

September/October 1994

der Bayerische

NATIONAL CAPITAL CHAPTER

BMW CAR CLUB OF AMERICA



CALENDAR

1994

1994 Fall Calendar Of Events

SEPTEMBER

11 Bavarian Inn Tour

OCTOBER

2 Vintage Races/Corral

3 Summit Point Club
Track Day

10 Drivers School

15 Auto-X

22 Fall Tour

NOVEMBER

20 Auto-X

OKTOBERFEST 1996

IT'S NOT TOO LATE TO VOLUNTEER!!!

We will have a Kick-Off Meeting at the site of the 1996 OktoberFest on **Wednesday, September 28**. If you have ever been to an O'Fest, you know how much fun it is, and can imagine the careful planning and teamwork behind the scenes. If you've never been, it's a great time, and takes alot of planning and teamwork behind the scenes....

The Sheraton Premiere Hotel has graciously offered to host the meeting with a light buffet and cocktails - however, you **MUST CALL** Jennifer Nazarko (301-681-6213) or David Roach (301-593-1875) **NO LATER THAN FRIDAY, SEPTEMBER 19**, if you want to attend so we can give them a head count. If you cannot attend, but want to volunteer, please call either of us and we'll be happy to work with you to find a task to fit your special talents.

The Sheraton is located at 8661 Leesburg Pike, Tysons Corner/Vienna. The telephone number is 703-448-1234. **DIRECTIONS:** From the Beltway, take appropriate exit for Leesburg Blvd./Route 7 West. Go approximately two miles, and turn left onto Westwood Center. Make immediate right turn onto the service road past the Cadillac dealership. and then into the parking lot of the hotel. The Sheraton is easily recognizable, as it is the only 24 story, cylindrical building in the area!

der Bayerische

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Newsletter of The National Capital Chapter of the BMW Car Club of America
Vol. 24 No. 5



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A Sunday Drive In The 'ol Sedan **David Donahue in the Ed Arnold Racing -** **BMW NA Sponsored M5 at Watkins Glen**



Photo by Jack Kenworthy

Cover

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President's Message

John "Jack"
Kenworthy

This will be my last presidents' message as Sarah and I have moved to Daytona Beach, Florida. This is a very recent decision. Sarah received a job offer that coincided with my termination of Naval service.

I want to say thank you to each and every one of you for making the last five years so wonderful for Sarah and me. I hope that we will see each other at the races and at Oktoberfest each year. I anticipate the 1995 24 hours of Daytona will have a record number of National Chapter faces. I will send an invitation via der Bayerische this winter to encourage you to come visit. Sarah's new office is two blocks from the speedway!

I really appreciate all the dinners, gifts, car repairs, hugs, and parties that we received during the last few weeks in Washington. The plaques that the club gave us were the most beautiful that I have ever seen! They will be displayed with great pride. It makes all the hard work seem so worthwhile.

Please give Chris Leeper as your new president, and Charlotte LaQui as your new Secretary, the

same great support that you gave Sarah and I. The jobs can be difficult, but when everyone helps out, the work is a pleasure. Chris and Charlotte, thank you so much for stepping in. Remember your first priority is to have fun.

I do have a special request to ask from all of you. I am considering running for South Atlantic Region Vice-President. If you do see my name on the ballot, please take the extra time to vote for me. There are a few people that are considering doing the same, so I will definitely need your support. I want to ensure that the car club maintains the vitality and spirit that we in this chapter have grown accustomed. I have read most of the other chapters newsletters for the past few years, and I would hate to see some of the ludicrous ideas implemented in the car club at the national level. A lot of people have lost their focus on what the club is all about.

As always, make sure to hit all of those apexes and HAVE FUN!!!

Thank you!
Jack Kenworthy

Sarah's Farewell

Sarah
Kenworthy

By now many of you know that Jack and I have moved to Daytona Beach, Florida. I have accepted a position with the hospital there, Halifax Medical Center. The center is starting a new Bone Marrow Transplant program and, I will be involved in creating and supervising a new laboratory for this growing medical speciality. Suffice to say, this is an exciting opportunity for me. As for Jack, I think he will probably be Mayor of Daytona Beach in about two years.

Charlotte LaQui will serve as secretary for the remainder of the year. Please support her. Thanks Charlotte, I know you will be great.

We have formed many friendships here because of a shared interest—the love of BMW's. I know these friendships will last a lifetime. I know that we will see you again. We miss you all.

In the past five years Jack and I have had the pleasure of being a part of the best chapter in the BMWCCA. I wanted to have a chance to

say farewell (not goodbye) to each of you personally but, time will not allow that. Thank you for all you have done for us. We will never forget you.

Farewell!
Sarah Kenworthy



Goings and Comings

Message from the
New President

Don't blame me. It ain't my fault.

When I volunteered to "run" for Chapter Vice President last December, I figured I'd be "running unopposed," but I did it anyway thinking I might in that capacity be able to assist Jack Kenworthy's efforts to broaden his field of endeavors as President in pursuit of further expansion of the Chapter's growing variety of activities for the membership. Not too difficult a calling, thought I. Never did I suspect that Sarah and he would depart for Florida. But they have. And here am I, duly appointed by Jack in accordance with the By-Laws to succeed him as Chapter President until the next regular elections at the end of 1994. It is a terrible honor Jack has thrust upon me. Terrible because the shoes that Jack built are very large indeed, and I wonder how I can ever fill them. And yet, in what must be some sort of benign perversity, it is nevertheless an honor.

Anyway, you're stuck with me. Thanks to Jack.

And I am most fortunate to be conjoined in this moment of madness by a fool apparently my equal, one Charlotte LaQui who in a downright feeble moment of dementia said, "Why yes, yes I will." Thus did she assume the duties of Chapter Secretary in the wake of Sarah's departure. She brings an incredible enthusiasm and competence to the role. I dare say she will elevate the position to a new level of accomplishment. She will certainly make her presence known, and this Chapter will be the beneficiary.

Jack and Sarah Kenworthy were larger than life. Their leadership, vision and ambition were far reaching and palpable. The temptation to attempt to enumerate their contributions and accomplishments is irresistible. But, assuming one has the temerity to do so, even limiting the list to the most significant ones, where does one begin the litany, much less end it? Perhaps it is sufficient tribute simply to say that their legacy speaks for itself "far above our poor power to add or detract."

That is not to say the Kenworthys' departure has rendered the Chapter headless or impotent. The seated slate of officers and event chairpersons remain intact, and they are a dedicated and

accomplished assembly who are determined to press on with vision and enthusiasm. They deserve recognition and an expression of gratitude for all they've done and for all they no doubt will continue to ensure the viability and growth of the Chapter.

So, despite the departure of figures so large in stature as the Kenworthys, the Chapter has managed to miss not one beat. The Chapter will survive, nay, it shall prosper!

We're already tossing around some ideas for new and different events for the future. So stay tuned. And come join in the fun. Better yet, why not bring to the table ideas and offers to plan, organize and execute new events that you would enjoy; we have resources, most importantly people, to assist you.

Giddy-up!

Leeper



Photo Credit: Jack Kenworthy

Peter Lockhart of
Torontos Racing M5
- Michelin Endurance
Support Race at
Montreal Grand Prix
of 1994.

Coming Events

1994 Fall Calendar Of Events

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OCTOBER

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BAVARIAN INN OKTOBERFEST TOUR

Sunday, September 11, 1994
Shepardstown, WV
Time: 8:45 am

Once again it's time for our annual tour to Shepardstown, WV and the lovely Bavarian Inn, where we'll join in their celebration of Oktoberfest. Traditional food, music, dancing, a wide variety of German wares on display, as well as the great social activity of the festival itself make this a "must do" event. And, of course, our tour will be exciting, too!

Bear in mind that we will be leaving BMW of Fairfax promptly at 8:45 am in order to avail ourselves to some primo reserved parking (otherwise we'll have to park in Maryland!)

Questions? Contact the Chapter Hotline (301) 230-9BMW for the up-to-the-minute info.

