



DER BAYERISCHE

Volume III No. 10/11

Oct./Nov. 1973



From The Driver's Seat

I spent a Sunday a couple of weeks ago chasing around the country with Chris Hollen on Morgan Car Club's Oktoberfest rally. My regular navigator was indisposed at the time (chasing around the country with Brian Hollen). We decided to show the Hollens what a rally was all about. This may seem strange, considering Brian's rallymaster-ing duties on the picnic rally and both their efforts on the championship rally, but the truth is that neither one has much actual rallying experience.

We started on Sunday morning with some high numbers and little else. Novices use no equipment as a rule, and, since equipment detracts from course following, we decided to run SOP. Feeling all superior, I proceeded to explain the generals to Chris and we started on the odd check. "See how this works?" I asked. "Sure," she said, with what turned out to be an excess of trust.

We got to the first control with visions of trophies dancing in our heads. The score said we were four minutes early. Ugh. "What'd we do?" said Chris. "I dunno," I replied with some chagrin.

On leg two I bought the world's simplest trap. As soon as I realized the error, I proceeded to demonstrate that the tii is the world's best rally car. When I shoved my foot into it, we were about six minutes down. I'm not sure why Chris was so quiet as I pushed along, but her knuckles were turning white on the edges of the seat. Not being able to tell how fast we were making up time, we rolled

Things went downhill from there. Suffice it to say, we bought the farm and the south forty. Whatever rallymaster Al Marsh threw at us, I bought. I began to feel pretty disgusted with myself, what with Chris looking trusting and me constantly driving fast, we passed Brian and Kathy at least half a dozen times. We got the worst score I've seen in years. Last I heard, Warner Wolf was planning to give me the Boo of the week. Ah, motorsport!

Why do I tell you all this? Because we had a ball. Chris learned quite a bit, the weather was glorious, and the picnic at the finish was delightful. The club was well represented and we all sat around in the Maryland countryside eating wurst and seeing whose score was worst. No one had a great day scorewise, but we all had a great day rallying and socializing. The only thing that would have been nicer would have been half a dozen more BMWs. End of mini-sermon.

Mike Leeper

Minutes

The meeting was called to order at 8:20 p.m. by Malcolm Stephens. He announced that due to a misunderstanding there would not be a program. He also announced that since many of the committee chairmen had not arrived the committee reports would follow old and new business.

The minutes of the last meeting were approved as published in the newsletter.

There was no old business.

New Business: It was moved that there be a dues increase of \$1.00 per year effective January 1, 1974. The purpose of this increase would be to cover some of the costs of club events and to provide some benefits to club members. Discussion followed and it was moved that this motion be published in the newsletter and that a portion of the newsletter be designated as a ballot to be mailed in. This was seconded, discussed and passed.

The Christmas Party was discussed and the committee members were selected by the chairman, Malcolm. The committee members are: Malcolm Stephens, Nancy Stutsman, Derry Green and Chet Kingsbury. It was determined that most club members would be willing to pay \$15 per person. The committee will look into the possibilities for the Christmas party and report at the next meeting.

Jerry Coffey gave the racing report and Chet Kingsbury reported on Lime Rock races.

Chet gave the Autocross report. He has talked with the club at the University of Maryland about an autocross school and they are quite interested. It will probably be scheduled for November.

Fred Ipavich gave the rally report and announced upcoming rallies

Ed Alber announced that the rain date for the tech session will be Saturday, September 29, at Heishman's.

Council Report. Chet announced that all dates for next year's events must be turned in before the next meeting. The open Rally Committee meeting will be October 15 at the Skyline Inn. The open Autocross Committee meeting will be September 26 at the Skyline Inn. Next year the Council will only have Montgomery Mall as an autocross lot. Anyone who knows of a possible autocross site, please contact Chet.

Patti Cavallero gave the membership report and introduced new members.

Activities Committee: Ric Cavallero has the fliers for the Fall Frolic Tour.

Mel Morganstein noted that he has received about a dozen service reports and asked that everyone keep them coming in.

Paul MacInnis gave the Treasurer's report. The balance as of September 1, 1973, was \$422.67.

John Coon gave the store report.

Ric announced that he will be submitting both the september and the October newsletter to National for the newsletter contest.

Elections: The slate for next year's officers will be published in the October newsletter.

The deadline for pre-registration for Oktoberfest is September 22.

After a Buy and Sell session the meeting was adjourned at 10:15 p.m.

Suzie Wyban

Member Memorabilia

Hi!!! It's people counting time again. Let's welcome to the club:

Frederick Alsene, 801 N. Pitt St., Alexandria, Va. Frederick owns a 1973 2002.

Don Calahan, 520 N St. N.W., Washington, D.C. Don is the driver of a 1973 2002.

Jean D'Alpuget, 2300 South 24th Road, Arlington, Va. Jean, who was already a member of the National, joins our ranks with a 1971 Bavaria.

Mark & Leslie Feroglia, Box 642, Breezy Point, Chesapeake Beach, Md. The Feroglia's own a 1972 2002 Tii.

