where we got to see those Horse Drawn Vehicles and the fertilizer that the horses left. We went through four cover bridges and got to see some of the most beautiful homes that we've ever seen.



*The group gathers in front of the picturesque Chaddsford Vineyard.
Photo by Malcolm Stubblefield*

About four hours after we left Baltimore we finally arrived at the Chadds Ford Winery. Found a parking spot and got out of the car. Dad, my daughter said, What's that Brown stuff on the side of the car? Brown stuff, Hmmm. I sure hope that's not the horse fertilizer. Let's be on the safe side. Gwen, I said, you wash the car when we get home. Kid's they just don't have any respect for parents today. Wash the stuff off yourself. What kind of answer was that I ask you. Well undaunted, we found a place next to the lake to have lunch and compile the answers to the 42 questions.

After lunch we went to search out the other Car Club members and turn in our answers. After we found Bonnie, we handed in our answers and went off to taste the wines at the winery. Now I could take you through our tasting notes, but I think I've bored you all enough. I may save them for a later time. Just let you know, those were some interesting wines that we tried.

Well after tasting 10 wines, it was time to go outside and sit and listen to the live music that was provided. Bonnie had the questions totaled and low and behold we won. What did we win? Two bottles of Chadds Ford Wine and the right to write this article. OH MY, write an article!!! What in the world am I going to write about?

Tom & Na Sarver

WesBen

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Vintage Corral

Club members line up for a taste of the pig. Photo by David Baker.

A Day at the Races

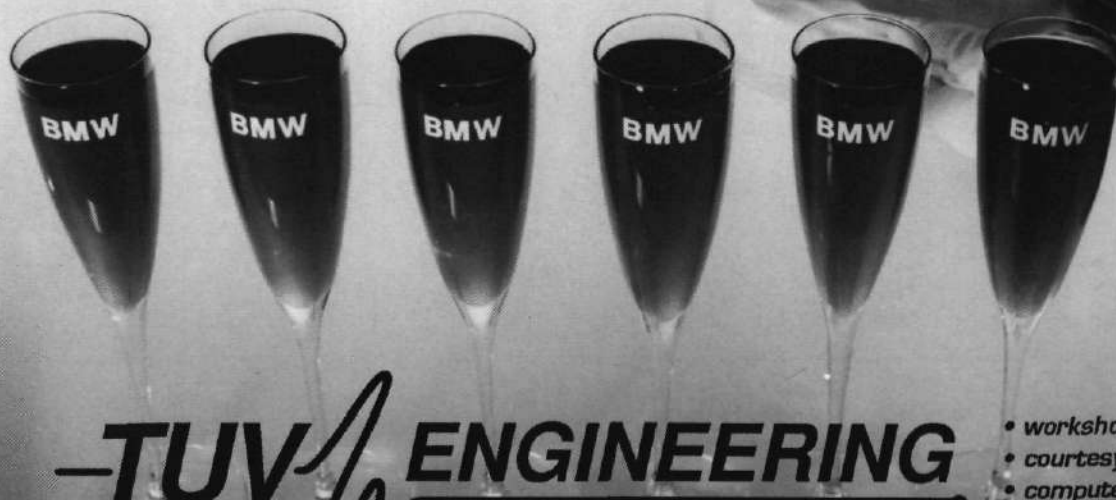
The BMW CCA corral at the SCCA vintage races at Summit Point on October 5 was—in a word—perfect. The weather cooperated, the food was great, the beer was cold, and ... let's see, I'm forgetting something ... Oh, the racing! The racing was good too.

Your reporter would have liked to bring you a full report of the vintage races themselves, but he was somehow distracted by the corral. Thanks to BMW of Fairfax, we were able to stuff ourselves on roast pig and barbecued chicken, and thanks to Olympic Auto Parts, we enjoyed both dark and light Dortmunder as we sat under mostly unnecessary canopies. Once again, Jack and Sarah Kenworthy, our hosts, out did themselves, putting on a great show and making the English car club next to us turn British Racing Green with envy.

Jack arranged for an entire roast pig to be delivered and cooked up some great chicken on the biggest portable grill you've ever seen. The corral entrance was marked off with two giant BMW Motorsport flags, helping to make our corral far and away the best of the event.



Champagne Service...



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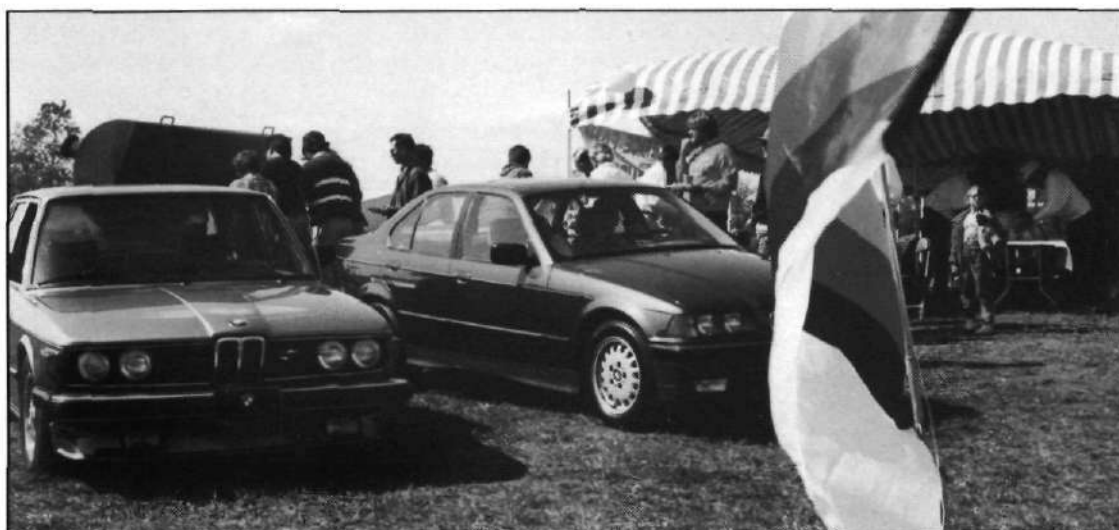
The 100 or so club members attending thoroughly enjoyed themselves.

Alas, not one vintage BMW turned a wheel on the track until the parade laps at lunchtime. But there were plenty of classic Porsches, Ferraris, Lolas, Mustangs, and Camaros for our racing enjoyment. And the food and beer were great (oh, I see I've mentioned that already).