BMW of Fairfax is located at 8427 Lee Highway. Take I-495 to US 50 West. Turn right onto Prosperity Ave., then left into BMW Fairfax (at Rt. 29).

A BMW ART CAR IN YOUR BACK YARD!

September 15 - November 15, 1994

The latest addition to the fold of BMW's celebrated Art Cars will be on display at the National Museum of Women in the Arts (NMWA) from 15 September through 13 November. The first Art Car created by a woman, Esther Mahlangu, it signifies BMW's affiliation with and support of NMWA (BMW became a corporate member in 1993.) It will be a centerpiece of an exhibit of Ndebele tribal art underwritten by BMW.

The National Museum of Women in the Arts is located at 1250 New York Ave., N.W. Museum hours are 10-5 Monday-Saturday, 12-5 Sunday. For info call (202) 783-5000.

BMW OF FAIRFAX VINTAGE CORRAL / RACES October 2, 1994

Come one come all - Once again BMW of Fairfax will be sponsoring our wonderful Corral. Head out to Summit Point and take in all of the sights & sounds - Races start at 8:00 am and go on all day. See you there!

SUMMIT POINT TRACK DAY October 3, 1994

This is a planned driving event for all car clubs to be conducted by Bill Scott Racing at Summit Point track. People interested should contact Bill Scott Racing at (304) 725-8444.

COLUMBUS DAY SCHOOL October 10, 1994 Summit Point

This is your last chance for a National Capital Drivers School! On Monday, October 10, we will once again converge on the pavement of Summit Point for our last school of the year. Remember... it will be a long, cold, snowy winter, so get the Bimmer out there for a few laps before the winter. The application is on page 30. Fill it out and send it in now!

WARRENTON HISTORIC DAYS FAMILY OUTING, CONCOURS & AUTOCROSS October 15, 1994 (Tentative) Warrenton, Virginia

The Partnership for Warrenton, a member of the Virginia Main Street program and non-profit organization to promote and foster interest in the Historic District of Warrenton, Virginia, is putting on an Oktoberfest affair on Saturday 15 October. Please note this date is tentative at this time.

They contacted Jack Kenworthy before his departure for the Florida sunshine to see if the Chapter would like to participate in the week-end's festivities. Ever keen to uncover opportunities such as this for our membership, Jack went to Warrenton to meet with them and check things out. The result is that the Chapter will host a family day Oktoberfest outing to Warrenton which will include a Concours in the Historical District and an Autocross at the Airlie Airport just outside town. These events will form the central focus of Warrenton's Oktoberfest 1994.

It is important to understand that the program is intended to be a family day for everyone—not just an event for Autocrossers and concours enthusiasts—with activities and attractions for the whole family. It is still in the early stages of planning, but the Historical District of Warrenton features historic landmarks and buildings, specialty retail shops, antique stores, restaurants and cafes. Sidewalk entertainment is being planned as well.

The chapter is inviting several other auto marque clubs to join us, including Mercedes Benz, Porsche, Ferrari, Lotus and Morgan. We really

Coming Events

continued

wish to see major turn-outs for entry into both the Concours and the Autocross. A well-attended concours in the Historic district would provide a fantastic backdrop and focal point for the downtown festivities. The Autocross promises to be a challenging and visceral event because it will be held on the pavement comprising the airstrip at the Airlie Airport—a long, wide expanse of well-groomed pavement. Given the fact that other marque clubs will be out in force to participate in the concours and Autocross, it's imperative that we have a lot of BMWs out there to represent our beloved marque.

Autocross and concours trophies will be awarded for top finishers. There will be entry fees for these competition events (see below).

As this article is being written, the Family Day and Picnic at the flying Circus & Air Show is about to happen. The response to this event has been quite good. It appears we've stumbled onto something here. Chapter attendance is expected to be excellent, and we anticipate a lot of new faces. The Family Day Outing at the Warrenton Oktoberfest represents another opportunity of a similar nature. Please come on out and join us, won't you. And encourage your friends to join along. BMW ownership is not necessary. Hey, how often do you

get a chance to check out concours clean examples of BMWs, Porsches, Ferraris, Lotuses and Morgans in the casual surroundings afforded by this event? Even if such a spectre is of passing interest, you can make it a part of a day's enjoyment in historic Warrenton, Virginia. As the event draws near, more details will be available. Try the Chapter Hotline. Or for general information, contact Chris Leeper at 703/455-3041. For specifics on the concours call Paul Vessels 202/726-7971, and for details on the Autocross call David Lasalle, 7:00 pm 9:00 pm, at 301/317-1461.

AUTOCROSS — \$CALL HOTLINE

CONCOURS — \$15

Please Pre-Register If Possible.

FALL TOUR

October 22, 1994

**The Shores of Southern Maryland
Meet at 9:30, departing at 10:00**

This year's Fall Tour will take the club to an area that to many of us unexplored territory, yet one which is also surprisingly close to home.



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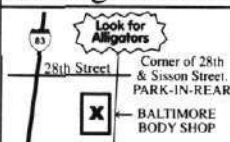
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Coming Events

continued

St. Mary's County lies at the southernmost tip of Maryland. Reaching out into the Chesapeake Bay on one side and bordered by the broad mouth of the Potomac River on the other, the area is a waterman's paradise replete with sheltered bays and inlets. It is also a history buff's paradise. Maryland's first capital was here, in St. Mary's City. Sotterly Plantation still welcomes the casual tourist, and is the site of many a local wedding. Another choice locale for weddings, christenings and other celebrations are the many tiny historic churches, some dating to the 1700's, which dot the county. Civil War historians will also recall that John Wilkes Booth made this area his escape route after Lincoln's assassination; our tour will pass the home of Dr. Samuel Mudd who was pressed into service to set Booth's broken leg.

As always, the club tour promises you a chance to explore the challenging twists and turns of country backroads. We'll make a short stop for a photo opportunity at Point Lookout, where the tip of St. Mary's County scribes the Bay. Then we will travel north again to cross the Thomas Johnson bridge to Solomon's Island where there'll be time to explore shops & museums... and for convivial snacking and libations at the Naughty Gull.

We'll finish in time for you to return to the city yet that evening. On the other hand, if you find Solomon's Island and St. Mary's County as fascinating as we have, you might want to plan to stay overnight (Solomon's is graced by both a Holiday Inn and an amazingly tastefully-designed Comfort Inn, as well as numerous bed-and-breakfast establishments.)

Let us know you're coming:

Please call — evenings or weekends only please — Bonnie Butler in Frederick at (301) 663-9263 or Marta and Rich Bullins, in Leonardtown, at (301) 475-7027

Directions to start:

From Washington Beltway, take Exit 11-A, MD Route 4, East. Travel 8 miles to intersection with U.S. 301. Go south (right) on U.S. 301 for 3.5 miles, to Roy Rogers restaurant on your right (just after the light, across from Citgo).

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**BMW Car Club of America
National Capital Chapter
Board Meeting Minutes
Thursday, July 7th, 1994**

**Board
Meeting
Minutes**

Present: John (Jack) Kenworthy, President; Chris Leeper, Vice-President; Jenny Nazarko, Treasurer; Sarah Kenworthy, Secretary; Woody Hair, Club council Representative; Mike Early, **der Bayerische (db)** editor; David Lassalle, Autocross Chairperson; David Roach, Drivers School Registrar; Dwight Derr, Assistant **dB** editor; Kevin Cowley, Advertising Manager; Paul Vessels, Concours Chairperson; and Charlotte LaQui.

TOPICS OF DISCUSSION:

New Business: Charlotte LaQui will be taking over for Sarah Kenworthy as the new Secretary of NCC. Chris Leeper will take over as President. Chris will also take over the Club computer.

Jack will make a list of contacts for Chris and will try to introduce him to the people he has established contact with. It was recognized that Jack has generated tremendous goodwill and revenue for the Club.

