

March/April 1997

# der Bayerische

National Capital Chapter

BMW Car Club of America



2002



# Calendar of Events

1997

## JANUARY

- 25 P3 Expo
- 29 Car Audio Tech Session

## FEBRUARY

- 1 Annual Elections/ Holiday Party

## MARCH

- 1 Do-It-Yourself Tech/Drivers' School Tech Inspection
- 29-30 Spring Drivers' School

## APRIL

- 26-27 Autocross School at Ft. Meade

## MAY

- 4 Deutsche Marque Concours
- 10 Alexandria Bavarian Service Tech
- 17 BMWCCA Autocross at NVCC, Manassas
- 17-18 Delaware Valley Chapter Drivers' School Jefferson Circuit

- 18 Maifest at Brian Redman's Jefferson 500 Vintage Races
- 19 BMW CCA Club Race/Time Trials Summit Point Raceway

## JUNE

- 14 Highway Safety School
- 15 Drivers' School (Jefferson)

## JULY

- 20-25 **Oktoberfest '97**  
Waterville Valley, NH

## AUGUST

- 3 Championship Autocross at Ft. Meade, MD

## SEPTEMBER

- 13 BMW CCA Autocross at NVCC Manassas, VA
- 21 BMW CCA NCC/MWCSSC Rally

## OCTOBER

- 18-19 Drivers' School



*For the Latest Info, Call the Club Hotline: (301) 230-9BMW  
On The Web: <http://www.patriot.net/users/m3/>*

# der Bayerische

National Capital Chapter BMW Car Club of America



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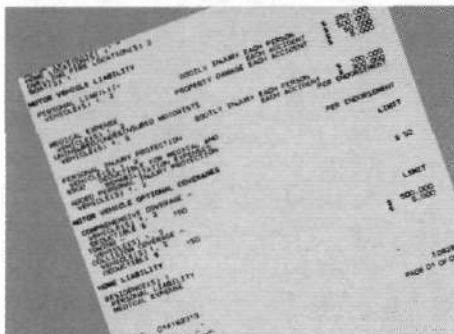
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BY STUART KANE, CPCU



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BY PAUL VESSELS



Cover: Q: What has four doors and flies?

A: A Mercedes.

Q: What has four doors and *really* moves?

A: The new four door M3!

Photo: Raine Mantysalo

Car courtesy of BMW NA and our own  
automotive journalist John Hartge.

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## EDITORIAL

# Misfirings

## Washboard ABS

Years ago, when the Baltimore City Police Department began using anti-lock brake system (ABS)-equipped patrol cars, a curious phenomenon occurred — accident rates involving patrol cars rocketed upward. Upon investigation, something at which the police are specialists, the culprit was discovered — the ABS itself. Or rather, the ABS exposed the real problem; the officers' general unfamiliarity with the new technology. Now the general populace doesn't normally lump police officers together with brain surgeons, especially when viewed through the rear-view mirror or after conversing at the side of the road. And yet these men (and women) were never given any formal instruction in ABS theory and practice; ABS was akin to one's guardian angel, there to save you in time of immediate need without ever requiring your petition. Anecdotally, typical after-incident interviews went thusly: "I slammed on the brakes... ..and the pedal began shuddering violently... ..so I let off on the brake. Then I slammed on the brakes again, and the pedal began shuddering again... ..so I let off of the brake. Then I hit the tree..."

And now the insurance industry has offered up some statistics, something at which they are adept: ABS-equipped cars have a 45% higher incident rate in single-car mishaps (i.e., accidents) as opposed to cars lacking the safety feature. The two main factors: ABS provided a false sense of security allowing the driver to assume a greater sense of invincibility, and thus, a greater degree of recklessness; and, the lack of knowledge and experience with ABS operation on the part of the driver. The insurance industry's suggestion? Go out to a big deserted parking lot during a rain storm or after a snowfall and practice slamming on the brakes! As simple and un-elegant as that. Yet more effective than glancing through the owner's manual.

Do most of you drive an ABS-equipped BMW? Probably. Will most of you be faced with an ABS-activating experience? Likely. Will you know how to respond in that situation? Hopefully. Can the Chapter be of help? Definitely. Each year, the Club offers up for its members several chances to really get to know what driving is all about: Drivers' schools. And a Highway Safety School for those desirous for an even more intensive workshop. For you. Or your spouse. Or for your driving-age kids. The schools aren't for the hormonally-encumbered joy-boys getting their jollies but instead a marvelous well-controlled venue for learning and experiencing the total driving experience — driving the car by means of harnessing all of the powerful forces of which your car is capable. Including braking as the alternative to breaking. You might even learn about driving in the absence of ABS (now to all of you out-of-work-because-of-the-OJ-trial-completion lawyers and to all of you litigation-fearing types: Don't take me to task, I'm only musing — this is not an official endorsement of such an act, although, if I had ABS, I'd sure like to know what to expect if the ABS did happen to go south on me — a well placed stone hit could do it, too!). Attendance at a drivers' school in itself would put you one up on both the police and the insurance industry, the not-so-secret desire of most drivers. And you'll definitely get your fair share of jollies, too!

Scree—yabbada-yabbada-yabbada-yabbada—stop.

derr



And My, what a Party it was! (See the photos on pages 8-11.) Thanks to all of you who have the confidence and trust in me that you elected me your next President of the Chapter. I am honored to serve, and will do my best to retain your belief in me and the Club.

The Holiday Party was the single largest turnout of Chapter members we have ever had, almost half the number of people who showed up for O'fest in total last year! That puts the number around 275-300 people. If you didn't get to eat some of the fantastic food, I apologize. I hope you did get enough libations and had the good fortune to have had your palm read. And to those of you who thought we should have done RSVPs, it's been tried so many times before, and it's never made a difference. We tend to be such a laid back chapter that we don't like to plan ahead that much, and many members decide at the last minute to come out. Maybe the weather has something to do with it.

But DON'T wait to sign up for the Drivers' Schools. Because they're all two day schools this year, we're anticipating that several people from out of the immediate area will sign up. Tech sessions have been planned in advance of each school, and we hope to have some sponsorship as well so we can put on a swell party in the evening. So don't delay on this one. By the way, many, many thanks to Rob Woolley who

has been our Registrar the past two years. He's decided to let someone else take a turn, so let's welcome Gary Ketner. Find his number in the application, and contact him with any questions.

Lastly, I'd like to ask all of you to put on your thinking caps. You may be aware that Pirelli Tires has had an awards program for club charity events for some time now, and the winners are announced at Oktoberfest each summer. I personally find it a little embarrassing that the second largest chapter in the nation has not done any charity events in the last three-four years, and I'm challenging each of you to try to think of something we can do to correct the situation. And be prepared to work on the effort. There are so many needy issues that we could address, from children to food banks to homeless shelters, or perhaps saving trees or pets, or cleaning up the canal or the Anacostia River. The possibilities are practically endless. So send in your good ideas, and let's work together to do something this year to share our good fortune.

Until next time, drive safely, and smile at a stranger for no good reason!

Jenny

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- Here are the personnel changes in the Chapter as a result of February's vote: President — Jenny Nazarko (E30 325is), Vice-President — Sue Bryan (E30 M3, E21 320i), Treasurer — David Lassalle (E36 M3), and Secretary — Charlotte LaQui (E30 M3s). Mike Gayle (E36 M3) moves to Membership Co-chair with Mike Dulisse (E36 325i, E30 318i), and Mike Early (E36 M3) is the new Social Chairman. All drivers of little cars.

- With the return of warmer weather and the urge to clean the car, bear in mind this item: five toddlers required hospitalization after accidentally ingesting spray-on auto

## ShortStrokes

wheel cleaner, with two having gone into cardiac arrest. The toxic chemical was

the same in all cases: ammonium bifluoride which breaks down into hydrofluoric acid and fluoride ions after contact with water. This breakdown takes up to 24 hours, leading emergency physicians to drastically underestimate the severity of the poisoning. Less than a teaspoonful of wheel cleaner can be fatal to a child.

- Now pay attention: According to a University of Massachusetts study, teenage and young adult drivers diagnosed as having attention deficit disorder (ADD) are twice as likely to be cited for speeding, are involved in more accidents, and are more likely to be at fault in those accidents as compared to their non-ADD counterparts. The study indicated that the ADD drivers had no lack of knowledge of traffic laws but rather had problems in applying that knowledge. Are you paying attention?

- Starting in June, Maryland will implement the tougher "treadmill" vehicle emissions test, despite protests from motorists who complained about long lines and fears that their vehicles might be damaged as a result of the test or the testers. According to Maryland Gov. Parris N. Glendening (D), the tougher standards will be implemented in order to stave off the imposition of tougher air quality standards by the U.S. Environmental Protection Agency resulting from a lawsuit brought on by the Sierra Club and other environmentalist organizations. It was reared that the new EPA standards, if imposed, would result in the loss of some Federal funds and also hamper development in Baltimore and Washington

suburbs. Legislators hoping to block Glendening's plan would need a veto-proof two-thirds majority in both the House and Senate although it's unlikely that this would happen. Legislation to delay imposition until November might be introduced in order to give the legislature time to investigate MARTA Technologies, the company in charge of administering the program. MARTA is currently trying to sell its operations.

- Montgomery County (MD) State's Attorney Robert L. Dean (D) announced that his office will take a tougher stance with drivers facing alcohol-related charges. As of 1 March, DUI and DWI defendants will no longer be allowed to have their records wiped clean after entering a diversion program, in which defendants are allowed to take short-term classes and counseling. Cases are placed in a "stet docket" for one year and allowed to die with no trace of charges if the program is successfully completed by the defendant. Dean is also lobbying the Maryland General Assembly to shorten the time between a drunken driving arrest and trial date, finding the current five-month delay unacceptable. Speedier trials, among other things, would prevent drunken driving by defendants already awaiting drunken-driving charges, he said.

- In January, a bill aiming to repeal Virginia's yearly vehicle tax was quietly killed by that state's Senate Finance Committee. The bill, sponsored by Sen. Charles J. Colgan (D-Prince William) would have replaced the unpopular levy with a boost in the statewide sales tax from 4.5 percent to 6 percent. Opponents claimed that the bill would not only create a \$200 million shortfall for local counties and cities but would also disproportionately hurt poor people and rural areas. Colgan vowed that the issue will return in the fall elections.

*derr*



**DO-IT-YOURSELF TECH/DRIVERS' SCHOOL TECH INSPECTION**

**Saturday, 1 March 1997**  
**Auto Sportsystems Group**  
**2810 F Dorr Ave., Fairfax, VA**  
**Time: 9:00am-2:00pm**

Springtime is on its way (I hope!) so get your ride ready for warm weather, dry roads, and the hot track! Time now to take care of all of those tasks you've put aside because of the cold weather. Geoff Schwarz and Ray Plewacki of Auto Sportsystems Group in Fairfax have once again offered us the use of their spacious facilities where you'll be able to perform simple maintenance or repair work such as fluid and filter changes or brake work. As lift space is limited, there will be a mandatory pre-registration for time allotments. Please plan to limit yourself to about an hour and a half and do bring the parts and supplies you'll need as availability is very limited. Also that day is the opportunity to have your car inspected for the upcoming (29-30 March) Drivers' School. Again please pre-register and bring your tech form, as none will be provided. In case of inclement weather, we'll try to reschedule for Saturday, 8 March — do check the Hotline. Questions? Contact Jim Moran at (703) 441-0329 eves. Til 9:59PM, for more information or to register.