Thanks go to BMW of Fairfax and Olympic Auto Parts for their help. Club members helping out included Mike Early, Mike and Paulette Leeper, Bill Pinney, Fred Fernald, Debbie Baker, Jane Verba, and a bunch of other people who I've forgotten. But the BIG thanks go to Jack and Sarah Kenworthy for arranging, coordinating, and hosting such a fine event.

*The Old and the New:
John Kenworthy's
1980 528i with BMW of
Fairfax' 1992 329i.*

*Photo by John
Kenworthy*



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Attention in the Pit and Paddock...

Summit Point, W.Va., Sunday, October 27 - A strange weather phenomenon occurred in this tiny village at precisely 5 p.m. today, when a sudden, warm gust of wind blew in from the west. Actually, it was a collective sigh of relief by the National Capital Chapter's chief instructor, Bob Gammache, and drivers' school coordinators, Chris Leeper and Dave Roach.

The fall drivers' schools at Summit Point were a grand success. My definition of a good drivers' school is one where we don't have to roll the ambulance a great drivers' school is one where we don't have to roll either the ambulance or the tow truck. At the fall schools, we didn't use the ambulance at all, and we didn't use the tow truck because it wouldn't start (we did have to send a truck out for a couple of mechanical failures), so I guess that qualifies as a pair of great schools.

I spend a lot of time worrying at our drivers' schools, not because I'm expecting a disaster, but just because I think about what could happen. I believe our excellent safety record is due in large part to our great chief instructor, who has become famous for his after-lunch speech on safety. Nevertheless, I'm constantly wondering what will come of us all if we do have a Serious Incident. This is one reason I'm reluctant to continue as drivers' school coordinator.

But on to happier thoughts. We've survived another year, building on improvements made last year, to the point that I think we run one of the best schools in the country. (Those of you who know me know I'm a very modest person, not given to wild boasts, so you know how confident I must be to say this.) There's still room for improvement, mind you, but I think the National Capital Chapter can take well-deserved pride in our schools. And, as I've tried to say many times, that pride is the direct result of a tremendous effort by a large number of people.

Let's go through a typical drivers' school experience from an organizer's point of view. Prior to the event, there are registrations to take care of. We have to keep track of who signs up and when, especially these days when we get about 70 applications to fill 60 slots. There are the various materials to mail out (tech sheets, guidelines, and other stuff), the car numbers, schedules, rosters, and nametags to prepare,

the group and car number assignments. And then there are the phone calls, starting at about one a day three or four weeks before the event and building to a crescendo of three or four a day for the last two weeks before the school. Thankfully, Woody Hair has volunteered to handle registration next year.

Chris and I have taken to arriving at the track the night before the school. This allows us to get our cars ready, prepare registration packets, arrange the classroom, and draw the map on the board at our leisure. Nonetheless, we're never quite ready for the onslaught of drivers, instructors, and workers the next morning.

In the morning, Chris goes off to get the radios and distribute them while I set up registration and get Terry Luxford going on the tech line. I also have to give Bob a list of students showing group, car number, experience, and car make and model so he can assign instructors. All this has to be done while checking drivers in and giving them their car numbers and schedules. Fortunately, I have two able assistants: Debbie Baker and Jennifer Nazarko basically take over registration so I can do the other stuff.

Next on the agenda is getting the P.A. system working and getting someone up in the tower to handle announcements. The P.A. is an enormous help in keeping the show on schedule. For this we rely on Al Zavala, the golden voice of radio.

I have no idea how it happens that we wind up with workers, flags, fire bottles, and radios out on the stations when we need them. That's because Jack and Sarah Kenworthy handle this task so smoothly that we don't even notice them. Folks, you can't buy help this good.

The final big event of the morning rush hour is the drivers' meeting. Chris usually starts this, and somehow Bob knows just when to walk in the door and take over with the instructional part of the show. At the last event, we were so close to on time for this that we even had time for the track walk, which is generally the first item on the schedule that gets eliminated.

Once the drivers' meeting and track walk are over, all we have to do is get three groups of 20 people and cars each to line up or report back to the classroom (well, the cars don't have to report to the classroom...). We send one group down to the skidpad and one out on the track. If we're really on top of things, we'll even remember to be sure the ambulance is on

*continued
on next page*

station before we start (we forgot last time).

Once the show gets underway, it takes on a life of its own. The on-time success and safety of the school is due to a network of course workers around the track who keep us informed of everything the crazy drivers do. This enables us to know when the last car is safely in the pits so we can begin sending out the next group. So, thanks to all these 20 or so people, everything runs smoothly until...

Lunch! Oh my God we forgot about lunch! It's 12 o'clock people will be lining up in a few minutes and the food is down at the deli! But no, that's been taken care of, usually by Paulette Leeper, Debbie Baker, Linda Gammache, and Jennifer Nazarko. By the time I remember lunch, it's already been laid out and the soft drinks are on ice.

Then there's the gas pumps. We publish a schedule of when they're going to be open, but that's the last involvement we have with the issue. Someone, such as Anthony Muller, Terry Luxford, Ed Nazarko, or Debbie Baker, magically appears at the pumps when they're

scheduled to open.

And so the show goes on, into the afternoon, one or more of us up in the tower dodging wasps, making announcements, and keeping track of the schedule, and another at pit out, directing traffic. Finally, the last session ends, the workers come in, the air is filled with the sound of opening bottles and cans, and everyone can relax.

Well, not quite. Now we have to settle up with the track, return the radios, collect the flags and fire bottles, and put everything away. The worst part of this process by far is balancing the gas pump receipts. We have to read the pumps, calculate the amount we owe, count the money, and correct any discrepancies. Lately, our treasurer, Jenny Nazarko has been handling this feat, and I'd like to say I'm might glad. It's hard to remember your multiplication tables after 10 hours of running around and worrying like a mother hen.

As you can see (if you've slogged through this article and are still awake), it takes the efforts of a lot of people to make a drivers' school

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Drivers Schools Bloopers, Blunders and Practical Jokes

We've had a successful year of drivers' schools, and now that it's over, we can sit back and remember the highlights. For those of us who don't get to drive much, the highlights take the form of gaffes, blunders, and the like. I remember a few choice moments from the year, such as:

Chris Leeper, my partner in crime, makes a lengthy and detailed announcement to the drivers about reporting to registration, getting their cars teched, lining up their cars, reporting to the classroom, and so on. But he makes the announcement over the two-way radios we use for communications with the corner workers rather than over the P.A. system. Equal time: later in the same day, I call the workers in turn one ("Control to one. Please let us know when the skidpad group is on its way back.") over the P.A.

