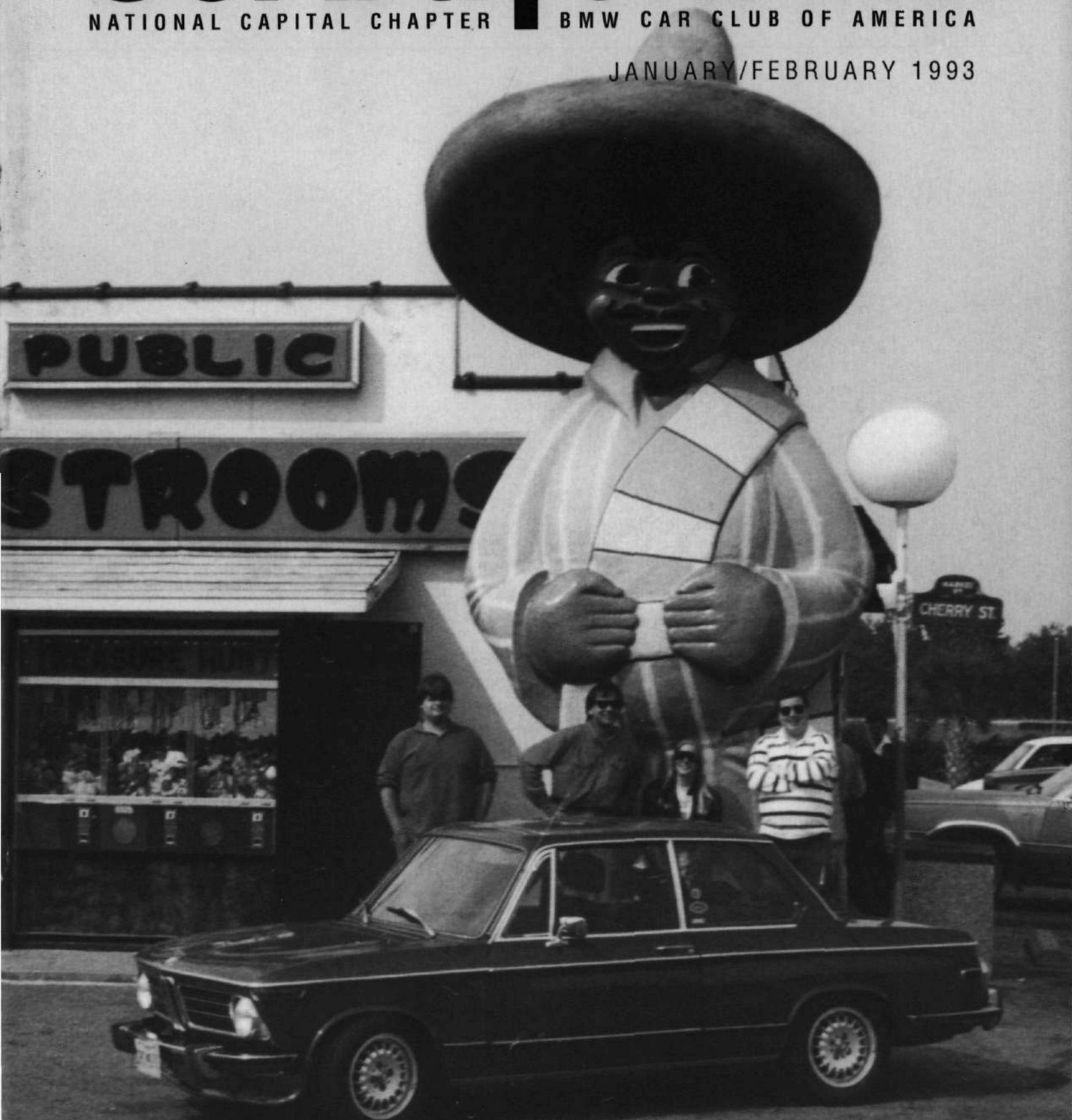


der Bayerische

NATIONAL CAPITAL CHAPTER

BMW CAR CLUB OF AMERICA

JANUARY/FEBRUARY 1993



Look Inside for Exciting 1993 Schedule of Events!

der Bayerische

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Vol. 23 / Number 1



Club Hotline
301/230.9BMW

Club Address:

BMW CCA NCC
 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
 FAX 301-837-3484

NCC Officers (Call between 7:30 - 10 pm)

President	
John Kenworthy	703/ 527.8033 eves
Vice President	
Mike Early	410/ 484.4620 eves
Treasurer	
Jennifer Nazarko	301/ 681.6213 eves
Secretary	
Sarah Kenworthy	703/ 527.8033 eves
Membership	
Dick Bergen	703/ 938.4680 eves
Social	
David Born	301/ 369.9299 days 301/490.5623 eves

Drivers School Coordinator	
Al Zavala	703/ 506.9159 eves
Concours	
Paul Vessels	202/ 726.7971

Tourmeister	
Bonnie Butler	301/ 663.9263 eves

Baltimore Activities	
Dwight Derr	410/ 889.9578 eves

Club Store	
Dwight Derr	410/ 889.9578 eves

Autocross	
David LaSalle	301/ 317.1461 eves

Club Council Representative	
Woody Hair	703/ 243.5796 eves

Tech Tips	
Terry Luxford	703/ 255.0510 eves

der Bayerische staff

Editor	
Mike Early	410/ 484.4620 eves
Production	
Bumper Crop Studios	202/ 966.1891 days
Norman Robinson	
Andrew Short	
Advertising Manager	
Kevin Cowley	Wash. 301/ 206.2570 days Balt. 410/ 880.4787 days



Cover

National Capital Chapter Members take a pitstop with Pepe on the road to Oktoberfest. See article page 25 and Competition Corner.

Photos by David Roach

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President's Message

John "Jack"
Kenworthy

If you read the Nov-Dec issue of *der Bayerische*, you read my thank-you and farewell speech. When I wrote that, I had full intentions of stepping down. For various reasons, I will be able to fulfill the position for one more year. This month's President's message will be very short since this decision was made after the *der Bayerische* deadline.

1992 was a very good year for National Capital Chapter. We had a wide variety of events with outstanding attendance. We achieved record results with the ongoing charity drive. We have a record amount of money in the bank as a result of our strict adherence to the budget. I hope that you had as much fun as I did. 1993 will be very similar, with a few expectations. We will not have 4 events in one month. We will have Maifest in May! We will attempt to have 1 or 2 events each month. We will listen to you for any new ideas. We will have more fun than 1992.

Please read the *der Bayerische*. A lot of hard work goes into preparing it. The event descriptions explain in great detail all of the information that you need for that event. We will listen to you for any new ideas. We will strive as hard as last year to keep it coming on schedule. Support our advertisers! Tell them you saw their ad and that you really appreciate their support of the club.

I look forward to another successful year. I hope that we can duplicate 1992.
HAVE FUN!! ☺

BABY ANNOUNCEMENT

Michael & Nina Early are the
proud parents of:

Charles Maxwell Early

born Saturday morning

December 12th

7lbs. 9oz.

All is well



Great Presidents Past & Present.
Photo by David Roach

Final Charity Drive Total

\$1,788.00

IN CASH AND FOOD

*Thanks to all
contributors!*

1993 CALENDAR

JANUARY

Sat 23 Blobs Park

FEBRUARY

Sat 6 Zymöl Tech Session

Sat 27 Stouts Brewery Tour

MARCH

Sun 7 Postman Auto-X

Sat 13 Lothar Tech Session

Sat 20-Sun 21 Frostbite Drivers School

APRIL

Sat/Sun 24-25 Spring Tour

MAY

Sun 2 Deutche Marque Concours

Sat/Sun 8-9 Maifest

JUNE

Sun 6 Electrodyne Swap Meet

Sun 20 Merchant Tire Auto-X

JULY

Mon 5 Firecracker Drivers
School

Sun 11 Marrs Corral

Sun 25 Championship Auto-X

AUGUST

Sat 7 Annual Crab Feast

Mon/Fri 23-27 Oktoberfest

SEPTEMBER

Sun 19 Bavarian Inn-Oktoberfest

OCTOBER

Sun 3 Vintage Race Corral

Mon 11 Fall Drivers School

BLOBS PARK

Saturday, 23 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 out 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 410/889.9578 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/BMW

Saturday, 6 February

Fairfax, VA Time: 8:30am to 1:30pm

Auto Elegance will hold this tech session at BMW of Fairfax located in Fairfax. 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.