*Directions. Take the Capital Beltway (I-495) west to US50 West (VA side). Immediately exit onto Gallows Road North. At the fourth light turn left onto Lee Highway (US 29). Turn right at the second light onto Hilltop Rd. Take the next right onto Dorr Ave. Auto Sportsystems Group is on the left in the rear of 2810 Dorr Ave.*

**SPRING DRIVERS' SCHOOL**

**Saturday-Sunday, 29-30 March 1997**  
**Summit Point Raceway, WV**  
**7:00am**

Get ready! Spring is just around the corner! How can you tell? — There's a Drivers' School on the calendar, that's how! Come out and join your fellow Club members as we launch the 1997 driving season with the Spring Drivers' School. As always, the venue is the big track at Summit Point Raceway and the goal is for you to learn

more about your BMW and yourself. This is a two-day event and because the next one isn't until mid-October, this will fill up fast. So find the application, fill it out, and send it in pronto! (Remember, the cut-off date is 8 March!) Questions? Contact the Drivers' School Registrar, Gary Ketner at (410) 715-9317 evenings until 9:59, please!

*Directions to Summit Point Raceway. From No. Virginia, take the Dulles Toll Road, Rte. 267, west and continue onto the Dulles Greenway to Leesburg. Exit onto Rte. 7W to Winchester. Exit onto US 340 towards Charles Town. At about 1/2 mile, turn left onto Rte. 611 and follow into Summit Point, WV. Turn left at the "T" onto Summit Point Rd. The track is about 1/2 mile on your left. Follow the signs to the Paddock. From Baltimore, take I70 West to US 340 West. Continue on US 340 into Charles Town, WV. Continue straight onto Rte. 51 West in Charles Town. Bear left (go straightest) at the three-way stop intersection onto Summit Point Rd. The track is about eight miles ahead on your left. Follow signs to Paddock.*

**INTRODUCTORY AUTOCROSSING I**

**Novice Autocross School**  
**Saturday-Sunday, 26-27 April 1997**  
**NSA Lot, Ft. Meade, MD**  
**Time: T.B.A.**

You've been bombarded by all of this autocross stuff for years, isn't it time to find out what it's all about for yourself? Here's how: Our Chapter will be co-sponsoring an autocross school strictly for beginners and/or novices at the National Security Agency (NSA) lot at Ft. Meade, MD. As we said, the purpose of this event is an introduction to autocrossing; all aspects of the sport will be thoroughly covered, from basic functions to driving strategies, with the greatest focus on driving techniques. Take this course and you'll be well on your way to autocrossing glory. This site is the same lot that will be used for several Championship events. For additional information and registration please call David at (301) 317-1461 or e-mail to (lassalle@erols.com).

**DEUTSCHE MARQUE CONCOURS**

**Sunday, 4 May 1997**  
**Woodlawn Plantation**  
**Mt. Vernon, VA**  
**Time: 9:00am**

Get the rags and zymol out and get busy! Its time for the 14th Annual Deutsche Marque Concours!!! As in the past, we're expecting a strong showing from both the Porsche and Mercedes Clubs and they're expecting an equally strong showing from us. Let's show up in force this year, both veterans and new comers, and see if we can break our standing record of 32 beautiful BMWs shown at the Deutsche Marque Concours. To make it easy for our competitors, this is a "top-only" concours, meaning that only the upper portions of your Bimmer will be judged — forget about polishing the muffler clamps! Also, there will be a "Display" class where cars will face only a "people's choice" vote. By the way, race cars will be welcomed in this class.

This year's event will be held at a new location — the historic Woodlawn Plantation in Mount Vernon, VA. The entry fee remains at \$25 to show your car and includes one ticket for entry to the wine and cheese awards reception which follows the score tallies. Additional tickets are \$10 per person. There is no charge to view the event as a spectator, of course. So start polishing!!! Questions? Contact Concours Chairman Paul Vessels at (202) 726-7971 for further information. (See registration form on page 7.)

*Direction to Woodlawn: Coming North or South on I95 — Take Exit I66. This is the Forth Belvoir/Newington Exit. Proceed on Backlick Road — East to Route 1. Continue North on Route 1 to the 3rd light (intersection of Route 1 and State Road 235N). Turn left into Woodlawn entrance.*

*From National Airport: Take George Washington Parkway to Old Town Alexandria. The Parkway becomes Washington Street. Follow to Mount Vernon. At the traffic circle at Mt. Vernon, bear to the right and stay in the center lane. You will come to a stop sign and see a sign that says Woodlawn with an arrow pointed straight ahead (235S). Stay on 235S for 3 miles until it intersects with Route 1. The entrance to Woodlawn is directly ahead.*



### THE CARE AND FEEDING OF YOUR BMW: Enhancing the Ownership Experience Through Proper Maintenance

**Saturday, 10 May 1997**  
**Alexandria Bavarian Service**  
**416 East Raymond Ave**  
**Alexandria, VA**  
**Time: 10:00am**

Through the miracle of modern technology, BMW has made great strides in minimizing the amount of maintenance that the cars require. However, this doesn't mean that basic maintenance can be ignored altogether. Rather, BMW has developed, and continues to update, a comprehensive maintenance philosophy for its cars. Grant Randall of Alexandria Bavarian Service is a BMW enthusiast, an experienced BMW technician, and a believer in the BMW maintenance philosophy. Join us as he explains how consistent maintenance is both cost-effective and augments the ownership experience; BMWs of various vintages will show how this philosophy is put to practice. And, door prizes, courtesy of BMW of Fairfax, will be given away! Whether you're new to BMWs or a veteran owner, you owe it to your car, your wallet, and yourself to attend this event! Questions? Contact Jim Moran at (703) 441-0329 eves. For more information.

*Directions: Take the Capital Beltway (I495) to US 1 North in Virginia. Continue on US 1 through Old Town Alexandria and over the railroad tracks. At approx. 1/2 mile, turn left onto East Raymond. Alexandria Bavarian Service is at 416 East Raymond Ave., behind NTW Tires. Alternatively, take I395 and exit onto Glebe Road South (keeping left) to US 1. Turn right onto US 1 south. At 1/4 mile turn right onto East Raymond Ave.*

### SPRING AUTOCROSS

**Saturday, 17 May 1997**  
**Northern Virginia Comm. Coll.**  
**Manassas Campus**  
**Time: 8:00am**

### DELAWARE VALLEY CHAPTER DRIVERS' SCHOOL

**Saturday and Sunday, 17-18 May 1997**  
**Summit Point Raceway, WV**

Attention National Capital Chapter Members. Make plans from now! The Delaware Valley Chapter will host a Two Day Drivers' School on May 17 and 18 at the Jefferson Circuit. (Adjacent to the big track). This is the same weekend as the Jefferson 500 Vintage Race. On Monday, May 19, (on Summit Point Race Track) we will host a BMW Club Race and Time Trial. We all know how much fun the weekend is even when you are not driving, but this is the best of both worlds. You can watch the Vintage races from the lush landscaped and nicely paved paddock of the Jefferson Circuit while you are waiting for your run group. I ask, how does it get better than this? We are planning a B.B.Q. On Sunday The NCC has the Pig Roast on the carousel and all the other track concessions will be open as well. The Club Race at the big track Monday is our version of the Blue/Gray Challenge and we are hoping for a large turnout. Club racers will comprise only one group so we will have LOTS of Track Time available for the Time Trialers. We are going to record and post times of the Time Trial groups as often as we can. Please come out and help us have a great event. See the application for details, or call The Event Registrar, Amy Ashdale; at (610)783-0568. See you at the track.

### MAIFEST AT THE JEFFERSON 500 VINTAGE RACES

**Sunday, 18 May 1997**  
**Summit Point Raceway**  
**Summit Point, WV**  
**Time: 9:00am-5:00pm**

If you were at our Holiday Party, and would like to see more of what makes this Club click, as well as have a lot of fun, then come out to our annual Maifest celebration! This year the execution is a little different—rather than have it in conjunction with one of our drivers' schools, we're throw-

ing the party at our corral at Brian Redman's Jefferson 500 Vintage Races! Come out and watch some gorgeously restored vintage race cars—Jaguars, Ferraris, bathtub Porsches, Morgans, Mini Coopers, you name it, engaged in some real live racing! As usual, your Chapter will have a prime location, including reserved parking, from which to catch all of the action, as well as a huge tent with tables and chairs where you can sink your teeth into some really fine barbeque from local favorite Mike Brown at Mr. Barbeque, courtesy of our sponsor, Radial Tire Company. And, Paul Moorcones of Radial Tire just might be coerced to raffle off another set of tires! How could you miss all of this?!? So pack up the significant other, pack up the kids, and pack up your cooler with your favorite beverages and come join the celebration! Don't forget to bring your membership card, either, as it's good for a \$5 admission discount at the gate. Due to the anticipated big turnout, you'll need to R.S.V.P. to Mike Early at (800) 879-6778 or e-mail to m3early@aol.com. Do it now!

*Directions to Summit Point Raceway. From No. Virginia: Take the Dulles Toll Road, Rte 267, west and continue onto the Dulles Greenway to Leesburg, VA. Exit onto Rte. 7 West towards Winchester. Exit onto US 340 towards Charles Town WV. At about 1/2 mile turn left onto Rte. 611 and follow to Summit Point, WV. Turn left at the "T" onto Summit Point Road. The track is about 1/2 mile ahead on your left. Upon entry, continue straight to the CCA corral. From Baltimore: take I70 west to US 340 West. Continue on US 340 through Charles Town, WV. Continue straight onto Rte. 51 West in Charles Town. Bear left (go straightest) at the three-way stop intersection onto Summit Point Rd. The track is about nine miles ahead on your left.*

### DELAWARE VALLEY CHAPTER TIME TRIALS AND CLUB RACE

**Monday, 19 May 1997**  
**Summit Point Raceway, WV**



• BALTIMORE AREA •

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## Registration Form

# 1997 Deutsche Marque Concours

BMW year \_\_\_\_\_ Model \_\_\_\_\_

Concours \_\_\_\_\_ \$30 per entry

Display \_\_\_\_\_ \$30 per entry

Reception \_\_\_\_\_ \$10 for each  
additional person

Total Enclosed \$ \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

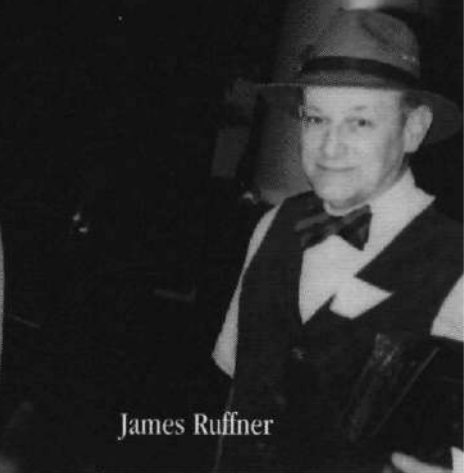
Zip \_\_\_\_\_

Phone \_\_\_\_\_

Make check payable to "BMW CCA NCC" and  
mail it with your completed form to:

Paul Vessels  
P.O. Box 1784  
Washington, D.C. 20013

Please photocopy from magazine.



