

# der Bayerische

NATIONAL CAPITAL CHAPTER

BMW CAR CLUB OF AMERICA



## **RETURN OF "As The Wrench Turns"**

*See page 21*

## **NCC CHARITY EVENT FOR 1992 FOOD DRIVE FOR THE NEEDY**

*See page 6 for details*

MAY/JUNE 1992



BMW Car Club  
of America



# National Capital Chapter Swap Meet/ Tech Session

Sunday - May 17, 1992  
9:00 to 5:00

- Tech Sessions by major suppliers including:  
Racing Dynamics,  
Bilstein, Kamei, Ferodo,  
Autothority, Yokohama
- East coast commercial  
Vendor Displays
- Private Vendor Displays
- BMW Dealer Displays  
(Discount O.E.M. Parts)
- Used BMW Cars &  
Parts
- Electrodyne Open  
House and "One Day  
Only" Sale Items
- Concourse

## LOCATION:

**Electrodyne, Inc.**  
4750 Eisenhower Ave  
Alexandria, Virginia (703) 823-0202

## Private Vendors-

Doug Crowther (703) 450-9175

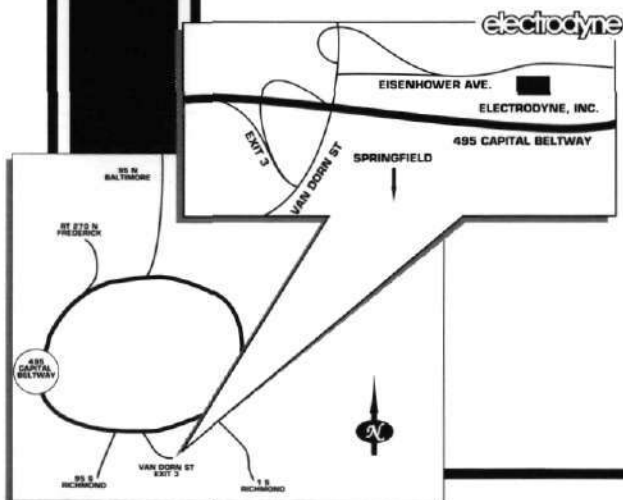
## Commercial Vendors-

Paul Vessels (202) 726-7971

## General Questions-

Kevin Cowley (301) 552-7282

No Admission Fee • \$10.00 Vendor Fee



# der Bayerische

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**Newsletter of The National Capital Chapter of the BMW Car Club of America**  
**Vol. 22 / Number 3**



**Club Hotline**  
**301/230.98MW**

**Club Address:**

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 P.O. Box 685  
 Arlington, VA 22216

**Send Material to:**

Mike Early  
 c/o Ed Early Printing  
 11 E. Saratoga St.  
 Baltimore, MD 21202  
 1-800-879-6778  
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**NCC Officers** (Call between 7:30 - 10 pm)

<b>President</b>	
John Kenworthy	703/ 527.8033 eves
<b>Vice President</b>	
Mike Early	301/ 484.4620 eves
<b>Treasurer</b>	
Jennifer Nazarko	301/ 681.6213 eves
<b>Secretary</b>	
Sarah Kenworthy	703/ 527.8033 eves
<b>Membership</b>	
Dick Bergen	703/ 938.4680 eves
<b>Social</b>	
David Born	301/ 369.9299 days 301/490.5623 eves

**Drivers School Coordinators**

Chris Leeper	703/ 455.3041 eves
Dave Roach	301/ 593.3285 eves

**Concours**

Paul Vessels	202/ 726.7971
--------------	---------------

**Tourmeister**

Bonnie Butler	301/ 663.9263 eves
---------------	--------------------

**Baltimore Activities**

Dwight Derr	301/ 889.9578 eves
-------------	--------------------

**Club Store**

Dwight Derr	301/ 889.9578 eves
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**Autocross**

David LaSalle	301/ 317.1461 eves
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**Club Council Representative**

Woody Hair	703/ 425.1204 days 703/ 243.5796 eves
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**Tech Tips**

Terry Luxford	703/ 255.0510 eves
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**der Bayerische staff**

<b>Editor</b>	
Mike Early	301/ 484.4620 eves
<b>Production Manager</b>	
Andrew Short	
<b>Bumper Crop Studios</b>	202/ 966.1891 days
<b>Advertising Manager</b>	
Kevin Cowley	301/ 552.7282 eves

## Cover

*Yes, folks, the cover heralds the return of  
 "As the Wrench Turns"  
 by Big Guy, Terry Luxford.*

*Seen here are Terry and Sandy with one  
 of their creations, the Gammachemobile.*

*Photo by G. Lee*

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## President's Message

Spring is finally here! (I hate cold weather) It is time to get out the wash bucket and the Zymöl. Get that Bimmer ready for all of the great club events that are coming up.

BMW seems to be finally getting it back together. The new 3 series made *Car & Driver's* Ten Best list. I recently read a comparison test of Germany's super sedans. (Audi S4, BMW M5, Mercedes 500E) The BMW was the overall winner over two other magnificent German rockets. The latest advertisement on television actually shows a BMW being driven at speed! This is a heck of a lot better than showing photographers shooting the new 325. The new 325is coupe is now in your dealer showrooms and is selling very well. The car is finally being portrayed as a driving machine again. Will someone please convince them to go racing in North America again? I like what I'm seeing. Now if I can get that big pay raise....

Is May busy enough for you? 4 of 5 weekends have club events, all of which promise to be spectacular. The Deutsche Marque Concours gives us a chance to join with the Porsche and Mercedes Clubs. The vintage race corral, supported by Heishman BMW, will allow you to witness some of the world's most exotic race cars at our "home" track. The swap meet will allow us to find those much needed parts plus, save lots of money. The May autocross gives us a chance to try out our new toys we bought at the swap meet. I look forward to seeing you at ALL of these events. Please read the accompanying articles for exact details.

Speaking of the busy calendar, I want to say THANKS to all of you who are working so hard for the club. Active members who don't help out should be aware of the amount of work that goes into the events. If others aren't willing to help out, our events will not remain so incredible. If you have any idea for new events, please give me a call. The smallest events usually require a great deal of work. The large events, ie; the drivers schools, require much more work than you can ever imagine. We desperately need volunteers if we want to continue the drivers schools! Chris and Dave have both indicated that they will not be the drivers school coordinators next year (what a great job these two have done!!). They have perfected the schools. An active drivers school participant

with strong administrative abilities could fulfill the need. Please give either Chris or Dave a call if you are at all interested. (Especially if you want to have BMW drivers' schools next year!)

Have you looked at a chapter newsletter from any other car club? We have the finest newsletter (calling it a newsletter is like calling the F40 a car) that I have seen yet. I recently attended a board meeting of another local car club to help promote one of our events. When they realized that *der Bayerische* was our chapter newsletter, not our national magazine, they were shocked (and very impressed). Hats off (or is that helmets?) to everyone who helps put it together. We have several regular contributors (Woody Hair, David Roach, John Hartge, to name a few) who spend many long hours preparing their articles. We have those who write articles about the individual events. We have the great photographs for those unfortunate souls who could not come out to have fun with us. But most of all, (and the next time you see them, say thanks) we owe Kevin Cowley, Mike Early, and Andrew Short a HUGE thank you for all of their hard work. Many long hours go into *der Bayerische*, and with a revised deadline schedule, we now receive it in a timely fashion. Thanks guys!

Check out the offer that we have from European Car magazine. This gives you the opportunity to subscribe to a great publication that writes a lot about BMWs at a savings to you, and it helps out the club's treasury.

As always, support our sponsors and advertisers. We couldn't do it without their help. Cut out the calendar and post it on your social schedule (the refrigerator for me) and come out to these great events. We are working hard for you. We just hope everyone is having as much fun as we are!

See you next weekend! ☺

John Kenworthy



## 1992 CALENDAR

### MAY

- Sun 3 .....Deutsche Marque  
Concours
- Sun 10.....Heishman BMW Vintage  
Corral/Jefferson 500
- Sun 17.....Electrodyn Swap Meet
- Sun 17.....WRC Rally
- Mon 18.....*der Bayerische* cut-off
- Sun 31.....Childrens Hosp.Autocross

### JUNE

- Sun 28.....Championship Autocross  
(Tentative: Call Hotline for update, or  
David LaSalle at 301/317.1461 eves; or  
Woody Hair at 703/243.5796 eves.)