For further information contact Kevin Cowley 301/552.7282.

STOUTS BREWERY TOUR

Saturday, 27 February

Time: 8:45am sharp!

Come and join the chapter's resident driving junkies as we ramble and rumble through the Northern Maryland/Southern Pennsylvania countryside "gettin' our jollies" as they say. Our destination is the Stout's Black Angus Restaurant in Adamstown, PA, where we will tour the award winning Stout's Brewery. Contact Dwight Derr at 410/889-9578 eves. and sign up.

Directions: I95 N to I695 (Baltimore Beltway), north towards Towson. Take Exit 2 North (Falls Rd.) Right at first light (Joppa Rd.) Go approx. 200 feet, turn left onto Station Drive into Greenspring Station.

Coming Events

continued

MERCHANT TIRE - POSTMAN AUTOCROSS

Sunday March 6

Place: Osborne Park High School

Registration and Tech: 9:00pm

Morning Heat: 10:00

Lunch: 12:00

Afternoon Heat: 1:00

"Neither rain, nor snow, nor coldness of day will keep us from having an autocross that day"

Are you bored of staying home and watching all those football games? Tired of all those long weekend ski lift lines? Well if you're looking for something exciting to do, come on out for you're first autocross of the season.

We will be having two different courses for this event (Morning & Afternoon). Lunch will be provided by our good friends at Merchant Tire. If you enjoy driving your car but would like to know its handling limits, an autocross is a great way to learn or if you're planning on attending a drivers school this year it would be a way of practicing your drivers skill.

If you have never done an autocross we will have experienced autocrossers on hand during the event to give pointers. At the beginning of each event we will have an experienced driver walk through the course with you.

In order to prepare your car for this event you should:

- remove all objects from your car;
- make sure your brakes & steering are in good working order;
- inflate tires to 40 lbs. in rear (most BMW's).

If you have a helmet bring it; if not we will have loaners.

Direction: Take 66 west from the Capitol Beltway, get off at Rt. 28 south towards Manassas. Go approximately 6 miles and make a left onto Manassas Drive. Make a right onto Euclid and Osborne Park High will be on the left.

FROSTBITE DRIVERS SCHOOLS March 20-21

Our first Drivers School will be held at Summit Point Raceway on Saturday and Sunday. Our traditional highway Safety School (Performance Highway Driving School), which is designed for newcomers, will be held on Saturday only, in

conjunction with a regular school. Please refer to the article on page 12 for a detailed description of driver's schools. You will find the school application in this issue. For registration information call Dave Roach at 301/593.3285. You can register for either day or both.

SPRING TOUR TO PEAKS OF OTTER April 24-25

An overnight tour to the Peaks of Otter on the Blue Ridge Parkway is in the preliminary planning stages. Members of the Charlottesville, Richmond and Tidewater chapters are expected to join us near Charlottesville and continue our scenic road tour to the Peaks of Otter Lodge high on the Blue Ridge Parkway. On Sunday we may tour a local cave or hike to a mountain top. Details will be in the March issue, but mark your calendar now!

We only have 20 rooms reserved, so please make your reservations A.S.A.P.

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Double \$69.23/Night

In Virginia call 703/586.1081

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ICE RACING January 31st February 14th February 28th March 7th

Contact Mike Early for more information at 301/484.4620 eves.

THANKS TO A NICE GUY...

I would like to express my genuine gratitude and thanks to a one Kevin Cowley. For this man took the time on a rainy Thursday night on Nov. 12, 1992 to help me, a stranded motorist over near Goddard Space flight Center, try to get my car started. Here's what happened: my car had just gone through a puddle of water, "it cuts off" at this time and it's around 11:30 pm. I've tried for an hour and a half to get my car started, it still wouldn't start. Now it's about 1:14 am Friday morning and a dark burly 535i slowly glides over to my car. Remember this guy doesn't know me at all and other than seeing a gray 320i BMW on the side of the road he decides to pull over.

I really was impressed by his professional attitude towards explaining to me the problems my car had. Not only that, but the recommendations to join the BMW CCA. He also recommended where to have it towed for repair. At first I felt sick about another repair to my BMW but how much I learned about what was causing the problems made me realize how impor-

tant it is to know basics for general repairs for a car. It was a true learning experience at 1:30 am in the morning! Thank you very much Mr. Kevin Cowley and how nice it was to meet you that Friday morning. You changed my whole outlook on taking care of a car. ☺

Rick Ron

IN MEMORIAM

**Tony Leeper, Mike and
Chris' elder brother, died
of injuries sustained in an
accident at his home in
Florida on Sunday,
November 22.**

**Our sympathies are with
Mike, Chris, and all of the
Leeper family.**

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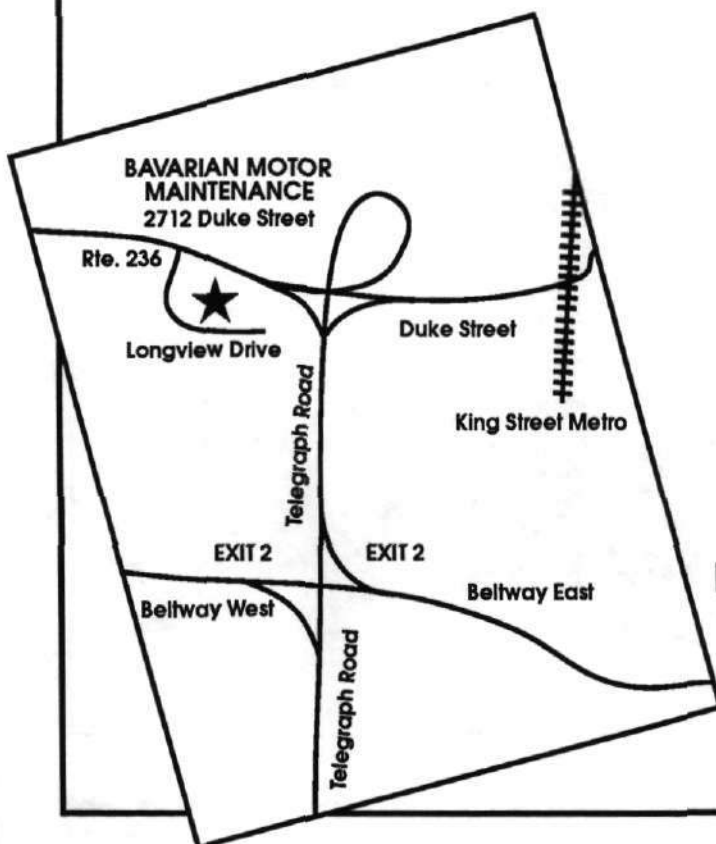
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Board Meeting: Minutes Wednesday 14 October 1992

PRESENT: John Kenworthy, President; Jennifer Nazarko, Treasurer; Sarah Kenworthy, Secretary; Woody Hair, Club Council; Chris Leeper, Drivers School Coordinator; Dick Bergen, Membership Chairman; Dave Born, Social Chairman; and Dwight Derr.

Review of Previous Minutes: John Kenworthy reviewed the minutes from our meeting held 16 September 1992. Minutes were approved as written.

TOPICS OF DISCUSSION:

Old Business

President, John Kenworthy began the meeting by saying that there were about 45 cars present at the October Vintage Race at Summit Point Raceway. He stated that he was pleased with the turnout and commented on the good food, good fun and Damn good racing.

John then brought up the Drivers School that was held on October 12th; he said he felt that overall the school was a success but, there were a few minor problems that needed to be worked out. He asked our 1993 Drivers School Coordinator, Al Zavala, to schedule a meeting for all those who plan to be involved in the running of the school next year.

CALENDAR OF EVENTS:

November 15, 1992: Championship Rally

All board members were volunteered by President and Chief of Workers, John Kenworthy, to help with the November 15th Championship Rally. About 20 additional workers are needed for check points and various other duties.

December 5, 1992: Christmas Party at Martens BMW

Dave Born has found a caterer for the party. Cost is close to the amount budgeted. He stated that he will check on renting party goods and accessories and report back to John Kenworthy.

Treasurer's Report

Jennifer stated that overall we are very close in dollars and cents to our 1992 budget.