Brad Rosenthal, 303 W. Side Drive, Gaithersburg, Md. Brad is the owner of a 1968 1600-2.

Paul Schauble, 8408 Greenwood Ave., Takoma Park, Md. Paul owns a 1972 Tii.

So, welcome - it's great to have you with us!!!!

Well, it sure was a short month (newsletter-wise, that is)! October turned to be a fantastic month for recruiting. Would you believe eleven new members since I wrote the first portion of this article? So here we go - welcome to the Club:

Alan and Celia Cantor of 815 S. 18th St., Arlington, Va., own a brand new 1973 2002tii.

John and Barbara Chesarek who live at 2030 N. Adams St., Arlington, Va., drive a 1970 2002.

Robert and Robin Coleman live at 1852 Columbia Rd. N.W., Washington, D.C. The Colemans drive a 1969 1600.

William and Claire Geier who reside at 3733 T St. N.W., Washington, D.C., are the owners of a 1971 2002.

Paul and Margaret Gillis, 1806 Sanford Rd., Silver Spring, Md., own a 1972 Bavaria.

Charles and Martha Greenland, 1719 Bolton St., Baltimore, Md., drive a 1972 2002.

Jochen and Nancy Heine, 10567 Twin Rivers Rd., Columbia, Md. Jochen and Nancy own a 1972 2002.

William and Diane Hoffman of 3311 Cannongate Rd., Fairfax, Va. drive a 1972 Bavaria.

Werner Mueller, 24 E. Mt. Vernon, Baltimore, Md. Werner owns a 1972 2002.

Nancy Lee Newman who owns a 1969 1600, lives at 1900 S. Eades St., Arlington, Va.

Anthony and Maureen Ritz of 5275 Rivedell Lane, Columbia, Md. drive a 1968 2002.

Like I said, this was a fantastic month for recruiting. A couple more months like this one and we will be number one.

Patti Cavallero



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	<u>OUT</u>	<u>IN</u>
Balance on Sept. 1		422.67
<u>September</u>		
Dues		270.00
Der Bayerische	106.88	
Dues to Nat'l	82.50	
Totals	189.38	270.00
Balance on Oct. 1		513.29
<u>October</u>		
Dues		183.00
Postage	2.00	
Dues to Nat'l	75.00	
Party	22.45	
Service Charge	.25	
Totals	99.70	183.00
Balance on Nov. 1		586.59

Paul MacInnis

TECH. SESSION

We were very pleased with the turnout at the Tech Session on Sept. 29th at Heishman BMW. During the course of the day there were approximately 30 cars. (If you get a chance, grab the Oct. 4th issue of the Arlington News - there is a very good article about Heishman and the Club.) I hope we can maintain the good relationship that has been established with Heishman. We need more dealers like that one - definitely!!!! Steve Pieper, Joe Anderson, Dick Chichester (the whole crew for that matter) have been extremely co-operative where the Club and the customers are concerned.

I sincerely hope that our future events, i.e.: meetings, Autocross School, have the same kind of responsive turnout that was experienced at the Tech Session.

Patti Cavallero

Pylon Propaganda

Well, I'm back again. More information on the upcoming Autocross School. The date is now set for November 11.

But before I get into the particular schedule for the day, I would like to give a brief summary on the basics of autocrossing. First, it consists of a short, low speed (below 60 mph), closed circuit course. Lap times are usually around a minute to a minute and a half. The course is laid out on a large paved surface, pylons marking the specific route you follow. One car at a time is on the course, so you don't have to worry about "the other guy". You are timed from the start gate, through the course, to the end which is the stop gate. If you have never autocrossed before because you are worried about really driving your auto, this is your chance. Come out and discover its potential. Autocrossing is a lot of fun with just a touch of excitement.

As for the schedule, at 9:30 a.m. we will meet at the Howard Johnson's on Route 1 in College Park, Md. for breakfast (optional). At 11:00 a.m. a blackboard session will commence. At this time the techniques of autocrossing will be explained. At 12:30 p.m. you will be brought out to the course for actual instruction. After this timed runs will begin. Trophies will be awarded to the winners of each class. The classes are:

- Class I: Stock 1.6 to 2.0 liters
- Class II: Bavarias and Coupes
- Class III: Prepared and modified cars.

All autos will have to pass the tech inspection which will consist of wheel bearing, steering and throttle linkage checks. Oh yes, your tires must also be inflated to over 32 psi. I've found that 40 psi in the front and 34 psi in the rear tires is a good combination.

Well, enough said. Further information may be obtained by calling me at 345-2915. This is a co-sponsored event with the University Sports Car Club and will be held on their lot at University of Maryland. So come out, meet sports car nuts, have fun, and autocross. Bye.

DETAILS ON AUTOCROSS SCHOOL

Date: Sunday, November 11, 1973
Time and Place:

9:30 a.m. - Breakfast
Howard Johnson's
Route 1
College Park, Md.

11:00 a.m. - Blackboard Session
(if sunny) Lot 4, Univ. of Md.
(if cold) In a nearby classroom,
location to be posted

12:30 p.m. - Instruction
Timed runs at Lot 4.