David Crawford of Cockeysville Import Service, Baltimore, wants to get more active with the Club and is willing to host a tech session. Mike E. will contact him, tentative date 1st week in November.

O'Fest: Jenny Nazarko and Dave Roach will be cochairpersons of O'Fest '96. Jack will try to have the contract rewritten so that the Kenworthy's names are removed, Chris will sign the contract as President. David Roach will contact the Sheraton to set up a kick-off meeting for O'Fest planning

VIDEO CAMERA PERSONS NEEDED

As part of our learning process at the Summit Point Driver Schools, we have instituted a videotape review of students in various turns. If you have a camcorder and are available on Monday, October 10, we need you! Call Woody Hair at (703) 243-5796 for details.

Heishman's!



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Board Meeting Minutes

continued

(Sheraton will probably provide dinner and beer). Mike E. Will work on the logo, and T-shirts will be given to the O'Fest committee. Budget will probably start October '94.

DER BAYERISCHE (DB): Congratulations to Mike Early and Dwight for a great **db**, and for being on time. Mike will cut back the number of **db's** from 2500 to 2300.

It is planned to put the results of the 7/24 autocross in the next issue. Chris will take pictures of the autocross, David Lassalle will check on permission needed to do this.

Jack will get pictures of the Montreal Grand Prix and Watkins Glen race to Mike. Woody will do an article on the 6/26 rally, Ed nazarko has photos of the rally.

Bavarian Inn Tour: September 11 Chris will call Bonnie and ask her to coordinate the event.

Sarah Kenworthy, Secretary



Dwight Derr in his 1984 633CSi

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The National Capital Chapter's annual rally was an open event and part of the Metropolitan Washington Council of Sports Car Clubs series long championship. The event was 157 miles over rural roads in Prince William, Fauquier, Rappahannock and Culpeper counties. About 30 miles of the route was unpaved. Rallymaster Mike Leeper, aided by wife Paulette and David Roach put in many miles and hours coming up with a rally that was suited for beginners and, at the same time, kept the experts interested.

The instructions were given in three formats, each making up a section of the rally. First there were "tulips" which depict a drawing of the intersection where the next instruction is to be executed. The section was a "stick map" where each 10 miles of the course was depicted as a straight line from the bottom of the course was depicted as a straight line from the bottom of the page to the top. Thus a right turn at a "T" intersection would be shown as a single road going off to the left. It was quite confusing to many crews until the concept was mastered. Instructions for the final section

consisted of arrows and drawings of signs encountered along the route. Each instruction included the mileage and were either exact (to the nearest one hundredth of a mile) or approximate (nearest tenth of whole mile). Correct arrival times at certain spots in the rally were given a few times throughout the instructions. There were no "traps" and the main problem seemed to be maintaining the rather brisk, though legal, given average speeds required.

Instead of the usual five to eight checkpoints where each car stops and gets his actual arrival time, this rally featured sixteen passage controls. This meant cars were timed at each checkpoint sign but kept on trucking except for the two rest breaks. This also meant checkpoints could be located where the experienced crews least expected them: Fifty-five mph highways or dirt roads with no room to stop. There were three "do-it-yourself" controls also - one at the end of each section. At a DIYC a team can write in their own arrival time, whether actual or calculated. Twenty four cars took the challenge, only four being BMW's.

Past Events Pictures At An Expedition

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Past Events

continued

As the scores for each checkpoint were posted every few minutes at Ruby Tuesday's in Centerville, it became apparent that a real battle for the first place among the six "Equipped" class cars. Remembering that each one-hundredth of a minute (.6 seconds) early or late at a checkpoint was worth one penalty point, the winning team of Mark Evangelista and Jim Friedman had a total of 14 through the nineteen controls. Richmond's Wilt and Barbara Greenwood were second with a score of 17 followed by Bix Goodwin and Mark Sullivan with 18. Somehow Jack von Kaenel managed to drive and navigate by himself and was an unofficial fourth overall with 31 points. Cookie and David Perlmutter were first in the Novice Class and 9th overall with a score of 491.

Of the BMW's, Winston Clark and Linda Goudreau were third in the Advanced Unequipped class riding in a 325 convertible. Henry Wilken Jr. and Allyson Mitchell (325es) were fourth in the Rookie Class, Doug Verner and David Marquis (318i) were second in Beginner and Howard Murphy and Stuart Wesley were fifth in the Rookie with a beautiful

2002. If you weren't there you missed a lot of fun, great roads and gorgeous scenery.

Club members who gave up a Sunday to sit by the side of the road and time cars at the checkpoints were Don and Kathy Whitaker, Ed and Jenny Nazarko, Tom & Jane Verba, Jim and Linda Miner, John Hartge, Mary Lou Humphrey, Virgil Acosta, Bill Pinney, Andy Perahia and Charlotte LaQui. Thanks also go to Terry Arvidson and Joe Taylor from Washington Rally club for their help.

CHAMPIONSHIP AUTOCROSS

Your BMW club put on a big autocross on July 24th. Officially it was round five of the Alban Tire/B.F. Goodrich/R.S. Myers Service Co./Metropolitan Washington Council of Sport Car Clubs Championship Autocross. In any case, there were 109 entrants (only 15 BMW's amongst them) and from the time the official pre-runner started until the last car in the last heat made it's final run, the clock had gone from 10:15 a.m. to 7:05 p.m.. Yes, for those who worked the event, it was a very long day.

Our autocross chairman, David Lassalle and the

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official OD's, Jim Ruos and Tom Baruch, put on a very well organized event. Unfortunately, the ancient Council timing gear suffered numerous electrical shorts that delayed proceedings throughout the day. These gentleman were assisted by Jenny Nazarko and Charlotte LaQui on the registration desk, Virgil Acosta and Dwight Derr doing tech inspections, Gary Toyama, Alf Zavala and Bill Erskine in the timing and scoring vehicle, and a host of course workers. Among those standing for hours at a time on hot asphalt were Chris Leeper, Bill Pinney, Victor Lim, Bob Hausmann, Robin LaQui, Brian Hair, David Missert, Mike Gayle, Charlotte LaQui, Woody Hair, Andy Perahia, Will Hettchen, Peter Giancola, Greg Weldy, Norm Beaver and Gary Lin.

The Fastest Time of Day honors was taken by Norman Beaver in his D Modified class Lotus Super Seven with a 56.305. Next overall was the C Street Prepared class Datsun 2000 driving by Pete Cage at 58.078. It should also be noted that the Fastest Novice Time of the Day was taken by Scott Heishman in a Lotus Super Seven. Yes, he's the owner of Heishman

BMW/Porsche/Audi dealership.

There were few notable performances by BMWs. But two should be mentioned. Brian Hair was the fastest BMW in his dad's '87 325is. It was Brian's first autocross in almost a year. His time of 60.770 was better than all of the Porsches and Corvettes, and only six cars were faster the whole event. David Lassalle drove in the PA Championships Saturday morning, set up our course Saturday evening, helped set up the whole event Sunday morning, drove to Harrisburg for the second day of the PA State event where he won the C stock class and returned to our event at Fort Meade in time to run the fourth heat and win C Stock here as well. Good Show! Complete results are at the end of the Competition Corner column elsewhere in this issue,

PA STATE SOLO II AUTOCROSS CHAMPIONSHIP

Three members of the National Capital Chapter competed in the PA State Solo II Autocross Championship on the 23rd & 24th of July at

continued on page 19

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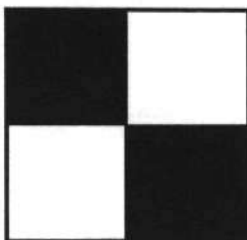


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Woody's Competition Corner

While BMW's competition fortunes seem to be looking up in this country, they are not doing so hot in Europe. Starting with IMSA's Bridgestone Supercar Series, David Donohue driving the Ed Arnold M5 took first place in the Long Beach, California street race that was a preliminary to the Indy Car race. Also on the national scene BMW NA entered two new M3's in the One Lap of America. Scoring is based on results posted in time trials from various race tracks, this year from Detroit to Colorado and Arizona and back. For the second year in a row, club member Russ Wiles from South Dakota surprised everyone by finishing second overall to pro racer Price Cobb in a factory Porsche 911. Among the cars Russ beat were a Corvette ZR-1, Mazda RX7 twin turbo, and another "factory" 911 driven by Hurley Haywood.