On the last school of the year, we've gotten the first group of cars on the track four minutes ahead of schedule. It's the first time ever that we've been ahead of schedule. Then, simultaneously, Chris and I notice that the

ambulance is no where in sight. We stop the session and immediately fall eight minutes behind schedule.

A club member and Porsche driver, wishing to maintain anonymous in this sea of BMWs, shows up in a Groucho Marx glasses/nose/moustache disguise. We know it's Miriam Schottland anyway.

But my favorite line from the whole year (Bob, you're going to kill me for this) appears on a student's questionnaire, completed after the first event, where one instructor rolled his car, one had the steering wheel come off in his hands (see, Bob, I didn't even say it was you), and one instructor broke an antifreeze hose, leaving a trail of antifreeze halfway around the track. In answer to the question, "What can we do to improve our schools?", the student replies: "Keep the instructors from crashing their cars."

David Roach

Drivers School

continued from previous page

happen. Chris and I have taken a three-person job (chief instructor, coordinator, and chief of tech) and turned it into a small empire requiring about 10 people to manage. I said it last year and I'll say it again - I have no idea how Mark Yaworski managed it all.

So once again it's time to say thank you to all the people who made the 1991 drivers' school program a success. Bob, Chris, and I could never dream of doing this job without the help of all the people who have instructed, teched cars, worked corners, pumped gas, gone for lunch, or whatever. Many thanks to you all, and in particular Debbie Baker, Nina Early, Linda Gammache, Sarah and Jack Kenworthy, Paulette and Mike Leeper, Terry Luxford, Anthony Muller, Jennifer and Ed Nazarko, and Al Zavala. I'm sure there are names I've left out - please forgive my feeble memory and accept my sincere thanks.

For me personally, there are two more people I need to thank: Bob Gammache, the best chief instructor on planet Earth, and Chris Leeper, my co-coordinator (love ya, bro'). Tune in next year for another exciting, thrill-a-minute spectacle.

David Roach

*Bimmers flying down the
straight at Summit Point
Photo by Scott Horst*



We have found that a good way to keep the romance in a long distance relationship is to arrange an occasional weekend rendezvous. One weekend was spent along the Delaware River in Bucks County, Pennsylvania. We selected a destination which, although not exactly halfway between us, was for both of us equally far.

Our agreed upon destination was the Centre Bridge Inn in New Hope, Pennsylvania. The Inn is a handsome white building with red shutters sited beneath tall trees overlooking the Delaware River. While the inn itself dates only to the 1960's, the site has been occupied by an inn since 1705. Fires destroyed the previous inns. We can only hope this incarnation will have along future. The site alone would be sufficient to make this a memorable and romantic establishment. The hospitality of the staff, the handsomeness of our room, and the elegance of the tavern did nothing to mar our impression.

For dinner we ventured across the river to Lambertville, New Jersey. A scenic town comprised principally of old, stone buildings, Lambertville is well-stocked with fine restaurants and inns. After pursuing a wide assortment of menus, we elected to have dinner at Chef Paul's. The restaurant is quite small. The cuisine is creative and not too pricey. Fortunately, it is also quite good. Best of all it's BYOB, allowing us to benefit from the selections of the local wine shop, situated along the main street.

Following our dinner we retired to the Centre Bridge Inn's tavern where he drank espresso, I drank cappuccino, and we both had dessert. With the light from the fireplace reflected in the wood of the bar, the scene could not have been better for a cozy evening. In future visits, we'll probably just eat at the inn, which enjoys a fine reputation for French Cuisine. A summer or a spring visit would be particularly enjoyable. The inn has a large terrace where dinner and drinks are served in warm weather. From there diners have a glorious view of the river.

Sight-seeing in New Hope proved to be a fine way to while away a sunny fall afternoon. The town of New Hope hosts an assortment of interesting shops including galleries, a quilt store, a gourmet shop, and clothing stores to name but a few. If shopping becomes tedious, one can walk along the canal's towpath, go canoeing or take a ferry ride.

The romantic weekend came to a close on Sunday. We hope someday to return to New Hope. Meanwhile, there are always other intimate places to explore.

ON THE ROAD

Romantic Rendezvous

By Kate Barrett

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Road Atlanta Drivers School

Photo by Woody Hair



In recent years a number of National Capital Chapter members have traveled to such places as Mid-Ohio, Watkins Glen, Lime Rock, Pocono and Charlotte in order to experience the challenge of high performance driving at a new track. On October 19 and 20, five chapter members ventured some 650 miles south for a two-day school at Road Atlanta hosted by the Peachtree Chapter.

Road Atlanta is a 2.5 mile, 12-turn road course that features a one mile long "straight" that isn't straight at all near the end. The straight is entered from a slow (50 mph) 90 degree right and climbs a small hill about the time most cars are shifting to fourth. Then there is a long flat stretch that allows speeds to reach well over 100 mph before the road bends to the right and goes downhill. Before the bottom of the hill (the "Dip"), you start turning left because the road curves that way and changes to a steep uphill. All of this is flat-out pedal-to-the-metal. The track is less than billiard table smooth so the car seems to want to go in several directions at once. One instructor told me that he saw 140 mph on the speedometer of Anthony Muller's 3.5 liter CS coupe in the Dip. When driving, you don't want to take the time to look. A chicane that was added to the straight for this year's SCCA Runoffs was not used for the driver school.

Assuming one is still alive after the Dip, and the car going faster than it probably ever has, you are headed straight toward a concrete bridge abutment. Thankfully, the uphill pitch gives tremendous braking efficiency for at the crest is a blind third-gear right-hander. Just past the apex the track drops down a hill that skiers would rate as a black

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diamond. At the bottom of this hill is a fast (fourth gear) turn onto the pit straight. Whew! That got my blood pumping just writing about it. Another infamous section of Road Atlanta is the "Esses" that start out downhill and end with the shortest possible braking zone before a 60 mph uphill. All-in-all, it's quite a unique track. If you know Marylanders Barry Wuerker (Saleen Mustang) or Steve Conner (Corvette) ask them if they had fun running nose-to-tail.