Fee: \$1.00 per entrant

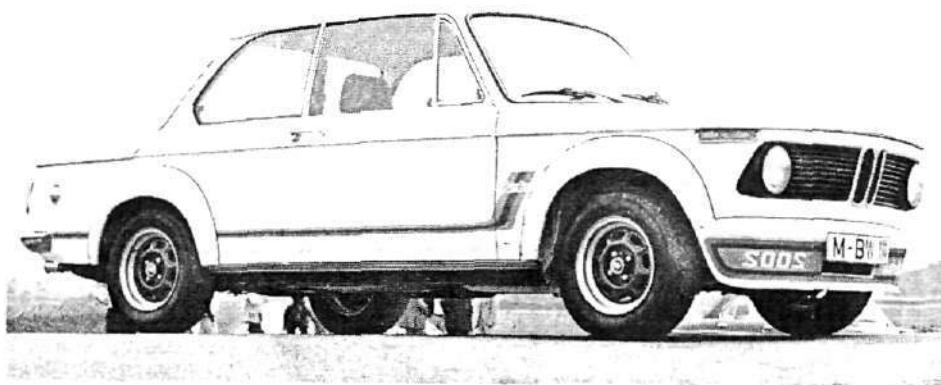
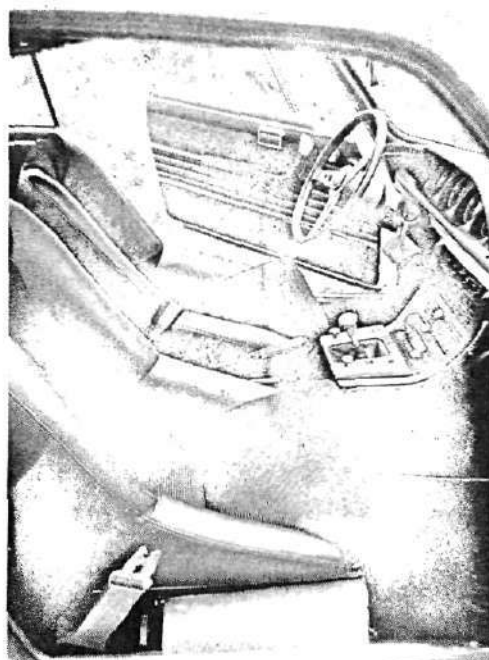
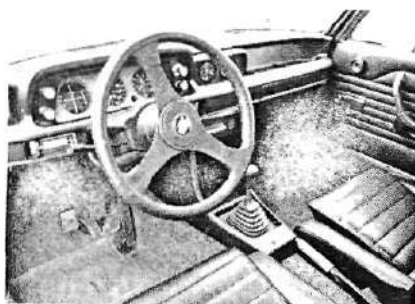
Registration: Call Carol Kingsbury
at 345-2915.

Autocross will be cancelled if it rains.

Chet Kingsbury



ON THE COVER: Two new supercars from BMW. The 3.0 CSL, with plastic body panels and 206 horsepower weighs 2755 lbs. The car will amble along at 135 mph and lists for \$16,000 in Germany. The 2002 Turbo comes with a few spoilers and goes 130 mph. The price is estimated at \$8,000 "over there."



Rally Corner

Well, we managed to put together a team for the PCA Championship Rally on October 21, and it looks like we'll have at least one team (maybe two!) for the GSTC event on November 4. The last Championship Rally of the year will be the SCCA rally on December 2.

The annual open rally meeting was held on October 15. The purpose of this meeting was to accept suggestions for changes in the Council rally rules. The Council rally committee will consider these suggestions and come up with a set of recommended changes to be voted on by each member club. These should be ready by our November meeting.

There were lots of good points brought up at the meeting. Here are some of them: to clarify the definitions of "action point," "bridge," "course

following instruction, "on" vs. "onto," etc.; to require novices and seniors to prerun championship rallies (instead of just experts and masters); to somehow allow small clubs to get low rally numbers (for example, we always get numbers in the sixties); to establish a team handicap system so that a team of three novices can compete with a team of three masters. The biggest change will be the establishment of unequipped classes. In addition to the present four classes (novice, senior, expert, master) there will be two additional classes: senior unequipped and expert unequipped and expert unequipped. An unequipped car will be allowed stop-watches, tables, slide rules, and a Stevens, but not an adding machine or a computer. It is not yet certain whether a hundredth reading, reversible odometer will be allowed in unequipped class. POR...

Fred Ipavich



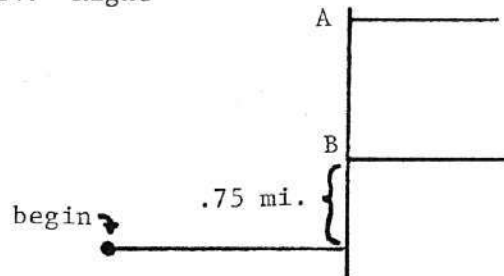
As many people have heard, there has been a controversy around these parts about rallies. Most of the old guard are saying that rallying is getting too hard; the "young turks" say it's getting interesting and sophisticated. The BMW championship of last June was a clear-cut example of the latter: it was a logic-filled, heavily trapped event. The rallymaster has been taken to task by some oldtimers because of the rally's difficulty. Most of the rallies of the past couple of years have been in the "difficult" vein.