Apparently Haywood was so miffed at being beaten by another autocrosser from South Dakota, he immediately flew to France and won the world's most prestigious sports car race, the LeMans 24-Hour in a Dauer 962LM (a

Porsche race car that was modified to be street-legal and then back to race trim). The second One Lap BMW M3 was driven by five-time winner John Buffum. Buffum was trailing Wiles when a missed shift at Second Creek, Colorado blew the engine big-time. The Corvette ZR-1 that finished third was driven by another BMW club member, Steve Ahlgrim from the Windy City Chapter.

In another 24-Hour race, our own Ed York finished fourth overall and first in the ITB class at the Nelson Ledges Longest Day event. Ed decided to save his familiar IT-B 2002 for the MARRS sprint race and built another 2002 this spring just for the endurance race. His co-drivers were Pete Cage, Al Bell and Eric Bucher, all of whom instruct at our drivers schools. They lost about 50 minutes due to having to replace the differential twice, otherwise might have been in contention for 3rd place.

In the on-going SCCA Regional known as MARRS, the third round saw a Volvo 142E beat the BMW's at Summit Point for the first time in recent memory. Second through fifth were Ed

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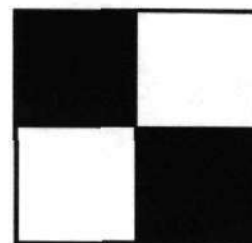
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York, Steven Hammond, Alan Green, and Chuck Allard, all in 2002s. MARRS IV was held at Charlotte Motor Speedway and Ed York was first, followed by Carolinian John Wilkens (2002), and Steve Hammond (2002). Leah Epling and Chuck Allard were fifth and sixth in 2002s. MARRS V was back at Summit Point. Results showed Ed York first, John Weaver (2002) second, and Steve Hammond third and Dave Baker (2002) fifth. John Weaver established a new class record with a lap time of 1:31 something.

Back to the national scene for a moment, Charlottesville's Oliver Kuttner and his BMW Pegasus (V12) finished 9th in the IMSA World Sports Car race at Indianapolis Raceway Park. There isn't much information yet on the new V8 BMW entry. The car was built by Peter Sturtz in Germany. The driver slated for this car is John Paul Jr. who qualified 30th for the Indianapolis 500 this year. At a news conference, BMW NA's Erik Wensberg was very non-committal about their support of the WSC entry or any other series.

IMSA has down-graded the BMW 325i to the Touring Class in the Firehawk series. One of the new team using the Bimmer includes Road Atlanta instructor Jeff Purner. Unfortunately, I have not been able to obtain any Firehawk results. Two BMW's being campaigned in the SCCA's World Challenge series for (modified) production cars are a 540i prepared and driven by Steve Dinan from California, and an M3 driven by Kermit Upton from Vermont. The Dinan 540 was sixth at Mid-Ohio in early June and unable to start the July 3rd race at Des Moines due to a broken transmission. I am not sure if it is a manual or automatic. The Upton M3 was in its first race at Des Moines and finished tenth after having the rear end rearranged in an accident. The 4-wheel drive Eagle Talons dominated the rain-plagued event. I had the pleasure of being on the same track with the Upton M3 during instructor sessions at Watkins Glen in June. I can tell you the car does have the European engine and intake system and is quite fast. It was never in sight of my car-mounted video camera very long.



Woody's Competition Corner

continued

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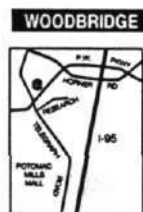
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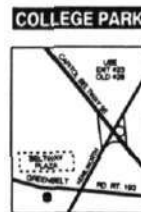
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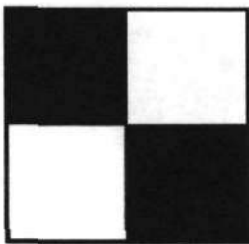


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Woody's Competition Corner

continued

Speaking of the M3's at driver school, there were approximately fifty M3's at the Watkins Glen event, including four of the '95 E36 versions. The Oktoberfest will be lucky to top that number. We had two new M3's at our driver school at Summit Point on July 11. Both were yellow and driven by women.

Oh yeah, I mentioned that BMW's are not doing so well in European competitions. Despite their aerodynamic modifications, the 318's are doing so poorly in the British Touring Car series that BMW has announced that the factory will probably drop the series for '95. In a recent German Touring Car race on TV, there was no mention of the BMW marque at all. Only Mercedes, Alfa Romeo, and Opel are fielding factory entries. A privateer BMW was shown being lapped during the race.

SPEED SHIFTS: A by-invitation-only Concours d'Elegance in Reading, Pennsylvania is attempting to become the Pebble Beach of the East. This year a 1937 BMW 328 won the Best Debutante (post 1935) award...Mike Leeper and David Roach entered the New York Historic Rally on July 23. It is part of the SCCA National Tour

series. Mike's 2002tii, better known as "Frankentrout" due to the manner it replaced his previous tii finished seventh in an event that is best suited to four wheel drive due to the brisk speeds over dirt roads. The winner was DC area driver Jack von Kaenel in an original Audi Quattro...There is a Fall autocross series being planned by Autocrossers, Inc. of Baltimore. They hope to be able to use one of the large parking lots at Camden Yards. That means that available dates will be dependent on whether the Birds make the playoffs. For information you can call Dennis Howard at 410-781-6145 or David Lassalle at 301-317-1461...BMW results from the three most recent MWCSCC championship autocross follows...I can't believe I said something about a concours! CRUNCH... ☘

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Championship Autocross Results for BMW's

May 22 ALTD:

Woody Hair	325is	3rd C Street Prepared	45.507
David Lassalle	325is	2nd C Stock	45.841
Bob Hausmann	533i	3rd E SP	46.512
Dwight Derr	633CSi	5th E SP	46.763
Tom Baruch	535is	2nd G S	48.360

July 17 SCCA:

David Lassalle	325is	1st C S	44.856
Bob Hausmann	533i	3rd E SP	46.095
Tom Baruch	535is	3rd GS	46.363
Larry Menefee	2002	6th E SP	54.948 rain

July 24 BMWCCA:

Brian Hair	325is	3rd C SP	60.770
David Lassalle	325is	1st C S	61.848
Wood Hair	325is	4th C SP	62.048
Dwight Derr	633CSi	3rd E SP	62.384
Ed Bernard	325i	6th C SP	63.032
Tom Baruch	535is	2nd G S	63.505
Bob Hausmann	533is	5th E SP	63.577
Jenny Nazarko	525is	7th C SP	63.596
Robin LaQui	M3	5th A S	64.433
Gary Toyama	325is	9th C SP	66.311
Mike Early	2002ti	2nd C Prepared	67.938
Charlotte LaQui	M3	6th Ladies	68.319
Mike Gayle	318is	8th Novice	72.659
Jim Norton	320i	17th Novice	74.165
Tom Guiewicz	320i	11th D SP	O. C.

July 23-24 PA STATE SOLO II CHAMPIONSHIP

Dwight Derr	633CSi	3rd E SP	50.679 + 47.904 = 98.583
Bob Hausmann	533i	4th E SP	51.456 + 48.708 = 100.164
David Lassalle	325is	1st CS	51.641(rain)+48.813=100.454

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Used, Leases and High Mileage Bimmers: Why Waste My Time?

Bob Payne

I tell my wife, Candy, I'm normal; everybody reads the BMW want ads, right? Besides, if you don't, you could miss that 635 we've (I?) been craving for years. O.K. by her, she's resigned to the realization that 'Bubba' is determined to stable another Bimmer (or is it bimmer? I read the recent Roundel Explanation, but I still don't remember), and, since my standards are too high (her words), she doesn't feel car payment threatened by such diversions. I recently unloaded my second Porsche—great German machinery but impractical for me, and besides, after owning a 732 while stationed in Italy, I wanted another ultimate driving machine—complete with a trunk and a back seat.