### JULY

- Fri 3 .....Drivers' School
- Sun 12.....MARRS Corral
- Mon 20.....*der Bayerische* cut-off

### AUGUST

- Sat 15.....Crab Feast/Concours
- Sun 23.....Orioles Outing

### SEPTEMBER

- Mon 21.....*der Bayerische* cut-off

### OCTOBER

- Sun 4.....Fairfax BMW  
Vintage Corral
- Mon 12.....Drivers School
- Mon/Fri 25-31 ....Oktoberfest (Florida)

### NOVEMBER

- Sun 15.....Championship Rally
- Mon 23.....*der Bayerische* cut-off

### DECEMBER

- Sat 5.....Passport BMW Christmas/  
Elections Dinner

## DEUTSCHE MARQUE CONCOURS

Evans Farm Inn  
McLean, VA  
Sunday, May 3 at 9:00 am

The ninth annual Deutsche Marque Concours d'Elegance will be held on Sunday May 3rd. The location of this prestigious event has been changed due to renovations taking place at the German Embassy. The new location is the Evans Farm Inn located in McLean, Va. The Inn offers a picnic area as well as beautifully landscaped grounds which will allow us an expanded field of entries for this year's concours. Due to this larger location we have decided to add another class to the concours. The "display only" class will allow members of each marque who would not normally participate in a "full" or "top only" Concours to show their car. The cars in the "display only" class will not be scrutinized by a team of judges, but will be awarded based on "peoples choice". Everyone who attends the event will be given a ballot to vote for the car of their choice within each marque in this class. Hopefully this will bring out some of you first timers in addition to the "I like to drive my car" types. For the more serious types, of course there will be the usual "Concours Class" (Top Only) in which the team of judges will award valuable points based on the cleanliness of engine & luggage compartments, interior and exterior. As always the Porsche and Mercedes clubs promise to make a strong "Showing", I hope that with the size of this club's membership..I can promise the same!

This years entry fee has risen from the previous years' \$20.00 to \$30.00 due to the cost of trophies, charges for use of the grounds, and the purchase of wine, cheese and soft drinks which were previously donated by the Embassy for the awards reception. We are hoping to lower the entry fee with help from our supportive commercial advertisers in defraying the cost of the event. Tickets for the wine and cheese (soft drinks optional) awards reception will remain at \$10 per person, one ticket accompanies each show participant package. We plan to open the grounds to entrants at 9:00am, judging will begin at 10:30am, and the wine and cheese Awards Reception will begin at approximately 2:00 pm.

*continued on next page*

## Coming Events

It' Spring!  
Time to come on  
out and enjoy  
the weather and  
your Bimmer!  
Join us at some  
of the great  
BMW CCA events.  
Meet new friends  
and visit with all  
your old buddies!

## Coming Events

continued

**Entry Fee:** \$30 per car (includes wine and cheese reception) \$10 per person for reception only; no charge to spectate.

**Time:** 9:00am. Participants may enter grounds for show preparation

10:30—11:00am. Judging begins

2: 30pm. 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:** Evans Farm Inn is located in Mclean on Rte. 123 between Old Dominion Road and Great Falls St. Take Beltway Exit 11A, Mclean, Rte. 123, go approx 1 mile....the Inn is on the right hand side.

### **HEISHMAN BMW VINTAGE RACE CORRAL JEFFERSON 500**

**BMW Car Club/Ferrari Car Club  
Sunday, May 10 at 9:00 am**

Summit Point Raceway has announced a second vintage race for 1992, the Jefferson 500. Yes, this year there will be two vintage races and the National Capital Chapter will be there in full force!

We are pleased to announce that our good friends of the Ferrari Club will be joining us for the May 10 corral. Those who were fortunate enough to be involved with the Ferrari Nationals last year, can attest to the excitement of seeing a large number of the Italian beauties together.

Also, we are working on having a reunion of the 3.0 CSI race cars and we are trying to recruit MI owners from along the east coast. BMW North America has also indicated a fair amount of interest in displaying their collection of BMW race cars. If you came out for the David Hobbs event last June you saw two of these magnificent beauties! (These plans are tentative but very realistic.)

Heishman BMW of Arlington, VA will be supporting the corral. We will have a PIG roast, BBQ chicken and possibly a third entree along with all of the fixin's. (Just like we had at the October corral.) As in the past, all of the food and beverages will be FREE, so bring along your favorite beer stein, clean up your Bimmer or Ferrari, and come watch

some great vintage racing!

Bill Scott has informed me that Brian Redman is the driving force behind this event and has recruited some of the best drivers in the world. The feature races will be 1 1/2 hour endurance races on Sat and Sun showcasing Porsches, Ford GT40, Ferrari 512BB, and too many others to list here. If you enjoy cars at all, don't allow yourself to miss this one! Also, if you are planning on spending the night in Winchester, make your reservations now!

As always, if you want to help out, please give me call. I will definitely need someone to tow the cooker up. (Club will reimburse gas cost.)

THANKS to Scott Heishman and all of our friends at Heishman BMW.

### **SHOW OFF CONOURS Electrodyn swap meet/ tech session**

**Sunday, May 17, 1992**

In conjunction with the swap meet and tech session scheduled at Electrodyn, we will also host a "show off" concours. Cars will be judged by "people's choice" ballot. Anyone driving a "clean" BMW is allowed to enter. Cars "For Sale" will also be allowed to enter. Awards will be donated by various local and national advertisers/suppliers. Balloting ends at 2:30pm, so get that Bimmer sparkling, come out, and "show it off"

### **ELECTRODYNE/RACING DYNAMICS BMW CCA NCC SWAP MEET Sunday, May 17, 9:00-5:00**

**Electrodyn Corp.**

**4750 Eisenhower Ave. Alexandria, Va.**

Electrodyn is hosting our first ever major swap meet, with tech sessions, commercial vendor booths and a concours. The Porsche Club has been successfully doing this for the last 25 years! Last year's estimated attendance was over 1000.

There will be representatives from many large companies (Racing Dynamics, Ferodo, Bilstein, Yokohama and many more) presenting tech sessions, and commercial vendors from up and down the eastern seaboard selling BMW parts and accessories.

## Coming Events

*continued  
on next page*

Many of the local BMW dealer parts departments will be there to sell O.E.M. parts at discounted prices. There will also be automotive artists, and lots of folks just selling the junk out of their garage. There will even be used BMWs for sale.

To help keep you interested all day, there will be a concours. This is the perfect time to get out, clean your car, and enter your first concours!

Admission is FREE, with a \$10 charge to anyone who is selling. This is the perfect opportunity to find that hard-to-find part or to get rid of your old parts. Drop by and enjoy the open house at one of the largest accessory dealers in North America. Electrodyne will be offering a special sale during this event only!

Food and beverages will be on sale. If you want to sell anything at all, please call the appropriate contact. This is open to all.

### FOR INFORMATION:

#### General Questions:

Kevin Cowley 301-552-7282

#### Commercial Vendors:

Paul Vessels 202-726-7971

#### Private Vendors:

Doug Crowther 703-450-9175

Directions: (See ad on inside front cover)

Electrodyne 703-823-0202

## **D** O-IT-YOURSELF Tech Session and Drivers School Inspection Wednesday, June 24, 6:30 PM

NTW of Laurel, Maryland will host an evening for its friends from the BMW Club. Operations Manager, Chris Toronto, has scheduled a 30 minute tire talk tech session by a representative from either Pirelli or Dunlop. Chris and his technician Kevin Hickey will be on hand to offer advice, special tools, or any other assistance they can possibly provide. NTW will have 6 bays and lifts available for minor work such as brake pad replacement and general adjustments. Bring your own parts and fluids. This will provide an excellent opportunity to prepare for the June 28 Autocross and July 3 Drivers School. Use of the service bays will be on a reservation basis. Call Dave Born 301/490.5623 evenings before 8:00 PM or weekends to reserve a spot.