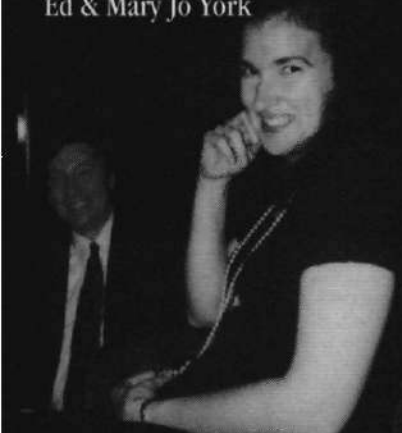
James Ruffner

# *(seasonably late)* Holiday Party

by Dennis Topper

Ed &amp; Mary Jo York

Reginald D. Smith



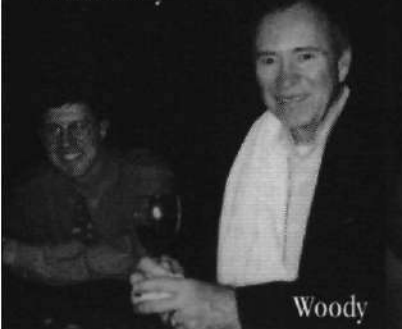
The New Prez

Jeff, Renee and J.J. Seymour



Mike Early

Filippo Morelli



Pietro "Pete" Reed

Woody



The annual Holiday Party was held Saturday, February 1 in the Capital Club at the Sheraton Premiere Hotel at Tyson's Corner. This was the first Club party that I have attended since joining the Club a little more than a year ago. So often, as with many people, when there are Club events I have other commitments that conflict, but I wrote this occasion on the calendar and planned to attend. I'd like to share with you my perception of the evening.

Invitation cards were sent to members once the location was finalized and I thought I should confirm, but there was no mention of this on the card. I did discuss the party with David Lassalle, the Club Treasurer and let him know my wife and I would attend.

The night of the party we arrived at the Sheraton shortly after 7 p.m. We lined up to sign in at registration, lined up to purchase tickets, and

John McWilliams



Corey  
Smolinski

Bradley  
Gray

"Mr. Bill"



lined up for hors d'houevres. Unfortunately, before we made it to the table, the food ran out and we waited for the main buffet to be stocked. With the pasta table, carving station, and fruit station, we never missed the appetizers.

The food and socializing lasted until nearly 9 o'clock and was followed by the announcement of the new Club officers and the raffle. The current officers were applauded for their contributions and the new officers were introduced in turn and received a warm reception from the crowd. Many great BMW articles from sponsors were awarded in the raffle as door prizes and that's always a crowd pleaser.

The hotel did well to satisfy all the attendees, but the turnout was so much greater than anticipated that some people didn't get to eat. The crowded conditions encouraged people to

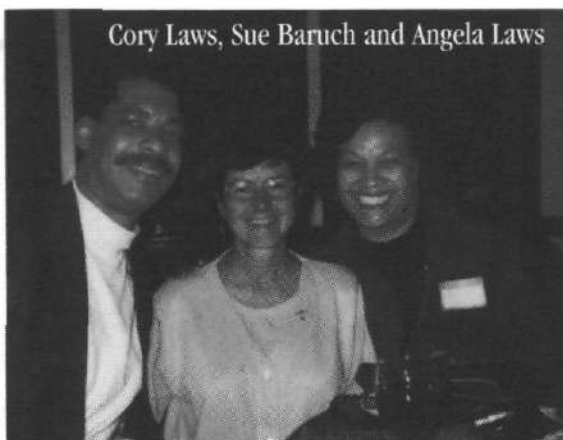
share seats, tables, and floor space. Most people used the opportunity to meet members that they otherwise might not have. Some commented that they have been members of the Club for years, but this was the first function they have attended. I think the planners hit on the right combination of location, time, and enough notice to get great participation.

The Holiday Party started the year with a challenge to the members to continue this kind of attendance at other Club functions. Congratulations to the organizers and to the newly elected leaders for a great evening!

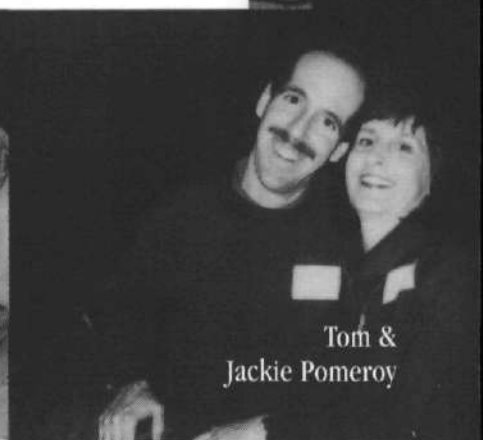
**Dennis Topper** joined BMW CCA National Capital Chapter shortly after purchasing his first BMW, a 1994 325is, in November of 1995. His interests include autocross, rallies, and any other reason to drive a great automobile.

Charlotte LaQui

Cory Laws, Sue Baruch and Angela Laws

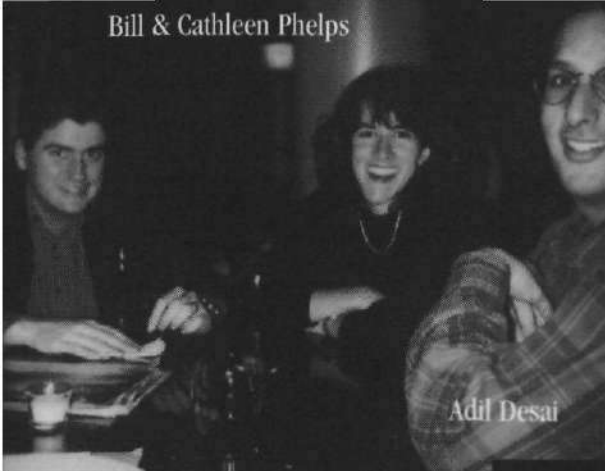


Tom &  
Jackie Pomeroy



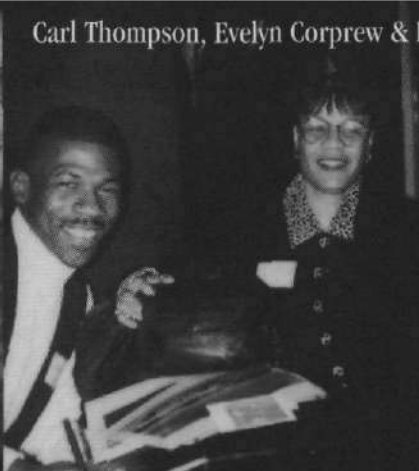


Bill & Cathleen Phelps

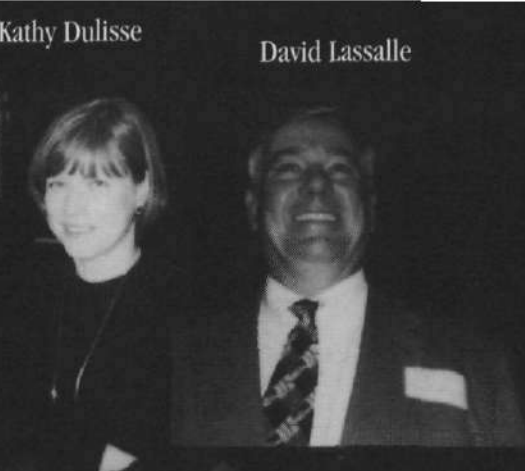


Adil Desai

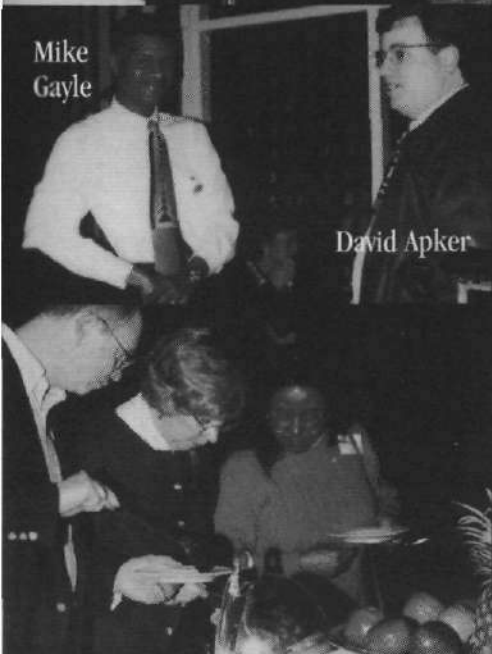
Carl Thompson, Evelyn Corprew & Kathy Dulisse