The school drew entrants from Florida, Tennessee, Ohio, New Jersey as well as Virginia and Maryland. Chief instructor John Maffucci had a diverse group of instructors that included Pacific Region VP Dan Tackett, National 'CCA Driving Events Coordinator Scott Hughes, and IMSA GTU champ Dennis Shaw. Among the more interesting cars participating were a Cobra Replica, Ferrari 328, and a BMW 850i. A Group 5 BMW M1 made several exploratory laps. The two 3.0 CS coupes from our chapter (belonging to Tom Baruch and Anthony Muller) were quite impressive too. Four 25-car run groups (plus instructors) made full use of the 8:00 am to 6:00 pm track-time. A crew of SCCA corner workers manned a dozen some stations around the track. On the cool off lap of a late Saturday session, I remarked to my student that a corner worker seemed to want her to move to the left side of the track, probably because of debris of some kind. Further around the track other workers were giving a similar synchronized arm motion but no debris materialized. Then I remembered the local baseball team was involved in something called the World Series and we were merely being saluted with the "tomahawk chop".

Saturday evening a buffet dinner was held at the track, courtesy of Global Imports, a local dealer. Thankfully, we were in the middle of a perfect Indian summer weekend. Many nice door prizes, including a Simpson helmet were distributed. Peachtree Chapter President and Driving School Coordinator Randy Reusche had suffered a last-minute date change by Road Atlanta (switch stations if a Pontiac commercial appears on your tube). This resulted in part of the chapter being involved with a prior-scheduled charity event. Despite this handicap, he and his small staff put on a great school that I would highly recommend. Just be sure to allow Friday and Monday for travel.

Woody Hair

AUTOCROSS RESULTS: OCTOBER 13, 1991

DRIVER	CAR	BEST RUN
--------	-----	----------

STOCK BMW

Klaus Hirtes	528i	45.66
Bob Hausmann	533i	47.57
Fernando Puig	2002	49.50
Gonzalo Puig	2002	50.07

SUPER STOCK BMW

Woody Hair	325is	44.16
David Lassalle	325e	45.48
Rafael Garces	325i	45.92

MODIFIED BMW

Dwight Derr	528i	45.68
David Ford	2002	45.82(1)
Gary Toyama	528i	45.86
David Roach	2002	46.14
Dennis Atkins	2002	47.30
Ernest McCallum	323i	47.56

X CAR

Barry Miles	Shelby GLH-S	43.62 (FTD)
Tom Baruch	Mazda Miata	43.89
Gerry Terranova	Honda CRX	44.60
Jim Ruos	Nissan 240SX	44.65
Peter Giancola	Toyota MR2	44.70
Chuck Denton	VW GTI	45.15
Mike Early	Porsche 914	45.53
John Hartge	Saturn Coupe	46.59
Jonathan Jones	Porsche 944	47.67
Herb Leininger	Camaro Z28	49.58
Gary Lin	Honda Accord	50.68 (1)

FTD = Fastest Time of the day

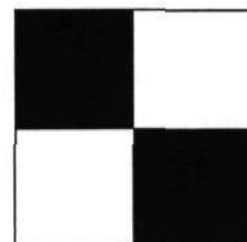
() = Number of one second pylon penalties included in time

OCTOBER AUTOCROSS

A smaller than usual crowd of BMWs turned out at Landover Mall for our last autocross of 1991, but a contingent of 11 other makes filled the ranks and fought for the coveted Fastest-Time-of-Day title. The Porsche Club was holding their championship event at Fort Meade this same day and many entrants were either arriving late or leaving early so they could run that event too.

Each competitor got one practice run followed by 4 official timed runs. The course started with a fast circuit of the entire perimeter of the lot. Then a very tight left-right-left led to a figure 8

continued on page 17



**Autocross
Results**



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• **Drivers School** – Sunday, March 22

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☐ **Drivers School** – Sunday, March 22 (\$85)

☐ **Both Schools** (\$170)

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Car: Make _____ Year _____ Model _____ Color _____

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continued from page 15

drive of the lot that included a tight slalom.

Barry Miles drove his Dodge Omni-based Shelby to a fast time of 43.62, barely beating Tom Baruch. Tom had left his 3.0 coupe home in order to try Sue's Miata. Woody Hair (325is) only managed one run without pylon penalties but it was good enough for fastest BMW and the Superstock class win. Event OD David Ford (2002) was driving in his first autocross this year and a single pylon cost him the Modified class which was won by Dwight Derr in his 3.5 liter 528i. Klaus Hirtes (528i) had already won the D-Stock class at the Porsche Club event and his Stock class winning time of 45.66 beat all of the modified BMWs! After the event, Klaus hurried home to trade cars and took his Mercedes 300SD to his third autocross of the day - the Mercedes club's at Cameron Station. That's a busy day.

Woody Hair

COMPETITION CORNER CALENDAR

FEB 1-2

IMSA GTP/GTO/GTU 24 Hour, Daytona, FL

FEB 23

WRC Rally, DC Area

MAR 8

Malibu GP Challenge, Cherry Hill, NJ
(tentative)

MAR 21-22

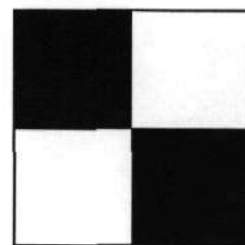
NCC Driver Schools, Summit Point, WV

MAR 22

WRC Rally, DC Area

MAR 28-29

SCCA Race Driver School, Summit Point, WV



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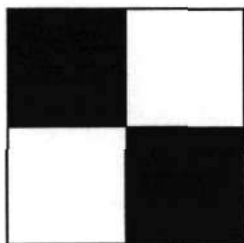
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Woody's Competition Corner

The Washington Rally Club's first event of 1992 is coming up February 23rd. This is a good way to get rid of that cabin fever. These local rallies are quite suitable for first-timers and will be good training if you plan to participate at Oktoberfest in Florida next October. For a driver (but not the navigator), one of the fun things about rallying is the situation where, for whatever reason, you find yourself several minutes behind. This is the chance to drive like a maniac in a valiant attempt to get back on time. Unfortunately, this is also highly dangerous and illegal. To alleviate this problem, most rally organizations have instituted a "Bought Time" or "Time Allowance" provision. The Bought Time concept can be quite confusing to beginners and some intermediates. Maybe this will explain how it works. Due to an off course excursion, mechanical problem, or local traffic stoppage you determine you are 5 minutes behind schedule. Instead of driving like hell and hoping that the next checkpoint is not 1/2 mile ahead, you "buy" five and a half minutes and enter that time in the appropriate place on the scorecard for that leg. Pause half a minute and if you arrive at the checkpoint 5.5 minutes

late, your score will only be the penalty for buying time (typically 30 seconds).