SESCA's Mad Hatter rally, then, was something of a trip backwards in time. Rallymaster Jack Fawsett gave us a taste of what rallying was like ten years ago. Moderately easy course-following, slightly obscure clues, and heavily definition-oriented, the rally met with mixed reviews at the finish. The response could have been predicted: most of the oldtimers loved it; most of the young turks did not. Interestingly enough, many of the younger rallyists did very poorly on the event, even though they have been doing well on difficult rallies.

Unfortunately, Fawsett's rally did little to quell the controversy. The camps are still divided, and until someone gets lucky and discovers the compromise rally, the disagreement will continue. Hopefully, it will not continue on the path to open warfare. The sport would suffer as a result.

PROBLEM OF THE MONTH: The generals say that one instruction must be completed before the next is begun.

23. Left. CAS (change speed) to 30 for 2 minutes; then CAS 35
24. Right



Where do you execute instruction 24?
A or B?

Answer: Bypass B. It takes only a minute and a half to go the .75 mile at 30 mph. Since you have to finish 23 before you can start 24, 24 should be executed at A.

Mike Leeper

Racing Here & There

Notes from Atlanta

The C&D Mazda did it again, but not without showing some weaknesses. First, it lost the drag race to turn one to Alderman's Gremlin. Second, the good BMWs could hold the Mazda up the steep part of the hill even though they were running 4.11 rear ends to the Mazda's 5.10. Third, it took most of the race, a lot of revs, and heavy traffic for Bedard to pass Alderman.

The picture that emerges is of a very high revving motor with not much midrange torque. That sort of power curve may not make it at Indianapolis and Daytona where high-numbered rear ends are out of the question. Right now Terry Luxford's wunder motor is more than a match for the Mazda and can play the rear end game as well, if Terry can solve the carburetor riddle which did them in again. Nick Craw was able to hold off the second Mazda at Atlanta and Preston Miller is confident he can find several more ponies of the dyno.

Alain Matrat did very well in the car prepared by Motortech. His engine was built by Alpina and is the fieriest sounding BMW I've ever heard. When it was put on the dyno at Alpina, all work stopped for half an hour as technicians gathered around to listen to it. Alain is using a very conservative redline until we get more experience with the engine--Atlanta was only his second race.

With Terry working on his vibration problems, Preston on the dyno, and Motortech getting the remaining bugs out of the new car, BMW will be well represented at Indy and Daytona. Atlanta saw some good racing, but the last two races should be even better.

Jerry Coffey

O'fest '73

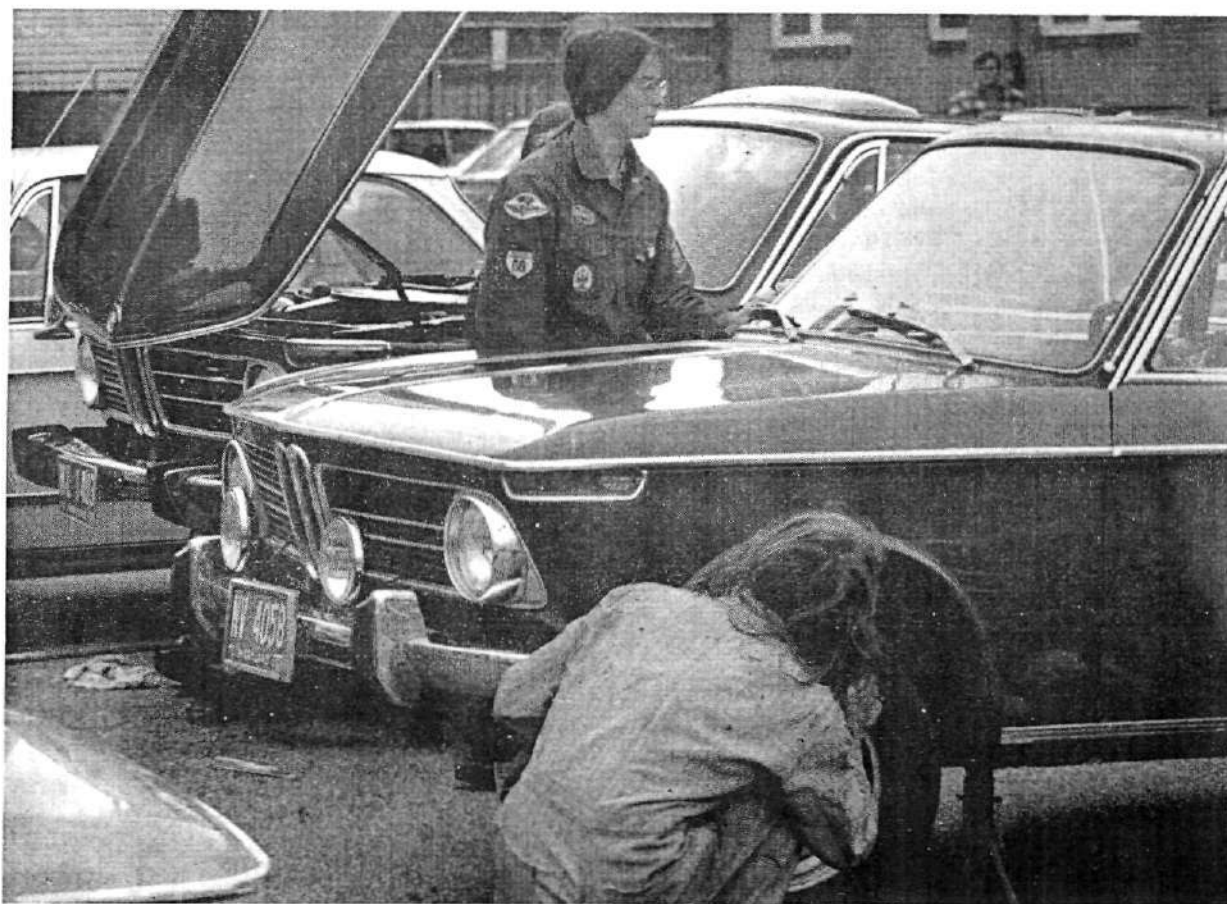
Oktoberfest '73 was a fantastic success, with people in attendance from all over the country and Canada. I'm not sure of the exact numbers, but there seemed to be more people there than at past events.