Directions: NTW, 14709 Baltimore Ave.,

Laurel, MD. Exit off I-95 on Route 198 East. Turn right onto Route 1 South. After the third light turn left into the Laurel Commerce Center and look to your right, you can't miss it. NTW 301/776.0500.

## **C** RAB FEAST Patapsco St. Park, Avalon Branch Saturday, August 15, 1:00pm

Get out your beer steins, your mallets and best picking fingers and get ready to enjoy some of Baltimore's best steamed hard-shell crabs. Once again, Nicks Inner Harbor Seafood will be supplying the crabs and of course there will be plenty of cold beer and sodas. Also there will be a top only, Peoples' Choice, concours. Please call Mike Early at 301/484.4620 (eves) to make reservations. \$10 per person; \$7.50 children.

Directions: 95 (N) towards Baltimore, get off at 195 (E) towards BWI, take your first exit off 195 to Route 1 South, take your first right past the exit. Follow signs into Park.

## **O** RIOLES OUTING Baltimore Orioles vs Oakland A's Sunday, August 23, 1:30pm

Yeah hon, it's time to come on up to Baltimore to "The Yard" to check out the new stadium, drink lots of cold beer, shell lots of peanuts, scarf down a few hot dogs and, oh yeah, see some baseball. Last year tickets sold out fast so please send \$7.50 per ticket to Mike Early, 908 Windsor Road, Baltimore, MD, 21208, a.s.a.p.

## **O** KTOBERFEST Palm Beach Gardens Florida October 26-30

Make plans now because this may be the last Oktoberfest within a reasonable drive for some time. Oktoberfest is the Annual National gathering of BMWs and this year the theme is the 20th Anniversary of the founding of BMW Motorsports subsidiary. There are plans to have many historic cars from Germany shipped over for the event. The drivers' school will be held at the Sebring course that is used for the famous 12-hour race. Make your vacation plans now. ☺



## NOTE!

### NCC Food Drive

### Coming Events

*continued*

**Read This Very Important Article NOW !**  
**Charity Event For 1992**  
**(And Years To Come...)**  
**Date: Every Event**

**F**or 1992, and hopefully for years to come, the National Capital Chapter will collect food to donate to the Alexandria Dept. of Human Services. We will collect food at every event and deliver it on the Monday following the event.

Starting with the May events, it is highly recommended (I would prefer to make it mandatory, but I know someone will object) that you bring at least 2 food items to each event that you attend. One alternative is to purchase food certificates at Safeway or Giant. You may see your grocery store for details. This is also the one option you may use if you are not attending an event but want to donate to this worthy cause. Please send your certificates to the club post office address.

Considering the cost of most of our events (FREE), this is not much to ask for. This is

one way we can help the less fortunate ones in our community.

I realize that most of us are very busy and may find it very difficult to stop by the grocery store before every event. We will also take cash contributions and purchase the food certificates as a group. Please try to bring food as it is much more convenient and desired.

The following list of goods is recommended: Dried milk, condensed milk, canned juice, canned fruit, cereal, biscuit or pancake mix, crackers, peanut butter, jelly, canned meat or fish, soup, beans (dried or canned), rice, pasta, spaghetti or tomato sauce, canned vegetables, canned stews, packaged deserts, and any other nonperishable items that can be easily delivered.

If you have any questions or comments, please feel free to contact me. I am very excited about this great charitable cause. ☺

**John Kenworthy**

The World's Fastest BMW got its body painted at:

### **FIRST CHOICE BODY SHOP**

525 31st Street South, Arlington VA 22202

**703/836-6920**



You should give your Bimmer the same opportunity.

## BOARD MEETING: Minutes Wednesday, 12 February, 1992

**PRESENT:** John Kenworthy, President; Mike Early, Vice President; Jennifer Nazarko, Treasurer; Sarah Kenworthy, Secretary; Woody Hair, Club Council; Kevin Cowley, Advertising Manager; David Roach, Drivers' School Coordinator; Dave LaSalle, Autocross; Paul Vessels, Concours; Dwight Derr; Al Zavala, The Golden Voice of Summit Point; and Ed Nazarko.

**REVIEW OF PREVIOUS MINUTES:** John Kenworthy reviewed the minutes from our meeting held 8 January 1992. Minutes were approved as printed in the last issue of *der Bayerische*.

### TOPICS OF DISCUSSION:

#### **Autocross:**

Former President Dwight Derr asked about the possibility of purchasing a Timing Set for Autocrosses with some of the club's spare funds. Al Zavala stated that the equipment is very expensive to purchase but, the necessary items for Timing can be rented for a nominal fee for the larger events.

The club still has no regular lot for Autocross. Mike Early plans to run an ad in *der Bayerische* requesting help in finding a lot.

#### **Radios:**

Al Zavala has shopped around for the best price for radios to be used during Drivers' Schools at Summit Point. He presented his findings to the Board:

- A. We can purchase radios and modify them to match the UHF frequency used by Bill Scott Racing (BSR) at Summit Point;
- B. Or, we can purchase radios that use VHF frequencies, meaning that we would have our own separate network and FCC license.

Al went on to say that 10 new radios at a price of approximately \$318.00 each, would also come with a Rapid Charger, two spare batteries, and regular chargers for overnight re-charges. This would allow us better maintenance of the radios. The total price would be \$3,497.

BSR radios are included in the cost of track rental but, we would only use those radios for administrative type communications with BSR, the Ambulance driver and the Control Tower.

Based on Al's advice, John made the motion to recommend purchasing the new radios. The board agreed to purchase the radios.

#### ***der Bayerische*:**

Several Board members volunteered to help with proofreading the magazine.

John asked that every one responsible for *dB* articles strive to meet each deadline so that the magazine will be out on time.

Beginning immediately, *dB* advertisers will be billed for changes in artwork on advertisements to be produced by Production Manager Andrew Short.

Address labels for the *dB* mailing have been requested from the National office. They should be delivered every other month before the 15th. This should help in keeping the magazine on schedule.

*continued on next page*

# WesBen

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In Northwest Baltimore*

*Providing  
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Baltimore, MD 21207  
301/664-6606

## Board Meeting Minutes

*continued*

**Minutes, Feb. 12** *continued from page 7*

### Club Merchandise:

The National office is offering a 25% discount of selected items per the January Pipeline. The board agreed to purchase the old style grill badges and 10 Sweatshirts to be sold.

### Calendar of Events:

Woody stated that the Highway Safety School had not yet sold out but, the next day school already had 42 applicants registered.

Woody also announced that Paul Wilson from the Boston Chapter of the BMW CCA will conduct the Instructors' Clinic at the Tysons Corner Marriott on March 20, 1992. Expenses will be paid by National.

John has invited the Ferrari Club to join us at the Jefferson 500 Corral in beautiful Summit Point, West Virginia.

John also reported that things are in order for the May 1992 Swap Meet at Electrodyne. Volunteers are still needed.

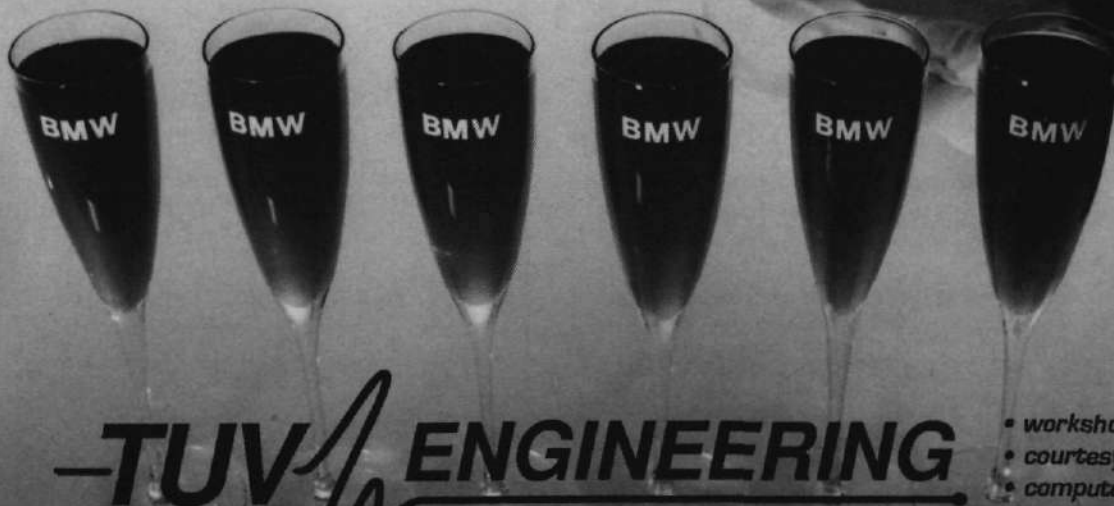
Jennifer stated that she had received the 1992 Incorporation paperwork from the state of Virginia and asked that the Executive Board members please sign the papers.