The Bought Time rules require that the initial time bought be in a half-minute increment. Since rally cars are supposed to be running one minute apart, if you are car #12 and bought 2 minutes, in theory you would then be running on top of car #14. By buying 2.5 minutes you would be running between car #14 and #15. If you have to buy time again and it is before you have been given a restart time (like at the beginning of a new leg), the additional time should be in even minutes. Of course if car #12 buys 2.5 minutes and car #10 buys 4.5 minutes, they might find themselves trying to run in the same spot at the same time. The solution is for the second car in line to add an additional minute to his bought time and pause one minute.

Some clubs have started using a diminishing penalty rule. Instead of a flat 30 second penalty, if the Bought Time results in a perfect arrival time, the penalty is zero. If it results in a 7 second error, the penalty will also be 7 and the score for that leg or checkpoint will be 14. On a rally this past September, I was navigating for

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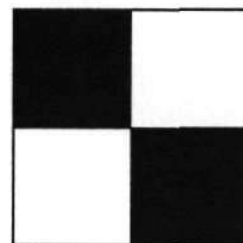


John Hartge. Right after the restart from the lunch break, we missed a turn and didn't discover it until we had traveled several miles. So we (somewhat) calmly drove back to the start point, re-zeroed the odometer, and started again fifteen and a half minutes late with a bought time of 15.5 minutes. We scored a zero for the leg and won our class that day.

How much time do you buy if you are not sure how far behind you are? At the '92 Oktoberfest rally in Connecticut, John was navigating for me. On the first leg, we tried to read too much into the rallymaster's intent, turned around and went down a side road.

After a local told us he hadn't seen any other strange cars, we knew we had gone an unknown extra distance in an unknown extra amount of time. As we returned to the intersection that would put us back on route we saw car #20 go by. We were car #15, so we waited 30 seconds, and took off at the correct rally speed. Before the checkpoint we entered a 5.5 minute time allowance on the scorecard. With the 30 second Bought Time penalty, our score for that leg was 37 and we managed a 2nd place overall for the

event. Bought Time may not be as fun as trying to make up time, but it sure can help your score. **SPEED SHIFTS:** The '91 competition season is over, but as this is being written official standings from the SCCA MARRS race series and MWCSCC rally series are not available. Look for them in the next issue. Five chapter members won 1991 class championships in the MWCSCC autocross series: Dave Missert (Miata) in A Stock, Don Whitaker (BMW M5) in B Stock, Klaus Hirtes (BMW 528i) in D Stock, Tom Baruch (BMW 3.0 CS) in F Street Prepared and Jim Ruos (Nissan 240SX) in Novice. That is the third year in a row that a National Capital member has won the Novice class. Our BMWCCA team finished 3rd behind Autocrossers, LTD and SESCA . . . Our own Larry Masten drove his Peugeot 505 Turbo to 8th place in the Showroom Stock B class at the SCCA national runoffs at Road Atlanta in October . . . The inter-chapter Malibu Grand Prix Challenge was rained out and is tentatively scheduled for March 8. Call Dwight Derr (410-889-9578) for details. **CRUNCH**
Woody Hair



Woody's Competition Corner



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Availability and Quality are addressed by this concept: If you need a replacement part for your BMW, (or any other imported car) you are probably not interested in how long it will take a parts supplier to get your part. You want a quality part for your quality car, and you want it now!!! With this in mind, the Olympic stores in Va. maintain an ever expanding inventory approaching one million dollars. Olympic deals with nearly fifty different manufacturers and importers to insure complete order fill of only the finest brands of foreign parts.

In serving their discriminating BMW customers, they offer product lines including: Bosch ignition and tune up parts, Bosch electrical units and fuel injection components, NGK as well as Bosch spark plugs, Fichel & Sachs clutches, ATE & FAG hydraulics, Zimmermann & Ballo brake rotors, Boge & KYB shock absorbers and struts. Their top-of-the-line brake pads; Lucas-Girling "Metal Max", are arguably the finest brake pads available anywhere. An extensive line of Bosal exhaust finally offers a heavy duty, O.E. type, hi-quality exhaust system which is reasonably priced. The list goes on.

The most rewarding reason for dealing with Olympic has to be the staff. Their unique approach to customer service starts with experienced sales people who enjoy what they do for a living; evident from the initial phone conversation, to the way you are greeted in the showroom. Any problems which may arise, are treated as opportunities to create positive solutions out of difficult situations.

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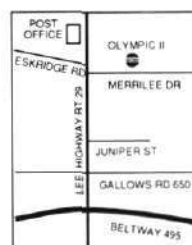
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BMW of Fairfax

The Service Department at BMW of Fairfax has gone through a period of evolution recently with many new faces. Service manager Jim Cox offers a wealth of experience and knowledge and is creating quite a team in our Service Department. Tony Barber and Mike Ragedale are our Service Consultants that you might have already met during a past service visit. BMW of Fairfax offers all club members a 10% discount on "Parts" and "Labor". Their Quicken-Luben bay provides convenience and is scheduled by the hour and can handle oil changes and non-diagnostic repairs in 1/2 hour or less. The technicians at BMW of Fairfax are continually updated with factory information and training to keep your BMW in top condition.

The parts Department at BMW of Fairfax has been rated by BMW of North America as one of the top Parts Department in the county. With an inventory closing in on the million dollar mark, it is the best stocked department with a wide variety of old and new parts in the Metro D.C. Area. European and older models are given the same importance as parts for the newer

Bimmers. The Parts Staff at BMW of Fairfax has an extensive automotive history. The club members can seek help from any member of the department and get instant professional help. Danny Taub and Fred Kuhnert are anxious to use their knowledge and expertise to help BMWCCA members with any problems they might run up against in locating parts for their Bimmers. The convenient hours at BMW of Fairfax are a plus for club members also. The Parts Department is open from 8:00 AM to 7:00 PM Monday through Friday and 9:00 AM to 2:00 PM on Saturdays. BMW of Fairfax currently offers a 10% discount to all BMWCCA members with a valid membership card.