"Hello, I'm calling about the 635 you have advertised in the Post. Can you tell me more about it? O.I., a lease car, how's the mileage? Hmm.. 120K is a little more than I was interested in. Hey, thanks anyway. Say, where are you located in case I'm in the area?" So went a recent phone conversation. Oh well, a nice Saturday to shop for that elusive "it's gotta be the

right one" BMW, and I've got a list of four "qualifiers" to look at anyway. Alright, momma, you going' or staying'? Probably better you're going', since ultimately this Ultimate's for you any way. Candy places this in the same category as the rod and reel she got from Santa one year.

First stop, a 325is. A great concept in transportation, a shame the previous owner had no concept about maintenance. Minor dings, faded paint and a largish oil leak vicinity of the head gasket makes it an easy pass-up. Candy says I'm too picky, but how many times do you get to car shop? Too often, she quips. Not often enough, I opine. Unlike most people, I rather enjoy car shopping and actually find pleasure in searching for that perfect, but elusive "ten" (or 3,5,6,7 or 8—some day, maybe).

Next stop, a 535i. The owner makes this one sound really good on the phone, and the price is ballpark. Amazing the differences in terminology. He says pristine, I say "Jesus! How did all this happen?" Everything from torn and dirty leather to missing tools and spare tire clinch my

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decision without any hesitation—No thanks, and I don't even need to drive it. Back on the road, Candy allows as she liked the color—"dark blue". I explain to her the attributes of over-all car-care vice the car's "cover". Seems there's a foible there somewhere...

Lunch and a discussion of our progress. Lessee, two down, two to go. A telephone call to number three and it's sold, so we're on to number four. Some mysterious calling beckons us onward.

Number three (AKA number four) is a bust. Ever know anyone who lived down a dirt road? When I lived in south Georgia and worked in a gas station (yup, pump jockey), I marvelled at motors (and black vinyl interiors) that were literally caked in red Georgia dirt/dust. I remember more than once seeing dramatic engine performance improvements from simply changing a dirt clogged air filter. Any way, being a compulsive motor washer, I was at a loss for words to describe the dirt stuck to every object beneath the hood of this otherwise reasonably clean 535i. The lack of a "rower" seals its fate—Mom

and me need the shifter. Well, maybe not Mon...

Candy notes on the map we're close to the location of the high-mile 635, (is this fate?) but I remind her it's getting on toward the end of the day, and we're a good hour from home. But she persists, as wives are wont to do, and so we call—"yep, I'm here, it's here, come on by..."

We arrive just before sunset, and as the owner backs the 635 out of the garage, I know I've bought it. Ever see one of those cars that catch your eye, one that makes you envious of the owner, makes you say to yourself, "if only it were for sale"?? I can't believe it has 120 thousand miles—it looks new. I can't tell if its repainted in the facing light (it wasn't), but the Alpine white looks pristine, and the thin red, white and blue pin stripes (painted, not taped!) that surround the car are a perfect touch. New BBS wheels and tires set this beauty off. Trying to show disinterest (Momma days forest it—the silly grin and babbling questions are a dead giveaway), I find the car has a slight and

Used, Leases and High Mileage Bimmers: Why Waste My Time?

Bob Payne

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Bob Payne

continued

irregular miss, maybe caused by the disconnected O2 sensor wire I find under the hood. I play the miss up, the owner admits he bought the car (at an auction!) for financial gain (don't we all?), professes to know very little about BMWs, and the price comes down. We drive the car, its tight, responsive, and under full throttle the engine miss disappears. Gotta be fuel or electrical system I tell Candy—we're both already hooked anyway. After our return from the "test" drive, I embarrass Candy by making what even I think is a ridiculously low offer, but apparently the mileage and/or the miss has scared off many callers—he accepts.

I've found it—a new O2 sensor and air flow meter seems to cure the miss, and now I've got the car I've wanted since the day it came out. Although not the "autobahn scorcher" my old 732 was (then again, maybe it is), the sixer has a solid, down on the deck feel that can't be duplicated—and unlike the 732, it has a sun-roof, radio and real air conditioning!! Candy likes the huge trunk, and she'll be the first to be

stopped by the bulls (we live in a police state-Virginia), what with her foot and the car's look-fast silhouette. But she's cried her way out of these before, so, whatever works...

I still watch the ads—everybody does, right? Have you seen what used boy-racer M-3s are going for? I've always wanted one since they first came out... ☺

The BMW Board CONGRATULATES

Frank Conway

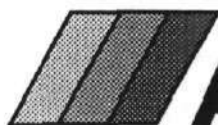
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Continued from page 11

Harrisburg. Using a single, different, long (1 mile) course on each day, this two day event drew 153 entrants, yet only 6 BMWs. Each day's best times were added together to determine the overall score.

David Lassalle captured top honors in C Stock in his 325is. On a rain-drenched Saturday morning, David beat all other Stock entrants and bested his nearest class competitor by almost 1.3 sec. Although finishing second on Sunday, David's first day showing allowed him to eke out a win by a mere 0.373 seconds!

In the Heavy Metal (big V8 Cameros & Mustangs) E Street Prepared class, Dwight Derr in his 633csi grabbed the third place trophy (3.554 sec. off the winning pace) just ahead of Bob Hausmann in his 533i (another 1.581 sec. back).

Congratulations.

COMPETITION CORNER CALENDAR

Sept 4-5 SCCA MARRS Races,
Summit Point, WV

Sept 11 PCA Champ Autocross,
Ft. Meade, MD

Sept 11 NASCAR Winston Cup,
Richmond, VA

Sept 18 Z-Car Club Champ Autocross,
Ft. Meade, MD

Sept 18 Wash Rally Club Rally,
DC area

Sept 18 NASCAR Winston Cup,
Dover, DE



BMW NA Announces M3 CSL for U.S. in 1995!!!

At the BMWCCA Octoberfest banquet on August 19, Erik Wensburg, BMW NA's M Products Manager announced two new models that will be available next year. First, there is the 318ti which will be based on the 316 Compact hatchback that is already being sold in Europe and will soon be built in Spartanburg, SC. Second is a striped version of the E36 M3 to be known as the M3 CSL. Harking back to the limited production version of the 3.0 CS, this car will come without radio, air conditioning and fancy interior. Some body panels will be made of lightweight materials. The current 240 hp engine will be "breathed upon" to produce even more horses. This "Club Sport Light" car will be both street legal and eligible for IMSA's Firestone Firehawk series. Look for more details in the *Roundel* and other car enthusiasts' magazines. — Woody Hair

A recent problem prompted me to write this tech tip. I hope it saves at least one Bimmer.

On most late model BMW's there exists an auxiliary electric cooling fan in front of the radiator (or a/c condenser), and behind the ol' 'double kidney' grill. This fan augments the air flow provided by the belt operated fan, found bolted to the water pump. On air conditioned cars, the auxiliary fan is activated when that system is used/or when the radiator temperature exceeds 95 degrees, about 3/4 on the gauge. Some cars have marginal cooling systems for their environment (my 320i, for example). With the addition of an a/c system, California sunshine, and commute traffic jams, the function of that electric fan becomes critical indeed!

A recent personal experience resulted in a fried (like melt down) electric motor in the fan. Road debris through the grill had lodged against the fan, locking it in position. The 25 amp fuse did not blow before the rest of the system melted: wires fan and fuse box!!

TIP #1: Periodically check for free movement of the fan. This can be accomplished by the use of a long screwdriver through the grill, or by removing the center grill (2 clips or screws).

TIP #2: Change the fusel(s) for the Auxiliary fan circuit for 25 amps or 16 amp. I have yet to burn a 15 amp fuse in this position.