Membership

Dick Bergen stated that we had only a 1% gain in total members from last month.

With all business complete, Chris made the motion to adjourn, the second was made by Jennifer. All were in favor. ☺

Sarah Kenworthy, Secretary

WesBen

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Board Meeting Minutes

PRESENT: John Kenworthy, President; Mike Early, Vice President; Jennifer Nazarko, Treasurer; Sarah Kenworthy, Secretary; Woody Hair, Club Council; Kevin Cowley, Advertising Manager; David Roach and Chris Leeper, Drivers School Coordinators; Dick Bergen, Membership Chairman; Al Zavala, The Golden Voice of Summit Point; David LaSalle, Autocross Chief; and Dwight Derr.

REVIEW OF PREVIOUS MINUTES: John Kenworthy reviewed the minutes from our meeting held 14 October 1992. Minutes were approved as written.

TOPICS OF DISCUSSION

John asked our 1993 Drivers School Coordinator, Al Zavala, to schedule a meeting for all those who plan to be involved in the running of the school next year.

Because turnout for the Highway Safety School has been poor in the recent past, the board voted unanimously to run a modified Highway Safety School in the Spring of 1993. Only the lower track will be used or the braking and obstacle avoidance exercises. The upper part

of the track will be used for a "regular school" for the more advanced groups.

John stated that the December board meeting will be used for planning next year's calendar of Events.

John asked the board to consider the possibility of hosting the 1996 Oktoberfest for BMW CCA. Several board members were reluctant to commit to such a major task. Mike Early volunteered to do some research and begin inquiries on the matter.

David Roach stated that the major expense for the recent Championship Rally will be trophies. He estimated that the total cost would be somewhere around \$500.00.

CALENDAR OF EVENTS:

December 5, 1992: Christmas Party at Martens BMW

Dave Born reported to John that he has everything under control for the party.

Treasurer's Report

Jennifer stated that we have about \$20,000 in the checking account.

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Membership report

Dick Bergen stated that we have 43 new members. He is planning a Membership Drive in early 1993 to coincide with the BMW CCA nationwide drive.

With all business complete, Dave made the motion to adjourn, the second was made by Dwight. All were in favor. ☺

Sarah Kenworthy, *Secretary*



Photo by Leah Epting



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FALL TOUR

After ten years of active membership the National Capital Chapter, I have attended many great events. With one reservation, our recent "Time Warp Tour" to the East Broad Top Railroad has to rank among our better ones. Twenty BMWs ranging from several 2002s, a bunch of 5-series including an original E12 M535i, and Mike Whitley's new 318is complete with Schnitzer suspension turned out on a brisk but clear autumn day. Every car was given a set of simple rally style instructions to our destination, but most chose to travel together on our 100 plus mile route. We left a shopping center on the northern side of Frederick, Maryland and traveled exclusively by the back roads. Our tourmeister, Bonnie Butler, managed to route us through three covered bridges, over several twisting mountain passes, and past some of the most colorful trees anyone could ever remember. Somehow she even managed to have a few Mennonites drive their horse-drawn carriage past while we were on our rest-break in Shippensburg, Pennsylvania.

Three hours of driving bliss ended at the Orbisonia station of the East Broad Top Railroad. In case you missed the recent Washington Post article, this narrow-gauge railway was built in the 1870's and continued to haul coal, other minerals and logs out of the remote mountains of south-central Pennsylvania right up to the 1950's. We arrived just in time to board a passenger car that had been set aside for our group. A large steam locomotive puffed it's way five miles north and deposited us in a wooded picnic grove. When the train returned 90 minutes later, a US Park Service ranger gave a brief talk on the railway's history. Upon returning to Orbisonia, many strolled through the round house and shop area of the historic railroad.

Our return route to Frederick took us over yet another pass and through several Pennsylvania towns that seemed to have changed little from their 1700's origin. Our thanks go to Bonnie for planning such a wonderful event.

Oh yes- my one reason why this wasn't a perfect day: YOU! Where were you? Members complain that too many of our chapter activities are oriented towards racing and driver schools, yet someone spends countless hours planing something that the whole family would enjoy and 1% of our membership shows up. Kids would have gotten a real hoot out of this train

ride, yet only one member brought a child along. Bonnie is working on another tour for April. Don't miss it. ☺

Woody Hair

HEAD FOR THE HILLS!

Head for the Hills!, the National Capital Chapter's rally, ran on November 15. Eighteen cars competed and gave the event good reviews. Rallymasters Dave Roach and Mike Leeper used roads that haven't been used for a long time on local rallies. Speeds were brisk but manageable and appropriate for the "no trap" format.

Checkpoints were of the "closed" variety, meaning that contestants did not stop at the checkpoints and therefore scoring was cumulative. Over the 14 checkpoints (12 manned and 2 "do-it yourself" checkpoints), the winning team of Doug Sheatsley and Robyn Seaton had a total score of 20, indicating a total error over the 150-mile rally of 20 hundredths of a minute, or 12 seconds. The second-place team of Doc and Rita Wagner were only one point behind. Other trophy winners were Arch Scurlock and Dennis O'Brien, first in Advanced Unequipped with a score of 30, Tom and Betty Loggia, first in Novice with a score of 210, Jeff Nicoll and Jim Pendarvis, first in Semi-Equipped with a score of 328, Doug Dowling and co-driver Launey, club members and first Rookies with a score of 890 in Doug's 2800CS, co-drivers Abbe and Chisholm, second Rookie (1084), and co-driver Nyotosriharto and Benny Permana, first Beginner (1141).

The workers were Paulette Leeper, Registrar, Jack Kenworthy, Chief of Controls, Jim Miner, prechecker, and checkpoint personnel John Hartge, Sarah Kenworthy, David Lassalle, David Lapel, Sue Graves, Jenny Nazarko, Chris Leeper, Martha Clark, Andy Periah, Terry Arvidson, Jon Miller, Dwight Derr, Steve Allan, and Dick Bergen. Many thanks to all. ☺

David Roach

ANNOUNCING A NEW ADDITION TO THE *dB*

To satisfy the thirst for knowledge and the need to speed, a column of what is new around the U.S. that affects enthusiasts.

Illinois enacted a law effective 1/1/93 that bans radar detectors in commercial trucks and buses. Police can ticket for detectors only when stopping a vehicle for another offense. Is this a way of getting their foot in the door toward a ban on detectors in cars also?

After much lobbying, Connecticut finally repealed their detector ban October 1, leaving only Virginia and DC in the dark ages. New York has a ban for commercial trucks.

In spite of the Institute for Highway Safety and other biased insurance groups doctored statistics, highway fatalities continue to decrease. For the 12 month period ending June 1992, fatalities dropped 5.6% compared to the previous year. GEICO and the Institute for Highway Safety realize the more speeding tickets issued equals additional surcharges they may charge these "dangerous" drivers.

The State of South Carolina has turned down the 1992 BMW M5 that was present at the Florida Oktoberfest. BMW donated the car to South Carolina after announcing it was planning a manufacturing plant. State officials didn't think a BMW would be the right image. The car sits in a police garage in Columbia, S.C. Never over estimate the intelligence of a bureaucrat, especially those involved in highway "safety." ☘

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Driving Schools: The How, What and Why?

Al Zavala

I am sure that by now, most of our faithful *der Bayerische* readers and car enthusiasts have experienced the urge to explore the performance possibilities of "the ultimate driving machine", right? Maybe you have already, but if not, one way to accomplish that, in a perfectly legal and safe manner, is to enroll in one of our several driving schools at Summit Point Raceway. If this sounds like a "plug"...well, it probably is! You see, for many years our National Capital Chapter has been successfully conducting driving schools, with some club members even driving several hours to participate in our events! There are several options open to those who wish to participate in a driving event. Let's take a look at those options.

The typical driving school season starts with a two-day event, where the first day is tailored to newcomers, people with limited driving experience, or for those who just wish to "fine tune" their driving skills. (Parents are encouraged to enroll their teen-aged drivers, so that they may acquire driving skills they will not get at their local school's driving education programs.) This day we call our Highway Safety School.

We will teach you the basics about car control, how to trust your car (by performing a number of different maneuvers) and hopefully to make you a more competent and safe driver.