Next Board Meeting will be held in the home of John and Sarah Kenworthy.

Motion to adjourn the meeting made by Dave Roach. All members were in favor. ☉

Sarah Kenworthy, *Secretary*

*Champagne Service...*



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**BOARD MEETING: Minutes**  
**Wednesday, 11 March, 1992**

PRESENT: John Kenworthy, President; Jennifer Nazarko, Treasurer; Sarah Kenworthy, Secretary; Woody Hair, Club Council; Kevin Cowley, Advertising Manager; David Roach, Drivers' School Coordinator; Dick Bergen, Membership Chairman; Paul Vessels, Concours; Al Zavala, The Golden Voice of Summit Point; Dave Born, Social Coordinator; and Barbara Roza.

REVIEW OF PREVIOUS MINUTES: John Kenworthy reviewed the minutes from our meeting held 8 January, 1992. Minutes were approved as written.

TOPICS OF DISCUSSION:

**Shirts and Other Merchandise:**

(Note: Three shirt designs were submitted for board approval. The board agreed to let those members present at the Milner Race shop tour (Feb 1992) be the deciding vote. A shirt designed by Paul Marzinsky was the winning entry for Drivers' School T-shirt.)

Shirts were discussed at length:

John Kenworthy stated that the artwork for the design chosen to be used for the 1992 Drivers' School T-Shirts will be ready for review on Saturday 19, 1992.

*continued on next page*



**YOUR NAME**  
**NATIONAL CAPITAL CHAPTER**

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**\$10**

**For info contact Mike Early**  
**410-484-4620**

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**Fairfax, VA 22031**  
**703-573-2759**

## Board Meeting Minutes

*continued*

### **Minutes, March. 11** *continued from page 9*

John raised the issue of a second shirt for 1992. The shirt would be made later in the year.

Jennifer stated that we have a limited market that will buy two shirts.

Woody would like to do two shirts, if the price is not prohibitive.

John reiterated the cost of the shirts and artwork and the Board agreed to table the issue of doing two or even three shirts for now. One dissenting vote was cast by Woody.

Embroidered Polo-type shirts will also be available for sale at the first Drivers' School of the year.

John also asked if any one would be interested in having patches made that could be sewn on other articles of clothing? The Board voted "NO".

John has ordered sheets of stickers of the old and new BMW CCA logos to sell. He has also re-ordered the discounted sweatshirts from the National office.

#### **der Bayerische:**

The deadline for articles for the *dB* has been moved up by one week.

Jennifer relayed to the Board that Andrew has suggested that the Galleys be proofread instead of waiting until later in the *dB* production.

Dave Roach proposed that someone also proof the Blueline.

Due to the move at the National office, our labels did not reach us as soon as expected. An old mailing list of labels was used and the new members magazines were mailed first class after the new listing was received. The *dB* was held up but, according to John, National has agreed to pay for the additional postage.

#### **Drivers' Schools:**

Woody (school Registrar) stated that there were 35 entries for the March 21st school and 75 entries for the March 22nd school. He stated that he has also received several applications for the April Schools already.

The Board also discussed whether the cars entered in the Drivers' School had to be "Street Legal" and insured to drive with the various run groups. All agreed that only the students with the experience and approval of the Chief Instructor may run with the

Instructors but, no other group.

The Board discussed its policy for the Drivers' School applicants. Preference will be given to the BMW Club member who owns/drives a BMW. Then, two weeks prior to the schools' deadline, members without BMW's will be considered, followed by non-member applicants.

The Board reserves the right to refuse applicants and will have the final say.

The Board agreed to table the issue of Track dates until someone could meet with track owner, Bill Scott.

#### **Calendar:**

Radial Tire and Yokohama have again agreed to support this year's Maifest dinner. The event will be virtually the same as last year's.

The Deutsche Marque Concours will not be held at the German Embassy according to Paul Vessels. It will, instead be held at Evans Farm Inn in Mclean, Virginia. (See details in this issue.)

The next regularly scheduled meeting will be held in the home of Jennifer and Ed Nazarko.

Move to adjourn meeting made by Woody Hair. All were in favor. ☺

Sarah Kenworthy, *Secretary*

The National Capital Chapter extends heartfelt thanks to Craven Tire for a very worthwhile Do-It-Yourself Tech Session. It was much appreciated by everyone!

### **Help!**

#### **URGENTLY NEEDED...**

**The NCC is looking (very hard) for a large, smooth, unobstructed lot available Sundays for Autocrossing.**

**If you have any ideas for a lot, please contact David LaSalle at 301/317.1461**

## Milner Race Shop Tour

by Greg Johnson

For National Capital Chapter members, it is apparent that winter does not mean "time to park the Bimmer", nor do the NCC race fans put their enthusiasm on hold during the cold months. On Saturday, February 15, 68 people showed up for a tour which started in McLean, then wandered through Northern Virginia to finally end up at Tom Milner's race shop outside of Winchester. The tour was the brain child of our Competition Corner author, Woody Hair. Many of you know Woody from his photos and articles in *dB*, but may not know that Woody is one of the area's premier autocrossers, as well as an instructor at many NCC Driver's Schools. On this particular day, Woody demonstrated his abilities in laying out a tour route, along with coordinating a fascinating visit.

In spite of steady rain, over 30 cars appeared in the School parking lot. A few folks left their BMWs at home, but a good cross section of club members' vehicles was represented. The tour wound along scenic roads through Aldie and Middleburg, eventually finishing in the

parking lot of Tom Milner Racing. A few participants thought it was a rally, causing them to read into the instructions and get "temporarily mis-oriented", but everyone did arrive at the proper destination. Even a mechanical breakdown was overcome with the rainsoaked roadside assistance of our Pres., John Kenworthy (and company).

At the race shop, we were welcomed by Tom Milner and his staff. Milner's shop was in the process of repairing the Applebee's GTP car that had been damaged in a shunt at Daytona a few weeks earlier. We were given a full tour of the shop facilities, including the dynamometer rooms. In the main work areas were the Chevy Intrepid GTP cars, a Chevy Spice, a Porsche Cup Carrera 2, and other exotic parts and machinery. Many of the garage/backyard mechanics among us were lusting after the incredible arrays of tools and shop equipment, as well as envisioning ways of mounting \$2000 carbon fiber brake rotors to a 528e, or shoe-horning a full-race Jaguar V-12 CTP motor into

*continued on next page*

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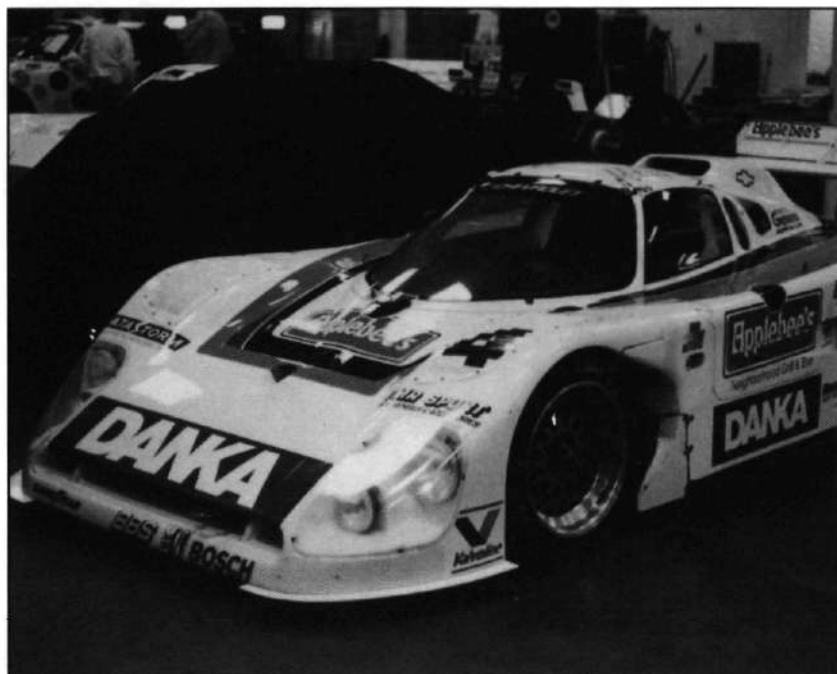
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a 2002.