Remember - replacement fans list for \$230. A little maintenance may help.

by Jay Bortolotto
Mountain State Chapter

HANDLING PROBLEMS?

So you BMW just doesn't handle right, It wanders all over the highway, and if you are not attentive, the car may change lanes all by itself. You've taken it to the alignment shop and have been assured that the front end is tight and aligned correctly. Your tires are OK and the air pressure is correct. So now what do you do? Believe it or not, you should try checking the body mounts!

The rear body mounts are attached to the outer

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ends of the rear crossmember. If the mounts are worn or broken you will definitely experience handling problems similar to those detailed earlier, especially when you lift off the throttle or when you accelerate.

To check the mounts, jack up the car at the rear and put in your jack stands, you will see where the mounts attach to the body at the outer ends of the crossmember. If the mount is sitting all the way down on the attaching brace, it should be replaced. Also, while you are at it, check the trailing arm bushings and the differential mount. If you are not sure if the bushings are bad, have your mechanic check them for you.

On some of the earlier BMWs (2002, 320i, etc.), the body mounts are bolted to the crossmember and body, and, therefore, are not too difficult to replace. Later BMWs have the mounts pressed into the crossmember, which might make changing them more difficult. This might make the job better suited to have done by your dealer or mechanic, who should have the necessary equipment.

by Harvey Rogers
Northern Ohio Chapter

MOTOR OIL PERFORMANCE CHARACTERISTICS

Oil companies collect performance data on their motor oils. This data represents the oils average actual physical properties. The information is usually only available to the public through distributors or by contacting the oil company's directly. Ed Hackett, a contributor to "The BMW List", an automotive forum that you can access on the Internet, CompuServe, and some other bulletin boards systems, has compiled a list of premium oils properties, by which you can make some performance comparisons. I've distilled his article a bit and included only the oils that are rated to a viscosity of 50 on the high end. Your BMW and its cooling system can use the protection during those hot days in rush hour traffic.

Six of the most important properties of a motor oil are: viscosity index (VI), flash point, pour point, percent sulfated ash, and percent zinc.

Viscosity is the measure of an oils thickness and is it's most important property. An oil with too low viscosity can shear and loose film strength at

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Tech Tips

continued

high temperatures. An oil with too high viscosity may not pump to the proper parts at low temperatures or on engine start, and the film may tear at high rpm. The viscosity or weight ratings are measured with tests standardized by the S.A.E. (Society of Automotive Engineers). The measurements are taken at specific temperatures. Oils that fall into a certain range are designated from 5 through 50 by the S.A.E. A "W" designation means the oil meets specifications for viscosity at 0 degrees F.

Multi-viscosity oils are possible due to polymers which added to the base oil stock. At cold temperatures the polymers are coiled up and allow the oil to flow more easily. As the oil warms up, the polymers unwind into long chains that prevent oil from thinning (losing viscosity) as much as it normally would. At 100 degrees C (about 212 degrees F) the oil has thinned only as much as the higher viscosity signifies. Think of a 20W-50 as a 20 weight oil that will not thin more than a 50 weight oil when hot.

Viscosity Index is an empirical number indicating the rate of change in viscosity of an oil within a

given temperature range. Higher numbers indicate a low change, lower numbers indicate a relatively large change: the higher the viscosity index the better. This major property keeps your engine bearings happy. Viscosity indexes can only be compared within a given viscosity range, (20W-50 oils can only be compared to other 20W-50 oils) and are an indication of how well the oil resists thermal breakdown.

Flash Point is the temperature at which an oil gives off vapors that can be ignited with a flame held over the oil. The lower the flash point, the greater tendency for the oil to suffer vaporization loss at high temperatures and burn off on hot cylinder walls and pistons. The flash point can be an indicator of the oils base stock quality. The higher the flash point the better. 400 degrees F is the minimum to prevent possible high oil consumption.

Pour Point is 5 degrees F above the point at which a chilled oil shows no movement at the surface for 5 seconds when inclined. This measurement is especially important for oils used in winter. The lower pour point the better.

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continued

% Sulfated Ash shows how much solid material is left when the oil burns. An oil with a high ash content will tend to form more sludge deposits in the engine. A low ash content also seems to promote longer valve life. Look for oils with low ash content.

% Zinc is the amount of zinc used in the oil as an extreme pressure, anti-wear additive. The zinc is only used when there is actual metal to metal contact in the engine. This will rarely occur, but if it does, hopefully the zinc will do its job and react with the metal to prevent scuffing and wear. A level of 0.11% is enough to protect an automobile engine under normal use. High revving, air cooled motorcycles or turbocharged engines might want to look at the oils with the higher zinc content. More zinc doesn't give you better protection, it gives you longer protection if the rate of metal to metal contact is abnormally high. High zinc content can lead to deposit formation and plug fouling.

The following table lists the parameters of some widely available oils. "—" indicates no data was available.

20W-50 OILS

Brand	VI	Flash	Pour	Ash	Zinc
AMSOIL	136	482	-38	<.5	—
Castrol GTX	122	440	-15	.85	.12
Exxon High Per.	119	419	-13	.70	.11
Havoline Form. 3	125	465	-30	1.0	—
Kendall GT-1	129	390	-25	1.0	.16
Pennzoil GT Per.	120	460	-10	.9	—
Quaker State Dlx.	155	430	-25	.9	—
Red Line	150	503	-49	—	—
Shell Truck Guard	130	450	-15	1.0	.15
Spectro Golden 4	174	440	-35	—	.15
Spectro Golden MG	174	440	-35	—	.13
Unocal	121	432	-11	.74	.12
Valvoline All Clim.	125	430	-10	1.0	.11
Valvoline Turbo	140	440	-10	.99	.13
Valvoline Race	140	425	-10	1.2	.20
Valvoline Synthetic	146	465	-40	<1.5	.12

15W-50 OILS

Chevron	204	415	-18	.96	.11
Mobile 1 Synth.	170	470	-55	—	—
Mystic JT8	144	420	-20	1.7	.15
Red Line	152	503	-49	—	—

5W-50 OILS

Castrol Syntec	180	437	-45	1.2	.10
Quaker St. Synquest	173	457	-76	—	—
Pennzoil Performax	170	—	-69	—	—

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Tech Tips

continued

All of these oils meet current SAE SG/CD rating and all vehicles manufacturer's warranty requirements in the proper viscosity. All are "good enough", but those with better numbers (depending on your needs) should provide better engine protection.

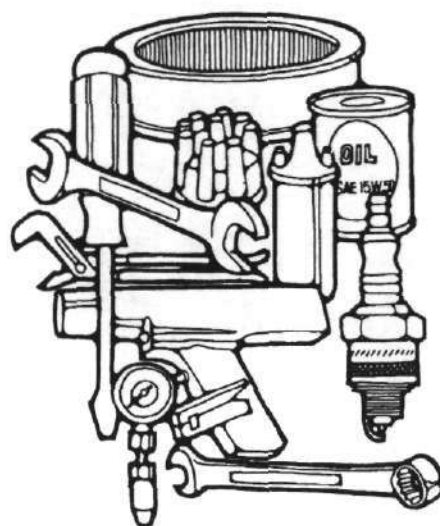
Synthetic Oils offer the only true significant differences, due to their superior high temperature oxidation resistance, high film strength, very low tendency to form deposits, stable viscosity base, and low temperature flow characteristics. Synthetics are superior lubricants compared to traditional petroleum oils. You will have to decide if their high cost is justified in your application. Consider whether your engine burns or leaks oil when using synthetics.

The extended oil drain intervals given by the vehicle manufacturer (typically 7,500) and synthetic oil companies (up to 25,000) miles are for what is called normal service. Normal service is defined as the engine at normal operating temperature, at highway speeds, and in dust free environment. Stop-and-go, city driving, frequent trips of less than 10 miles, extreme heat or cold puts the oil change interval into the severe service category, 3,000 miles for most vehicles. Synthetics can be run two to three times the mileage of petroleum oils with no problems. They do not react to combustion and combustion by-products to the extent that dead dinosaur juice does. The potentially longer drain intervals help take the bite out of the synthetics' higher cost. If your car or bike is still under warranty, stay with the recommended oil drain intervals. These are set for petroleum oils and the manufacturers make no official allowance for the use of synthetics. Too, new engines need to be "broken in" and this should be done with petroleum based oils.

