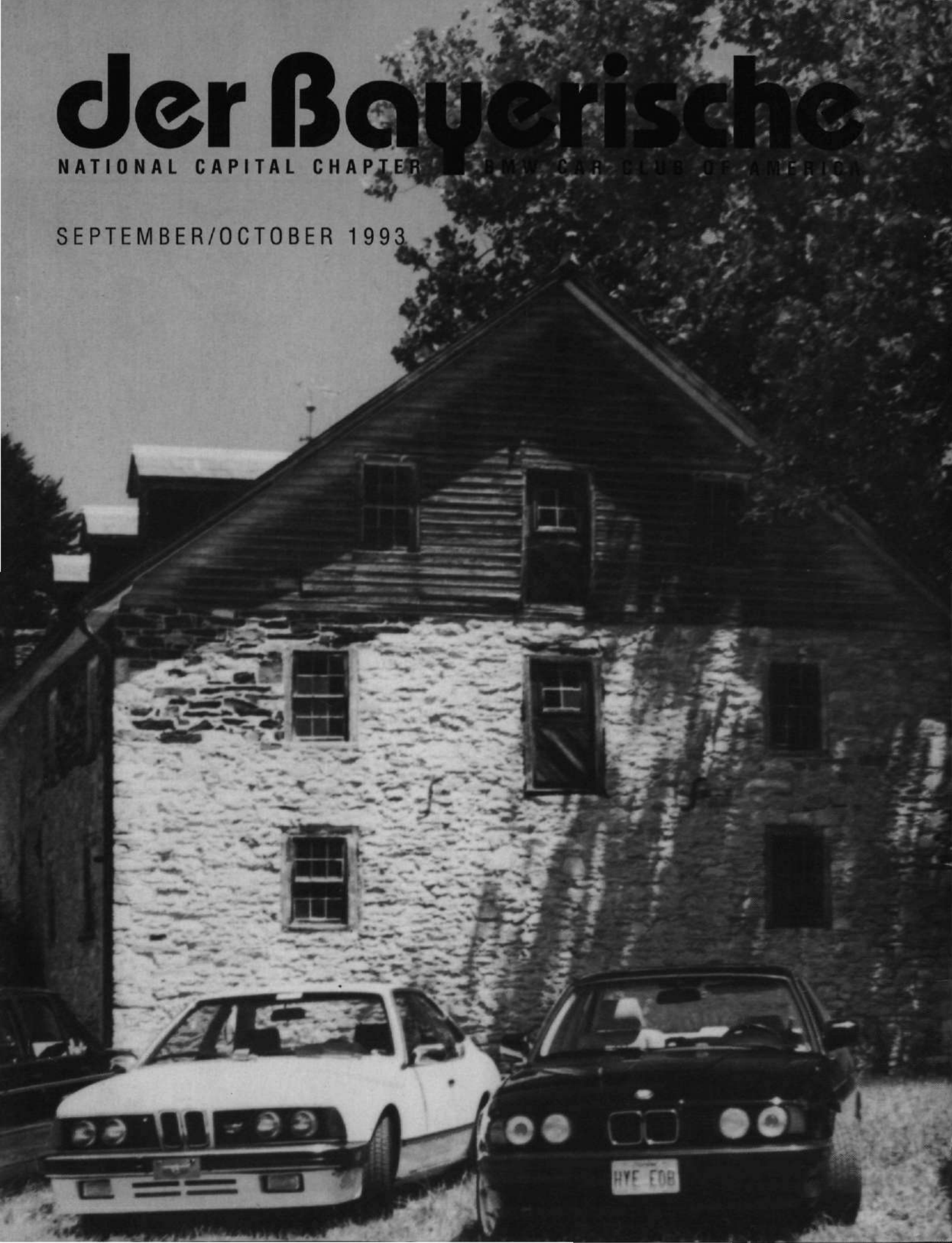


der Bayerische

NATIONAL CAPITAL CHAPTER BMW CAR CLUB OF AMERICA

SEPTEMBER/OCTOBER 1993



der Bayerische

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Newsletter of The National Capital Chapter of the BMW Car Club of America
Vol. 23 / Number 5



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Turn 180° or turn to Page 16...

Cover

Bob & Candy Payne (635CSi) and Dwayne Blacketer (525i) at a rest stop on the way to Stout's Brewery. Photo by Chris Leeper

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President's Message

John "Jack"
Kenworthy

Jack's Jabber

Each month I have the pleasure to read all of the other chapter's newsletters. I always try to pick up new ideas and compare how we are doing business in relation to the other chapters. I am very pleased to report, at least from my perspective, that we are doing pretty darn good. One chapters presidents message was so negative that I almost called the poor guy up to try and cheer him up. He had become so frustrated that he finally used his newsletter to vent his frustration. I don't have any negative news to report, and it's because everyone is doing such a great job running their portion of the club. I hope you feel the same way.

The tour through Pennsylvania was perfect, with one small exception. Dwight Derr organized the drive in the wrong direction. As most of you know, that area has some very interesting town names. I was confused why we drove through Intercourse before Blue Ball and Bird In Hand! If you think I'm making this up, get your PA map out. You should find an interesting picture from the tour in this issue of the newsletter. If you didn't show up, you missed a great tour. I bet Gary reads the date next year! At least the 750iL is comfortable to sit in and wonder where everyone else is.

Woody Hair has been bugging me to write an article about the Bill Scott Racing anti-terrorist and accident avoidance schools that I recently attended. I don't have the time to write as nice an article as I would like to now, but I will say that it was so much fun and that I learned a great deal. You may have read the article in Car and Driver last year about the school. We covered the basic car control dynamics, high speed maneuvers, accident avoidance, tactics regarding probable live firing situations, and much more. I now know how to spin the car in front of me without damaging my own car. (Dale Earnhart style). If someone does pull in front of me, I learned where to hit them to keep my cars damage to minimum. (When the accident cannot be avoided). Most of all, I learned that our Highway Safety School and the Drivers

School are teaching a lot of information for very little money. If you can afford it, the BSR school teaches a great deal of information and everyone could benefit from it. If you can't afford it, and you don't attend our schools, you need to consider attending the Highway Safety School next spring. BSR is collecting data to confirm that graduates of training have a substantially safer driving record than those who haven't attended. The information learned will help reduce the chance of you being involved in an accident. I hope to increase the course material for the Highway Safety School to encourage higher attendance. (I will not teach the spinning techniques!) Keep this in mind when you see the application in the Jan-Feb newsletter.

It could save your life.

I have mentioned the Holiday Party in this column, and would greatly appreciate more feedback from you. Please answer the enclosed survey so that we may better meet your desires. The board of directors are pretty damn smart, but mind readers we are not. If no one responds, I will use the party's \$3,000 budget for the down payment on an M3.