Hopefully, none of our BMWCCA members will need Body Shop repairs from accidents this winter but if the need occurs, BMW of Fairfax has an on-site Body and Paint Shop to handle any repairs. They also work with most insurance companies on a regular basis to assist their customers.

BMW of Fairfax is looking forward to the club's continued support.

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2002

Blower Motor Replacement

by Vic Lucariello

Reprinted from
the New Jersey
Chapter's
New Jersey
Bulletin

One of the more infamous problems with 2002s is the failure of the heater-defroster blower motor. Replacing this little sucker, which is visible under the hood near the wiper motor, requires removal and disassembly of the heater box, which is a straightforward, if time consuming, project. Actually, the time consuming part is removing what seems to be everything imaginable (e.g. console, radio, air conditioner, glove box) from under the instrument panel to gain access to the heater box, which is held in with only two 6 mm nuts. Disassembling the box requires the careful removal of six rivets which hold the box halves together.

(I combined the blower replacement (together with reinforcing the heater valve mount, which is on the heater box) with the larger job of gutting the interior to replace the carpeting and repair a small rust hole in the passenger footwell which was due to a water leak from a deteriorated windshield gasket which I was also replacing, as well as refinishing the windshield frame, as part of the same project. You got all that?? I'm getting dizzy just writing

about it!)

After spending several hours removing and disassembling the heater box, I was willing to spend a little extra time to reduce the likelihood of my repeating the process in the near future (at least until the palindromic year 2002!) Here are some of the things I did:

1. I thoroughly inspected the heater core, which became accessible when I split the heater box halves. If the heater core, which is a miniature version of the radiator, shows any sign of leakage, now is the time to replace it. (By the way, a new heater core costs more than a radiator!)

2. I made sure that the "heat", "defrost," and "temp" cables, all of which terminate inside the heater box, were in good shape, lubricated, and adjusted properly. Pay particular attention to the two (late model '02s) cables attached to the temp lever. One cable operates the heater water valve, which controls the amount of hot coolant allowed to pass through the heater core. The other one operated a damper within the heater box. The damper bypasses a portion

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Heater Core Replacement

continued

of the incoming air around the heater core, giving you better temperature control than would the water valve alone. The trick is to adjust the cables so that the water valve is fully open when the damper is closed, and, more importantly, to insure the valve closes fully when the "temp" lever is in its far left position.

3. I had the most fun with the new blower motor, which takes two minutes to install once the heater box is apart. (Notice I said "new" blower motor? Lime Rock Chairman Bill Koptis installed a used one in his '02 last year. Bill just got to do the job over. Yup, this time he used a new one. Sorry, Bill, I lied when I told you I wouldn't tell anyone about this. Uh, Bill, you wouldn't really put me back in the novice group, would ya?) Before installing the new motor, I connected it to a battery to insure that the motor worked. As soon as I connected it, the motor ran fine, so I proceeded to install it and button up the heater box. Something made me retest the motor after it was re connected to its own wires in the heater box. To my amazement, the motor was running backwards! After rechecking the wiring, which can only be installed one way, I

had to conclude that the motor had been wired wrong at the factory. At this point it was a relatively simple matter to reverse the + and - connections on the motor to get it to run in the right direction. This would have been difficult if not impossible to do once the heater box had been reinstalled in the car. Has anyone had a similar experience with a new blower motor?

4. I put the finishing touch on the job by installing a new gasket between the heater box and car body. I now think that some of the water leaking into the car was getting past the old gasket. The gasket part no. is 64 11 4 774 11 (\$15-\$20). You could easily seal the heater box to the car body with RTV I'm sure RTV would be more watertight than the sponge-rubber gasket, but you'd probably have to chisel the box out the next time it was to be removed. I also installed new rubber grommets where the heater core nipples protrude through the heater box. These grommets (part no. 6411 353 352) aren't really necessary, as their function can be duplicated with a little sponge rubber, or even a little duct tape. For a couple of bucks a pop, I felt they were worth it.

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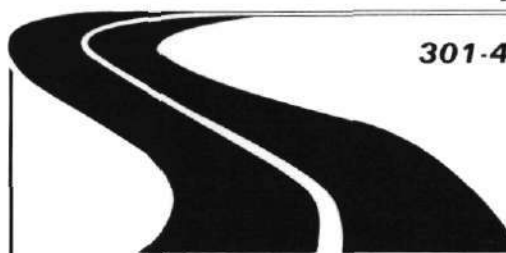
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Winter Storage Tips

reprinted from
Das Kummel

Winter is coming and many BMW owners store their cars for the season. Here are some tips for doing so.

The first tip and possibly the most important concerns the antifreeze/ coolant in your radiator. This is the time of year to check the strength and quality of your coolant. BMW recommends changing the fluid every two years for the best operating efficiency. BMW's antifreeze is nitrite and phosphate free and is specifically formulated for the aluminum cylinder heads of your car. If you are due for a change, make sure you drain the radiator and the cylinder block. The drain for the block is located on the right rear of the block below the exhaust manifold (it takes a 19mm wrench). If you have an older car, you will need to pull the lower radiator hose off of the radiator. Newer ones have a drain plug in the bottom of the radiator. When you refill the system use a 50/50 mixture of antifreeze and water. Be sure to bleed the air out of the top of the thermostat housing so the system will function properly. If you don't know how to bleed the air out or don't know where the thermostat is, ask somebody; it is important. This is also a good time to check the condition of belts and hoses, checking for cracks and damage. Also check the tension of the belts. Don't make them too tight because this can cause damage to the bearings of the alternator, water pump, etc. A 1/2 inch deflection in the belt is great.

While under the hood, the next item to check is the battery (depending on the model the battery could be located under the right rear seat or in the trunk). Make sure the cables and top of the battery are free of corrosion. The battery box area and the battery can be cleaned fairly easily using baking soda and water. Always use gloves and be careful. Battery acid will burn you. Now check the level of the water in the battery and add some distilled water if necessary. While the car is stored, keep the negative cable disconnected. This prevents the battery from being drained by the radio, computer, etc. Of course, these will have to be reset when the battery is reconnected. I would also recommend using a trickle charger of 2-5 amps on the battery approximately once a month for a twenty-four hour period. This will keep it well charged.