The Highway Safety School will incorporate classroom sessions as well as driving sessions, behind the wheel of your own vehicles, where you will practice what you have learned about car control while turning, braking and even approach the cornering limits of your car in the skidpad. Our objective in the Highway Safety School is not to teach you how to drive fast, but to teach you how to drive smart. Each student is assigned an in-car instructor, who will work with you throughout the day. The type of car you drive makes no difference, but we are certain that the driving skills you will acquire will make your driving experience more enjoyable. Towards the end of the day you will begin to drive on the whole 2-mile circuit at Summit Point, practicing your newly acquired driving skills, familiarizing yourself with the race track and preparing you for a return trip to the track for a regular driving school. On the day following the Highway Safety

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School we usually conduct our first Drivers School. It is here where you put to the test your driving skills, as we will teach you to drive around the race track and give you an opportunity to enjoy your car at somewhat higher speeds than the previous day. A regular Drivers School is comprised of three driving groups, each based on a driver's level of experience. I do not think it is necessary to reiterate that driving schools are not races. The purpose of the drivers school is to allow the drivers to explore and experience the power and handling of their automobiles, based on the individual's level of confidence and experience. Believe me, no one will make you go fast. You will have the opportunity to drive at a speed you are comfortable with, while learning from your instructor.

During 1993 we will be conducting one Highway Safety School and five regular driving schools. We are currently exploring the possibility of adding mini-Highway Safety Schools during the year; but this is not yet confirmed. Please stay tuned to *der Bayerische* for updates.

Planning for our driving schools is an on-going and lengthy process, which requires several meetings prior to the launching of the driving season. All of our driving schools are only possible through a large cooperative effort by a number of people, whose roles include but are not limited to: Driving School Coordinator(s), Chief Instructor, Chief of Tech, Chief of Workers, Meals & Beverage Coordinators, Tower Announcer & Control, Registrar (prior to and the day of the school), and of course our many instructors and volunteer corner workers. We hope that through the continued participation of our club members, we will again offer a year of successful and fun driving schools.

If you have never been out to the track, even as a spectator, you should really consider going. It is located only about 75 miles away from Washington D.C., an easy and scenic drive whether you choose to drive through Harpers Ferry, W.V. or West on Route 7 toward Winchester, VA. Come out and join us, won't you? See you at the track. 🏁

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A Day At The BMWs Drivers School

Marci Apker

Fun, excitement and a learning experience all tied into one place the BMWs Drivers School at Summit Place Raceway in West Virginia. The drivers school is a place to go not to "race" as the instructors kept informing me, but to learn the limits of my car, how it handles and how to control it in certain circumstances without the traffic jams, redlights, or city drivers.

As part of the largest novice group of the season, I was an eager student busting loose to get out on the open track and pretend to be a real SCCA racecar driver, but once again the reins were pulled in as I sat in the classroom looking at an ominous drawing of Summit Place racetrack with numerous tight turns and long straights all with their own seemingly innocent names. My pulse quickly accelerated with nervousness and excitement as I learned that the novices would be the first group of drivers to go out on the track to be given an abbreviated highway safety course.

As I got my car ready for the first session I felt like my own pit crew; checking my tire pres-

sure, tightening lug nuts, cleaning windows and checking under the hood (for what, I have no clue other than to ensure that there wasn't any large open space where the engine should be). Then it was time to line up the cars, get an instructor and get ready. I was wondering what the instructors were thinking as they looked down at a single file line of 25 cars, some BMW some not, with "novice" drivers here for the first time; were they looking over the cars and gauging what kind of drivers we were knowing that their lives were under someone else's control for the whole day? Were they looking us over and wondering if we had any skill at all or were they going to be bored out of their minds or plastered to the passenger seat with a death grip on the armrest? Suddenly my passenger door opened and my instructor smiled over at me introducing herself as Jenny. We buckled ourselves in and went over a few minor instructions to include her hand signals that she would use to inform me where to go (and I'm sure she had a few choice ones ready just in case). Helmet on, hands in ready position and off we went . . .

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A Day At The BMWs Drivers' School

I really enjoyed and learned a lot during my first session with the modified highway safety course set up. It enabled me first to learn the track at a controlled speed and at the same time practice braking while maintaining control of my car. The track was divided into stages of braking exercises to include braking while turning right and then left as if to avoid something in the roadway; braking while going around a curve and then a slalom course. I could easily apply all of these exercises to the "real world" of city and suburban driving. With practice these things will become second nature and possibly save me and my car in an emergency situation.

But all too soon the novice group took a break while the other, more experienced groups took their turns on the track; a regular session without the braking exercises. I looked over my car making sure nothing fell off and then attended another classroom session that Bob Gammache and Chris Leeper conducted. They wanted to make sure the novice drivers were not having any problems and then they explained what to expect in the afternoon

sessions on the track and about the skid pad that was next.

The skid pad was not what I expected. I was imagining something similar to what's used in the television commercials testing tire traction with cars skidding all over the place. So when we crossed the track and drove up to a circular track with an island of trees in the middle I could not believe it. I knew I would be the one to end up a pile of metal wrapped around a tree. But thankfully it didn't happen. My first instructor for this session, Martin Burk, talked me through it, explaining beforehand what to expect and what he was going to have me do. Basically, it's going as fast as you can while turning completely to the right. Boy, did the centrifugal forces kick in! The squeal of the tires didn't help to calm me down from thinking I was going to roll over or head not towards the center of trees but to the outer perimeter. I pressed on the brake to slow down and before I knew it my car skidded out of control. But no fear, I just simply released the accelerator and didn't touch the brake, as instructed and I was

continued on next page

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A Day At The BMWs Drivers School

continued

back in control. WOW!!!!

After that awesome adventure I pulled my car back into the pit area and met up again with Martin who then gave me a crash course in examining my tires and brakes for proper wear and what to look out for in future inspections. We then walked down to turn ten to watch the "experts" on the track while he explained the proper hand position during curves and how to follow the proper lines on the track. So I didn't even need to be on the track and in my car to learn a lot about racing, oops I mean driving.

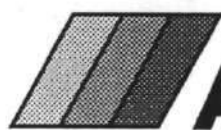
But now the real test, my session out on the track. What fun!!! The track seemed to have a million turns, it never seemed to end. No sooner did I finish one turn than I had to prepare for the next. Turn one was harder than I expected, I had to slow all the way down after gaining all that speed on the main straight and that's the last thing I wanted to do. Turns two, three and four were not too bad, but I never did get the carousel (turns 6 and 6b) right. It just seemed that I never had a good position lined up going into it, in the middle or coming out of it. But

basically that was the case throughout the course, once I blew one turn it put me off balance for the rest and it was hard to recover. My favorite turn was ten; nothing like zooming up the back straight braking just a little bit before turning into the curve and then just gliding back out onto the main straight gathering up speed to begin it all over.

Throughout the day there was never any criticism given by any of the instructors, just helpful hints to do something better or more efficiently. There was always something to improve on and that's what I did each time around the track. By the end of the day I had improved on my threshold braking, following the line and definitely increased my overall speed.

Then it was my instructor's turn. I let him drive my car and I rode in the passenger seat during his session. What a difference! I didn't know my car was capable of doing what it did, so much faster and better handling than I ever accomplished. Now I know what I should have or could have done. But there's always next time. I had a lot of fun which was quite evident

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by the smile that never left my face. I learned so much throughout the day, not just during the highway safety course or the classroom sessions, which were excellent ideas and I hope kept in the program, but also by talking to instructors and other drivers, by watching the more experienced drivers and of course by trying it myself.

The day was over all too soon and now it was time for everybody to relax. Laughter was heard around the pit as stories were told about the day's adventures and it was a time to get to know some more people in the BMW club and those who ran the driving school. What a great group!! Thanks for a great time!

SPECIAL THANKS TO THE FOLLOWING:

WOODY HAIR - who allowed me to register for the drivers' school;

DWIGHT DERR & ED NAZARKO - the two guys who teched my car at Autothority;

JENNIFER NAZARKO & MARTIN BURK - my two instructors throughout the day;

CHRIS LEEPER - drivers' school coordinator;

BOB GAMMACHE - chief instructor;

DAVE APKER - my brother whose money paid for my fun (thanks "DD"). ☺

MEMBERSHIP CONTEST

Members — the lifeblood of our organization and the focus of a super contest that begins December 1st. The prizes are two \$100 bills. One goes to the National Capital Chapter member who signs up the most new members between Dec. 1, 1992 and March 31, 1993.