We are entertaining the idea of hosting the BIG Oktoberfest celebration in 1995 or 1996. If you have ever attended O'fest, you know that it requires lots of work. Please let me know if you think that you could help or if we should commit to this. I feel that as the second largest chapter, it's our responsibility. 1996 is 20 years after the last one held here, but no one has committed to 1995 yet. (1994 is being held in Boston, encouraging 1994 to move back west). Please give me some feedback.

As always, HAVE FUN! ! ! ! ! ☺

1993 CALENDAR

SEPTEMBER

Sat 11 Orioles Outing
Sun 19 Bavarian Inn-Oktoberfest
Mon 24 *der Bayerische* Deadline
for Nov/Dec Issue
Sat 25 Lothar Tech Session

OCTOBER

Sun 3 Vintage Race Corral
Mon 11 Fall Drivers School
Sat 16 Fall Tour

NOVEMBER

Sun 7 50 Days Before Xmas
Autocross

RIOLE OUTING O'S VS. OAKLAND

Saturday, 11 September
Time: 7:30pm

Get your popcorn, hotdogs, cold... This event sells out every year so please get your tickets in advance by sending me \$7 per ticket and a self addressed stamped envelope. The seats aren't on 1st base but you're in the park and the view is great. 1ST COME, 1ST SERVE. Send \$ to: Michael Early (see mailing info on officers page).

NE LAP OF POTOMAC PCA/POTOMAC REGION

Saturday, September 11

The Potomac region of the Porsche Club of America (PCA) has invited us to join them in their "One Lap Of Potomac" charity event to benefit the non profit organization "For Love of Children". Located in the Washington, D.C. area since 1965, the organization serves at-risk children and families throughout the metropolitan area. Funds raised from this event will be earmarked for the organizations "Outdoor Education Program."

Scheduled for Saturday, September 11, 1993, the one lap event is designed to generate at least \$100 each in charity pledges from a minimum of 100 entrants. PCA requires that each entry (2 people per car) to pledge that they will collect at least \$100 in donations from their friends, family, or other sources. The amount donated by each entrant will also become part of the scoring for the event. For this reason, and because PCA wants to give a check to "For Love of Children" on the day of the event, they require all entrants to bring the donations to the event, or to submit them in advance.

The event will consist of a rally leg to cover D.C., MD, & VA, fun gymkhana, trivia quiz, and car show in which the highest placed entrants earn charity dollars and prize eligibility. For further information on the One Lap please contact: Diana Love at (301) 460-4668

REGISTRATION FORM (Please Xerox)

Potomac Region One Lap Charity Event

Driver: _____

Address: _____

Telephone Number: _____

Navigator: _____

Address: _____

Telephone Number: _____

Vehicle Make/Model/Year: _____

PCA Membership Number: _____

Name of PCA Sponsor: _____

(to be completed by non-PCA members only)

Entry Fee per Car - \$25 Cash/Check

Make check payable to "PCA Potomac" and return to Diana Love at 13825 Bison Court, Silver Spring, MD, 20906. Call Diana with questions at (301) 460-4668.

continued on next page

Coming Events

continued

OKTOBER FEST CELEBRATION

Bavarian Inn Sheperdstown, W.V.
Sunday, September 19
10:30 AM

It is time for the annual tour to the lovely Bavarian Inn. Each year they hold an Oktoberfest that includes traditional food, music and dancing. We are allowed to park on the front lawn adjacent to the festival.

The tour will wind through the horse country. The drive up usually takes approximately 2 hours. As in the past, the drive up promises great scenery, to include plenty of fun twisty roads.

The lunch typically cost \$5.00-\$7.00 per person. You may also enjoy to eat in the dining room if preferred. The Bavarian Inn is situated on the Shenendoah River with a spectacular view. Bring a few extra dollars to buy items from the wide variety of German wares on display.

This event is perfect for everyone. The drive could be spirited, if desired. The festival is a great social activity. If you desire, you could stop by Summit Point on the way have to watch a motorcycle road race.

We will leave from BMW of Fairfax around 10:30. They are located at 8427 Lee Highway in Fairfax, Va. If you are unsure of the location, please call them at 703-560-2300 for directions.

If you have other questions, call John Kenworthy at 703-527-8033. See you there!

OPEN HOUSE & DO-IT-YOURSELF TECH SESSION

Saturday, September 25

Time: 9am - 3pm

BMW Excluservice is hosting this event. The address is 12224 Parklawn Drive, Rockville, Maryland. Call 301/231-5400 for directions. Call Kevin at 301/953.2902 for more info.

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BMW OF FAIRFAX VINTAGE CORRAL SUMMIT POINT RACEWAY

Summit Point, W.V.
Sunday, October 3
10:00am

BMW of Fairfax is supporting the corral at this years S.V.R.A. vintage race. This is the largest spectator event at the track. Vintage racing continues to grow. Each year more exotic machines appear to thrill the large gathering of spectators. Most of the sports car clubs have great turnouts in their corrals. We had 130 people at the May vintage corral. I hope more show up for this one! The owner of Summit Point was overheard telling the Porsche Club to take note on how much fun the BMW Club was having!

You will see vintage Ferraris, Porsches, Morgans, Corvettes, Mustangs and many more too numerous to list. The cars that fill up the parking area take most of us down memory lane. I am trying to have the BMW 3.0 CSL that won LeMans i the corral. And yes, the infamous PIG will be roasted for lunch! ! !

Please remember to bring your own beer if you desire, but all of the food is free. We will ask for a cash donation to give to our charity drive. S.O.M.E. So Others May Eat.

Polish up your car for the corral, and don't forget your club membership card. It is good for a \$5.00 discount at the gate, and will be required to eat the free food.

If you are buying a new BMW, or buying parts for your old one remember BMW of Fairfax. This is the fourth year in a row they have supported this great event, and we really appreciate it! Thank you Bart.

If you have any questions, feel free to give me a call. Since we now have this catered, I don't really need any help. JUST SHOW UP!!! You may want to arrive on Saturday since the admission includes all weekend. If the weather is nice, Summit Point is great for camping. There is no additional charge. The corral will be held rain or shine. We will have a large canopy set up just in case of inclement weather. There are very few valid excuses for not showing up! I hope to see you there!