Oil additives should not be used. Oil companies have gone to great lengths to develop additive packages that meet the new vehicle's manufacturers requirements. Some of these additives are synergistic, meaning that the effect of two additives together is greater than the effect of each acting separately. If you add anything to the oil, you may upset this balance and prevent the oil from performing to specifications.

The number above are not all there is to determining what makes a top quality oil. The base stock used, type, quality, and quantity of additives are also very important. The given data combines the manufacturers claims, personal experience, and the reputation of the oil among others who use it, should help you make an informed choice.

by Rick Gaitley
Mountain State Chapter



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Now that we've got your attention, here's the hook: Run for one of the Chapter Officer positions! Although it's only the end of the summer, **NOW** is the time to make plans. Why so early? Well, mainly because of the lead time we must allow due to **dB's** bimonthly publication schedule. The next issue is November-December (already!?!) and the candidate slate should be contained therein. Elections will occur at the Holiday Party in January.

The following positions are elected positions: President, Vice President, Treasurer and Secretary. All current Full members are eligible to run. Send a statement of your intentions to **der Bayerische**, care of the Editor or contact club officers.

NOW is the time for you to have a say in what your Club does! *Seize the day!*
And oh, by the way, the pizza's only once a month. And sometimes the delivery boy is real slow or gets lost so the pizza's cold. But it's **FREE!!!**

Speeding Ticket Strategies

Officer Bob Speed
der Sonnenfleck
April/May 1994

Many of you rookies seem to think that the ultimate driving machine is improperly monitored and its true name should be the ultimate speeding machine. Officer Bob is here to give you some ideas on how to maintain your driver's license when one of my fellow officers of the law stops one of your incorrigible law breakers.

First let's assume that you were travelling at 67 miles per hour through a schools zone at 8 o'clock in the morning. A deputy sheriff clocks you on radar and ask you for your driver's license. He asks you if you knew who fast you were going through that 15 mph zone. The first advice I would have is that you be honest with the officer and admit how fast you were traveling and apologize profusely. Many times the officer will find this boot licking unique approach to be refreshing and he may give you just a warning. If not, the officer will write up a ticket and ask for your autograph. Once its clear that the ticket is going to be awarded, then certain steps can be taken for your own protection. First you should ask the officer if he is "locked" your speed on his radar gun. He should answer that he did not. It is illegal the the State of Florida to lock a speed. So if he says yes, make sure that your camcorder is on so that you can have this officer prosecuted. If he states "no", you can ask him when he last calibrated his radar gun. He is required to do the calibration after every ticket. You can ask the officer if he would calibrate his radar gun for you. If he refuses, then you this exchange before the Judge at trial:

Speeder: Did I ask you to calibrate your radar gun?

Officer: Yes.

Speeder: And you refused, didn't you?

Officer: Yes.

Speeder: What were you trying to hide? You knew that the gun you used was inaccurate, didn't you? And you used it anyway, didn't you?

Officer: But...but...alright, I confess, but please be lenient on me...

or something like that. Most times, however the

officer will calibrate his radar gun for you. There is an internal calibration, and then there is and external calibration using tuning forks. The tuning fork will have a certain speed inscribed on the fork itself and the officer will put that tuning fork in front of the radar, and the radar should read within 1 mph of the speed indicated on the tuning fork. If the radar gun is reading ± 2 mph from the indicated speed on the tuning fork, then the radar is out of calibration and evidence of your speed according to the radar cannot be used in court. In my experience (and trust me, I have had a lot), it is not unusual for the radar gun to be slightly out of calibration, but you will never be able to establish that the gun is inaccurate unless you ask the officer to calibrate it at the time of the ticket.

Assuming that everything relating to the radar gun checks out satisfactorily, you now have several choices to make. First, you can elect to attend drivers improvement school, which, for most of you drivers of BMW marque will be a complete and total waste of time. Unfortunately, the judicial system is aware of this, but the constitution does not yet recognize a sentence to drivers school as cruel and unusual punishment. You have an option to attend driver's school three times in your lifetime, so if you elect this option, you may need to consider the advice that follows for your fourth speeding ticket. Your next option is to ask for a trial date. The Clerk will then set a trial date and the ticketing officer will receive a subpoena to attend to testify against you. I have heard of many incidence where an alleged speeded will request a continuance of the case in hopes that the officer will not attend if the trial is postponed. In my experience, the Judges are aware of this ploy and may be much harder on you if the officer does indeed appear at the continued trial. I don't recommend this approach. Here's my recommendation: try to arrive at the trial somewhat early and locate the officer that gave you the ticket. If the officer didn't show up your case will be dismissed. If the officer is present, reason with him explain that you have attended numerous driver's schools (you have, haven't you) and that you are a serious, sober driver who believes that safety is a primary objective. If you record is clean, you can inform the officer of that fact and ask if he would have any objection to your request to the Court to with-

Speeding Ticket Strategies

Officer Bob Speed
der Sonnenfleck
April/May 1994
continued

hold adjudication of the offense and permit you to pay the fine and court costs. In most cases, if your attitude has been good with the officer, he will agree to that procedure. Accordingly, when your case is called, you can tactfully interrupt the oath and indicate to the Judge that you are not there to contest the ticket, but merely there to request the Court to withhold adjudication and thereby preserve your pristine driving record. The Court may well allow adjudication to be withheld, but it may couple this decision with a trip to driver's school. The benefit here, however is that you have not made your individual election to use one of your "strikes" since it is the Court, not the Speeder, who make the decision.

Of course, if your driving record really stinks, it is unlikely that the Court is going to grant you clemency. If you have been vigilant and use this approach every time you have gotten a ticket, there will be no adjudications for speeding on your driving record and you can truthfully say that you have never been found guilty of a speeding infraction. Also, no adjudication means no points. The Court will have access to your driving record, and any tickets on which

adjudication was withheld will be indicated thereon. However, the Court is not supposed to consider these nonadjudicated tickets until after he has determined whether or not you committed the present infraction. The only potential drawback to attending Court is the possibility that the Court may not withhold adjudication, but then you can proceed to try your case. Or, you may have to pay Court costs, which, in the long run, will be cheaper than the increase in your insurance.

So much for my pointers for your miscreant speeders out there. I would hope all of you drivers of the ultimate speeding, er, driving machine exceed the speed limit occasionally so that we can continue to generate revenues for this great state of ours. But don't speed excessively or too often that you create a danger for the rest of us sharing the road with you! 🍀

Officer Bob
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Help Our Friends

Blue Ridge BMW

Byron McCauley and Sueann Meskeil are very active members of the Blue Ridge BMW Chapter in Charlottesville. Recently, however, their fun with BMW's has been put on hold to help save their friend's life. One year ago, their friend and co-worker, Lisa discovered a lump in her breast. At age 30, Lisa's nightmare began. The lump was large and malignant. In the long months that followed, Lisa endured a radical mastectomy and aggressive chemotherapy. After eight months of remission, the cancer returned. Now her only chance of a cure is a bone marrow transplant. Unfortunately, this form of treatment is not covered by most health insurance plans. Lisa needs over \$100,000 for a chance to live.

Byron and Sueann have enlisted everyone's help in this effort, including their car club chapter. On September 10th, the Blue Ridge BMW Chapter will host "The Classic" at the Boar's Head Inn. "The Classic" will feature a variety of marques, the exotic, and the antique. The Classic will be a "first" in bringing together so many different and unique vintage automobiles.

A silent auction will also be held during the show to raise the needed funds. Local merchants and friends have donated a variety of goods and services.

Please join the Blue Ridge BMW Chapter at "The Classic" and help them save a life.