However, any of our chapter members who signs up even one new member will have their name "put in a hat" for a random drawing. If your name is drawn, you win the other \$100 bill.

The national club (BMW CCA) will also be running a membership contest scheduled to begin January 1st. The grand prize and first prize winners of the national contest will each receive a certificate to attend a Skip Barber Drivers School. There will be other prizes, too. Look for details in the December issue of the *Roundel*. Any members you sign up during the concurrent periods can count for both contests.

The national has produced a new membership application brochure that features a toll-free "800" number that allows new members (and renewing members) to pay their dues with MasterCard or Visa. This makes it easy for new members to sign up with just one quick telephone call. You can get copies of the new brochure by calling our chapter Membership Chairman, Dick Bergen (work: 202-267-0972; home: 703 938-4680).

For those of you that keep statistics, our chapter is the second largest in the U.S., about 100 members behind the Golden Gate Chapter of San Francisco which has just over 2000 members for the first time ever — and maybe we'll even catch and pass Golden Gate to be number one!

1992



*Kenworthy and his pigs.
Photo by Chris Leeper*



"Cooking those crabs, hon."

Photo by Chris Leeper



Spring Tour - A few nice BMWs gracing James Madison's Driveway.

Photo by Chris Leeper

IN REVIEW



*Vintage Races Corral "The" BWM Club is truly for families.
Photo by Mike Early.*



*Alan Warner's beautiful 3.0 CS passing through a
covered bridge. East Broad Top Railroad Tour.
Photo by Al Zavalla*



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Drivers School News

David Roach

THE CHECKERED FLAG IS OUT...

The last drivers school of 1992 is over, and Chris and I have passed the torch (cattle prod?) on to the new drivers school coordinator, Al Zavala. And just in time, too, for these last few drivers schools have made me feel like I'm sleepwalking. Chris and I have enjoyed running the drivers schools for the last three years, and we truly appreciate all the kind words and praise, but it really is time to bring a new perspective to the task. We're quite lucky to have cajoled Al into taking over; he's been a tremendous help behind the scenes these last three years, and we know he'll make the schools even better.

Speaking of praise and thanks, we want to say once again that it's not just we who have made the drivers schools what they are today. There's an army of regulars who have worked hard and long to make the schools run smoothly.

In front of that army is the General, Bob Gammache. Bob has been chief instructor for quite a number of years now; it's because of

his abilities that Chris and I decided to take over the drivers schools. I remember how impressed I was with Bob's instruction on the last occasion that I was strictly a student, in 1989. He impressed me then, and continues to impress me, as a real student of driving, albeit a Ph.D. candidate on the subject. Bob constantly analyzes, studies, and practices, always looking for ways to improve his driving, and he's a great teacher, passing his knowledge on to the rest of us.

The role of mentor is only one of Bob's duties as chief instructor. He also coordinates the activities of the other instructors, settles disputes, and generally worries like a mother hen about us all. You don't often see Bob in a student's car or on the track in his own car. That's because he's always got a dozen or two things to do without getting in a car. He assigns instructors, counsels students, gives classroom talks, and is always right there at the ready when something goes wrong, directing cleanup for spilled antifreeze or oil, thinking about ways we can recover time. All day long he maintains a calm and poised appearance,

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inspiring confidence in the students, instructors, and workers. Like Chris and me, he doesn't relax on a school day until five o'clock, when the last car is in off the track. Bob, we couldn't (and wouldn't) have done it without you in command, always there to step in with the right answer when we were uncertain. Thank you.

There are just a few hundred other people to thank. You don't often notice them when they're out there doing their jobs, but nothing would get done if they weren't there. The workers are the galley slaves of the operation, doing enormous amounts of work, school after school, and standing quietly by while Bob, Chris, and I get all the praise.

At the first school Chris and I put on, back there in 1990, Jack and Sarah Kenworthy came walking up and asked if we could use some help with getting the workers to their stations. From that day on, Chris and I never gave another thought to the workers; we just assumed they would be at their stations at the right time. And they were. Every time. I said it

before, and I'll say it again: you can't buy help this good.

Speaking of workers, one who is there more often than not is an SCCA flagger named John Burkhard. I'm always glad when he's working turn 5, the hardest turn on the track, because I know that whatever happens down there, I can count on John's cool head to handle the situation and report what's happening to the tower. Midway through last year, John volunteered to take over as chief of workers. We're very lucky to have such an experienced and capable person in charge.

Two years ago, Woody Hair volunteered to take over drivers school registration. Registration requires a lot of work; accepting (or rejecting) applications, assigning car numbers, and talking to applicants. It's not much fun; in fact, I think it's the worst job out there (I hate talking on the phone). Woody has made it all seem effortless. Thanks, Woody.

While preregistration may be unrewarding, it's not nearly as hectic as registration at the track.

continued on next page

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Drivers School News

continued

We never seem to be quite ready when the first student arrives, and it gets worse from there. The worst part is that I generally have a few dozen other things to do as well - unload my car, sort out the flags, talk to the guy from Bill Scott about this and that, and keep Bob Gammache apprised of changes in the student lineup. Fortunately, Debbie Baker and Jenny Nazarko are always there to take over registration, freeing me to do all the other stuff. Track registration is another of those things that I can just let go of, knowing that Debbie and Jenny are there, handling it.

Then there's the tower. We started using the P.A. system in 1990 (one of Chris' brilliant ideas, though it was originally suggested by Ed Nazarko), which has been a great benefit but also requires that we put someone in the tower with a radio to do the announcing. We also started running track control out of the tower, which provides better reception on the radios and a quiet place where one can concentrate on safety and smoothness. It's very hard to control a session at the same time that you're flagging at pit out and answering questions.

Running control requires a level head and quick thinking in times of emergency; it's the most important job at the track. There aren't many people Chris and I trust with doing this job. But, fortunately, the two people we trust the most - Al Zavala and Mike Leeper have been there, every time. When we had our worst incident this year, while Chris and I hesitated at pit out, Al and Mike handled the situation perfectly. We couldn't ask for better announcers and control.

One reason Mike Leeper is always in the tower is because his dear wife, Paulette, is in charge of food and refreshments. No longer do Chris or I have to worry about going to get lunch or providing the workers and instructors with soft drinks, or even about buying soft drinks or ice. Paulette handles it all. Not only that, but she's got this crazy idea that she can provide better food and save the club money by preparing lunch herself! No one in her right mind would take on that much more work. Fortunately for us all, and for our tummies, Paulette isn't in her right mind. I love this woman.



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Our resident guru for things mechanical is Terry Luxford (winner of the Jerry Garcia look-alike contest) of Quality Car Services. Terry has been chief of tech for as long as I can remember. He's always there, teching cars and offering free advice. When a car breaks, he knows how to fix it. He inspires the same sort of confidence in the mechanical arena that Bob Gammache does in the driving arena. Mr. Luxford, I'll buy you a "cold and delicious" any time.

There's a "hard core" of corner workers who show up school after school. The only time they aren't out there on station in the (pick one) blazing sun/cold rain/snow is because we've browbeaten them into cashing in some of their worker points for a free school. And some of them won't even do that! I'm afraid to mention any names here because I'm sure I leave some out. Thank you all.

I suppose I should say something about our dweeby instructors. No! Just kidding! Actually, we have a core group of instructors who, like our core group of course workers, are there

every time, spending their day jumping from one car to the next and making the drivers school experience worthwhile for the students. Again, I'm afraid to begin mentioning names. Suffice it to say that the core group of club member/instructors is growing. On behalf of the students, as well as on Bob's and Chris' behalf, I thank you all.

Of course, there's also the other half of the team, my quarter brother, Chris. Everytime I think we've forgotten something, I discover that Chris has already taken care of it. It's uncanny how well we've worked together. I've enjoyed it immensely, and I've found a true and faithful friend (and quarter-relative) in the process. If I'd taken on this task alone, I would have gone nuts a long time ago and the schools wouldn't be half as successful as they have been. I suspect Chris would say the same thing about me. You haven't gotten rid of Chris and me. We'll still be there, helping Al. I'll be doing registration and printing materials again next year, and Chris will be working pit out and helping in the

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Drivers School News

continued

tower. We'll also offer loads of free advice, which we encourage Al to do with as he pleases; it's his drivers school program now.