After seeing everything at Milner's shop, Brian Krem, engine builder ex-traordinaire, took us next door to the Group 44 headquarters and shop. Some of you know Group 44 from their Jaguar GTP efforts, and the oldsters will remember Bob Tullius campaigning MGs and Triumphs in various SCCA classes in the 1970's and 1980's. Group 44 is no longer actively racing, but is heavily involved in restoration of street and race cars, as well as prepping engines for several prominent teams. We were shown all of the precision equipment used in race motor preparation, along with a cornucopia of race engines. These ranged from an experimental magnesium Jaguar V-12 that never ran, to a fully restored Offenhauser that powered one of the original Kurtis roadsters on dirt tracks before WWII. Two of the Group 44 Jags were there, as well as quite a few customer cars that were either being restored or had been completed. The selection was quite varied, including several Jaguar E types, a Boss 302 Mustang, a Pontiac Trans Am race car, and even

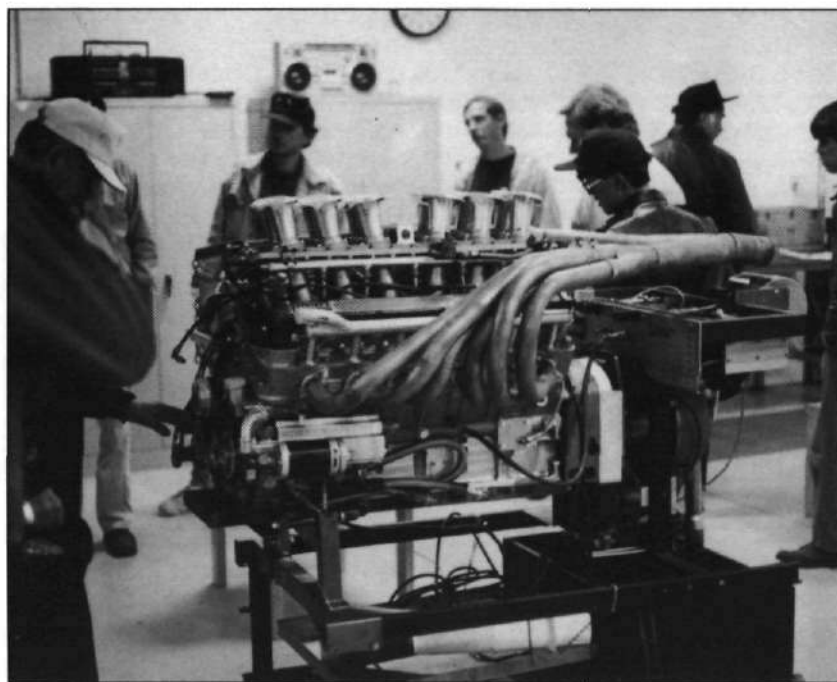
one of the famed "birdcage" Maseratis. In short, something for everyone. We were hoping for a vehicular door prize, but no such luck!



Above: Applebee's Chevrolet Intrepid IMSA GTP Racecar.

Below: Jaguar V-12 Group 44 Prepared race motor.

Photos by Dick Bergen



Tom Milner was kind enough to hand out Applebee's racing caps to all attendees, and didn't even give us the hard sell for BBS wheels! (Milner is the new regional distributor for BBS, so give him a call if you are in the market).

After the shop tour, we adjourned to Fritter's restaurant in Winchester, where various foodstuffs and beverages were consumed in an effort to stave off the wet winter chill. Bonnie Butler and David Roach were awarded first place in the numbers game, a side contest in the tour involving adding up the numbers of all the routes driven during the tour. Woody had to put some type of competition into the day. In short, a good time was had by all. The happy postscript is that Milner's GTP car finished second at Miami the following week. The next time you see a tour in the Coming Events section, come on out. It is a great chance to meet new faces, drive your cars, and maybe even learn something! ☺

**D**emand for our March 22 Driver School was at an all-time high. The sixty slots were filled one month before the event and over two dozen hopefuls were turned away. On the contrary, the March 21 Highway Safety School only had 41 entries for the fifty openings.

These developments may have several ramifications. First and foremost, if you delay submission of your entry for future events, you might not get in. Any non-club members are sure to get bumped due to our priority system.

Second, at the Board Meeting on March 11, there was a long discussion about the pros and cons of giving priority to club members with BMWs. The stated purpose of our club is "... enjoyment of BMWs ..." and until recently, ownership of a BMW was required in order to join the club. Use of a BMW in our schools was mandatory. Even our vice president's Porsche 944 was turned away. Some long-time club members have found it necessary to drive another brand for economic

reasons. It's no secret that some non-BMW school entrants only became members because of our track days (and who's to say there is anything wrong with that?). Of the first 75 entries for the March 22 event, 34 were driving brand X. There are safety arguments for an all-BMW event. The speed differential among all BMWs is certainly less than that between a Mercedes 240D and a Corvette ZR-1 to use an extreme example.

As a result of this discussion, the board decided by vote that, effective with the July 3rd school, entrants in BMWs will have priority until 2 weeks before the event. This will be noted on the application. The board would like to hear your views on this matter, preferably in writing.

Finally, what is the future of our unique Highway Safety School? With track dates so hard to come by, and demand for our regular schools so high, should we continue to offer this event that is designed for the novice driver? Your opinion is important! ☛

**Woody Hair**

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## Gateway Tech '92

13 - 15 March

*Below:*

*Imparts, Ltd. stand in the vendors' area at Gateway Tech.*

*Photos by Dick Bergen*

Imagine taking all the Chapter tech sessions you could attend in a year or more and cramming them all into one weekend. Add a vendor "swap meet" where you get to look over the BMW tools, parts, car models, books, and so on, that you would usually have to buy off the pages of a catalog. Throw in cocktails and dinner with the offbeat humor of "authoritarian" Satch Carlson. What you have is Gateway Tech. Sponsored by the St. Louis Chapter of BMW CCA, Gateway Tech '92 began auspiciously this year on Friday the 13th and ended on the Ides of March.

The tech sessions, which ran all day

Saturday, were the centerpiece of Gateway Tech. The presentations featured reps from companies like Bosch and Amzoil, and well-known BMW tuners such as Steve Dinan of Dinan Engineering, Jim Rowe of Metric Mechanic, and Al Collins of Authority Performance Engineering. The latter sessions leaned heavily into the technical and theoretical aspects of engine modification and tuning. One presentation entitled "Pistons and Power: The Inside Story" was done a bit tongue-in-cheek but with enough technical substance to challenge Dr. Ing. Ernst Mahle.

I found the presentations of Steve Dinan and Al Collins to be the most interesting, and perhaps the most relevant to those of us who want performance improvements in a streetable BMW. Many of the modifications involve improving the breathing or volumetric efficiency of the engine. Steve Dinan spoke of a procedure called "extrusive honing" which is used to polish and smooth the intake tracts on Motronic-equipped cars. Al Collins talked about his research into improv-



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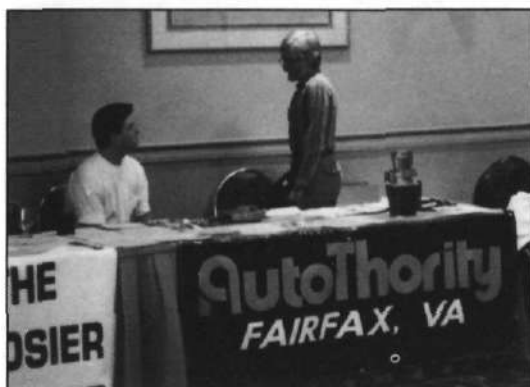


29 February

ing the air flow sensor in the Motronic system. A common thread that ran through both presentations is that they are designing performance modifications that will not adversely affect exhaust emissions — an important consideration in our area if the States in the region adopt the California approach to periodic inspections of emission controls and strict emission standards.