David Lassalle



Mike  
Gayle



David Apker



Ken & Christine Tolson

Pat



Steve

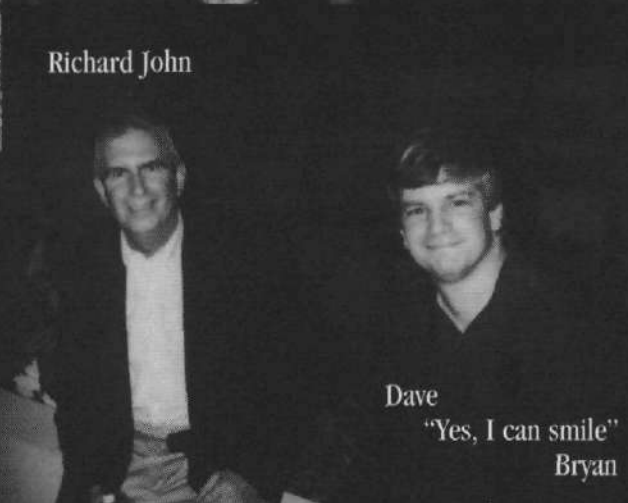
Pam

Mike

The Donahues & David Apker

Paulette Leeper, Debbie & Dave Baker

Richard John



Doug Dolton

Victor Yastrop

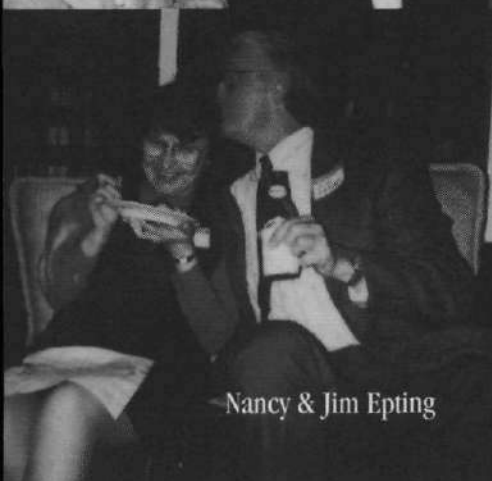


Dave  
"Yes, I can smile"  
Bryan

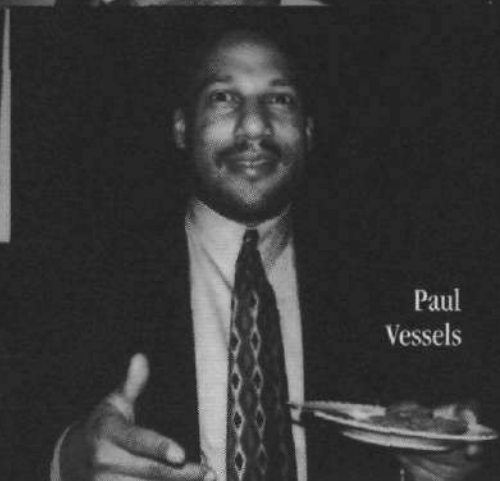


Madame Lasagne

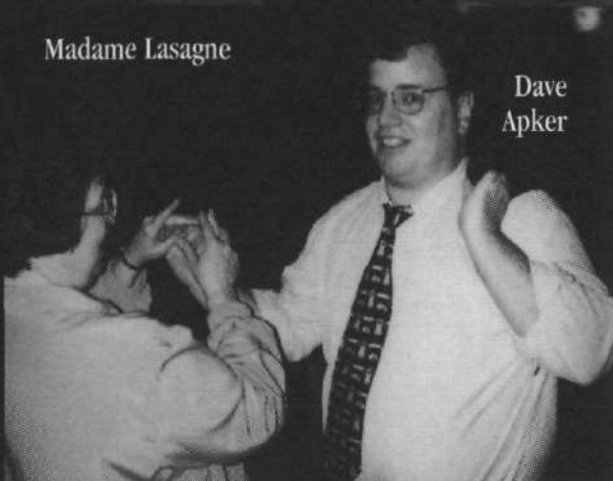
Dave  
Apker



Nancy & Jim Epting



Paul  
Vessels

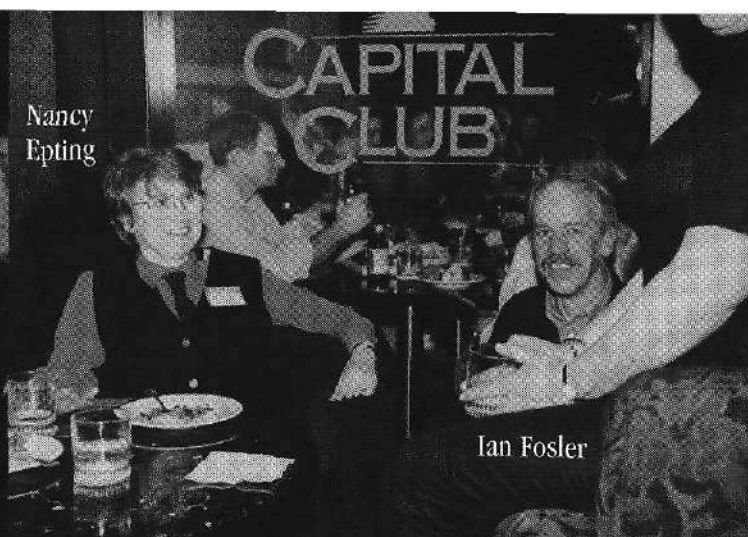


Mickey & Friends:  
John Hartge & Sue Bryan



Alfonse

Nancy  
Epting



Ian Fosler

Antoinette Barksdale & Kleber Battista



Mike Gayle, Nora & Robert Aftel

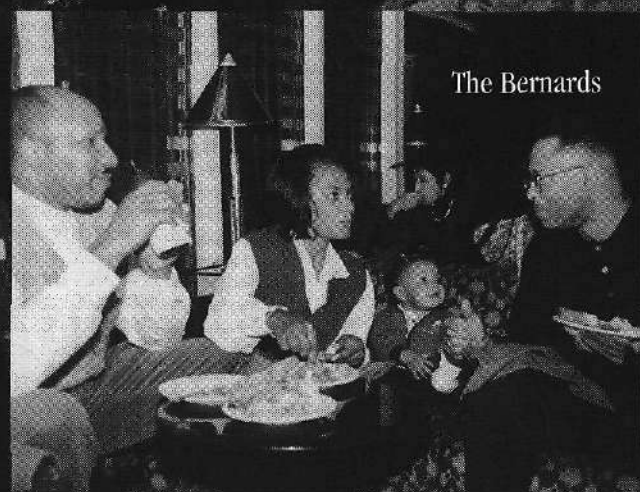


Jane Verba

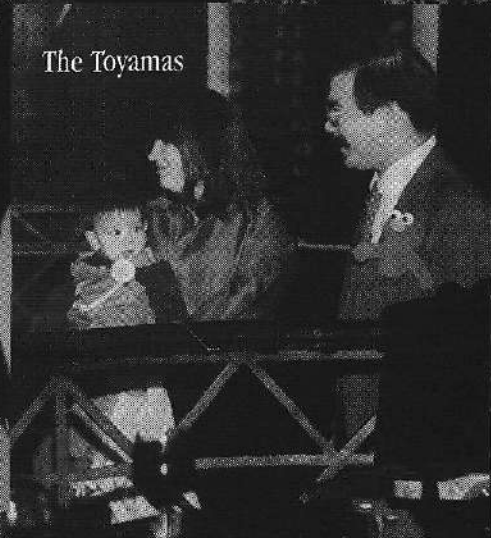


Tom Verba

The Bernards



The Toyamas



*Photos by Dwight Derr & Mike Dulisse*



Raine



"Hey Bill,  
is it something  
I said?"

Bill "zzzz" Battleman



ed.

## Safety Equipment Tech at OG Racing *by Jim Moran*

On Saturday, October 12th, members of the National Capital Chapter were treated to an informative technical session presented by OG Racing. Bob Williams, Dan Dazzo, and Bill Love of OG Racing spent the day presenting, in detail, the selection and installation of personal and car safety equipment for high performance driving. Mixing anecdotes and hard learned experience, they clearly illustrated the importance of proper safety equipment.

Bob, Dan, and Bill are Porsche Club racers (though we won't hold that against them) with decades of experience between them, and are living examples of the effectiveness of the equipment. Their stories of various "offs," while entertaining, drove home the seriousness of high speed track driving. While they were able to show what equipment is required, they also explained why it is necessary.

In addition to their expertise, Bill and company brought along lots of equipment and apparel to touch and try on. The audience was able to examine the different helmet styles and feel the benefit of Kevlar and carbon fiber construction. We tried on various gloves and checked out the latest shoes and Nomex underwear on the market. We could also sit our butts in the different racing seats offered by Sparco. Some fit better than others; time for that diet!

The group from OG also brought Dan's gorgeous concours-quality 911 race car to demonstrate the proper way to install the equipment. While street legal, it possessed all of the equipment necessary for a day on the track, including a properly padded roll cage, racing seats, harnesses for driver and passenger, a window net and battery cut-off switch. This beautiful machine illustrated that with proper installation safety equipment need not detract from the aesthetics and usefulness of the car.

The audience was presented with many lessons regarding the selection and use of safety equipment. These three impressed me as the most important. The foremost lesson that I learned was to evaluate how I wanted to use my car. It takes a commitment to drive at high speed on the track, and everyone should examine themselves to determine if that commitment exists.

Do I want to drive my daily driver on the track? What happens if I wreck it? These are questions that should be answered. Once the commitment is made, an equal commitment should be made to protecting oneself from harm. That's where the safety equipment enters.

The second lesson I learned is: don't skimp on safety equipment. It is designed to be used as a system. Each component compliments others to maximize driver protection. The installation of car related equipment should be meticulous. This is not the time to be penny wise and pound foolish. Often, installing a single piece of equipment, without its compliments, may actually make your car less safe. One striking example is the installation of a harness. Installing a harness, without an anti-submarine belt, a proper roll bar with padding, and seats with harness guides, will actually increase your chances for injury in an accident.

Finally, when in doubt, consult a professional. The people who make, sell, and install safety equipment are there to ensure its proper use. Ask for their advice and heed it, they've probably seen first-hand the results of poorly chosen and mis-used products.

This tech. session would not have happened without the generosity of Auto Sportsystems Group (ASG). Thanks to Geoff Schwarz and Ray Plewacki for the use of their facilities. ASG is experienced in the installation of car safety equipment.



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# BMW CCA NATIONAL CAPITAL CHAPTER DRIVERS' SCHOOL APPLICATION

- First priority given to BMW CCA members, on a first-received basis.
- Licensed drivers only. A photocopy of the applicant's valid driver's license is required with this application. If under age 18, must submit a notarized parental permission form (supplied).
- Applications will be accepted in writing only on this form. One applicant per form. Photocopy as needed. Mail early! No entries accepted within one week before the event!
- One driver per car recommended. Student familiarity with car is very strongly recommended. Proof of insurance for applicant's vehicle required.
- All cars must be tech-inspected by a qualified service facility prior to the event. A properly completed tech inspection form (supplied) is required for entry. It is your responsibility to ensure that your car is safe and roadworthy.
- All cars must be quiet and street-legal and must have a passenger seat. Functional, securely-attached lap and shoulder belts are required for both front seats. Both front seats must have equal restraint systems, i.e., if the driver's seat has a five-point harness the passenger seat must be likewise equipped.
- No rental cars are allowed.
- No motorcycles or convertibles. Trucks, vans and SUVs allowed only in Highway Safety School.
- A Snell M90-rated (or M95) helmet is required. SA-rated helmets are strongly recommended. The Snell sticker will be found inside helmet. Please bring your own helmet as the Club does not supply helmets.
- The Chapter reserves the right to decline entry to any individual or vehicle deemed unsafe or unsuitable for track use.

Revised 2/97

Indicate school(s) below:

- ☐ 29-30 March (\$250 both days/\$175 single day)  
☐ 14 June Highway Safety School (Jefferson Circuit) (\$85)  
☐ 15 June (Jefferson Circuit) (\$125)  
☐ 18-19 October (\$250 both days/\$175 single day)

Include a self-addressed business envelope with \$1.24 postage.  
Questions? Contact Gary Ketner at (410) 715-9317 evenings  
before 9:59pm.