The weekend started with our chapter caravanning to Atlantic City Friday night. We became separated a number of times, but enjoyed the trip. We arrived quite late, but after registration some of us still managed a walk on the beach. It's not too crowded at 2:00a.m.

We awoke at 5:00a.m. to get ready for the weekend's first event, The Concours D'Elegance. We figured by getting up early we would have first crack at the car wash and vacuum equipment. We thought wrong. By 9:00a.m. though we had the Bimmer looking pretty good. As a whole the chapter didn't do too well in the Concours. Best finish for our chapter was Ric Cavallero with 7th in class and tenth overall. The most notable finish was John Stavar's Great Bid for Last Place. He made the mistake of driving through a puddle of clean water on the way there and had to settle for 34th out of 35. After a quick lunch everyone was organized for the afternoon rally. There was a choice between a gimmick or TSD rally and interest was pretty evenly divided. The TSD rally gave all an excellent tour of the New Jersey countryside and ended at a place called the Renault Winery. The gimmick rally actually went right through the Winery. This was most interesting with free wine for all. Our chapter's claims to fame were a 3rd place finish by Chet & Carol Kingsbury in the gimmick rally and



O'fest '73"





a first overall win by Ric Cavallero and Brian Hollen in the TSD. Following the rally, a shower, and a delicious dinner, everyone gathered for the Beerfest. This included a movie on IMSA racing, provided by B. F. Goodrich, and the awarding of door prizes. The door prizes presented a small problem when it was discovered there were more prizes than people. I couldn't believe the quality of the items to be given out. They were fantastic, ranging from BMW key fobs and calendars to complete sets of alloy wheels and radial tires. The surprise here was that Hoffman Motors was the main contributor! THANKS MAX. Sunday morning brought us a beautiful day for an autocross so we all took the long ride out to the Atlantic City Speedway to get the cars inspected before the big event. The course was well laid out and extremely enjoyable to drive. This was where our chapter really shown. N.C.C. members taking trophies were Ed Alber, 2nd class "A"; John Stavar, 1st class "B"; Ric Cavallero 2nd class "B"; Rick Price, 2nd class "C"; and Estelle Watts, 2nd in ladies class.

The weekend was high-lighted with the banquet Sunday night and the awarding of the BMW Raffle which gave a member in Ohio a new 2002 Tii for a cost of one \$15.00 ticket. Also awarded at the Banquet was the traditional 1st Overall Award for the Best Combined Finish of any participant. The award went for the 2nd time in three years, to Jim Craig of the Tidewater chapter. Our closest competition for this award was Ric Cavallero with a sixth overall finish.

It was a great weekend, I'm sorry so many missed it, and I can't wait until next year.