**Dick Bergen** 🍷

*Al Collins sets up the AutoThoriety stand. His new air flow sensor for Motronics sits on table.*



*Thanks to Joe Anderson and everyone at J&F for a great tech session!*



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## '02 FEST

A letter from:  
Scott Chamberlain  
President  
Connecticut Valley  
Chapter

**D**ear Friend of BMW:  
After last year's O'Fest, a bunch of us were sitting around talking about how different things were from the "old days", and how nice it would be if we could go back to them. I asked myself "why not?" Thus was born the idea of '02 FEST' Lots of chapters around the country have gatherings of different kinds, so I figure it makes sense for the Northeast (spiritual home of the BMWCCA) to celebrate the 2002 (Spiritual father of all BMWs that came thereafter). It seemed a good idea to keep it simple. No fancy programs or driving events, but rather just a bunch of regular folk getting together to have some outdoor fun and talk and look at and tell stories about our wonderful old 2002s. This is where you come in. We would like '02 Fest to be a creature of the people. We have tentatively set Saturday, August 29, as "the day", but the day, the place and activities are still in the formative stages. Our request is simple, tell us if you like the

idea, want to participate, have an idea as to location, or any input on this thing whatsoever. Please put out the word to any one who might be interested, including that guy down the street with five '02s in his yard who never came to a club meeting.

I hope to start receiving feedback on this soon, and hey, who knows, maybe you can go home again.

Regards,

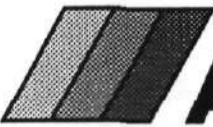
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President

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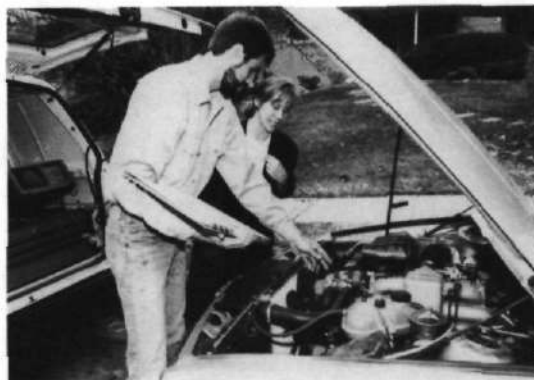
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## Rules of BMW Social Etiquette

by Dave Born  
Social Director

*I hope you enjoy  
this important  
article... and  
always keep these  
guidelines with you!  
Smile...*

- ⊕ Try to always drink German beer and wines.
- ⊕ Try to drive a BMW.
- ⊕ Try to wear something with BMW on it.
- ⊕ Know the true story behind the BMW insignia.
- ⊕ Call Dave Born and volunteer to help at the following events:
  - a. April 18 - Maifest Dinner
  - b. May 10 - Vintage Corral
  - c. July 12 - Marrs Corral
  - d. October 4 - Fairfax Vintage Race Corral
  - e. December 5 - Elections/ Christmas Party
- ⊕ Remember Dave's number is (301) 490-5623 and always call before 8:55 pm (Bedtime).
- ⊕ Learn to speak German fluently.
  - Own a beer stein and always keep it with you. Never wash it.
- ⊕ Know the reason for car number identifications on all BMWs ever made.
- ⊕ Reread *Call Dave Born...* and take it seriously. Thank you very much.
- ⊕ Become active with the club in any of the available activities.
- ⊕ Whenever you meet someone with a BMW, make sure they are a member. If not? Give them an application.
- ⊕ Read the *der Bayerische* cover to cover and memorize important issues.
- ⊕ Know what Summit Point is. It is not a ski resort or mountain peak.
- ⊕ Memorize statistics on Pages 29, 31 and 33 of the Jan/Feb *der Bayerische*.
- ⊕ Please volunteer some of your time to help out while learning valuable skills such as:
  - Shifting with a clutch
  - Locking the doors
  - Naming 20 German beers
  - Naming 20 German wines
  - Race track lingo

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## Woody's Competition Corner

Malibu Grand Prix  
by Woody Hair



Brian Hair (left) and Dwight Derr square off at the Malibu Grand Prix.

Photos by Woody Hair

For several years, the Delaware Valley (Philadelphia) and New Jersey Chapters have been engaging in a friendly competition at a commercial racing facility called the Malibu Grand Prix. The cars are single-seat, open-wheel race cars powered by 24 hp Kawasaki vertical twin 440cc engines. The track is a ribbon of concrete that contains about 50 turns in a distance of maybe one-half mile. Laps begin with a standing start and are electronically timed to the one-hundredth of a second. Each competitor in the BMWCCA chapter challenge gets one run in each of six different cars. As much as everyone would like, not every car is tuned exactly equal. Each driver's best 3 times are totaled and the top 4 drivers from each chapter then get to take one run in the car of their choice. Those four times are combined and the chapter that has the lowest elapsed times is the champ.

Over a few beers one afternoon, Dwight Derr and I decided that the National Capital Chapter should make a surprise appearance at their next event. It's a good thing we weren't on Eisenhower's planning staff for D-Day. The secret was leaked. When New Jersey got word, they issued us a formal Challenge to join the competition. The November '91 date was rained out, and rescheduled for March 8.

Fourteen members of the National Capital Chapter accepted the Challenge. Several of us drove up to the Mount Laurel (aka known as Jersey Turnpike Exit 4) facility on Saturday night for some track familiarization. The track was closed due to an earlier rain. So much for superior planning. To make a

short story shorter, we got whupped. Our best driver, Barry Miles, might not have made the top 15. However, our top four qualifiers, (Barry, Mark Rhoades, Barry Wuerker, and Bob Hausmann) did beat out the Delaware Valley Four for 2nd place in the Chapter Challenge. Others driving for National Capital were Dennis Atkins, Steve Connor, Dwight Derr, Brian Hair, Chris Holmes, Anthony Muller, Gary Toyama, Alan Warner, Don Whitaker, and myself.

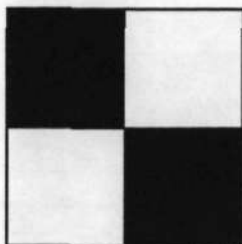
New Jersey's Jim LaForge and his scoring crew did a terrific job of administering fifty some drivers and over 300 runs. It was great fun and hopefully we will be invited back next time.



NCC qualifiers Barry Miles, Mark Rhoades, Bob Hausmann and Barry Wuerker.

If you want to try it out before the next Challenge, the Malibu GP is open late every evening (if it is dry). Their phone number is 609-234-3319. Does Southern New Jersey sound too far? The next closest Malibu GP facility is in Columbus, Ohio.

*continued on page 20*



## Competition Corner & Calendar

continued  
from page 19

**SPEED SHIFTS:** As of this writing, we are still seeking a suitable lot for some autocrosses. Our DC council championship event, scheduled for June 28, is very tentative, but David Lassalle is working on it. If you have any ideas, give him a call. For updates on the event, call our hotline: 301-230-9269. In the meantime, there is no reason you can't enter any of the other council events. Call me (703-243-5796) for details.....The better-late-than-never department: Results of the 1991 SCCA Mid-Atlantic Road Racing Series (MARRS) are in. Final points standings for our chapter members include Improved Touring B: Jim Epting (2002) 1st, Ed York (2002) 2nd, Alan Green (2002) 3rd and Leah Epting (2002) 5th. Showroom Stock B: Alan Himes (Honda CRX Si) 2nd and Kay Heatherley (Honda CRX Si) 4th. Spec. Racer: Max Rodriguez 3rd. Sports 2000: David Labovitz (March Apache) 1st.....Jim Epting had abdominal surgery in March and might not try to defend his ITB title. Instead he will devote most of his time helping daughter Leah in her second year effort.....The prestigious Baltimore Concours d'Elegance will not take place this May. Look for it in the fall. **CRUNCH**