**Non-members add \$35 per day.**

**Add \$40 if registration received within 3 weeks of event.**

**Please note: First-time drivers may not register only for the second day of two-day schools, they may register for either the first day only or for both days.**

Please make check payable to: **National Capital Chapter, BMW CCA**

Mail to: **Drivers' School  
BMW CCA NCC  
10965 Shadow Lane  
Columbia, MD 21044**

Name \_\_\_\_\_ Membership # \_\_\_\_\_  
Address \_\_\_\_\_ ☐ Check here if new address  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Chapter \_\_\_\_\_  
Phone (Work) \_\_\_\_\_ (Home) \_\_\_\_\_  
Car Make \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_

***Workers and crew are welcome...however students MAY NOT give rides.***

***Let us know if you are bringing someone who may help cornerwork!! Thank you!***

***And don't forget our three for one deal. Cornerwork any three track days and get a day at the track as a student FREE!!!\****

\* You must preregister to cornerwork with Gary Ketner.

Experience – List number and location of all previous Drivers' Schools you have attended as a student. Indicate previous Summit Point experience.

\_\_\_\_\_  
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# Delaware Valley Chapter Driving Event

**Saturday and Sunday May 17-18, 1997 Drivers' School at Jefferson Circuit**

**Monday May 19, 1997 Time Trial and Club Race at Summit Point**

Registration Opens on March 3, 1997 for BMW CCA Members and March 10, 1997 for Non-Members

**Late entry fee applies for postmarks after April 15, 1997**

## **NO EXCEPTIONS!**

**NOTE: PLEASE CHECK ONE OF THE BELOW.**

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> Drivers' School (\$190.00 for Two Days)   | <input type="checkbox"/> Time Trial (\$85.00)                      | <input type="checkbox"/> Club Race (\$125.00)                           |
| <input type="checkbox"/> Drivers' School and Time Trial (\$260.00) | <input type="checkbox"/> Drivers' School and Club Race (\$315.00)* | <input type="checkbox"/> Late Fee (\$25.00 for postmarks after 4/15/97) |

### **DRIVER INFORMATION:**

Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone Day \_\_\_\_\_ Evening \_\_\_\_\_  
Emergency Contact \_\_\_\_\_  
BMW CCA Membership # /Club Race License Number \_\_\_\_\_  
National Assigned Race Car Number \_\_\_\_\_ Race Car Class \_\_\_\_\_

*\*-Racers should submit their medical form with this application.*

### **PREVIOUS DRIVER SCHOOL EXPERIENCE:**

List previous schools below and other high-speed driver experience. Use back of form, if necessary.

<u>DATE</u>	<u>TRACK</u>	<u>TYPE OF EVENT</u>	<u>RUN GROUP</u>

### **CAR INFORMATION:\*\***

Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_  
List Modifications \_\_\_\_\_

**\*\* Separate applications are required for each student if the car is being shared.**

Please list the other student's name \_\_\_\_\_

Please mail this form and check payable to: Delaware Valley Chapter, BMW CCA to:

**Amy Ashdale (Events Registrar)**

**448 Paul Lemen Drive**

**Valley Forge, PA 19481**

**(610)783-0568**

### **NOTE IMPORTANT DRIVER SCHOOL AND TIME TRIAL INFORMATION:**

- |   |   |
|---|---|
| <ul style="list-style-type: none"><li>• For time trial event, prior track experience at Summit Point is required.</li><li>• Snell 90 helmets are required.</li><li>• Cars must be muffled.</li><li>• Same style passenger seat restraints (must be 3-point).</li><li>• Convertibles must be pre-approved (Call Mike @ (610)277-6035).</li><li>• You must be 18 years of age, or older.</li><li>• Participants must hold a valid driver's license.</li></ul> | <ul style="list-style-type: none"><li>• Cancellations after May 2, 1997, will be allowed only if your space can be filled with another student and you will be charged a \$25.00 handling fee.</li><li>• Information packages will be mailed approximately one month before the event.</li><li>• Pre-Tech inspection at Dougherty Automotive Service on 4/17/97 (call (610) 692-6039 for directions).</li></ul> |
|---|---|

# C A R O F T H E M O N T H

by Paul Vessels

This is the first of a new series in which Club members will have a chance to showcase their pride and joy on the pages of the *dB*. In turn our membership will see the variety of BMWs and the level of personalization that makes each car unique in its own right.

For each month this year, we will feature a "Car of the Month". Since this is a bi-monthly newsletter, there will be two cars featured per issue. Again, any car owned by a National Capital Chapter member is eligible. Just send several photos of your car, along with a written description about the vehicle, enclose a self-addressed stamped envelope, if you wish to have your photos returned. Send your submission to me at the address listed here.

But wait, there's more.....In the November/December issue of the *dB* you'll find a ballot to choose from the 12 Cars of the Month, a Car of the Year. The winner will be announced and receive a prize at the Annual Holiday Party...You will however, have to be present to win!!

Car of The Month  
c/o Paul Vessels  
P.O. Box 1784  
Washington, D.C. 20013

## Car of the Month....March

The first Car of the Month is Mike Nahar's 1972 2000tii Touring. Mike's car is presently located in the Caribbean. It has about 60K original miles on it and sports a close ratio five-speed gearbox and a set of those rare tii alloy wheels. At the present time Mike's car is undergoing some repairs and modifications to get it ready for export to the U.S. and the National Capital Chapter. I look forward to seeing this unusual model at some of our future events.



## Car of the Month....April

Our next month's car belongs to a long time Club member and concours participant Bob Payne. Bob is on tour with the U.S. Navy in Naples, Italy but his passion for BMWs still runs strong as evidenced by his latest purchase, this very original 1971 2002tii. The car was purchased in Verona, Italy (which by the way, was the color used by BMW in the mid seventies...Verona Red) off the showroom floor of an "exotic" car dealership. Bob's car is a one owner "45K mile wonder that still smelled new and runs as tight as the day it was bought", it also has the original/rare five spoke BMW (Campanello) alloys on it. Bob and his wife Candy also own a very pristine 635CSi. Bob, we can't wait for you to get stateside again to have a "look-see" at that tii...good luck!





## Alexandria Bavarian Service

Alexandria Bavarian Service (ABS), formerly Alexandria BMW Service, has a new name and a new location. In January ABS moved to its new location at 416 E. Raymond Ave. in Alexandria, VA. This puts them about a block from their previous location. The phone number remains a classic, (703) 836-2002.

The move was made for greater space. The name change was precipitated by BMW NA which objects to the use of BMW in any shop's name. You might think that Grant Randall, owner of ABS, would have some hard feelings about BMW NA requesting the name change. But no. This guy is as enthusiastic about BMWs as anybody you will meet.

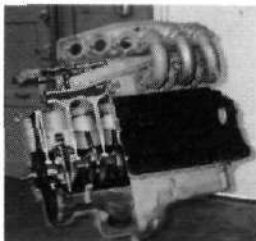
In addition to enthusiasm, Grant has a wealth of experience maintaining BMWs. He started with motorcycles in 1977, moved to

by Stuart Kane photos by Jim Moran

Heishman's BMW in 1985, helped to open Bavarian Motor Maintenance in 1988, and opened ABS in 1993.

Grant and ABS are firm believers in the BMW maintenance schedule. They want to get you on that schedule and help to keep you there. This way they can see the car regularly and advise you of items that may not be an immediate problem, but should get attention within a reasonable time. That helps to avoid any sudden and unexpected mechanical failures and allows you to both plan and budget your car's maintenance schedule.

To learn more about ABS and the BMW maintenance schedule, be sure to visit ABS when they host a tech. session this May. Check the Coming Events for details on the tech. session.



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200i	61-68 (C7.1)	1981-1988	CT.195 (C7.96)
200i	61-68 (C7.1)	1981-1988	CT.195 (C7.96)
200i	61-68 (C7.1)	1981-1988	CT.195 (C7.96)
200i	61-68 (C7.1)	1981-1988	CT.195 (C7.96)
200i	61-68 (C7.1)	1981-1988	CT.195 (C7.96)
200i	61-68 (C7.1)	1981-1988	CT.195 (C7.96)
200i	61-68 (C7.1)	1981-1988	CT.195 (C7.96)

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# Woody's Competition



C O R N E R

BY WOODY HAIR

*(This is the second part of our presentation on how to get started in autocrossing. The previous issue discussed general rules, car and driver preparation, who organizes autocrosses, and pre-registration. Note the announcement of an autocross school at the end of this article.)*

**At the Event:** Try to arrive at least one hour before you expect to run. Upon arrival, go to the *registration table* to sign up, pay your fee, sign an insurance waiver. You will be asked what class your car is in. If you don't know, someone in that area should be able to help. Next, completely unload your car and take it to the *tech inspection* area. You may be asked to open the hood and blip the gas. They are checking the efficiency of your throttle-return spring. Some organizations will want to check your helmet to see that it meets standards. If the inspector asks you to do a brake test, accelerate briskly to 20 mph, raise both hands in the air, and brake swiftly to a stop. The inspector is checking to see if your car pulls to one side. A car number, usually indicating your run order position, may be applied to your front or side window. It may be a taped piece of paper, or applied with white shoe polish. Don't worry, it is easily removed with window cleaner and paper towel. After these items have been completed, it may seem like a good time to socialize. Not so. Now is the time for the most important key to a successful autocross — learning the course.

Locate the *course map*. Study which way the course goes. Draw your own copy if it helps. If an earlier heat is in process, this is a good time to watch for *braking points* and the *best line* through turns. Note which way the experts are entering *optional slaloms*. A slalom is a series of pylons that you alternate passing on one side and then the other. In an optional slalom you can start from either the left or right. Slaloms that are not optional will have a pylon lying next to the first one in line. It will point to the side you must go. Just before your *run group* or *heat* there should be an opportunity for the *walk-thru*.

**Walk Thru:** Do not make the walk-thru a social event. It is best walked alone or with an expert who will point out nuances of the course. Do not walk behind a large group. They will block your view of what's ahead. You *should* be looking and thinking a couple of gates ahead now. You will *need* to when driving at speed! You want to walk in the path you expect your body will follow when driving the car. Note changes in pavement texture that might increase or decrease traction, or bumps that could upset the car's suspension. If time allows, walk the course again. You need the exercise and the most difficult aspect of autocrossing for a novice is learning the course.

Slaloms, which have already been mentioned, come in many disguises. A series of offset gates is nothing more than a slalom. Just mentally ignore the outside pylon on each gate. The proper entry side for optional slaloms depends on several factors. These include entry speed and direction, direction to the next gate after the slalom, the existence of a long straight after the slalom, and the number of direction changes needed to execute the slalom. Sometimes experts will disagree on the best direction. Pace off the distance between pylons in a slalom. If the distance is not equal, your ability to maintain a steady speed through the slalom will be affected. *Skidpads* are a course feature that is in the shape of a circle (usually, but not always of a constant

**autocross** (ot-o-kros) *n.* a medium speed automobile competition where the object is to traverse a specified course in the least amount of time.

radius). Walking these are easy. When driving, adjustments to both steering and throttle may be necessary to avoid excessive *oversteer* or *understeer*. Oval track racing fans know these conditions as "being loose" or "pushing".