Coming Events

*continued
on next page*

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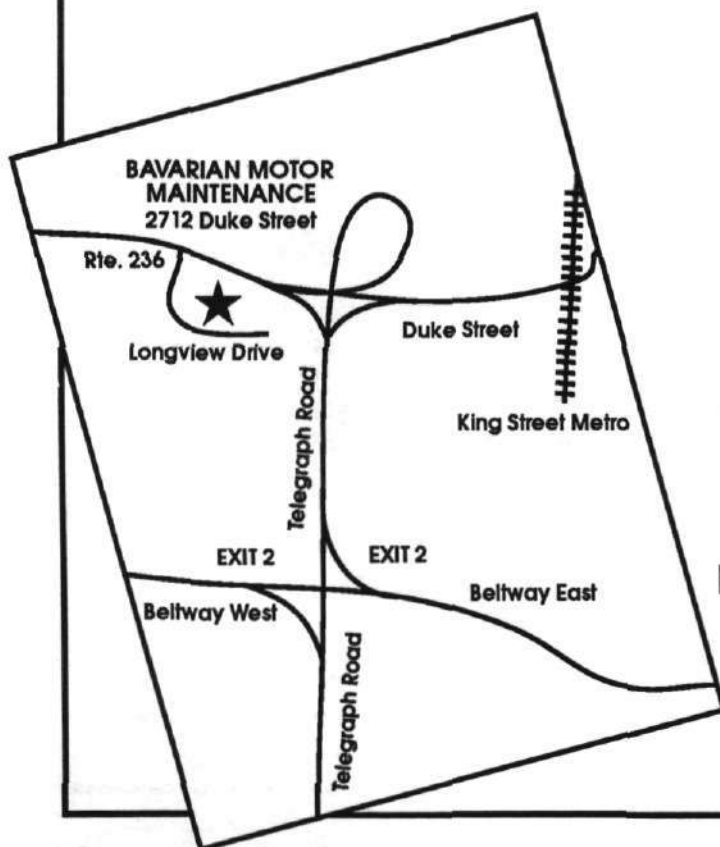
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Coming Events

continued from previous page

FALL TOUR ON THE TRAIL OF OUR TEUTONIC FOREBEARS

Saturday, October 16

Potomac, MD (intersection of River Rd and Falls Rd)

Time: 10:00am - first car leaving at 10:30

Photo opportunities amid blazing autumn leaves. Sites of historic significance. Big bank barns. Roadside stands brimming with fragrant apples and fresh-pressed cider. New bridges, old bridges, stone bridges and ferries. Snaking second-gear mountain roads with adrenelin-teasing hair-pin turns. Cool air, broad vistas . . . and magnificent German food. What more could you ask of life than the National Capital Chapter's Fall Tour!

We'll meet in Potomac, Md and spend the day exploring the backest of back roads in Montgomery, Frederick and Washington counties in Maryland, Loudon County, Virginia, and Jefferson County, West Virginia (with a possible foray as far afield as Franklin County, Pa.). Our ultimate destination will be the Schmankerl Stube, a fantastic Bavarian restaurant (is there any other kind!) in Hagerstown, Maryland.

In addition to all the fun back roads, those who are interested will have a chance to visit the home of German immigrant Jonathan Hager. Hager not only built in the style of the Homeland, but fortified his home with 23-inch thick stone walls and protected water supply to withstand Indian attacks! Just around the lake is the Washington County Museum of Fine Arts, a tiny museum which nevertheless boasts an excellent collection of American Impressionist works, as well as original sculptures by Rodin

On-the-way-home attractions include Oktoberfest at Schifferstadt, a German farmhouse (c. 1756) museum in Frederick. Or, for those inclined to the fruits of viticulture, a stop for the Oktober Wine Fest at a local winery. (You're right, this has the potential for a "weekend escape" . . . call if you need ideas for overnight or Sunday plans.) Come join us. See neat stuff, drive neat roads . . . and celebrate October with some of the greatest German food in the area! Advance registration will help us coordinate with the restaurant. Please call Bonnie Butler in Frederick at 301-663-9263 so we'll know you're coming.

DIRECTIONS TO START: Take the Washington Beltway, I-495, to Exit 39, River Road (MD 190) West. Continue west for 3.4 miles to small shopping center on Left (Potomac Center Safeway, bakery, gas station, etc.), at intersection of River Road and Falls Road. Look for the BMW's.

50 DAYS BEFORE CHRISTMAS AUTOCROSS LANDOVER MALL

Sunday, November 7

Time: Tech at 10am; First car off at 11am

Don't put those snow tires on yet! This autocross will be different in that we will run only one heat. It will consist of one practice run and three timed runs. Club Autocrosses are an ideal time to sharpen your driving skills, so come on out and have some fun.

Directions: From the Beltway, take exit 17-B South (Rte. 202). Turn right into Landover Mall. Follow road around the mall to the lower parking lot.

Information: Call David Lassalle at 301/317.1461. ☎

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Reflections

by Bonnie Butler

Just for Fun

Lost in the countryside
Looking for the good roads.

Snake-slithery sinuous
Roads that ramble by rivers.
Flirting with ferries
And old stone-bowed bridges.

Hair-pin hillsides
Scarping rocks, cascading springs.
Ferns growing in shadowed crevices ten-feet up
the cliff.
Climbing under power,
Surefooted second gear,
Finding the rhythm, swing and tempo
Of the switchbacks.

Mountain vistas
(where the road has gone to gravel).
Eye-to-eye with hawks
Spiralling the thermal,

Playing their own switchbacks
In the texture of the air.

(Temptation. Just to step off into nothingness.
To ride the air.)

Deciphering the map;
Those squiggles mean skid-pad curves.
Torque transferred to tires.
Ocular driving focus over my left shoulder.

Looking for the good roads,
The winding hair-pin mountain roads,
Lost-in-the-woods along the stream
Roads.

Looking for the good roads.
Just for fun. ☺

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Congratulations!

Born to Mark and Lynn Yaworski on June 21, a baby girl, Katrina Ann (7lb 14oz). Mother and daughter are doing fine. Nicholas thinks that it is really neat to have a baby sister. Mark is stunner that a 535i is not big enough for a family of four and its equipment, and thinks it is time to buy a Ford Country Squire....!

Editor's Correction

In the last issue of *der Bayerische* the author's credit was left off the concours article. Paul Vessels did a great job on the Concours (more BMWs than have appeared in a long time) and on the article too. Keep up the hard work!



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**Derr's
NO SNOW
Route to
Stout's
Black Angus**

17 July 1993

by Bob Payne

"It was a dark and stormy night..." no wait — scratch that — I think it's been used already...

It was actually an absolutely incredible day! Remember the perfectly sterling week-end after the two-week hot spell? Well, that was the Saturday our club (all two thousand members) were invited to go on one of the most fun drives I can remember—once we were clear of the DC traffic, that is. Unfortunately, the traffic must have slowed the rest of you down, since there were only 16 of us by the time we reached our starting point in Baltimore.

Dwight Derr had originally scheduled this trip back last winter, but you may also recall a certain snow storm that stopped even the brave from getting the trusty Bimmer out for some spirited driving. No matter, the Sun God obviously realized he owed Dwight one, and boy did he pay off!!