The final ingredient in this recipe is the students. It's the students we all put these things on for, not just for our egos. We have all sorts of students - the ones who come back time and again, the ones who come out once and then keep coming back, and the ones who come only once or twice. It's remarkable to watch those first-timers, to see how they improve from their first session to their last. And it's rewarding to talk to them afterwards, to hear how much they learned and how much they enjoyed themselves. When Chris and I took over this job, our primary goal was to make the drivers schools fun again. To see the students' faces after a long day of driving, to hear the adrenaline in their voices, and to hear the thanks and applause they offer - that's our reward, our salary. We're overpaid. ☘



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Ramblings About Oktoberfest Florida, 1992

Jennifer Nazarko

Sunday, Oct. 25. WOW was the first word that came to mind as I drove into the town of Sebring Sunday afternoon—WOW. What racing history, and look at that trailer with the race car, and that one, and that one! The Firehawk enduro race had ended Saturday eve, and several racers were still hanging around. I'm psyched, let's get the tires changed, check the oil, empty the car for tomorrow's instructor day at the famous Sebring track. UH OH. Something serious has happened to my front tires - in less than a thousand miles, I've worn the tread completely off. We're talking bare metal on the left front, and maybe 1/64 rubber on the right.

Damn. What a stellar alignment job. Good thing I have my slicks for the next few days. Thank goodness for Dwight, and Anthony, and Dino, who make it all right and straighten the tie rods - ever see 1 1/2 inches of toe in before???

Anyway, we tweaked the rods for the next two hours, and for the next three days of driving, I have absolutely no problems. Thank you very much Dwight!

Monday, Oct. 26. A beautiful day. Warming up. Sunny. More neat BMWs than I've ever seen

anywhere, as the race cars from BMW NA and AG are arriving. Even if I don't know the types, and have to ask everybody "what's that? what's that?" they're patient with me, as my enthusiasm is boundless. A talk about the track, and then it's onto the trailers (3 empty car trailers) for familiarization rides around the track (Hey Al - maybe next year at Summit Point?).

Interesting, as the leader intones "this is where so-and-so stuffed it," "this is where so-and-so died last year," and "this is where so-and-so ran off and killed a spectator." Encouraging words to me, who's never been here, and tomorrow I'll be teaching others how to get around the track! Anyway, to the cars at last, and we're off. Not a hard track to learn - so flat you can see forever, and that's no joke. A great day, the car (our almost restored '81 M535i) behaves itself very well, and it's almost a religious experience standing by pit wall and watching/listening as the Motorsports cars go by breathtakingly fast inbetween our runs. Evening is spent "celebrity driver spotting" in the dining room, and making fun of the

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Ramblings About Oktoberfest Florida, 1992

continued

unrecognizable yellow tart dessert. And crocodile hunting in the swamp behind the hotel. No luck. I'll see one yet I vow.

Tuesday, Oct. 27. Oh my goodness I can't find the car and it's parked right outside my door! The fog is so thick you can't see even 8 feet in front of you. Makes for a truly exciting drive to the track ten miles away, and unfortunately the track is even worse. We putter around until 10-10:30 (I got up at 5 am for this?!) and finally the sun has burned off enough fog so we can take students out for rides under the yellow caution. And then I start working - two student groups, off one, on for two, off for one. The guy in the maroon 533i is really good, too bad about the TRX wheels and tires. I teach him about late braking, and by the end he's burned up a left front pad. Get some tires I tell him - you'll have more fun. Then into a 325is - now this car can get around a track I tell him. Watch this! Naw, it's not my car, I'll be good. He does well when he concentrates, but cars from behind are disconcerting. But we had fun. Ooh - was that a call for instructors? Yes!! Back to the car and out for some last fast laps and serious wheel spin in the hairpin. Close to dark we take off for West Palm Beach, to join the rest of the BMW crazies. Pull into the hotel - my god more BMWs in one spot than I EVER imagined. I just want to stroll the lot but it's dark and I'm thirsty and tired - I wait until tomorrow.

Wednesday, Oct. 28. Sleep late (7 am). Up for breakfast and then down to wash the car. Zymöl's Chuck Bennet is busy helping cars get ready for the concours, and wax tips abound. I already have two coats of Zymöl on the car, so the M535 looks great just with washing. Then lunch and off to the Moroso track for the autocross. I'm in ladies class for the first time ever - usually against my grain but I'd love to win a trophy, and this is my only chance. I come in second in ladies modified class after my three runs, losing by three pylons to a new 325is completely stickered with SCCA Solo II. And then I have a chance for a fourth run to finish off someone else's set in a series. Sure hope no one notices the long blonde hair, which doesn't look like the redhead whose place I'm taking. The starter notices, but I go anyway, and feel hopelessly slow in the unfamiliar car and a helmet that practically covers my eyes. Thirteen seconds slower in this car, and I hit the same damn pylon I hit all three times before in my car. But it's good enough for second place again, although I tell the judges

to throw it out when I discover I've placed for someone else. A fantastic dinner that evening, as we eat in an outdoors hunt club that looks like a jungle. Of course our chapter members are civilized and we take over the hunting lodge trophy room with the gun racks, leaving others to eat in the little straw huts. Autocross awards this evening, and to my surprise they combined all the ladies' groups together (not so with the men), so all I get is an honorable mention. But it's a plaque, and I gladly accept. Not bad for first time in this big car.

Thursday, Oct. 29. The day dawns. 20th Anniversary of BMW Motorsports Celebration. And I have to go get new front tires so I can get home. I shouldn't feel so bad, all the rally people miss at least half the day as well, but at least they got to see all the strip malls and shopping joints in the area. I got to watch some grungy guy who doesn't speak English try to understand what the hell I want on my car - "alignment", "new tires only in front", "yes I know the rear camber is awesome and the car squats". That chore settled, it's back to the hotel to change and off to Moroso Motorsports Track and Drag Strip for the Celebration. I get there and try to park in the "M" corral - they argue with me at the gate until I insist it's really a legitimate M car. So I get into the corral, and then get hassled about parking in the front line, so I move and an M1 slips into my space. The things I do for the greater glory....anyway, the cars are totally amazing, and I've never seen drivers with such big grins on their faces! These drivers (Hobbs, Redman, Posey, Quester, Buffum, Surer, Jones, Cowart, Miller, Gephardt, Upton, etc.) are excited as heck about jumping from car to car for a session - no race pressure but a lot of great fun competing with each other and telling tall tales. (Read your January *Roundel* for the technical stuff). I ran around getting autographs in my program; others were getting autographs on their shirts, posters, hats, whatever. If you were lucky enough, and had nomex and a helmet, you may have gotten a ride, but few cars had second seats. Tried to take pictures but got too excited watching the cars zip by, and the noise was heaven sent! That evening we ate dinner with the Motorsports napkins (like anyone really dirtied their napkin), and copies of the M Power Sounds cassette on every plate. David Hobbs and Sam Posey squared off in a mini-roast, and Marc Surer (current Motorsports Division competition manager) let us in on a few news items (no German Touring Car Team for next

Ramblings About Oktoberfest Florida, 1992

year, looking for other shores to race on... maybe the US?!?). Davy Jones said a bit, as did Brian Redman, and most importantly, Richard Conway - the man who put this whole event together and deserves the credit for pulling off what was an absolutely once in a lifetime event (although rumors of a 25th Anniversary celebration loom). Back to the hotel, and Conway finally has a drink of Jagërmeister to let loose. We also introduced David Hobbs to the flagship liquor of the National Capital Chapter, George Dickel, wherein he immediately proclaimed (after a rather lnnnnng swig), that he'll not touch that stuff again!

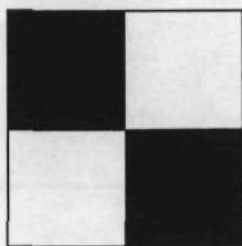
Friday, Oct. 30. A sad, wind down day. Last chance to see the vendors (oops, they're gone), ooh and ahh over the lovely cars at the concours, take several test drives (the new 740i/740iL can REALLY move), pack the car, see the beach. And then the finale dinner, wherein all the awards are given for the other Oktoberfest events that I didn't get to, like the fun rally, gymkana, TSD rally, trivia quiz, best costume, and other things too numerous to

mention. I thought it would be a somewhat relaxing vacation - what I got was a blast, and so tired from all the excitement that I've absolutely got to do this again - see you in San Francisco! ☺



National Capital Chapter Members gather in front of the BMW race cars. What you can't tell from this picture is that there is a 3.5 CSL revving at 7000 rpm's - such sweet music.