**Drivers' Meeting:** At some events, a *Drivers' Meeting* will be held, either at the beginning of the day, or before beginning each heat. Important information concerning special rules, course

layout, safety issues, and work assignments might be discussed. Find out if there will be a meeting and when it will take place.

**It's your turn:** A certain number of drivers in the next run group or *heat* may be asked to park or *grid* their cars in a special area near the starting line. In numerical order, a few cars will start to line up for their individual runs. This is when you must think of many things: Is my helmet on and secure? Is my seat belt on and secure? Is the parking brake and air conditioning off? Review the course in your mind one more time! The starter will direct you to creep forward until your wheels are on the starting line. Butterflies are normal at this point. Am I in first gear? When the starter motions it is OK for you to go, pause momentarily to gather your thoughts, and then take off. The timer will not start until you cross the timing line.

**Driving technique and strategy:** This is the subject for a book, not this article. Hopefully you will have time to watch other competitors before the time to line up for your runs. Watch the drivers with the best times. They will be smooth and may actually look slow since there's little or no slipping and sliding. On the other hand, a good time (pun intended) requires one to drive aggressively and seek the limit of you and your car. For first-timers it is recommended the *first run* be slow enough to assure you stay on course. That is most important at this point. More speed will come the next run. If you do go off course, and know where you went wrong, get back on course and finish your run. It won't count, but at least you will get some important practice. After all, you did pay for a complete run. Some

events allow one or more *practice runs*. Use them to learn the course and as an opportunity to test your limits. On any run, if you realize you are going to hit a pylon, go ahead and do it. It will not hurt your car. Coming to a complete stop to avoid a pylon will cost far more time than the two-second penalty.

What gear should I use? Most courses in this area will be taken completely in second gear

Continued on page 22

Terry & Neil's

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(after the start or *launch*). Some courses may have one or more tight turns that might best be done in first gear, but unless you have a good *heel-and-toe* downshift technique, I do not recommend this for the novice. Other courses may feature sections that are fast enough for third gear, but if the section is fairly short, the extra upshift and downshift may not be worthwhile. Merely feather back on the gas to avoid over-revving. Drivers with automatic transmissions can let their car do the thinking. Avoid the temptation to let off the gas as you approach the finish line. Every one-thousandth of a second counts. I have been beaten out of first place by that amount.

If you come upon a displaced pylon or are distracted by a course worker running across the course, you have every right to stop immediately and be given a re-run. The officials may notice a problem and try to stop you with a waving red flag. Come to an immediate stop. If you have hit any pylons prior to stopping, they will be counted against you on the re-run.

**Work Assignments:** You may be asked, or it might be mandatory, to "work" in some manner during the event. Always remember that your number one priority is your own safety. If you are to work out on the course at your first event, ask to be with an experienced autocrosser. Don't fail to show up for your work assignment without notifying an official.

**Etiquette:** When you arrive at an autocross, don't park your car where it appears someone else has claimed a spot by storing their gear. Drive with caution and slowly throughout the paddock and grid area. The warming of tires or

brakes is prohibited. It can cause you to be disqualified, and can cause the host organization to lose the future use of the facility. While you are encouraged to watch the event, don't wander beyond the proper area, usually marked by rope, flags, or pylons. Finally, don't bother another competitor immediately before or after their run.

**Final Exam:** Experienced autocrossers from the National Capital Chapter and other local clubs will be conducting an autocross school on Saturday, April 26. The following day a regular autocross will probably be held at the same site which is the National Security Agency (NSA) lot on the northern portion of Fort Meade, Maryland. The facility is just east of the Baltimore-Washington Parkway on Route 32. No matter what model car you drive, fun and learning are guaranteed. For information call Dave Lassalle at 301-317-1461 or e-mail to [lassalle@erols.com](mailto:lassalle@erols.com).

**SPEED SHIFTS:** A BMW M3 was a class winner in the prestigious Daytona Rolex 24-Hour race last month. One of three M3s entered by chapter member Tom Milner and his Prototype Technology Group team, the number 10 "First Union" BMW was driven by Bill Auberlen, Boris Said, Javier Quiros, Derek John Hill (former World Champion Phil Hill's son), and Tom Hessert. It finished 9th overall after losing 4 laps repairing collision damage during the first hour. Covering 2,278 miles, #10 was two laps ahead of the next GTS3 car, a Porsche 911 GT2 (model, not class) driven by stars Hurley Haywood, Doc Bundy, and David Murry. The three "factory" BMWs had qualified 2nd, 3rd, and 4th to a Honda-ops - Acura NSX that had been built

with a carbon fiber chassis. The NSX led the class for the first two hours before retiring with mechanical ills. The #6 Valvoline BMW finished 18th overall, and #7 Red Bull BMW was 48th. New Jersey's Matthew Cohen is now considered a private entry, and his M3 was 37th with professional co-drivers Pete Halsmer and John Morton. Eighty cars started the race. . . . . There were no M3s, lightweight or otherwise, entered in the Grand Sports class of the two-hour Street Stock race at Daytona. Apparently they are non-competitive against the 300-plus horsepower Mustang Cobra Rs and Pontiac Firebirds. A 328is driven by the team of Lawrence and McMillan won the Sports class. . . . . The next race for the IMSA M3s will be the 12-Hour at Sebring, Florida on March 15. The best opportunity for our members to see the IMSA GTS3 BMWs in action will be 6-Hour race at Watkins Glen on the May 30-June 1 weekend. It is a nice six hour drive (what a coincidence). One of our members has proposed a group tour to the event, but I don't know if he volunteered to do the planning. The Glen in-field is great for camping. Note that this weekend is a change from the original schedule published by IMSA, June 6-8. . . . . As an example that *anybody* or any car can be autocrossed, our Editor Dwight Derr was the 1996 class E-Street Prepared champion in the Baltimore autocross series. . . . . The Delaware Valley Chapter of BMW CCA has scheduled a Club Race at Summit Point on Monday, May 19. This is the day after the Jefferson 500 vintage races. With a dozen or more National Capital Chapter members involved in SCCA racing, I wonder when a contingent of driver school junkies will move up the next step to BMW Club Racing. *CRUNCH*

## COMPETITION CORNER CALENDAR

Mar 9	Branded Club Rally, DC area
Mar 16	Washington Rally Club Rally, DC area
Mar 22-23	SCCA Race Drivers School, Summit Point, WV
Apr 6	SCCA MARRS Regional Races, Summit Point, WV
Apr 20	SESCA Championship Autocross, DC area
Apr 20	Branded Club Rally, DC area
Apr 20	SCCA National Races, Summit Point, WV
Apr 26-27	Autocross School, Fort Meade, MD
May 3	SCCA Championship Autocross, Frederick, MD
May 3	Mazda Club Rally, DC area
May 18	Jefferson 500 Vintage Sports Car Races, Summit Point, WV
May 19	BMW CCA Club Race, Summit Point, WV

# The Basics of Automobile Insurance.

by Stuart Kane, CPCU

According to the National Highway Safety Administration, in 1994, there were 16.8 million car accidents whose total costs came to \$150.5 billion or \$580 per person. The cost of damage to the 27 million cars involved in the accidents was \$52.1 billion. There were 40,676 fatalities in 1994 and their financial cost came to \$33.8 billion, including medical and legal bills and loss of productivity. Injuries cost another \$17 billion in medical bills. In fatal crashes, alcohol was a factor in 41 percent of the cases and speeding in 31 percent.

The cost of auto crashes is shared in the following way: private insurance companies pay 55 percent; accident victims pay 29 percent; charities, medical providers, and others pay 7 percent; the federal government pays 6 percent; and the state and local governments pay 3 percent. This information, which was compiled by the Insurance Information Institute and reported in the winter 1996 CPCU Journal, illustrates the damage caused annually by the operation of automobiles in this country.

But, as BMW enthusiasts, we know that automobiles are wonderful things. Particularly BMW automobiles. So to enjoy our machines without having to worry about the risks associated with their ownership and operation, we buy insurance.

Automobile insurance is a significant part of the operating expenses for your BMW. You purchased your policy to protect you from economic loss in the event of an accident, and to compensate accidents victims. But do you really know what your premium dollars are buying? To help you understand that policy you paid for and stuck in a drawer, why not go pull it out and let's examine the basic automobile insurance coverages.

**LIABILITY COVERAGE.** This coverage protects you when you are legally responsible to pay damages for bodily injury or property damage caused by an automobile accident. The amount of liability insurance you carry can be provided by the insurer in one of two ways.

The simplest approach is the single limit basis. In this case your policy would state one amount of liability insurance, such as \$500,000. That amount of coverage is the most your insurer will pay for bodily injury and property damage resulting from any one automobile accident.

However, a different approach to liability coverage, the split limit basis is becoming more common as it gains favor with more insurers. In this case your policy would state several different limits of liability insurance. The first limit is the maximum amount your company will pay for bodily injury to each person in an accident. The second limit is the most your company will pay as a total for bodily injury in any one accident. The final limit applies to all property damage you are legally responsible for due to an accident.

Example of split limits: \$250,000 bodily injury each person, \$500,000 bodily injury each accident, \$100,000 property damage each accident, commonly shown as \$250/500/100.

**MEDICAL PAYMENTS COVERAGE.** Your insurer agrees to pay up to the amount shown for reasonable expenses incurred for necessary medical

and funeral services. This coverage applies to you, members of your family, and passengers in your car. Medical payments coverage applies whether you are at fault in the accident or not at fault.

An interesting peculiarity of this coverage is that it also applies to an insured who as a pedestrian is struck by a motor vehicle designed for use mainly on public roads or a trailer of any type.

**UNINSURED/UNDERINSURED MOTORISTS COVERAGE.** This coverage protects you and your passengers for injuries caused by uninsured or underinsured motorists or a hit-and-run driver. Property damage protection is also provided for your covered automobile and for personal property contained in that automobile.

Maryland law requires that insurance companies provide uninsured motorists coverage in an amount equal to the amount of liability coverage provided under the policy. For example, if you have \$250/500/100 for liability insurance as explained above, the insurer must also provide \$250/500/100 uninsured motorists coverage under that policy. However, Maryland law also entitles you to waive that amount of uninsured motorists coverage that exceeds the minimum amounts required by law which is \$20,000 per person/\$40,000 per accident for bodily injury and \$10,000 per accident for property damage.

I recommend to all of my clients that they keep their uninsured motorists coverage at the same limit as their liability coverage and to not make use of the waiver option. If you are willing to carry \$500,000 coverage for bodily injury and property damage that you may cause someone else, don't you want to afford yourself the same protection?