Our route was over beautiful back roads through farm land and rolling hills. It was spectacular, and those of you who wondered who was going to eat the dozen ears of fresh corn that Candy (my bride and navigator, and when it comes to BMWs, my conscience as well) bought at the Amish vegetable stand may like know... 'it is I'. She opted for the "Silver Queen", and I don't know about yours, but ours is the best we've had in years. Jennifer Nazarko (M535) had us all looking for pickle jars along the way at quaint antique stores that kept luring us in. Actually, antique shopping was a good opportunity for Candy to rest her hands some, and let the dash return to its original shape... I never did see the pickle jar of choice??

Jack Kenworthy (528i . don't forget the i) made

me promise I would mention our trip only up to 55 MPH. It was a great trip to check the new air-flow meter the Sixer just got, and I report it works great—up to 55, anyway. By the way Sarah, I still have one of those white, funny pencil-looking things you gave all of us for the great Kodak moment... what now? You may be interested to know it doesn't write worth a hoot.

Dwight's routing took us finally into Pennsylvania, through the Amish country, and then our destination, Stout's Black Angus Restaurant, brewery and dance hall. Many of the women who had been passengers up to this point quickly retrieved the keys of cherished Bimmers for the sober ride home... as you can imagine, oomp band. Dewayne Blacketer (classy black 525, smart gold wheels which aren't going with him to Korea, right Dwight?) was seen humming along with the band, and I thought he was heading up to the stage to join them at one time. Dick and Joanne Bergen brought their beautiful 325iS. I think I liked it better than the band, but then Candy has always said I have problems with priorities where BMWs are concerned.

I only saw Art Miller's stunning red M-3 twice—once at the beginning, and then at the end. I know she only did 55, so he must have taken a shortcut. Bonnie Butler rode with Chris Leeper in his sharp M-5, at least that's the way I remember it. Chris was able to get some fantastic photographs I'm told. We went through at least three covered bridges, so the route helped the setting a lot, though the lens he had on his camera was awesome—he may have only gotten pictures of big, toothy grins—up to 55. Mike, Nina and Max Early met us at Stout's, and had us a table reserved. Thanks guys! Gary and Ruth Green (new members, 528E) strolled up shortly after we arrived at Stout's, reporting they had left an hour after we had. Go figure. Gary was grinning a lot, and was looking forward to the trip back, declaring he was using the same route home (only reversed, of course). Ruth kept talking about the "pedal to the metal" whatever that means. Good to meet you guys, and we hope to see you on the next tour.

Which reminds me, check this issue for the next tour deBimmer. Jack says its another great chance to get the cars out and enjoy the scenery. So many roads, so little time! Thanks again Dwight for such a great tour. It was worth waiting for! Here's hoping we can meet more members on the next tour. It seems like the nicest people hang around BMWs! ☺

En route to Stout's.

Photo by Chris Leeper



1993 Holiday Party Survey

1. The party should be held in:
 - a. December
 - b. January
2. The party should be held at:
 - a. Passport BMW dealership (event supporter)
 - b. Fancy Restaurant
 - c. Nice Restaurant
3. I am willing to spend per person:
 - a. \$0-\$5.00
 - b. \$6.00-\$15.00
 - c. \$16.00-\$25.00
 - d. \$26.00-\$40.00

4. I would be interested in overnight accommodations adjacent to the facility. (For 2b or 2c)
 - a. Yes
 - b. No

5. I will not attend for the following reason:

6. Use the Budget of \$3000 to help buy the President an M3:

- a. Yes
- b. No

If you answered B or C on number 2, do you have any recommendations on where you would like to see it held. We hope by utilizing this survey that we may increase the number of people in attendance. Last year we only had 65 people!

Please mail the survey to:

BMW CCA NCC
P.O. Box 685
Arlington, VA 22216

Your Name: _____

Address: _____

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Club Benefits

by Adam Koons

The Maifest Driving School Weekend at Summit Point was, as usual, an exhilarating, rewarding, and educational experience. The quality of the event, the planning and implementation, and the dedication and commitment of the organizers and workers was inspiring. Having driven one day and worked corners the other I had an opportunity to experience the careful attention paid to all participants, drivers and workers alike, from both sides of the event. I add my thank-yous to those already given to all involved.

However, the preceding lines were only an introduction to what I really wanted to discuss. During the weekend considerable conversation was devoted to the issues of safety. Driving cars fast always involves some degree of risk — even in the most controlled circumstances. That is why I appreciate so much the attention paid to careful, controlled, intelligent driving which is so applicable in any venue behind the wheel.

Discussion that weekend occasionally turned to the sightings of deer at the track at the preceding driver's school, and the care that needed to be taken accordingly (this will be relevant to the current discussion a bit later). Deer, water on the track, and other "realities" should not intimidate us, but rather serve as a wake-up call. The goal

of the driving schools (besides "unwinding" a bit), of course, is to become better drivers in the "outside world" (public byways), and these potential intrusions are an opportunity to practice and develop our skills. These thoughts can be sobering, and so they should be.

In spite of all this philosophizing about driving and fate which was drifting through my brain that weekend, deep down I knew that accidents only happen to other people. One second they can be driving their beloved, pampered, cherished machine, the next second, through no fault of their own, they can be calling their insurance agent. Well, happily, the weekend at the track went flawlessly and without incident for me. Not even a pebble ding.

Driving back to Washington, my wife and I were in good spirits. Traffic was light on Interstate 270. No need to speed; I had done that at the track. Then the deer came running out across the median from the left and only yards in front of my car. I was passing someone in the left lane, so I couldn't go right. There were only milliseconds to react. Threshold braking (on trackworn brakes) scrubbed off considerable speed. But not enough. We hit the deer full front center, shortly after which the braking (and simultaneous steer-

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ing) finally stopped the car at the edge of the median. We had been belted in and were both fine. We jumped out and found the deer was a loss and fluids and steam were pouring from the front of my car. The entire front was seriously damaged, the nose pushed totally in, the grills shattered, and the radiator impaled on the fan. (Later I realized that at a higher speed, the deer might have come through the windshield)

Some other motorists stopped to offer help. A state trooper arrived within minutes. The motorists left. Then the BMW-CCA NCC members started showing up, having left the track at various times after we did and coming across us now. In particular, Eric Clark stopped and stayed with us while we waited for the tow truck which the trooper had called. He offered us a lift, and even loaned us money to help pay the towing. His moral support and kind words, and those of the other NCC'ers who stopped, made a horrible experience far less so. We were not alone on the side of the road facing the galking, rubbernecking spectators who rolled past. Instead, we had concerned fellow club members around us who sympathized and consoled us.