Woody's Competition Corner

by Woody Hair

NOTES FROM OKTOBERFEST - There were many BMW Club members from all over the country attending the 12-hour IMSA Firehawk race at Sebring in the Saturday preceding Oktoberfest. Only two BMWs were among the 70 some cars that started the endurance race: Ray Korman's black M3 and Gary Davis' ex-Korman white M3. Gary is a CCA member from Detroit and his co-drivers were club members Dave Nikolas from Detroit and Stan Parker from Rochester, NY. Dave is probably most famous for his "world's fastest 2002", a converted street car with a turbo motor and racing slicks, that is used at driver schools around the Northeast. Stan runs the Genesee Valley Chapter schools at Watkins Glen. Korman's car, initially driven by Alan Freed from Alexandria, ran in the top ten for several hours. Then a bad mainseal leaked oil onto the clutch and the car was put in the trailer with the race less than half over. Ray never had a chance to drive himself. The Davis M3 had a front strut break near the halfway point. A replacement strut unit was cannibalized from Gary's street M3 and the car returned to the track after a 40

minute delay. In the total darkness from 8:30 to 10:00, Dave Nikolas was lapping as fast as anyone on the track (2:37s) and they ended up about 28th overall. Meanwhile, Ray Korman had replaced the seal and Clutch on his car, suited up and drove out onto pit road to re-enter the race for the last hour. For whatever reason, IMSA officials would not allow this. Needless to say, Ray was not happy.

Most of the race cars participating in the Motorsports Anniversary Celebration were at Sebring on Monday, and had track sessions along with the driver school instructors. The BMW M1 ProCar owned and driven by Oliver Kuttner of Charlottesville seemed to be running better and faster than the other historic racers. The five laps I got in the passenger seat had to be one of the Ofest highlights for me. Our chapter provided seven instructors and about 12 students in the school on Tuesday and Wednesday. The 3.7 mile Sebring course was altered with pylons for the driver school in the name of safety. The decreasing radius 180 degree turn from the back straight to the pit was made into a sharp 90 degree turn at the

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end of the straight. Firehawk racer Dave Nikolas estimates this change added about 7 seconds to lap times.

Unlike the last few years, this Oktoberfest was a lean one for the National Capital Chapter in terms of trophies. The autocross course at Moroso Raceway Park was 1.7 miles long and used most of the road course. Pylons were strategically placed to keep speeds reasonable, but it called for a lot of 3rd gear. Four members of our chapter won autocross trophies. Don Whitaker (M5) won the six-cylinder "prepared" class for the second year in a row. Don's M5 is totally stock and he was even using his street tires to stay out of the "modified" class. Dwight Derr (633CSi) was third in the same class. John Marshall (325is) won an honorable mention trophy and Jenny Nazarko ('81 M535i) was 4th in the indexed ladies class.

Thursday's TSD rally ran in conflict with Motorsports activities at Moroso and only 40 some teams of the original 90 that had pre-registered showed up to run. For good reason, the rallymasters choose to avoid the 55 mph roads

with 15 mile straights that cross the middle of Florida. Instead, we got the only alternative: suburban roads (also straight) that ran through housing developments and past shopping centers. In a word BORING! Makes you realize how lucky we are to have the beautiful roads and scenery west of Washington. John Hartge and I finished 3rd in the advanced class for the chapter's only trophy.

Among the historic BMW race cars lapping Moroso that day, there was one totally legal street car - the '91 M5 that won the One-Lap of America this year. It acquitted itself quite well. A '91 M5 race car built and driven by Steve Dinan was even faster. In a recent SCCA World Challenge even at Sears Point in California, Steve had the car in 3rd place at one time. It is classed against Corvettes and Porsche 944 Turbo 5. There will be tons of coverage of the Motorsports day in the January *Roundel*, but it should be mentioned that one chapter member, Anthony Muller, got to drive the M1 race car owned by Power Plant out of North Carolina. After being out on the track with

continued on next page



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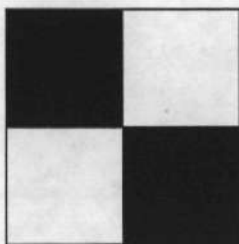
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Woody's Competition Corner

continued

the likes of Davy Jones, San Posey, Brian Redman, Marc Surer and David Hobbs, Anthony climbed out of the car with a smile as wide as Florida is long.

Greg Johnson won an award for this hand built model of an Isetta in the Mini-Concours competition. As usual, we had no entries in the regular Concours d'Elegance. At least chapter member Paul Vessels served as a judge.

One newsworthy item that came out at the Motorsports Anniversary dinner - BMW will not participate as a factory entry in the German/European Touring Car series in 1993. Regulations for the series are expected to change in '94 and they can see no reason to develop a new E-36 M3 that may be outlawed after one year. The good news is that might mean some factory support for BMWs racing on the USA. Rumors of a class for Group A touring cars (M3s) at the Daytona 24-hour in late January are making the rounds. To squash rumors of a BMW-powered McLaren in Formula One this year, a factory representative said from board approval to starting grid would take

2 years development time.

SPEED SHIFTS: Three members of the National Capital Chapter were '92 class champions in the nine-event MWCSCC autocross series. Davis Lassalle (325is) won C/Stock in all of the events he entered for a perfect 84 point total. Tom Baruch (F/ Street - Prepared) won all five of the events he entered with his beautiful 3.0 CS, and David Missert (Mazda Miata) had five wins and two second place finishes to win A/ Stock. Greg Weldy (Mustang) was second in B/ Street- Prepared. After finishing second for several years in a row, the BMWCCA team finished fourth in the standings. The Eastern Motor Racing Association (EMRA) held its annual 4-hour two-night endurance race at Summit Point on November 7. Thirty seven cars started the race on a cold rainy night. The winners were two of our chapter members and driving school instructors, Pete Cage and Alistair Bell driving an ITC Datsun 510. They finished two laps ahead of the second place car, a ITA BMW 2002tii, driven by Gary Bossert and Roger Wiley from New Jersey. Third were two more of our instructors, Ed York and Steve



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Graalman, in Ed's ITB 2002.....Speaking of Summit Point, when you watch Michael Andretti driving a Formula One McLaren on ESPN this year, remember, it wasn't too many years ago that he was driving a Formula Ford in SCCA regionals at our local track in nearby West Virginia. CRUNCH. 🏁

'93 DRIVERS SCHOOL SCHEDULE

The National Capital Chapter's Summit Point driver school schedule for this year has been firmed up. As usual, the two-day weekend events can be done on one day or both. It has not been decided if the March 20 event will be our tradition Highway Safety School, a regular high-performance school, or some combination there- of. Demand among chapter members for the regular school seems to be much greater, and enrollment for the '92 highway safety event was not full.

By the next issue we should also have a mid-week event added to the schedule. Since the track rental fee will be somewhat lower, the entry fee to you will be lower too.

I understand Turn 8 at Summit Point has been re-paved. It is uncertain if any further track improvements will be made before March. Remember, demand for our schools was at an all-time high in 1992 and several events sold out close to one month ahead of time. An application is in this issue. Sign-up early and don't be left out. 🏁

Drivers School Schedule:

March	20-21	
May	8-9	(Maifest)
July	5	(July 4 holiday)
October	11	(Columbus Day holiday)

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- No convertibles without adequate roll bars
- One driver per car recommended
- Each applicant must complete a separate form (photocopy as necessary)

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Members: \$100 if application received before Feb. 27, \$115 after Feb. 27

Nonmembers: \$130 if application received before Feb. 27, \$155 after Sept. 21

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Mark A. Massoglia

Synthetic lubricants have been competing against petroleum lubricants in many applications for over twenty years. During that time, and especially in recent years, the advantages of synthetic lubricants have become obvious. Synthetic lubricants provide superior lubricating protection against wear from metal-to-metal contact, reduce component friction for increased fuel economy, maintain their viscosity in cold and hot weather conditions and allow extended drain intervals. Unfortunately, like any type of product that is superior over a well-established competitor, many erroneous misconceptions have been made in regard to synthetic lubricants.