Let's examine a case of uninsured motorist coverage. You and your family are in the 740iL and you are struck by another motorist who has run a red light. The damage to the BMW alone is \$50,000. The other motorist may have been insured, but with only the \$20/40/10 limits required by Maryland state law. The other insurer will pay you \$10,000 for the property damage (the policy limit) and the other driver would be responsible for the rest. How will you collect the rest? Your insurer will pay you the rest, but only if you were carrying uninsured motorist coverage with a higher limit than the other motorists \$20/40/10. And your insurer will of course only pay up to the amount of insurance you are carrying as well. If you didn't have the uninsured motorists coverage, it's off to court you go!

**COVERAGE FOR DAMAGE TO YOUR AUTO.** This is commonly referred to as collision and comprehensive coverage and is provided at the actual cash value of your vehicle less any deductibles. You may also hear comprehensive coverage referred to as "other than collision coverage." Your insurer agrees to pay for direct and accidental loss to your covered automobile, minus any deductible.

Collision means the upset of your covered automobile or its impact with another vehicle or object.

Loss caused by the following is considered other than collision and would be covered by comprehensive:

1. Missiles or falling objects
2. Fire
3. Theft or larceny
4. Explosion or earthquake
5. Windstorm
6. Hail, water or flood
7. Malicious mischief or vandalism
8. Riot or civil commotion
9. Contact with bird or animal
10. Breakage of glass

**PERSONAL INJURY PROTECTION (PIP).** PIP covers you and members of your family residing with you who are injured in any motor vehicle accident; anyone injured while in your vehicle; and pedestrians injured by your vehicle. Coverage is provided without regard to fault. Maryland law requires that insurers provide \$2,500 of this coverage.

The coverage may be used for:

- A. All reasonable and necessary medical expenses incurred within 3 years of injury
- B. 85 percent of actually incurred lost wages
- C. If the injured person is not employed at the time of injury, any reasonable and necessary expenses to provide for essential services which that person would have provided for the care and maintenance of his or her family or household

Maryland law allows you to waive PIP coverage, but only for the named insured; all listed drivers on the policy; and members of your family who are

16 years of age or older and reside in your household. The waiver does not impair the rights of other individuals such as pedestrians or minor children from collecting PIP under your policy.

Should you take advantage of the opportunity to partially waive PIP coverage? That depends on whether you have other sources to pay for medical expenses and lost wages.

**CONCLUSION.** I hope you find this helpful in understanding the basics of automobile insurance. Although I hate to do it, I must include this disclaimer: This is only a general description of coverages and does not include all the benefits and limitations found in your insurance policy. Your insurance policy forms a contract between you and the insurance company. Know what's in it so that you know your rights under the policy when the unfortunate occurs.

In the future I hope to tackle some other subjects such as; auto insurance and autocrossing. In the meantime, if you have any questions, please send them to me in writing and I will try to answer them in upcoming issues.

*dB Advertising Manager Stuart Kane is an underwriter with Kane-Albert Insurance Agency.*

## New Members Welcome !

Beginning this issue I would like to welcome our Membership Co-Chair, Mike Gayle. You all will be seeing more of Mike and I (the Mikes!) at Chapter events as the year goes by. I would like to extend my sincerest welcome and Thanks! to Mike Gayle as well as to all new members. Now that you have joined, please make it a point to come out to the events and get

active in your Club. Your effort, even in enjoyment of Club events, is greatly appreciated and a real thrill to us in being able to put a face to a name. Thanks.

*Mike Dulisse  
Mike Gayle*

Name	Car #1	Car #2	Referred By	Name	Car #1	Car #2	Referred By
Samuel Abbay	1984 318i			Robert Coleman			
David Adams	1996 318i			Tanya Collier			
G Herbert Alban	1997 M3			Willie Cook	1992 525i		Larry Cavins
Peter Alsberg				Gregory Crum	1992 325is		
Bruce Anderson	1987 535is			D C Curtis	1989 525i		J & F Motors, Ltd.
Dan Arnold	1987 L6			Wendy Day			
Woody Arrington	1988 325is			Alan Dalton	1982 320i		
Walter & Helen Bachus	1994 325iC			Richard Deane	1996 M3		
Greg Bates	1995 325is		Howard Chamberlain	Austin DeRosa	1987 325es		
Andrea Bathello	1996 328iC			Mark DeSimone	1973 3.0CS		Kanakatti M
Vern & Brenda Bellard	1992 735i			Subramanya			
Isabel Benemlis	1994 318i		Gene Steve	Toya-Hawkins Digby			
Dereck Blinken	1988 M3			James Digby			
Jason Briedis	1992 325is		Paul Vessels	Alan K Dohne			
Berret Brooker				Robert Dombek	1991 318is		
James Bucko	1987 325			Stuart Drayton	1991 325iC		
Philip H Burris				Paul English			
Juan Cardona	1974 2002			Mary Margaret Evans	1997 M3		Melinda Calibrese
Philip Caruthers	1993 740i			David Fantin	1994 530i		Chris Rosenthal
Chris Chapin	1997 528i			Matthew Fanzo	1991 318iC		
Eric Chelline	1989 515i			William Feeney			
Raymond Chen	1996 Z3			Leanne Ferdig	1992 325i		Mike Donahue



Name	Car #1	Car #2	Referred By
Arthur Fifer, Jr.			
Charles Frantz	1989 325is		
Jason Gengo			
Donald Graling			
John Gray	1990 325		
Erik W Grossberg	1997 328is		J Alberto Zamorano
Jim & Deborah Harrington	1992 750iL		
DeForest Hamilton	1992 325iC		
David Harry	1988 M6		Robert Dillingham
Scott B Harvey	1986 535i		Peter Brenton
Mark Hecker	1996 318ti		
John Hinson			
James Hiser	Stan Groenig		
Duncan Holaday	1997 M3		
Kenneth Hollander	1997 540i		
John Houk	1981 320i		
Ohlen Hunt	1997 Z3		
Bobby Jackson	1985 735i		
Haig Janian	733i		
Charles Joesten	1996 328is		
Gregory Johnson	1995 M3		
Dr. Robert Johnson	1996 Z3		
Willard Jones	1997 Z3		
John Kampschror	1995 530i		
Stuart & Beth Kane	1996 318ti		
Patrick Kimble	1994 733i		John Kelleher
Mandy Kolbe	1996 Z3		
Bob Krauss			
Wway Kuan			
Robert Lamkin			
Gregory Langmaid	1989 535i		
Austin J Ley	1988 325iC		Douglas A Crowther
Donahue Macko	1989 750iL		
Louis & Belon Manley	1982 733i		
Juan Marin	1990 M3		
Mrunal Marsatia	1988 M3		Chetan Marfatia
Alvin McCollin	1981 323i		
Mike McLanchlan	528e		
John McKenzie	528i		
Deborah Menchek	1997 M3		
Carol Metzner	1989 535i		
Anthony L Miller			
Dan & Lia Miller	1994 325is		
Toru Mizoguchi	1997 540i		John Mullenholz
Aldo Molina	1991 325i		
Jeanette Morehead	1986 325		
Nick Morgan	1997 Z3		
Daniel Murphy	1997 Z3		
Gary Nooger	1997 318i		
Malcolm & Natalie Nunes	1986 325i		Fernandez Guillermo
Jerry A Obrecht	1984 528e		Michael Whitley
Melissa Pevin	1990 325i		Glenn Farrell
Roger & Julie Petersen			
Nick M Pittas			
James Powers	1996 M3		Coerte Voorheev
Bill Ritchie	1996 325ic		
Don Ross			

Name	Car #1	Car #2	Referred By
Carolyn Rowland			
Lynn M Scott	1976 3.0Si		
Martin Sedlazeck			
Barbara Smith	1986 325es		
James & Shane Sobers	1996 318ti		Mike Donahue
Glendon Speakman	1995 M3		
John Stanford	1985 325e	1987 318i	
Christopher C Stansbury	1995 325is		
Straker Brothers, Ltd.	1997 328iC		
Ali Sultan	1991 850i		
Taki Telonidis	1976 2002		
Ronald Thornton	1985 635CSI		
Sreve Testa	1997 328iCa		Mike Donahue
Kenneth C Underwood	1987 M6		Gordon Kimpel
Robert C Wagner			
Louise D Wallace	1995 535i		
Mark Walters	1987 535is		
Lindsey Wang	1997 M3		
Andrew Warner	1976 3.0CSI		
Michael & Beth Wendell	1995 M3		
Dennis W White	1995 M3		Ludek Bradik
Simon Whyte			
Doonyanwat Wongfriwont	1996 325i		
Terence Yee	1996 318ti		
Charlie Zielinski	1992 325i		

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# BMW CCA National Capital Chapter Board Meeting, 5 February 1997

The meeting was called to order at 7:45 pm.

## Officer Reports

**Outgoing President Report.** Thank you for a great year.

**Incoming President and Vice President Report.** Thank members for the vote of confidence.

**Secretary Report.** January Minutes are needed, Secretary will contact Ed Bernard for a copy.

**Treasurer Report.** Year end report available. The Holiday Party had record attendance, with the largest group of Club members in one place at any time. Cost was discussed. The Chapter will need to be careful how we budget for 1997.

**Membership Report.** Current membership 2660, net increase .61%. This Chapter represents 8-9% of the club, it is the 2nd largest after Golden Gate.

## Calendar of Events.

### Scheduled Events

March 1 DIY Tech/Drivers School Inspection at Autosports Systems Group

March 29-30 Spring Drivers School

April 26-27 Autocross School at Ft. Meade

May 4 Deutsche Marque Concours

May 17 BMWCCA Autocross at NVCC Manassas

Alexandria Bavarian Service Tech (move to previous week if possible (5/10))

June 14 Highway Safety School

June 15 Drivers School (Jefferson)

August 3 Autocross Championship at Ft. Meade

September 13 BMWCCA Autocross at NVCC Manassas

September 21 Rally

October 18-19 Drivers School

### Unscheduled Events

April 20 Tour to Broadtop Railroad (if railroad is open)

May 18 Jefferson 500 - Maifest at the Jefferson 500 (get Heishman and Radial as sponsor)

June 28 Tech Session

September Swap Meet

## Old Business

- O'Fest wrap up
- Estimate will be obtained to repair radios.

## New Business

The Chapter will attempt to obtain a sponsor for every event, even partial sponsorship is welcome.

- Budget Subcommittee will meet week of 2/8
- Chapter By-Laws Subcommittee will review By-Laws, Chair is VP Sue Bryan.
- DB Subcommittee formed, Chair is Treasurer Dave Lasalle
- April 4-6 Drivers School Conference is a Speed Events Congress, to be held at the Hilton, Florence, KY. Drivers School Chief Instructor and VP will attend.
- PCA members do not get discounts on BMW drivers schools.