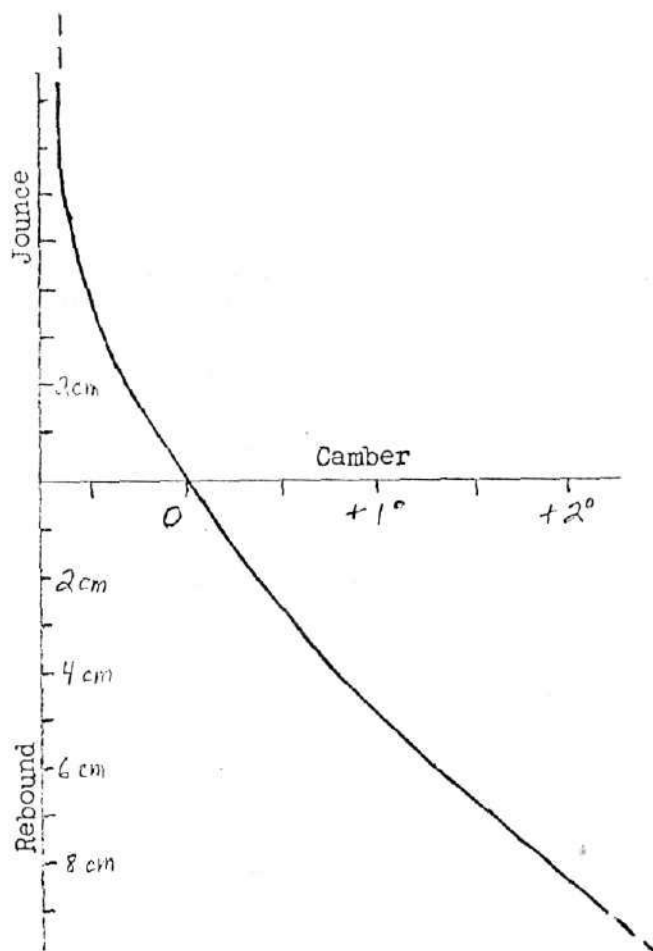
The Participants for the NCC

Technical Trivia

BMW 2002 Suspension, Part 2

Last month we saw the complications involved in a simple change in ride height. This month we will examine the characteristics of the BMW front suspension.

At normal load the lower A arm ball joint is about 2 cm lower than the inboard pivot on the subframe. This will be the zero reference point for the camber change curve below. Both travel and camber are measured with respect to the vertical centerline of the body and units are centimeters and degrees.



The static negative camber must be added to these figures to get the measured camber at the wheel.

As you can see, there isn't much camber change after the first 4 cm of jounce travel. This is good for braking stability--when the car dives under heavy braking the tires stay flat on the road. The significance of the 4 cm travel will be clearer when we discuss the peculiar roll motions of McPherson strut suspension. But there is another source of camber change--the caster angle of the struts. The table below gives the approximate camber change as the wheels are steered:

Steering wheel turns	0	.5	1	1.5
Outside wheel camber	0	-.3°	-.7°	-1.0°
Inside wheel camber	0	+7/8°	+2°	+3.5°

These measurements were made in the plane of the wheel. The effective camber change is actually greater as the tire develops larger slip angles in cornering. There are two points to keep in mind. First, steering develops more camber change than wheel travel due to roll. Second, this geometry generates much more cornering force in neutral and understeering attitudes than in oversteer. If the tail comes out far enough to require countersteering, both front wheels can end up in positive camber. This is one of the reasons the tail can be hung out and still recovered - if the front end traction were not degraded the car would want to spin about the tire with the best bite.

- Ride height and "roll" -

The relationship between ride height and roll is crucial to understanding the behavior of McPherson strut suspension. First, a crude rule of thumb: when the ride height is changed, the static roll center moves almost twice as far in the same direction. Clearly you get the same exaggerated roll center movement in two wheel jounce and rebound. When

the body tries to roll under cornering forces, the geometry prevents it from simply rocking about some point on its vertical centerline. Instead, the body lifts off the inside wheel about three times as far as it goes down on the outside wheel. Thus the outside wheel is less than 4 cm into jounce when the inside wheel reaches full rebound. In most conditions the inside rear wheel has just lost contact with the pavement at this point due to diagonal weight transfer.

In smooth cornering the outside bottom A-arm never reaches a position parallel to the road surface since the body rises as it tries to roll. Body roll increases the horizontal distance between the ball joint and the pivots on the subframe. This moves the car toward the inside of the curve against inertia forces. Thus we find that inertia ("centrifugal") forces work against the tendency of the body to roll down onto the outside wheel and we have in effect "anti-roll" geometry.

If you find all this hard to believe, station yourself near a tight slalom section at an autocross and watch the BMW's dance through. And if you don't believe that all this monkey motion works, try defeating the geometry by braking hard as you steer into a tight turn. The braking causes the front end to dive and gets the A-arms out of position and the car reacts more like a Chevy than Germany's finest (Caveat: find a safe curve and hold down your speed - this maneuver can use up a lot of road.) On the other hand to get the most out of the geometry, use the throttle to keep the front end up and the rear end down.

- Negative camber plates -

From the foregoing discussion you can see why suspension modifications which significantly lower the ride height (below 1968 specs) and thus

reduce the down angle of the A-arm are fraught with problems. There is one "bolt-on" device which avoids these problems: the negative camber plate. This piece repositions the top of the McPherson strut about 1 cm. inboard adding about .8-.9° static negative camber and bringing the camber at full jounce up to about 1.5° negative over and above the stock static measurement. Moving the top of the strut has very little effect on the roll center and the thickness of the plate only raises the car about 1/4 inch (and the roll center 1/2 inch).

The higher front roll center reduces the front roll couple and thus understeer. The increase in bite due to camber - also reduces understeer. These two effects allow the use of a stiffer front sway bar which in turn delays rear wheel lift. The net effect is an increase in cornering traction at both ends of the car without sacrificing handling balance. The only pride is a slight loss of braking efficiency if you have camber sensitive tire (this is due to the increased negative camber in full jounce braking dive).