One of the first misconceptions is that a synthetic lubricant is not as good as the "real" thing, meaning petroleum. That misconception developed because for many years the only lubricants available had been made from petroleum crude oil. However, when extracted from the earth, the "real thing," petroleum, contains many impurities (wax, sulfur, carbon and asphalt) that adversely affect vehicle performance. For example, the wax found in petroleum congeals during low temperatures and severely hampers vehicle start-up and transmission shifting. When the engine gets extremely hot, the oil has a tendency to break down to form engine deposits of carbon, varnish and sludge. Also, during extreme engine heat, a petroleum lubricant can lose up to 25 percent of its weight because the light hydrocarbons in petroleum have a tendency to vaporize.

Synthetic lubricants are made from a chemical process designed to produce a compound with a stable molecular structure. Synthetic lubricants maintain a durable lubricating film that is thick enough to reduce wear yet thin enough to reduce component friction. Since synthetic lubricants are chemically engineered, they contain no impurities. Synthetic lubricants remain fluid in extremely cold temperatures, resist thermal breakdown up to ten times longer than petroleum oils do and lose only five to ten percent of their weight to vaporization.

Another misconception is that synthetic lubricants should be changed at the same drain intervals as petroleum oils, approximately 3,000 to 7,000 miles. Petroleum motor oils have to be changed frequently because their lubricating film loses strength after so many miles and their additives deplete significantly. One of the most extraordinary features of

synthetic motor oils is their extended drain intervals. When AMSOIL 10W-40, the first API-rated 100 percent synthetic motor oil, was introduced in 1972, it had a recommended drain interval of 25,000 miles or one year. A Fourier Transform Infrared (FTIR) Test was conducted on AMSOIL 10W-40 to determine its drain interval, and the results revealed that AMSOIL 10W-40 was still serviceable after 30,000 miles because there was little additive depletion.

Another prevalent misconception is that a new vehicle warranty will be voided if either a synthetic motor oil is used or the drain intervals are extended beyond the manufacturer's recommendations. First of all, using a synthetic motor oil will not void a new vehicle warranty. Original Equipment Manufacturers (OEMs) specify oils that meet API ratings and SAE viscosities. Therefore, if an OEM requires an oil with a API SG rating with a SAE viscosity of 5W-30, a synthetic motor oil that meets those specifications will be acceptable. What will void a warranty is when someone tries to use a 20W-50 or 10W-40 in a vehicle when a 5W-30 or 10W-30 is required.

Secondly, extending drain intervals will also not void a new vehicle warranty. The drain interval is not considered a factor in a warranty claim if the motor oil isn't the cause of the engine failure. Joseph M. Colucci, Head of GM's Fuels and Lubricants Department, stated, "If engine damage otherwise covered by warranty was found to be unrelated to the engine lubricant, then the consumer's practice with regard to oil change intervals would not be a relevant consideration, and the warranty claim would be honored."

Another erroneous claim is that synthetic lubricants cause leaks. This is not the case. Petroleum oils contain many impurities that form deposits on metal surfaces and the back side of seals. When the deposits accumulate, they plug up any surface or seal damage to conceal potential leaks. When a synthetic oil enters an engine, it dissolves these deposit formations and, on occasion, exposes a leak. Synthetic lubricants, however, also prevent the formation of new deposits and provide new seals with a slight seal swell to maintain sealing integrity. With the extended drain intervals that synthetic lubricants allow, important additives like detergents/dispersants and seal swell agents remain intact to ensure top engine performance.

continued on next page

Synthetics for BMWs

continued

Synthetic lubricants have proven to provide outstanding performance and protection in jet aircraft, race cars, speed boats, tractor-trailers, and, of course, automobiles. Many oil manufacturers today are introducing synthetic lubricant product lines to meet the growing demands. As more and more people are exposed to the facts of synthetic lubricants, the misconceptions that are currently a part of synthetics will be only a faded memory. ☺

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Belchman, Richard.....'83 633CSi
Botts, S.J.....'85 528e, '88 325i
Bradley, Barbara.....'88 325i Cabriolet.....Frederic Livezey
Burke, Michael & Mary.....'91 318is.....BMW of Fairfax
Callahan, Chad
Celentano, Deborah.....Jack Chandler
Charno, Ross.....'91 325i Cabriolet.....Russ Parise
Constanza, Juan.....'88 325ix
Cox, Bruce D.....'92 325i Cabriolet.....BMW of Fairfax
Crawford, David.....'92 525i.....VOB Auto Sales
Dailinos, John M.....'80 528i
Dorsey, Justin.....'74 2002.....Dennis Dorsey
Downs, Thomas
Dufresne, Virginia
Eid, Jean-Michael
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Gardner, Lily & Mel.....'91 325i.....BMW of Fairfax
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Groah, William J.....'92 325i
Guidry, Harold J.....'83 528e.....Passport BMW
Hack, Sally.....'87 325i.....BMW of Fairfax
Hancey, Curt.....'77 530i
Harris, R. Francine.....'86 535i.....Russ Praise
Hatfield, Todd.....'92 325is.....BMW of Fairfax
Haynes, J.C.....'77 320i.....Terry Luxford
Hellman, Dr. Robert.....'79 528i, '88 R100 GS..Rob Mitchell
Henry, Scott Lee.....'92 318is
Holden, Bill.....'92 318is
Holland, Scott D.....'87 L6
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Jiran, Edward
Kangarli, Kouris.....'85 318i
Kelley, Cleotha & C.J.....'88 528e.....BMW of Fairfax
Kunert, Fred.....'78 530i.....Kevin Cowley
Lange, Walter.....'87 325i.....Michael Duchac
Langer, John C.
Laquai, Charlotte
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Leatherman, Alan.....'80 320i.....Dwight Derr
Lee, John.....'88 735iL
Lee, Joseph A.....'89 525i.....Ron Buchalski
Leon, Sheila
Lucas, Gary
Maier, Clark & Connie.....'528e, '87 325is.....Fred Oden
Mayer, Wayne.....'93 325i.....Fred Aitkenhead
McCuitson, Mark.....'88 325i Cabriolet.....BMW of Fairfax
Menefee Jr., Lawrence A.
Mikolashek, Jim.....'91 525i
Mosquera, Raul.....'91 318is
Nelson, Christopher A.....'91 318i.....BMW of Fairfax
Nelson, Christopher.....'92 735i.....Thomas Ezell, Jr.
Ng, Melvin
Oden, Fred.....'88 535i.....Ed Aitkenhead
Padgett, Scott
Perkins, Charles & Judy.....'70 1600, '86 528e
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Sackey, Gloria
Salino, Jeff.....'92 525i
Sanders, John & Barbara.....'82 528e, '88 635 CSi.....BMW of Fairfax
Sankey, C. Patrick
Simko, Bob.....'75 2002
Sigmund, Linda
Vining, Donald.....'88 M5.....Terry O'Brien
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Waddell, Michael A.....'92 735i.....BMW of Fairfax
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'81 520 Polaris, blue cloth interior, new rebuilt engine, 55K, alloys. No rust, excellent condition. \$3,500 or B.O. Call Andy 301/898.7776 days.

'71 2800CS White, red leather interior, 4 spd., factory air, alloys, complete, typical rust, \$2,700 or B.O. Call Andy 301/898.7776 days.

'76 2002 Blue, blue interior, automatic, A/C, 169K, rebuilt engine with 15K, excellent condition. \$3,500 or B.O. Call Reid 703/659.1843

'83 320is White on white, charcoal cloth Recaro interior, 5 spd., A/C, 44K, garaged, never driven in the snow, concours car (trophies to show), oil change every 2K, sunroof, "S" package. You have seen in on the cover of *dB*. \$9,500. Call Karl 703/978.6018 eves.

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'77 320i Parts car, 235K, 4 spd., as is for parts \$800 or B.O. Call 703/791.3756.

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'73 BMW 2002. Runs good w/Weber Carb. Body, has one left door dent and very little rust. With attention to small details could be a inexpensive rebuild project. VA. inspection 12/92. Call Alex 703/280.1910.

'78 BMW 530i. Nice interior, about 100K miles, cyl. head replaced 20K miles ago. Transmission needs repair. Many parts replaced recently. Best offer. Call Suzanne 703/845.8889 mid-after-noons/late eves.

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