If ever you have to jump start your BMW, always make sure that the correct fuses in the fuse box are pulled to protect the on-board computer, etc. Never use a twenty-four volt

jumping system on your car because it can damage fuel injection components and other control units in the car. Jump from battery to battery, hooking the second ground connection up last to a solid part of the engine block; not to the battery itself.

Thirdly, oil and filter changes should be changed every 2-3,000 miles, but I would do it now, too. Use a good quality oil filter. Use either OEM from your dealer or Purolator who supplies BMW. Use good quality motor oil; Castrol or Kendall 20W/50 or, for the really cold weather only, 10W/40.

Next, keep the fuel tank full. This prevents condensation from forming in the top of the tank. I would recommend starting up the car every couple of weeks. Let it warm up for 15-20 minutes to get the lubricants in the engine, trans., etc. well circulated. If it is a nice day (don't laugh, we do get one of two a year in Ohio), take the car around the block and warm up the brakes and tires. This will keep rust from building up on the brake rotors causing a pulsation and will help keep the tires from developing flat spots.

One last thing, when warming up the car, make sure the area is well ventilated and always make sure to dispose of the used lubricants and coolant properly. Take them to a recycling center or a place that can dispose of it properly.

Harvey Rogers,
Akron Area



Bimmers fill the chute at Vintage Races.

Photo by John Kenworthy

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Reading the Autocross

Reprinted from
deZugspitz
Dick Twner
New York Chapter

Perhaps the most often-asked question from beginning autocrossers as well as some veterans is, "How can I keep from getting lost out there?" This is a very special problem, which can be solved a number of ways. As you look at the course, get a general idea of where it goes, then break down the various elements. Start at the beginning. Which way does the course go after the starting line? Many drivers pull up perpendicular to the starting pylons, regardless of where the first gate is. Point yourself in the direction of the first gate. As you begin to walk, place your body where you will be sitting in the car. If you are driving a car with the controls on the left, walk where your steering wheel will pass. Next, squat down so you are at the level you will be when driving the car. If you happen to be tall, you'll get a very distorted view of where the pylons will actually be when you approach them, unless you get down to the driving level.

I like to take a pad and pencil with me when walking a course. By doing so, you can make yourself a sketch of where everything is. Make a sketch of the course layout from the club's

posted master layout. When you are on the course, it may or not match the sketch. If not, change your sketch to fit the track. Once you begin to walk, concentrate on the course. Don't walk in a group of people. If you do, you'll not only be distracted, you can't see where the course goes.

The most difficult part of deciding what to do and when can be quickly handled if you will make a few ground rules. Top priority is, of course, knowing where to go. Next, we need to rank corners by their degree of difficulty, or importance in terms of time. Speed is built more slowly than we can get rid of it through braking, so the longest straight becomes of prime importance when ranking by time. No matter how powerful your car is, it takes longer to accelerate than to brake. If you can drive a half second deeper into a turn at 60 mph, you have moved the car an additional 44 feet quickly. If you can master late braking when called for, this single element can win events for you.

After deciding which corner is most critical, go to the second corner, etc. Rank the entire course by time difficulty if you can. If you're new

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to the sport, rank at least the top three turns, then concentrate on getting clean runs. A two-second penalty for a pylon means you could take your time driving the course and probably beat yourself with a clean run. If we rank fast versus clean, give me clean every time. It isn't who's fastest at any given point, but who puts it all together that counts.

Another method of ranking a course is in terms of which corners you feel will give you the most difficulty. First, figure out why you think the corner is difficult, then figure out the most efficient way to tackle each problem. Mark your sketch, then take a second look at the corner to figure out where to drive. Rank as many corners as you can comfortably remember, then make your runs.

After each run, go back to your notes. Did you run according to your sketch? If so, were the results as you expected? If not, make the necessary changes and try again. As you become more efficient, your first run at an event will be a strong one. I've heard lots of drivers say, "The first run is just to get the course down. After that, I really go to work." When you get in

top notch competition, every run counts. There is no such thing as having the luxury of a "practice" run, if you will!

On most courses, a right turn is followed by a left, etc. While there is a general direction to the course, usually flow goes back and forth around a course. If you have two turns in the same direction, make a mental note of it.

Most courses have a slalom at some point. If you have the option of going to either side of the first pylon, there is a simple way to know where to go. Look past the last pylon to determine where you want to be. Then count the total number of pylons in the slalom. If there is an even number, you will exit the last pylon on the opposite side where you placed the first pylon. If there is an odd number of pylons, you will enter and exit on the same side. If you want the last of three pylons on your right, the first one must also be on your right.

Take some of the mystery out of reading a course, and concentrate on driving. After all, an autocross is a driver test, not a mystical exercise on finding out where to go.

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David Boast	88 735iL	Terry O'Brian
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Ritch Bullis	87 325is	
Steven Chandler	73 2002	BMW of Fairfax
Aaron Craft	87 325is	Dwight Derr
Bill Daugherty	73 2002	
Darrel Derrington	89 735i	Jon Hartwell
Sherry Drummond	71 2002	Ed nazarko
David Ernst		
Oscar Farah	78 530i	
Kevin Foley	85 535i	Allan
Elizabeth Greer		Jack Chandler
Lori Groalmon	87 325is	Ed & Mary York
Richard Guzzard	71 & 73 2002	
Edgar Heinrich	79 733i	Dexter Berry
Nancy Heinrich		
Michael Herrington	91 325ix	Walt Munzing
Chery Herrington		
John Hudson	90 325i	Frank Conway
Luann Hudson		
Paul Jung	89 325is	BMW of Fairfax
James Lawrence		
Linda Mallison	88 325ic	Doug Dolton
Leonard McCants		
William McDonald	84 318i	Bill Lyons
Ali Mesiwala	81 528i	
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William Jablonowski	91 525i	
Tom Judge		
Ira Pack	88 735i	
Tom Plunkett	87 535is	Ed Aitkenhead
Alan Schiffman	75 2002	
Michael Tinkleman	91 525i	
Lynn Weaver		
John Wille	88 535i	
Luke Wisniewski		David Roach

As always, we would like to welcome our new members and we do hope to see you at our events. Thanks to the individuals and dealers that helped the new members in joining the club.