## Drivers' Schools Business.

- The Chapter has 3 3-day weekends for Drivers Schools in 1997. The format for each Friday was discussed. A motion was made for the first Friday to be used for instructors only; second Friday (at the Jefferson Track) to be used for instructors and instructor candidate evaluation; third Friday to be used for instructors and invited students. An alternate motion was made to open all Fridays to instructors and invited students. First motion carried.
  - Cost of instructor days will be decided by the Budget Subcommittee.
  - It was agreed to adhere to the provisions in the National Regulations for minimum standards to run Drivers Schools and to adopt the following Chapter standards, as follows:
  - Notarized parental consent form for 16-17 year olds should be sent in with registration
  - License information should be sent in with registration
  - The registration form will be amended to require that applicant state the car to be driven is insured
  - Long sleeved shirts and pants should be recommended but not required
  - Snell 90/95 helmets should be required per National Regulations
  - Chief Instructor has option to cancel event for safety during the event (e.g. snow) Coordinator has authority to refuse entry to the school if requirements for entry are not met
  - The concession stand at Summit Point will be opened on Fridays for Chapter events in 1997
  - Future Board Meetings. At motion was made and carried for future Board Meetings to be held in homes rather than a restaurant. Next meeting location tbd.
- The meeting was adjourned at 10:50 pm.

## Treasurer's Report for 1996

We made through another year and still have money in the bank. I think that is the way it is supposed to work. The interesting part of 1996 is that we put on two National Events, O'fest and the Club Race. We actually fair very well with both since it has cost a lot to other sponsoring Chapters.

We were close to hitting budget except Drivers' Schools Income and Drivers' School Expense so ended up breaking even. We did not fair as well on Drivers' School T-shirts. Another item we did not budget for

was bad check expenses. I know it hard to believe a Club member would write a bad check and not make it good.

This coming year could be a challenging year due to the large expense of the Holiday Party. If we stay within budget and look for sponsors for scheduled events, it is going to be a great year.

## BMW CCA NCC

### Profit and Loss January through December 1996

Ordinary Income/Expense		Club Race		Total Drivers' School Expense	38,343.89
Income		Track Rental	3,807.41	fees	199.70
Advertising Income	13,860.00	Club Race - Other	2,722.93	Holiday Party	750.00
Autocross Income	2,484.00	Total Club Race	6,530.34	Internet & e-mail	381.00
Bad Check Income	455.00	Club Store	408.00	Meeting Expense	
Chapter Dues	33,593.69	Computer Supplies	29.35	board	501.26
Club Race Income	6,049.25	Concours Expense	809.25	ds	252.33
Concours Income	276.00	der Bayerische		Total Meeting Expense	753.59
Drivers' School Income		dB-lbl	831.99	Postage	1,002.72
T-Shirts	613.00	dB-mail	4,300.00	Supplies	28.05
Drivers' School Income - Other	38,157.00	dB-print	20,802.60	Telephone Expenses	28.05
Total Drivers' School Income	38,777.00	dB-type	8,964.62	ds	108.12
Ins. Refund	1,826.00	Total der Bayerische	34,899.21	hotline	354.66
Maifest	750.00	Dinner-Maifest	2,213.25	Telephone Expenses - Other	2,742.03
Merchandise Sales	324.00	Drivers' School Expense		Total Telephone Expenses	3,204.81
Rally	380.00	cr	120.00	tour expenses	277.51
Vintage Race Corral	560.00	food	1,168.71	Vintage Race Corral	1,543.00
Total Income	99,328.44	insurance	3,606.00	Total Expense	94,448.67
Expense		sec	835.00	Net Ordinary Income	4,879.77
Autocross Expense	1,597.50	sup	1,598.00	Net Income	4,879.00
Bad Check Expenses	1,452.50	t-shirts	2,200.00		
Bank Service Charges	25.00	track	28,590.00		

# CLASSIFIEDS

## CLASSIFIED REQUIREMENTS

**Members:** ads are free to current Club members. Membership numbers must be included. Car ads **must** be typed and in the following format: Year, model, VIN, color, and general information. Include your name and telephone number with area code.

### Non-members and Commercial Classifieds:

Commercial \$30/issue,  
non-member/non-commercial \$15/issue.

Make checks payable to BMW CCA NCC. Send ad with payment to **der Bayerische**, c/o Dwight Derr, 220 E. 31st Street, #2B, Baltimore, MD 21218, or e-mail to [dderr@baltimore.net](mailto:dderr@baltimore.net). Ads must be received by the first of the even-numbered months for inclusion in the next issue.

## CARS FOR SALE

- 1972 2002ii** VIN 2762078. White with navy interior. Runs great. Used daily. Super clean, needs paint plus a little TLC to be a perfect car. Includes 2 mounted winter tires, Kenwood stereo, Fittipaldi steering wheel. Will take best offer over \$6250.  
**Wes** (703) 878-8887 (VA) or e-mail: [smarteers@erols.com](mailto:smarteers@erols.com)
- 1974 2002ii** VIN 2780674. Turku (once)/black interior. Fair condition w/ usual rust. Bluprinted engine, aggressively aspirated, now tired. BWA alloys, MOMO wheel, other equipment. This car wants love, make an offer.  
**Bruce** (703) 861-6199
- 1976 2002** VIN 2373311. Anthracite Gray/tan interior. Texas Car. If you're looking for rust in all the right places you will not find any. Garage kept. Ground-up restoration completed 7/90. Metric mechanic 2.2 engine; mech. dist.; 4 spd, sunroof; lowered; new muffler, carpet, I.C.E. a/c; trunk load of spare parts. Must see, but really must drive to appreciate. \$8500/OBO.  
**Jim** (703) 620-3510 after 6 P.M., before 10 P.M. please (VA)
- 1976 2002A** VIN 2392927. Fjord Blau tan vinyl interior, A/C, automatic. Body/Interior restoration late '92. Third owner, detailed records. Ready for show or daily use. Motivated seller. Over \$20k invested. \$9,000 OBO.  
**Call/fax** (301) 871-6871 (MD) or e-mail [ciciinc@erols.com](mailto:ciciinc@erols.com)
- 1983 320is** VIN WBAAG3303D8384809. Black with charcoal Recaro cloth interior, S package, 5sp, sunroof, BBS factory wheels, steel wheels with Vredestein snow tires, 190,000 miles, Blaupunkt/Boston Acoustic stereo, excellent condition, all service records. \$2950.  
**Shannon** (202) 616-4656 days (DC) (703) 299-0964 eves (VA) or e-mail to: [sjamesdono@aol.com](mailto:sjamesdono@aol.com)
- 1984 318i** VIN WBAW840XE8687095. Yellow, AM/FM Cassette Radio. Located in Northern Virginia. Vehicle has front end damage. Must be towed. Can be driven if repaired. Good mechanical condition. Asking price is \$350.  
**Wayne** (703) 250-6680 after 6pm weekdays/weekends
- 1985 M635CSi** VIN WBAEE310401059978. Cinnabar red/black leather. Only 64K miles, all original w/DOT/EPA conversions. ABS, built-in alarm, new P/S pump, rotors and computer (Dec. '95), Michelin 240.45ZR415s on BBS RS wheels, 3 extra RS wheels w/tires. Garage kept. Excellent and original classic. \$18,500.  
**Mike** (410) 896-2196 eves. (MD)
- 1986 635CSi** VIN WBAEC8405G0612370. Bronzit/tan, AT, s/r, power sport seats, RD springs and 16" wheels w/ 225-50 and 245-45s, custom stereo, problem tranny-will replace trans prior to sale or have all parts needed for 5sp conversion. \$10,000 OBO.  
**Paul** (202) 726-7971 (DC)
- 1988 M3** VIN WBSAK0307J2196236. Diamond black/grey interior. 75K miles, Recaro seats, chip, cam gear, airbox, brake ducts, CD changer, 16" wheels. Garaged, pampered. \$15,000.  
**Greg** (703) 369-9774 (VA)
- 1995 318i Cabrio** VIN WBABK5324SEC85840. Black/tan, fog lamps, heated seats & mirrors, phone, garaged since bought in Feb. 95. 12K miles. \$26,000 OBO.  
**Paul** (202) 726-7971 (DC)

## PARTS FOR SALE

- 2002 Parts** Fr. Seats, no tears/rips in vinyl, both need padding, \$225pr. Rear seat, complete, tan, no tears/rips, \$225. Rear interior quarter panel, tan, w/ arm rests, exc. cond., \$200. 76 steering wheel, best offer. Pick up or buyer pays shipping.  
**Sam or Mike** (703) 591-9828 (VA)
- Misc Parts** E23 733/735 parts: doors w/ glass, pearl beige interior w/ blue seat piping, most dash, rear glass, Euro headlights w/ grills, trunk lid, hood, BMP underhood insulation kit. Wheels: three (3) 94 740il 15" alloys, two (2) 850i 16" forged spoke alloys, four (4) 76-80 Big Six turbine alloys, four (4) 82-86 Big Six alloys. Fits all 3.0CS/Bavaria thru current 5ers and 7ers.  
**Paul** (202) 726-7971 (DC)
- Chips** AutoThorty chip for 530 V8. New, never installed. \$150. Dinan trans chip for 750/850 AT, PN D-902-015. New, never installed. \$125.  
**Paul** (202) 726-7971 (DC)
- Carpets** Carpet sets. Most BMW models. German loop, velour, square weave, wilton, as well as less costly nylon loop, dense pile, or cut pile. Call for price and availability.  
**Paul** (202) 726-7971 (DC)
- Exhaust** Tri-flow Exhaust with resonators, fits 89-95 5 series used but like brand new.  
(410) 234-1353 days (MD)  
(410) 532-9205 eves (MD)
- Accessories** 318iC Convertible Hardtop. (Calypso Red) \$1,995. Hardtop Roller Carrier and Cover: \$195. Wind Deflector and Cover: \$295. Central Front Armrest. (Black Leather) \$95. Wheel Locks: \$10.  
**Jim** (703) 960-9693 (VA) or email to: [jerozzi@efn.org](mailto:jerozzi@efn.org)
- Wheels** M6 Alloy wheels. Four excellent 415 BBS TRX wheels with 50% tread on excellent 245/45/415 Z-rated Michelin tires. All four perfectly balanced with no whine or imperfect wear pattern. OEM for US M6, fits all US and Euro 6s to my knowledge. Only \$1000 for all four or \$300 apiece, plus shipping charges. Also four excellent 2-piece wheel covers and inserts for 1991-92 M5 "turbine" wheels. I keep the wheels, you get these pieces for only \$200 total — all four. They are painted M5 white. Very good shape.  
**Charlie** (703) 276-193 home (VA)  
(703) 824-2730 work (VA)
- E36 Lights** E36 Rear Light Assemblies: Right and left light assemblies for 2 door coupe. Includes seals and turn signal bulbs/holders, complete and ready to bolt on. PERFECT condition. Sell for \$230 for the pair, \$125/each. You pay shipping.  
**Chris** (703) 729-2656 or email [osbcso@aol.com](mailto:osbcso@aol.com). (VA)

## WANTED

Racing Dynamics valve cover for Big Six motor.

**Paul** (202) 726-7971 (DC)

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