So, the improbable had indeed occurred. My

pampered, cherished, lovingly maintained and carefully protected 2002 had, in an instant, become twisted metal. The indefensible investment, countless hours, and immeasurable fun and pride was now what the insurance company would most likely consider junk. And only minutes before the accident, my only concern had been finding the time to replace the brake pads. One (me in this particular case) tries to be philosophical: it's only a mechanical device wrapped in painted metal; a mere machine; it doesn't care about me, why should I care about it. Yeah, right. Philosophy doesn't work. The truth is, I was heart-broken. (The saga of the repair process, after the insurance company did in fact "total" the car, is another story.)

Anyway, my final, and most important point is that belonging to this Club not only improves your skills, and provides immeasurable fun, it provides a reassuring and valuable support system when help is needed or disaster strikes. Thank you to all of you who stopped to help. I know the rest of you would have done the same if you had had the opportunity. And of course, I'll always be ready to help whenever and wherever I can. ☺

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As the Wrench Turns

by Terry Luxford

A continuing saga of a BMW addict

THE GREAT FREON FRAUD

Would you like to get really mad??? Consider for a moment that there is no mechanism for the transport of freon into the upper atmosphere as is there no mechanism for the transport of ozone into the upper atmosphere. By mechanism, I mean that the vagaries of wind and wave have little to do with either phenomenon.

One thing that is clear is that the patents for freon are running out and that the international companies that manufacture the material are looking for a patentable substitute. The operative word is patentable. Oh, did you notice that the new materials would not be useable in the "old systems" until recently? Last month the media leaked the "good news" that the new material would be useable in the "old R-12" systems with a small degradation in performance. REVELATION. Or crap, depending on how you view such stuff.

There is a great article in the June issue of

OMNI that runs through the ridiculous analysis that yielded the expected increase in the number of skin cancer cases, etc. from the increased exposure to ultraviolet, etc.

Apparently, the ozone hole has been there all along. Not only that, but the size of the hole and the thickness of the ozone layer vary in size with such phenomena as sunspot cycles and volcanic activity. However mighty the productions of man may appear to man, it seems that the planet is not very impressed.

What impresses me is the extent of the production we are witnessing to the end of changing our air conditioning media. I must confess that I haven't read Ozone Gore's book so I can't comment on any revelation or crap that it might contain. Still, I'd be floored if it didn't parrot the European "Greenie" line. According an editorial in Hot Rod Magazine, The U.S. was threatened with serious international sanctions if our CFC production and usage were not stopped. It seems to me that we had a word for the too close association of business and government but it fell out of serious usage in about 1945.

Actually a more cynical friend comments that if



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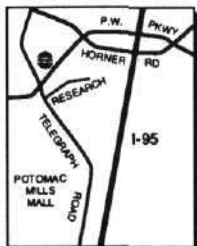
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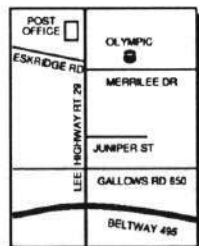
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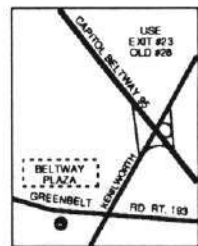
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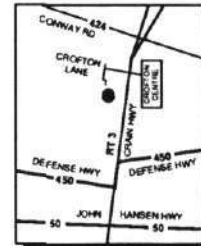
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the costs of freon were to go down then the third world countries could afford refrigeration equipment and would not need the food production of the developed nations. Now that is a really ugly thought.

FOR YOUR BMW....

...it means that it will cost a bit more to get your AC serviced. Everyone that is going to do AC work MUST be certified and have recovery equipment to capture the freon that might remain in your system. This is expensive equipment and must raise the costs of the services that your service pro MUST now perform. Currently, it is against the law to service an AC system in any other manner. Further, the fed-er-ales have made it impossible to purchase freon in small quantities and the costs have skyrocketed.

But that's not the worst news. In 1995 the availability of freon is supposed to go to zero. If we all don't put this fraud to bed soon, there will be no recourse except to take another big shot in changing your system over or to give up

your AC, entirely. I'm sure you don't find either prospect very appealing.

Between the questions and the prospects I think it's time to start writing. The press is probably the best place to start. I know I would like to know why the nation is rolling over to this non-problem. The silence is deafening.

EDITORS NOTE — I recently took my wifes 1983 320i to the dealer (my local service facilities new recovery system was in recovery from it's last break down) and pleaded with them to evacuate & charge the system. After the usual run around the service manager produced a "mechanic" who stated it would be harmful to the system - double speak - they just don't want to work on Freon charged systems. This is Reality. ☹

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An Aerial Report

by Bill Caldwell

If you're asking yourself, "why are the pictures of biplanes in the *dB?*", you missed it! Eighteen Bimmer families didn't miss the Flying Circus Airshow. What a great day! Chris Leeper went all out to make sure everyone enjoyed the tour and the airshow. But I am getting ahead of myself.

By eleven thirty on Sunday morning, a covey of Bimmers (and a couple of Ford station wagons) gathered at the meeting place in Manassas. I don't know if Chris arranged it, but there was a horse trailer with two friendly equines at their trailer doors that kept the youngsters busy while some of us admired the sample of unblemished Bimmers that had assembled (the Fords wagons were clean too!).

After everyone had gathered, Chris took us on a ramble through the Virginia countryside on some beautiful side roads to the location of the Flying Circus. The pace was brisk, but safe throughout the forty-five minute drive, and with all of us tucked in at proper distances behind Chris' black M5, we slowed in areas that could offer a possible road hazard.

The Flying Circus is barnstorming from the

Twenties and Thirties at its best. But again, I am ahead of myself. The Flying Circus is headquartered on a grass airfield just outside of Bealton, Virginia. The field and surrounding environs were clover and just invited a blanket picnic. At a cost of six dollars an adult and four dollars for a youngster, the Circus proved to be an entertainment bargain.

The Sunday we attended the Circus, it is hard to say what the top crowd pleaser was. One of the "Flying Conn Brothers" took a high wing monoplane up several thousand feet, cut the engine, "dead stuck" that bright yellow little devil through a series of somersaults and rolls (all without an engine), and landed it in front of the crowd. That performance was just one of my favorites of the day. The crowd was so quiet during this act, you could actually hear the wind screaming through the plane's wing struts in a dive.

Another flying sequence and act that gets your attention is the wing walker. Our daredevil and wing walker was a twenty-four year old miss, who is an accomplished aerobatics pilot, and who also owns one of the planes in the show.

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(See photograph on page 1.) You have to see the act and the flying to really appreciate her daring and ability.