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This event is presented by the Blue Ridge BMW Chapter of Charlottesville. Come alone or with your car club for an afternoon of shining chrome and flowing fenders. There will be a People's Choice judging and silent auction to benefit the Lisa Gross Bone Marrow Transplant Fund. We are looking for exhibit automobiles. Please call Phil Marx at 804/977-6060 during the day or Byron McCauley at 804/296-3772 evenings for further information.

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Rt 2 Box 20 A,
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August 26, 1994

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Additional Info: _____

Entry fee \$10.00 tax deductible donation. Payable to "The Lisa Fund"
Rain Date - Sunday, September 11, 1994

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MEMBERS: \$100 if application received three weeks BEFORE event. \$115 after that.
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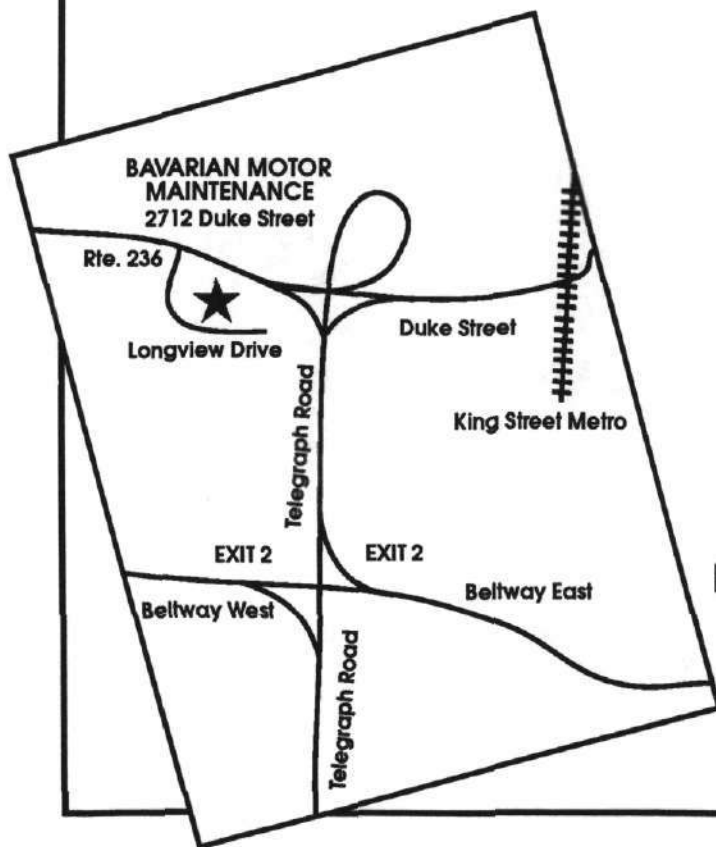
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Cars For Sale

1987 BMW M6

(VIN WBAEE1409H2560149) Black with/white grey leather interior, rare vehicle, all power, all leather, all options, trip & diagnostic computer, ABS, rear A/C rear cooler, 58,000 miles, good condition. \$18,000. Days (301) 420-2858.

1977 320i Green/Tan interior, 4 spd., sun-roof, A/C, alloys, Bilstein sport suspension, Stahl header, 111K \$1,950. B/O. Call Kurt (301) 776-7089 eves.

1976 2002A Blue/Tan interior, completely restored Concours condition. Best Offer. Call Issy (301) 871-6871 eves.

1973 3.0CS Blue/Tan Leather Interior, 4 speed., A/C, Completely restored. \$15,000 B/O Call David (301) 417-9259 eves.

1978 530i (VIN 5381699) Chamonix white with blue vinyl interior. 4sp (Metric Mechanic trans), later head, Bavarian header (no thermal head crackers). Body rough (cosmetic front end damage not affecting drivability) and rusty; runs OK, 170K miles. Driven in rain, snow, rarely garaged, not a California car, but oil changed every 3K, serviced regularly (all service records). Have three BMWs, one must go. \$400. as is (you inspect). Greg (410) 323-8137 (MD) evenings.

1983 533i (VIN WBAED7404D1047849.) Black, red leather, 5-spd. (optional BBS wheels) Dave: (202) 268-2554 (days) (202) 363-1360 (evenings)

1974 2002tii (VIN 2780007) Sahara beige with tan interior, new Billsteins, new battery, good interior, MOMO steering wheel and shift knob. runs well, normal rust. MUST SELL. \$3200. (304) 856-3061 (VV)

1987 BMW L6

(VIN WBAEC8408H3265407). Silver exterior and silver interior (gray leather). Rare vehicle, all power, all leather, all option, trip and diagnostic computer, ABS, rear A/C, rear cooler, 90,000 miles, very good condition, \$16,000. (703) 222-5613. (VA)

Parts for Sale

Wheels & Tires: 4 Pirelli P6 195/60HR 14 on BMW factory BBS alloy whls 6.5x14. 5 lugs. \$600. (202) 882-4850

Cylinder Heads: 77-79 2.0 E21 head, just rebuilt, no cracks \$250., 83-84 E-30 323i head, used 80K, \$200. Call Grant (703) 836-2002 days

For Sale: BMW 3 series (91 or earlier) car cover, \$25. BMW Repair manual by Bentley, \$20. Four 3 series OEM alloy wheels with almost new Yokohama 008's 14x60x205, \$250 OBO. Never used 3 series basket weave BBS wheel and tire, perfect, \$250. BMW rechargeable flashlight, \$8. 3 series OEM oil filters, \$2 each. Redline synthetic manual transmission fluid, \$8, 2 bottles. Buyer pays all handling/shipping costs. Call (717) 790-9247, Todd, evenings. (PA)

For Sale: Dinan Trans Chip for 850/750, Dinan Part # D-902-015, never installed... \$250.00. Call Paul Vessels (202) 726-7971.

14" OEM Alloys: 83-85 14" Alloy wheels from 735i, good cond. \$200/set Call Grant (703) 836-2002 days.

635 TRX Wheels: Complete set of (4) alloys and tires TRX, Tires 6,000 miles. \$500/set Call Grant (703) 836-2002 days

320 Parts Car: 5 speed transmission \$450, 3:90 Limited Slip Differential \$325 perfect set up for 2002 5 speed conversion. Rebuilt 1.8 ltr. engine \$700. B/O Call Kevin (202) 544-1123 eves.

Tii Parts: Complete set of front struts with brakes \$275, Tii engine complete with injection \$700 B/O Call Kevin (202) 544-1123 eves.

BBS Wheels & Tires. (4) 1-piece forged, silver rim, platinum basket weave (RG-style?), 7 1/2 x 16, with Yokohama 205/55-16. Upgrade your 5,6,7-series! Swap me your TRX's. Dave (202) 268-2554 (days) (202) 363-1360 (evenings)

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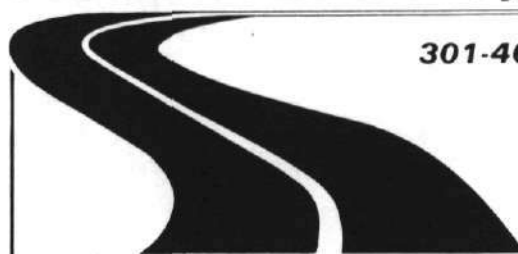
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In Memoriam Susan L. Harrison

On July 30, the National Capital Chapter lost a dear friend, Suzie Harrison. Suzie was chapter Secretary in 1972 and 1973 and President in 1974. She helped guide the chapter through its formative years. Suzie died of cancer. She was 49.

Suzie was an avid rallyist, racer and racing fan in Showroom Stock and working as an SCCA Flagman and Tech Inspector in the '60's, 70's and early 80's. She married Jim Harrison, also a chapter member, racer and past Chief Instructor of our drivers' schools. Jimmy has raced (among other cars) a 2002 in the SCCA's B/Sedan, GT-2, and GT-3 classes and now campaigns a GT Pinto. We'll miss Suzie's wry sense of humor and smiling face. We send our heartfelt sympathies to Jimmy.

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