- Cut springs -

I promised last month to bad-mouth the practice of cutting springs, though by now the problem should be obvious. Assuming that the springs are not ruined by clumsy torch work, the lowered car suffers a radical drop in front roll center (mispositioned front A-arms) and a radical increase in rear camber (5-6° negative is not uncommon). The rear can be made to work in hard cornering (racing speeds) by adding front doesn't work without alterations to the geometry. And the optimum solution involves spacers and relocated pick-up points at both ends of the car, i.e., redesigning the suspension.

Fortunately there is enough money in Baby Grand racing to make experimental suspension systems based on stock components worthwhile. The options available and the theory behind them are simple enough but the engineering and testing are expensive. Thus I cannot give full details without divulging proprietary information. Right now the best Baby Grand BMW chassis is very likely that of Miller and Norburn. After all they have a lot of Trans-Am experience to draw on. I am close to experiments being tried by TEC Racing and Motortech (Alain Matrat's car) so perhaps by next month I can tell you how much of the good theory really works.

Jerry Coffey



Museum

The latest thing in BMW's: the BMW Museum in Munich. On the outside, it is reminiscent of the Guggenheim Museum in New York and a beer schooner in Bavaria. On the inside spot lights, lush carpets, and mirrors set off numerous award winners in all classes.

On display are aviation engines, motorcycles, and cars that mark the high points in BMW motor history.

From WW I thru II, BMW was famous for its aviation engines. From an inline six which captured altitude marks to the first production jet plane, BMW touches all bases.

Included in the motorcycle display is a streamlined three-sheeler with its 80 hp half-liter twin that set a side-car mark of 174 mph nearly twenty years ago.

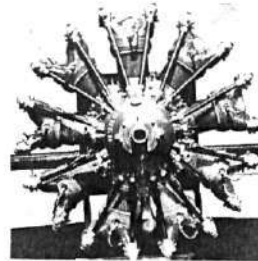
The DIXI, a 50 mph, 743 roadster, built under license starting in 1929 is exhibited as BMW first four wheeled machine. The 328 and its spinoff series, the cars that put BMW on the map, are given an entire display level. The factory, unable to locate a 328 Rennsport, winner of the last pre-war Mille Miglia, offers an

open version such as the team used for training. Naturally, there is one of the 248 BMW 507's produced between 1957 and 1960. The ground level is given to late sixty-and-later sedan four, all tweaked up for racing.

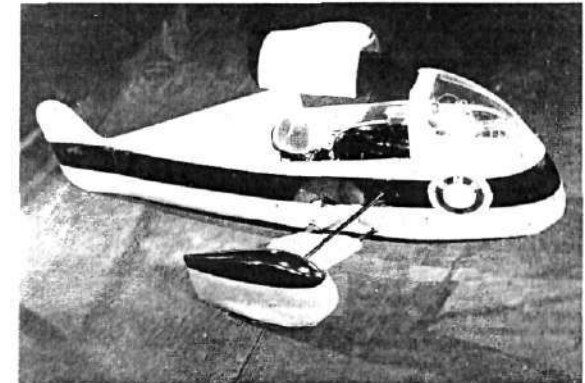
Jim Blankenship



One of the largest pre-war BMW sixes, the 335 of 3.5 liters and 90 hp. Special four-door cabrio body.



From the first war through the second BMW was famous for aviation engines (hence the firm's blue-white symbol, a stylized propeller in motion). From an inline six which captured altitude marks in 1919 to the first production-plane jet, BMW touched all bases including this 1933 radial which powered the metal Ju52, in its day one of the safest transports built. A few still fly.



Bikes — BMW and Munich always went for records. This streamlined three wheeler with its 80 hp half-liter twin set a side-car mark of 174 mph nearly twenty years ago.

ELECTIONS

Nominees for Chapter offices are:

PRESIDENT

Chet Kingsbury - Presently serving as Autocross Chairman and temporary Council Rep, Chet has captained a first year BMWCCA team to the top ten list in local area autocrossing.

Suzie Wyban - Suzie, who has been active in the Club since she joined as a charter member, is presently serving as Secretary of the Club. During her term as Secretary, Suzie has performed the duties of said office most efficiently.

VICE PRESIDENT

Mel Morganstein - Mel, who is also a charter member, has, in the past, served as Tech Chairman. He is presently serving as Service Reports Chairman.

Nancy Stutsman - Nancy has been extremely active in the Club since she joined last year. Since joining, Nancy has served on the Der Bayerische staff and has become avidly interested in rallying.

SECRETARY

Bob Critchlow - Bob has expressed an avid enthusiasm for the Club and the marque since he joined last year. Bob attended many of the club events both as a participant and a worker.

Denise Price - Denise, although a relatively new member, has already expressed interest in the Club just by running for office. Denise has shown quite a bit of enthusiasm for the Club before and since she married Rick Price (our veteran movie-maker).

TREASURER

Jim Blankenship - Jim has been actively interested in the Club since joining a year and a half ago. Jim has participated and worked in the majority of our events. He is presently serving on the Der Bayerische staff.