After the show, Walt Starling, one of the air circus pilots and a local Washington Metropolitan air traffic reporter, taxied his beautiful black and white Stearman biplane over on the grass ramp to our seating area, where we gathered some of the Bimmers and bombarded him with questions. The Stearman has been fully restored, and its nine cylinder radial engine has 16 quarts of oil in its sump for lubrication and cooling. Walt said the Stearman's engine burns about 4 quarts of oil during the performance. Thanks for the tech session and conversation after the show, Walt.

The next time Chris Leeper offers one of his uncommon tours, you should pull your "hanger queen" out, put your significant others in, and join him for a fun day. Certainly, Mary and I will have our little Black Bimmer at the gathering place, ready to go. See you there! 🍷

Photos by Bill Caldwell and Chris Leeper.



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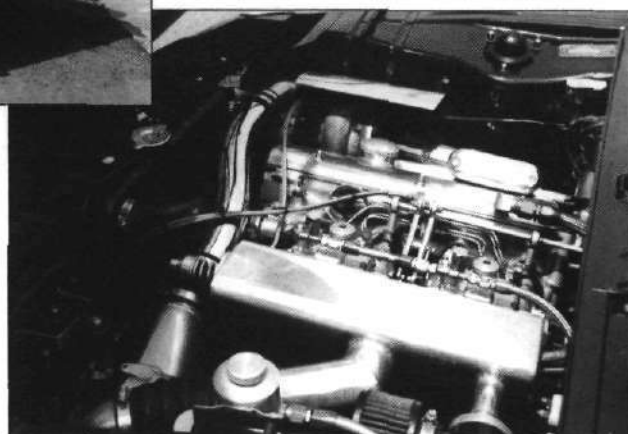
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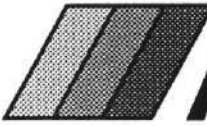


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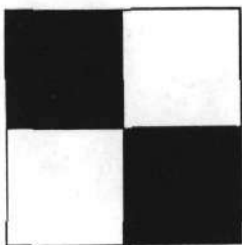
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Woody's Competition Corner

by Woody Hair

The National Capital Chapter hosted round six of the MWCSCC - championship autocross series on July 25. The event boasted a full field of 121 entrants and perhaps the fastest course seen in this area in years. How fast was it? Norman Beaver in a modified Lotus 7 drove the .75 mile course in 59.253 seconds for an average speed of 45 mph from a standing start. Just past the starting line competitors were faced with a four way dilemma. There was a twenty foot wide "wall" (of pylons) that could be taken on either side, followed by a normal gate, and then followed again by a wall that could be taken on either side. Later, drivers had to make a choice on which way to enter a slalom that was approached at over 65 mph in many cars. One way allowed a much faster entry but slower exit.

As the first heat cars were completing their first run, a hard rain shower deposited a half-inch of water on much of the large NSA parking lot. It also shorted-out the electronic timing gear. This resulted in a one hour delay. The course was still quite wet for the 2nd and 3rd runs of the first heat, but by the time the second heat

got underway, things had dried out, and the remaining competitors were spared any further rainfall.

A relatively small turnout of eighteen BMWs competed. Chairman of the event David Lassale "pre-ran" the course and was thus ineligible to compete. Fastest BMW of the day was Brian Hair in an '87 325is. Brian's time was beaten by only 7 of the 120 other entrants. On what most considered a "power" course, he beat a host of Corvettes, RX7 turbos, Camaros, Mustangs and Porsche 911s. Pete Cage, Bob Hausmann, and Dave Missert got class wins. The BMWCCA team tied for third with 33 points, three shy of a perfect 36.

This type of event needed much manpower. Among the helpers were, David Appelle and Kevin Cowley doing the tough job of registering 121 drivers; Dwight Derr, Mike Early, Brian Hair, and John Kenworthy who performed tech inspections, and course workers Gary Toyama, Bob Hausmann, Ed Bernard, Charlotte LaQui, Virgil Acosta, David Roach, Gary Lin, Sarah Kenworthy, and Jenny Nazarko.

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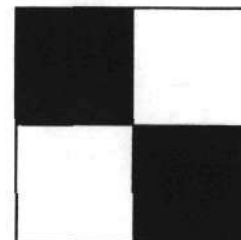
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BMW Results

Brian Hair	'87 325is	2nd D-Street Prep.	63.308
Woody Hair	'87 325is	4th DSP	64.191
Dwight Derr	'84 633CSi	2nd ESP	66.266 *
Jim Ruos	'86 535i	3rd ESP	66.323
Gary Toyama	'88 325is	5th DSP	66.433
Don Whitaker	'93 325is	3rd B Stock	66.871 *
Bob Hausmann	'83 533i	1st FSP	67.974
Ed Bernard	'88 325i	7th DSP	68.268
William Arthur	'71 2002	4th Novice	69.224
Michael Rogers	'71 2002	5th ESP	69.613
Jenny Nazarko	'90 325is	11th DSP	71.297 *
Robin LeQui	'88 325is	7th Novice	71.410
David Roach	'73 2002	3rd C-Modified	71.887 *
Jim Horton	'81 320i	19th Novice	76.416
Kathy Whitaker	'93 325is	27th Novice	77.515 *
Darryl Barger	'87 325is	25th Novice	77.843 *
Charlotte LeQui	'88 M3	5th Ladies	76.573 **
Alton Fryer	'87 535is	34th Novice	81.280 *

Club Members In Other Makes

Pete Cage	'69 Datsun 2000	1st DSP	62.179
David Missert	'90 Mazda Miata	1st A Stock	65.244
Peter Giancole	'93 Mazda RX7	2nd Super Stock	65.448
Scott Padgitt	'88 Mustang GT	3rd GT Stock	66.963
John Hartge	'93 Mustang Cobra	4th GT Stock	73.322 *
Mike Early	'73 Porsche 914	13th DSP	76.220 *
Virgil Acosta	'87 VW Scirocco	6th ESP	76.591



Woody's Competition Corner

LEGEND

* - Ran first heat which was effected by rain

** - plus 4 second penalty for hitting two pylons

Note: Novice and Ladies class rankings are determined by handicap system based on car's potential performance.