Membership Contest

Members, Members, Members - The life and blood of our organization and the focus of a super contest that begins December 1st. Yes, current members, this contest is for you and the pay off is (in best BMW tradition) fantastic..... and simple..... read on..... The prize(s)..... two \$100 bills (cash!) for two lucky (ie you!) Club members. One bill goes to the member (you!) who signs up the most new members between Dec. 1, 1991 and March 31, 1992.

Anyone (ie you) who signs up even one new member will have their name "put in a hat" for a drawing (at Maifest 92). If your name is drawn (chances are it will be!) you win the other \$100.

Membership forms (conveniently found in the *Roundel*, *dB*, or from John Kenworthy) should be filled out with your name and membership #. Give out as many as possible to increase your chances of winning.....Good luck..... \$\$\$\$\$.

BMW Members Survey

Our survey demographics show we're 90% male, we're mostly between the ages of 30 and 49. 71% of us are married.

* 13% are between 18 and 29 years of age, 34% are between 30 and 39, 33% are between 40 and 49, and 19% are 50 or older.

* 77% are college graduates (44% have graduate degrees).

* 69% are engaged in professional work, 13% in technical work.

* 11% of our membership own companies.

* 70% have a household income of \$50,000 or more (25% between \$50,000 and \$75,000, 23% between \$75,000 and \$100,000, 13% between \$100,000 and \$150,000, and 9% over \$150,000). The median household income is \$72,000 and the mean is \$80,000.

* 83% own their own homes and 23% own a second home.

* 29% own two or more BMWs.

* 81% of our members own at least 1 vehicle other than a BMW, 56.8% own two or more.

HOW DID WE LEARN ABOUT BMW CCA?

* 43% of us found out about BMW CCA from a friend, 18% from a dealer, 8% from an independent repair shop, and 18% found out about BMW CCA through some form of advertising media.

HOW LONG HAVE WE BEEN MEMBERS?

* 28% have been members less than a year, 28% have been members between 1-3 years, 16% between 4-5 years, 14% between 6-9 years and 14% have been members 10 years or longer.

WHY DID WE JOIN?

* Not surprising, technical and maintenance information is the primary reason for joining BMW CCA. 45% joined because they want to learn more about their BMWs; 18% joined to obtain discounts and information about parts, and 18% joined because of the Roundel.

WHAT SERVICES DO OUR MEMBERS WANT FROM CHAPTERS?

* 77% rate technical assistance as being an
continued on page 31

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'84 745i VIN WBAFJ910808482810. Black with dark water buffalo hide and burled wood interior. 72,000 miles, heated front seats, factory alarm, ABS, radar, rear sunscreen, car cover, etc. Excellent condition. \$12,500. Call Bob 410/484.4429 eves

'90 BMW 750iL. black in/out, radar, chrome BMW wheels, always garage kept, perfect condition. 13,000 miles, \$48,000. Call Constantine 410/762.5444.

'73 3.0CS. Car hit on right front fender and nose. Rusty shock towers and cowl, sunroof, power windows, excellent blue leather interior, wood dash in good condition, 4 speed, Factory CS alloys, good crome and glass, parts or whole. Make offer. Call Paul 202/726.7971.

'74 2002 Sunroof. Good mechanical condition. Needs Restoration. \$1,500. Call Bob 410/296.7900

'80 320i Guards red; 5 spd; sunroof; alloys, new tires, AC, spoiler, fog lights, Alpine radio. 86K miles; \$5,000/OBO. Call 202/882.2154.

'74 2002 Dark blue; 4 spd; sunroof; BBS alloys, new tires, Reccaro seat, suspension upgrades, springs, shocks Typical 2002 rust. \$1,500/OBO. Call 301/731-6698.

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BBS RS Wheels (4), 16", 3-piece, All Silver from my 635 csi, fitted with (4) Yokohama AVS 225 50 ZR 16 tires, all used 70 miles prior to trading. Absolutely spotless! \$2,200.00 firm. Call Mr. Young 703/533.1817.

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'79 320i limited slip differential; low miles; \$325/OBO. **'86 320i engine** remanufactured, 30K miles; complete 2.0 liter. \$750/OBO. Call 301/552-7282.

BMW Members Survey

*continued
from page 29*

important service; 57% say chapter newsletters, and 48% rate driving events as being important.

* Chapter newsletters, parts stores, and merchant discounts when offered by chapters are the services most often utilized by chapter members.

HOW AND WHERE DO WE SPEND MONEY ON OUR BMWs?

* 27% use BMW dealers to maintain and service their BMWs; 34% use independent repair shops, and 35% do-it themselves.

WHAT CAR RELATED PRODUCTS DO WE BUY?

* During the past year 66% of our members purchased tires; 63% bought maintenance or repair tools or manuals; 40% bought exhaust systems; and 36% purchased shocks.

HOW MUCH DO WE SPEND ON PERFORMANCE?

* 14% spent \$2000 or more on car related purchases this past year; 20% spent between

\$500-\$1000, and 50% spent less than \$500.

HOW MUCH DO WE SPEND ON ACCESSORIES?

* 6% spent \$2000 or more on accessory purchases this past year; 16% spent between \$500-\$1000, and 69% spent less than \$500.

WHERE DO WE BUY?

* 70% of all car related purchases were made through mail order

* 64% of all purchases were made as a result of reading a *Roundel* ad.

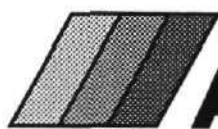
WHAT OTHER SPENDING HABITS DO WE HAVE?

* 63% take between 1-5 business trips per year, 10% take between 6-9, and 24% take 10 or more business trips annually.

* 4% have an average stay for each business trip of more than a week; 11% a week; 15% between 4-6 days, 40% between 2-3 days and 16% one day or less.

continued on page 33

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SURVEY

continued from page 31

- * 19% rent a car more than 10 times per year; 10% between 6-9, and 70% between 1-5.
- * 27% take 10 or more airplane trips per year; 12% take between 6-9 trips; and 60% take between 1-5 trips per year.

WHAT ARE OUR MEMBERS SAYING TO US?

Overall our members are generally pleased with chapter performance. Driving events and technical sessions get the highest marks and social events are ranked lowest. In order to increase the base of chapter participation more driving and technical events should be scheduled and those chapters not now offering these type events should consider doing so.

Chapter newsletters are rated high on the importance scale with 75% reporting they read the chapter newsletter very often.

That's it, folks!

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