## COMPETITION CORNER CALENDAR

May 3	SESCA Champ Autocross, DC Area
May 9-10	Vintage Races, Summit Point, WV
May 10	Branded Club Rally, Gaithersburg, MD
May 17	SCCA MARRS Races, Summit Point, WV
May 17	WRC Rally, Silver Spring, MD
May 25	IMSA GTP/Bridgestone Supercars, Lime Rock, CT
May 31	Childrens Hospital Autocross (tentative)
May 30-31	IMSA GTP/GTS/GTU/Firehawk, Mid-Ohio
May 31	NASCAR Winston Cup, Dover, DE
Jun 6-7	Firehawk 24-Hour, Watkins Glen, NY
Jun 7	SCCA National, Summit Point, WV
Jun 14	Branded Rally, Gaithersburg, MD
Jun 27-28	IMSA GTP/NASCAR GN/Supercars, Watkins Glen, NY
Jun 28	BMWCCA Champ AC (tentative)
Jul 3	BMWCCA Driver School, Summit Pt, WV
Jul 12	SCCA MARRS Races, Summit Point, WV
Jul 12	ALTD Champ AC, Ft Meade, MD
Jul 19	NASCAR Winston Cup, Pocono, PA



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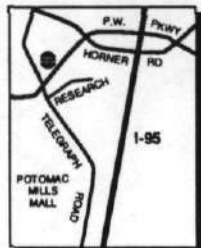
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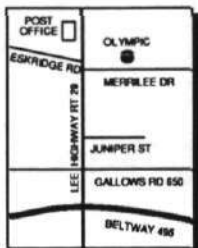
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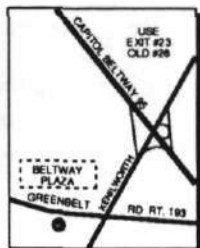
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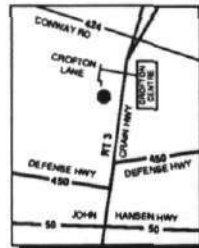
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of RT 424



## As the Wrench Turns...a continuing saga of a BMW addict.

There are lots of factors that influence your choice of oil for the BMW. Principal among them is the requirement for lubricity, since keeping the metal surfaces from coming in contact keeps your engine from making very expensive noises. Unfortunately, oils deteriorate fairly quickly in the face of heat, water, acids, various metallic particulates, airborne contaminants that sneak past the air cleaner and rings, and the ever present oxygen. Your only defense against the declining ability of your oil to lubricate is to change to fresh oil. Remembering that oil will begin to fail as soon as the can is opened from oxidation, don't try to use the last little bit from the can stored in the garage or trunk—save that bit for the lawnmower. Also, one three-hour stint in bumper-to-bumper traffic on a 90-degree afternoon while waiting for the Wilson Bridge to close/clear the accident/etc. will reduce the best of the modern SG-rated oils to something approaching asphalt.

As your oil deteriorates, its ability to lubricate declines and the metal pieces begin to get together. Usually this shows up at the cam lobes, first, as little wear lines or grooves on the toe of the cam, and finally as the dreaded square lobe disease. At least you can see the cam lobes, the bottom end is also taking a beating with special attention to the rod bearings. Ten and fifteen years ago when we were privileged to have a dyno for test and evaluation we took lots of time looking into oils since we were entirely involved in endurance racing. As you might suspect, some oils lasted better than others. The less obvious conclusion was that any oil was OK at start-up and for a short time. The trick was to not overrun the capabilities of the oil or the



## As the Wrench Turns

by Terry Luxford

Above:

Terry and Sandy of Quality Car Service, Ltd. with one of their creations, Bob Gammache's now famous race car.

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## As the Wrench Turns

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race engine would expire. Your problem is similar in that you really have no idea what sort of condition your oil is really in and when you find the grooves in the cam lobes it is too late. So, what oil should I pick for my engine's enjoyment?

There are really only two choices: "normal" petroleum-based oils or "synthetic" oils. Before you decide, ask yourself how long you intend to keep the car/engine. Given today's economic climate and the designed-in longevity of the BMW powerplant this is not a silly question at all. With the sole exception of the early e-engines you have a real input to the life of the vehicle. Oil change intervals of three months or three thousand miles **WHICHEVER CAME FIRST** have been historically sufficient to guarantee roughly 200k miles of service, on the average-whatever that is. This is not just idle speculation. Our customers have sold their car at a premium because of the level of service that they could document. A look under the valve cover at a spotless valve-train is enough to insure a long service life from the power plant. Given the conditions we see today, there is every reason to shorten the change interval to 2k miles or two months, again, on the average for the normal petroleum-based

oils. Remember that the current traffic conditions are terrible and that this is a prime mover in the oil change interval. This applies to the "normal" oils—the synthetics are a new ball game.

Synthetics have been something of a thornbush. In racing applications they have been unsuccessful for some odd reasons. In street applications there have only been some conflicting claims. Since only the street applications are of interest we can only observe that the claims of longevity cannot be substantiated without the sort of testing that weeded out the normal oils unsuited for endurance racing. Within the limits of the experience of a few customers using the new oils and our own empirical data, the new breed of synthetics are ideal for those of us that are expecting to drive our cars into the millenium. In the search for lower maintenance costs, BMW has "developed" hydraulic lifters and distributorless ignition and still longer oil change intervals. In all the BMW engines made after 1984 my recommendation would be to use synthetic oils, if, and only if you are going to keep the vehicle for something approaching its mean design life. The current change interval for synthetics in street practice is in the 4k mile range. With what we have seen

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coming out of the sumps, it is likely that the filter could be changed at the 4k mile interval and the oil could be topped up and left for the 8k-mile CONSERVATIVE oil change interval recommended by the most rabid of the synthetic oil followers.

#### NORMAL OILS

ANY branded name oil with the sole exception of Valvoline RACING Oil will do the job. This oil, with its unique base stocks is the single best normal oil that you can use. At Quality Car Services, Ltd, we use Castrol because it was the first SG-rated oil we could lay our hands on. Within the limits of a restricted oil-change interval, Castrol performs admirably—three thousand miles or three months—and that's it. For the Valvoline Racing oil this would be a conservative interval. Please don't confuse the Valvoline street oil (All-Climate) with the racing oil. The base stocks are different and the character of the oil is radically different.

Please remember that these intervals are for the normal to annoying conditions of everyday driving in the Washington area and do not include the three-hour bumper-to-bumper trials. Nor do they include the two-to-three-mile inner-city commute or any other short-haul or start and stop

conditions. For those conditions it really falls to the synthetic oils to provide a reasonably economic level of protection.

#### SYNTHETIC OILS

These are the oils of the future. If you read Smokey Yunick, you will know that they are designed with the film strength, thermal resilience, and additive-package longevity that renders them useful for roughly twice the interval of the normal oils. Again, in racing practice they were more trouble than merit, but in street use, the synthetics should be without peer—if you can keep them in the engine. Aye there's the rub. Nothing but antifreeze can find a leak as quickly as synthetic oil. I suppose that the rule of thumb should be: If it will stay in, use the synthetic oils. MOBIL 1 has been around for years and has a great track and street record. Valvoline has just introduced a series of synthetics and Castrol is about to introduce their oils from Europe.

Start with the heavier oils to begin with. This is especially true if your engine has over 50k miles on it. The synthetics do not respond to temperature like the normal oils so the 20W50 designator that you are familiar with in a normal oil will

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## As the Wrench Turns

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accommodate a much wider temperature band in a synthetic. You will be urged to use the lower weights in the interests of fuel mileage but, at \$6 to \$10 per quart, I would recommend starting in the less likely to leak weights. In any case, if your engine has over 100k miles on it, stick to the 20W50 weight.

### SUMMARY

In the modern, evacuated-sump BMW engines the modern synthetic oils should extend the service interval and service life. In the newest engines with hydraulic lifters, the synthetics should prove to be ideal. In the older carbureted engines and the Tii, you can try the heavier synthetics but they will try to sneak out. For these cases, the normal oils will prove to be more cost-effective anyway. Again if consumption is a problem use the 20W50 oils and a conservative change interval—it will keep your engine alive longer.