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Competition Corner

*continued from
previous page*

Speed Shifts: As of this writing there still exists a possibility of a Formula One race here in Washington in 1994. Old City Group, a promotional organization in Greenbelt, has asked the National Park Service for an immediate response to their hopes of using the roads running south from the Lincoln Memorial to the tip of Hains Point. They have offered to pay the government for repaving these roads. Possible stumbling blocks include fitting a U.S. Grand Prix in to the existing schedule and planned construction of memorials to FDR and Korean War Veterans. Autoweek magazine reports that if a race does take place here next year, it will be an Indy Car race rather than F1

Autoweek also reports that a new racing facility is planned for a location just south of Richmond. It would include a drag strip and road course that can be expanded from 1.6 to 2.5 miles. Presumably it would be available for events such as BMW club driver schools The McLaren F1 super exotic sports car is due to go into production this fall with a one million dollar price tag. Power comes from a BMW motorsports built 6-liter V-12 engine. Recently, a test driver in one of the few pre-production

prototypes crashed at over 150 mph and walked away from the destroyed car BMWs that showed did real well in the recent One Lap of America. This years event was scored based on time trials at a half-dozen or so road courses in the Northeast. Entrants were seeded based on the organizer's opinion of expected performance. Russ Wiles of South Dakota, driving a friend's '93 325is, was seeded 62nd, but consistently scored among the top five. Final results showed pro-racer Elliot Forbes Robinson winning in a Dodge Viper, John Buffum second in a Dinan-prepared BMW 540i, a modified Nissan 300ZX Turbo was 3rd, and Wiles' BMW was fourth. The One Lap did their thing at Summit Point on the day of a Friday-at-The-Track event. Russ said he received valuable tips from some National Capital Chapter members that happened to be there that day. I understand he ran the entire Bridgestone-sponsored event on Yokohama A008R SII autocross tires Summit Point was the site of round four in the SCCA MARRS regional race series. In the Improved Touring B class, 2002s took the top four spots with Ed York leading Alan Green, Steve Hammond and

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COMPETITION CORNER CALENDAR

Dave Baker across the finish line. Leah Epting was in a battle for 2nd place early in the race when a broken front strut sent her on a wild ride down "the chute." The MARRS series took place at Watkins Glen on August 1. Volvos can usually win ITB there because of their greater power, but our local heroes and their 2002s almost made this race an exception. After several exciting lead changes, New York Volvo driver Phil Hunt was the winner, closely followed by Leah Epting, Ed York, and John Weaver. Steve Hammond and Alan Green brought 2002s home in 6th and 7th too. Dave Baker finished 14th after having one door totally crushed in by a competitor. 🏆

Sept. 5-6.....SCCA MARRS Races, Summit Point, WV
 Sept. 11.....NASCAR Winston Cup, Richmond VA
 Sept. 11.....PCA One Lap of DC
 Sept. 11-12.....Indy Car/SCCA Trans-Am, Mid-Ohio
 Sept. 19.....Z Club Champ Autocross, Ft. Meade, MD
 Sept. 19.....NASCAR Winston Cup, Dover DE
 Sept. 19.....Indy Cars, Nazareth, PA
 Sept. 26.....SCCA Endurance Race, Summit Point, WV
 Oct. 3.....Children's Inn Charity Autocross
 Oct. 3.....SVRA Vintage Car Races, Summit Point WV
 Oct. 10.....PCA Champ Autocross, Ft. Meade, MD (??)
 Oct. 17.....Saab Club Champ Autocross, DC Area
 Oct. 30-31.....SCCA Race Driver School, Summit Point, WV
 Nov. 14.....SCCA Champ Autocross, DC Area

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The Basic Toolbox

by Dwight Derr

Most folks, if they're of reasonably sound mind, don't mind saving a few bucks if they can. One way to do this is to work on your car. Many routine tasks are quite simple and easily within the capabilities of most of you. The Club even schedules tech sessions and hands-on do-it-yourself sessions for your benefit. There are even Tech reps, locally and nationally, just a phone call away to help you solve a problem with your BMW. Some will even outline a step-by-step procedure for a particular task.

To embark on this trip to the new World you'll need some basics: 1. A rough idea of what you want to accomplish; 2. A good repair manual; and, 3. A decent set of tools. This tome will focus on the third topic.

First of all, remember this basic tenet: You Get What You Pay For. Or, there's no free lunch. Or, the fat lady is singing because the cheap wrench she was using broke causing her to mask her hand up against an exhaust manifold. You get the picture. Forget about that 800-piece mechanics' set for only \$19.95 that you saw in the insert that fell out of the Parade

Magazine one morning. Instead, send the money to me, c/o this magazine.

There are lots and lots of tools out there. A lot of them are junk. If you possess any of these, dump 'em. Give them to the in-laws or something.

Here are the ones to stick with:

Craftsman. Very high quality USA-made tools. Relatively inexpensive or downright cheap when bought on sale (just about all the time) in sets. And if they break or wear out, Sears will replace them for free. Don't buy anything less.

Snap-on, Vulcan, Mac, Proto, etc. The Cream of the Crop. The Quality is readily apparent. They're generally made of stronger steel alloys so they are thinner, lighter, yet stronger. They won't wear out or break as quickly. The finish is superb. Tolerances are tighter resulting in a very precise fit. They even feel better in hand. And if they do wear or break, replacements are free. (All of my important sockets are Snap-on, my wrenches will soon be, too.) If you see a Snap-on or Mac truck anywhere, feel free to stop and buy some tools. They'll even give you

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a free tool catalog if you ask.

What to get:

Screwdrivers. With the exception of some Torx drivers, there isn't a size or shape of screwdriver you won't ever need. Buy the Craftsman set when on sale.

Pliers. One of each: needlenose, lineman's, cutters, adjustable joint (Channellocks), Vise-grips. Get insulated handles. Check that they operate smoothly and that the jaws are aligned and close tightly without gaps.

Wrenches. Combination wrench set, 6mm - 19mm, 22mm, 24mm. 32mm for fan clutches (Or grind the head thin on a 1 1/4" open end Craftsman wrench).

Socket sets/ratchets. Buy all three common drive sizes: 1/4", 3/8", and 1/2" drive and use the appropriate drive size for a given job, i.e., don't use a 3/8" drive to try to remove a control arm nor use a 1/2" drive to tighten a valve cover acorn nut (Don't laugh, I've seen both done all too many times...)

SOCKET SETS/RATCHETS:

1/4" Drive. 5mm - 12mm, 12-point sockets. For low-torque applications.

5mm Hex head driver (Snap on TMAM 5). For brake rotor screws, ABS sensor screws.

8mm, 10mm Deep sockets

3/8" Drive. 12mm - 19mm, 6- or 12-point. Most engine and light chassis work.

Above, Deep sockets.

6mm Hex head (Snap on FAM 6A)

7mm Hex head (Snap on FAM 7). Brake caliper pins.

8mm Hex head (Snap on FAM 8A). CV Joint bolts, 2002 rotor bolts.

10mm Hex head (Snap on FAM 10B). Differential drain/fill plugs.

17mm Drain plug (Snap on CPT110A, MAC SC80). A very compact (1") socket for tranny drain/fill plugs.

13/16" Spark plug w/ integral universal (Snap

The Basic Toolbox

continued on next page

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The Basic Toolbox

continued from
previous page

on S9704 CFU) or 5/8" thinwall for M-cars.
E10, E12 Torx. Bellhousing bolts.

1/2" Drive. 17mm, 19mm, 22mm, 24mm, 6-point. For heavy duty engine, suspension, brake work.

Above, Deep sockets.

17mm Deep, 6-point Impact Socket (19mm for 2002's), 3" Extension, 18" Breaker bar. Use this combo for wheel bolts. (Impact sockets are mucho, mucho strong).

Universal joints (the ball/socket impact ones seem to work better)

Extensions. Like screwdrivers, there ain't one made that you'll never need.

The wobble extensions (Snap on, Mac) are really handy, too.

Miscellaneous

Hammers: 8oz., 16oz. Ballpeen, 4lb. hand drilling.

6", 12" steel rulers.

Metric Hex key set

1/8" Long pin punch. For pre-83 brake pad pins, M5, M6 pins. The pin portion must be straight not tapered and > 3" long to work.

Asst. pin punches and cold chisels.

Feeler gauges: Wire type (Snap on FB 302A) for spark plugs, points Bent blade (Snap on FB 300A) for valve adjustments

1/2" Drive Micrometer Adj. Torque Wrench. (You Get What You Pay For). Cheap ones break. Cheap ones are way inaccurate. Cheap ones are cheap. Buy a good one (Snap on, Mac, etc.) and learn how to use it correctly.

Spring loaded parts grabber

Safety goggles

Screw extractor set

More Miscellaneous

Blue Loctite, Anti-sieze paste, Teflon tape, Silicone seal, etc.

An old toothbrush. ☺

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Jerky Wipers?

The wipers on my 1984 633CSi began acting up one day; on the "Interval" setting they would do the St. Vitus Dance rather than sweep smoothly across the windshield. This would also occur when the wipers were returning to rest after shutoff.

I checked everything: linkage, wiper motor connector, fuse, relay, wiper switch, everything. All electrical connections were cleaned and checked again—still jerky.

I pulled the cover from the wiper relay to check its action—the contacts were bouncing simultaneously with the jerking. Hmm, bad relay I thought. But I substituted a known good relay—still getting jerked around!

"Bad motor," they said. "Three hundred bucks," they chimed in. "Whoa!", I said. So I pulled the motor from the car for a look. Bushings nice and free, brushes look OK. I pulled the black cover from the gearbox. Voila! I'd found the culprit—the gearbox had been overfilled with grease which prevented a good electrical connection from forming.

Let me describe what happened: Inside the gearbox is a wormgear-driven conductor plate which spins around and completes or breaks the circuit between these two electrodes which contact said plate. When the circuit is completed current goes to the wiper motor. The aforementioned grease kept this connection from forming well enough to allow the motor to operate smoothly, thus the wipers did the jitterbug across the windshield.

The cure is simple: Clean all of the grease from the surface of the conductor plate as well as the two electrodes. Leave a small amount on the worm gear for its lubrication. Make sure that the two electrodes make good contact with the plate. Give them a light shot of WD-40, snap the cover back on, and put it all back together. Flick on the wipers—they should run as smoothly as Fred Astaire and Ginger Baker...

This fix will cost you about an hour's worth of labor but also save you about \$400 in parts. ⚙

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

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Car: Make _____ Year _____ Model _____ Color _____

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New Members	Year/Model	Sponsor
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Asiaman, Duke	635 csi	
Atran, Leonard	'89 525i	Weston Bruner
Beers, Jason	'92 Sentra SE-R	Al Zavala
Cervino, Noel	'87 325is	
Clark, Paul	'76 2002	Dick Bergen
Denkin, Rebecca		
Eilenfield, Vic	'88 535is	
Fortune, Lloyd		
Focas, Jerry	'88 325is	Dwight Derr
Fox, Steve		
Guaglione, Martin	'86 325e	
Hamilton, Philip	'84 318i	
Harris, James		
Heart, Leigh	'73 2002 tii	
Hilliard, Janet	'93 M5	Ed Aitkenhead
Johnson, Edward & Diana	'91 318is	David Reed
Johnson, Martin & Karen Allen	'88 535i, '88 M6	Auto Advantage/Ken Davis
Johnston, David		
Jones, Keith Allen	'80 320i	

Kaminkow, Janet	'71 2002	
Kelly, Robert	'84 318i, '85 635 csi	Ed Aitkenhead
Kerper, Les	'81 320i, 85 524 td	
Koenig, Joel	'86 735i	
LaMotte, Jack	'93 525i	Walter Henderson
Lane, Howard	'89 735iL	
Lewis, Ronald Mathew		Anthony Hinkson
Lind, Vernon		
Lodrige, Duane	'87 325is	Clarence Romero
Luck, Philip	'92 325i	
Lynch, William	'87 535is	L. Hazel
Lyons, Charles	'82 733i	
Mahoney, Anh-Khoa		
Marchant, Daryl	'93 740iL	
Marks, Charles	'93 325is	BMW of Fairfax
Martin, Daniel	'76 2002	Russ Parise
Farzin, Merrikh	'89 535i	Russ Parise
McGill, Tess	'85 735	
McIntyre, Dave		
McMichael, Dr. James	'85 325e, '85 528e, '87 535iS	Russ Parise
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Ramsey, Randall	'91 535i
Ratsimbazafy, Ratsim	'78 530i
Schanzle, Chris	
Schwanning, Joe	'75 2002
Shampaigne, Martin	'73 2002
Seigismund, Richard	
Smith, Michael	
Spemapani, Carl	'93 325is
Swiatele, Joseph	
Taylor, Paul	'75 2002, '86 325e
Terwilliger, Patrick	'93 325i
Volpe, David	'80 320i, '92 325i
Wafford, Sterling	
Weber, Enid	'92 318is
Wepman, Barry	'93 525i
Westall, Bob	'75 2002, '83 325i
	J. Kenworthy
Zauzig, Charles	'85 325e
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1978 530i VIN 5381699 Chamonix/blue vinyl, 164,000 miles, 4 spd., Metric Mechanic trans., later head, Bavarian header, service records, spare steel wheels. Body rough (rust, front end comestic damage) but a reliable daily driver. Bought 635 so one of three BMWs must go. \$700. 323-8137 (MD).

1974 M2 VIN 422777. No rust southern car ready to paint. See February, 1992 ROUNDEL

pages 82 and 85, also April 1992 page 91 for "like" photos, 95% complete ground up restoration. New suspension, doors, front clip, fiberglass hood, trunk and fender flairs. 45DCOE Webers, 304 Schrick, Korman baffled oil pan, Stahl, five speed, 3:90 LSD, 02 turbo radiator, 19 gallon coupe fuel tank, 25 and 19mm bars adj., big brakes, fitted with euro 7 series dual headlights, over \$20,000 spent, always garaged, business opportunity forces sale. \$7,500. 407-788-1080. (FL)

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2002/320 short block all there, needs rebuild, \$175.00. Call Paul at (202) 726-7971.

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