### OIL ADDITIVES: Moly Stuff

To add or not to add, that is the question. And I answer that one about twice a week. As a general rule I like the molybdenum-carrying additives characterized as "moly" this or that. Thirty years ago, it

was nearly impossible to get a moly product that wouldn't clog a filter in a heartbeat. Not only that, but the filters were not as good as today's filters by quite a margin. The technique was to run the engine with the moly used as part of the assembly lube until the rings seated and then flush the engine with fresh oil a couple of times. Then and only then was the real racing/street oil put in and the engine put into service. The moly products used then were directly from the NASA programs in boundary lubricants for space operations where ordinary oils would freeze or evaporate. Today there are moly products which won't clog the 10 to 20 micron filters just coming on the market.

Moly protects against metal-to-metal contact within the engine. This is particularly important for the cam and cam followers so I would never hesitate to recommend a branded moly product for the BMW engine. Since the moly bonds to the metal and is not merely carried by the oil, it is around for protection on startup.

### Tefalump

This stuff persists in popularity although our tests

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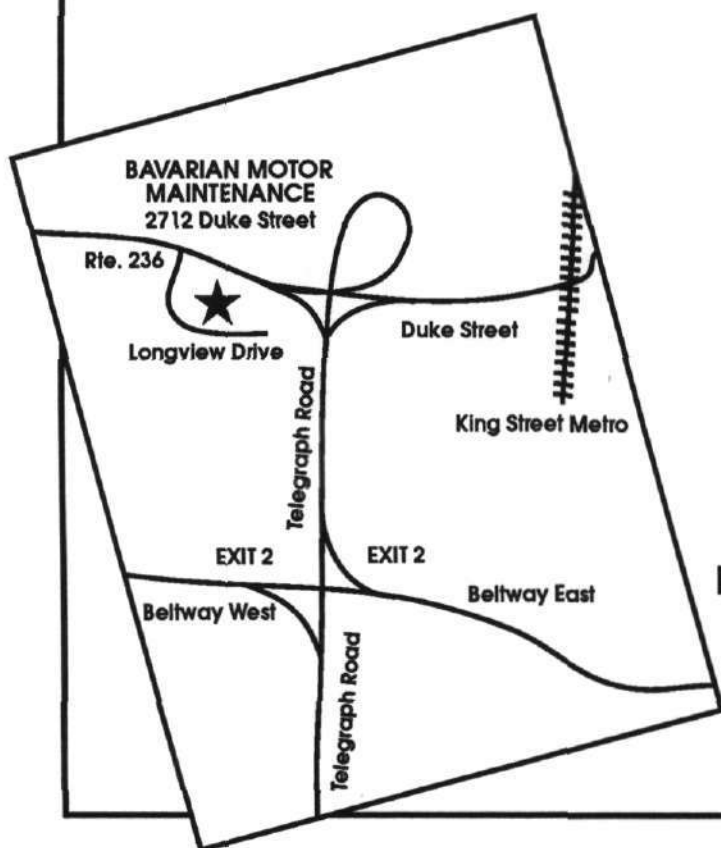
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## As the Wrench Turns

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showed absolutely no utility at all. The argument is that the tefalump gets burnished into the microscopic pores of the metal surfaces and provides a slicker surface for the metal to run on. Since tefalump cold-flows as a solid [?] and won't even stick to itself let alone to your frypan, just how it was to stick to the innards of your engine was beyond my comprehension. If it could be conceived as sitting in the pores of the metal of the cylinder walls and of the piston rings and making some small contribution to sealing, that would be comprehensible. But to try to conceive of tefalump as a load-bearing material just doesn't wash.

### Extreme-pressure Materials

These materials are always proprietary combinations so I have no idea what might go into them. They have had a noticeable effect on the emissions of hydrocarbons from the tailpipe. If you are trying to get a side-draft Weber-equipped engine through emissions, give them a try.

### MOR

This material is used by lots of shops to augment the oils to protect the engine parts on start-ups by sticking to the parts better than the draining oil

when the engine is shut down. It also extends the useful temperature range of the typically-used 20W50 oils on both ends of the scale. It is a preventive maintenance device in that it is rarely needed, but, if you are caught on the Wilson Bridge.... ☺

### ATWT

As *The Wrench Turns* is written by our local tech rep, Terry Luxford. Terry is one of the owners of Quality Car Services, Ltd of Rockville, Maryland and when not found there will usually be found at the Summit Point Raceway helping someone. Quality Car Services is top-rated by Checkbook Magazine and has hosted many a tech session in the past. Terry's race cars have won more races and championships for BMW than anyone else's in the country. He and his crew have been known to quaff a beer or two from time to time.

Terry will answer your technical or bench-racing questions at 703-255-0510 in the evenings from 8P.M. 'til 10P.M. In cases of emergency, you can reach him at Quality Car Services, 301-3408269 during the working day from 9am 'til 5pm, Monday through Friday. ☺

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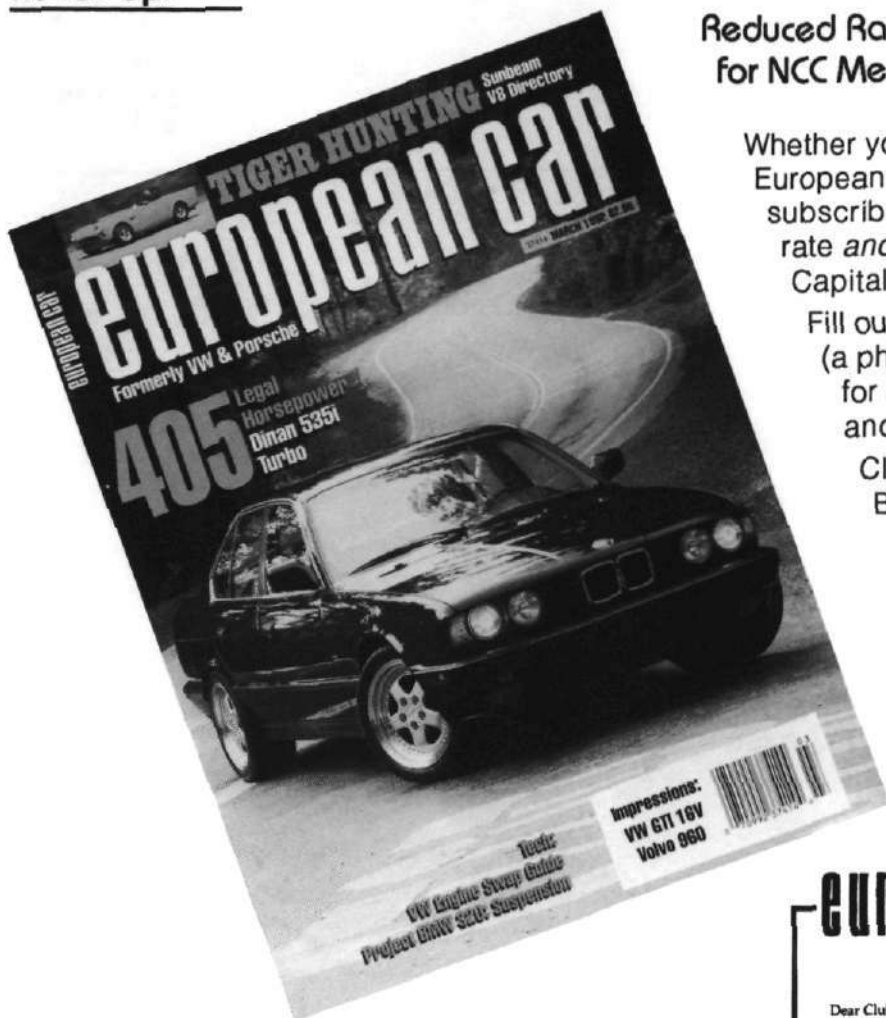
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Miriam Shottland shows off her BMW 911 at the Point.



Just having a look, Woody...might want to check the tension on that belt!

Photos by Woody Hair



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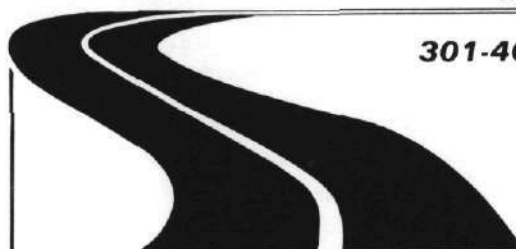
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