Paul Lentz - Paul, who has been in the Club for several years now, is presently Activities Chairman. Paul, with the help and guidance of the Executive Committee, has maintained a considerably active calendar of events for the past year.

Etc.

1973 NCC CHRISTMAS PARTY

Based upon information developed during the first meeting of our Christmas Party committee, here are the "confirmed" aspects of this year's party:

DATE: Saturday, December 1, 1973

TIME: 9PM-1AM

PLACE:

SEE INSERT →

PRICE: \$15 drag; \$7.50 stag (Break-even point: 50 people)

BAND: Yes! (We're working on it)

FOOD: Hors d'oeuvres a'la last year (including Patty's apricot balls & Chris's cheese balls- no insult intended chauvinists)

DRINK: Hard stuff/mixers & beer

Malcolm Stephens

National Capital Chapter

BMWCCA

Annual Christmas Party

Date: Saturday, December 1

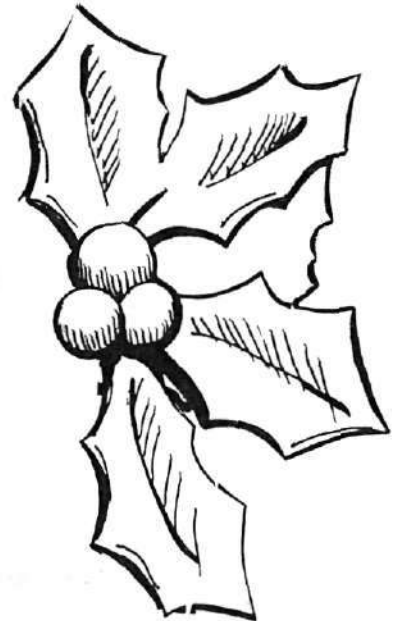
Time: 9 pm - 1 am

Price: \$15./couple \$7.50/single

Place: S & W Cafeteria
6009 Executive Blvd.
Rockville, Maryland

Free Food, Drinks, Band

Door prizes will be awarded



I _____ We _____ plan to attend. My party will consist of _____ people.

Name(s) _____

Address _____

Telephone number _____

*All forms and checks must be returned by 20 November 1973
Make checks payable to BMWCCA - NCC.*

Fold, seal, and mail

fold



malcolm stephens
12957 claxton dr.
laurel, md. 20810

fold

Trading Post

FOR SALE:

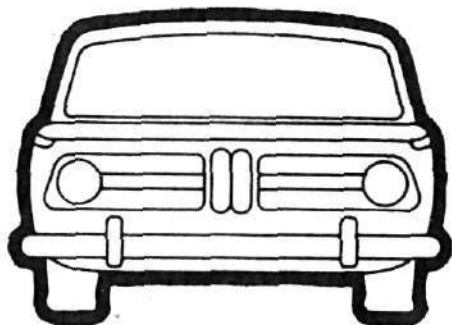
1 set of A-70 13 Firestone Wide Oval tires (great for autocrossing) just scrubbed in, on BMW rims. 1 '72 legal roll bar, very strong, crash tested; with grade 8 mounting hardware and padding, plus other stuff. Also dune buggy parts, chassis, engine, etc. Call Dave Toy at 460-0130 (home).

Lots of miscellaneous BMW parts for a 1600. Call Ric at 871-1131.

FOR SALE: 1971 BMW, Nevada with Camel interior, 55,000 miles, AM-FM radio, new water pump and brakes, XAS tires, and two snow tires. Doug Moody 227-3645.

FOR SALE: Four 185-70 Semperits (25% of the thread left) balanced on Opel wheels plus a fifth wheel. Ed Scheick 301-997-3464 home or 953-7100 x9513.

WANTED: TR3 Engine in good condition. Mike Leeper 703-491-3038.



You've Got Your BIMMER.

Dues

At the last meeting (September 18, 1973), under new business, it was moved that there be a dues increase of \$1.00 per year effective January 1, 1974. The purpose of this increase would be to cover some of the costs of club events and to provide some benefits to club members. There was a great deal of discussion and it was moved that the motion on a dues increase be published in the newsletter in the form of a ballot so that the members could vote in favor or against the motion and then mail the ballot to the club address.

MOTION:

It was moved that there be a dues increase of \$1.00 per year effective January 1, 1974 to cover some of the costs of the club events and to provide some benefits to club members.

Please, vote accordingly.

IN FAVOR _____

OPPOSED _____

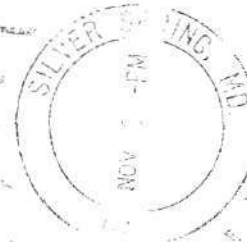
Mail to:

BMWCCA, National Capital Chapter
P.O. Box 2413
Hyattsville, Md. 20784



P. O. BOX 2413
HYATTSVILLE, MD.
20784

First Class



RIBLETT, WILLIAM R. JR.
11736 CHERRY GROVE DR.
GAITHERSBURG, MD. 20740

N.C.C. Calender

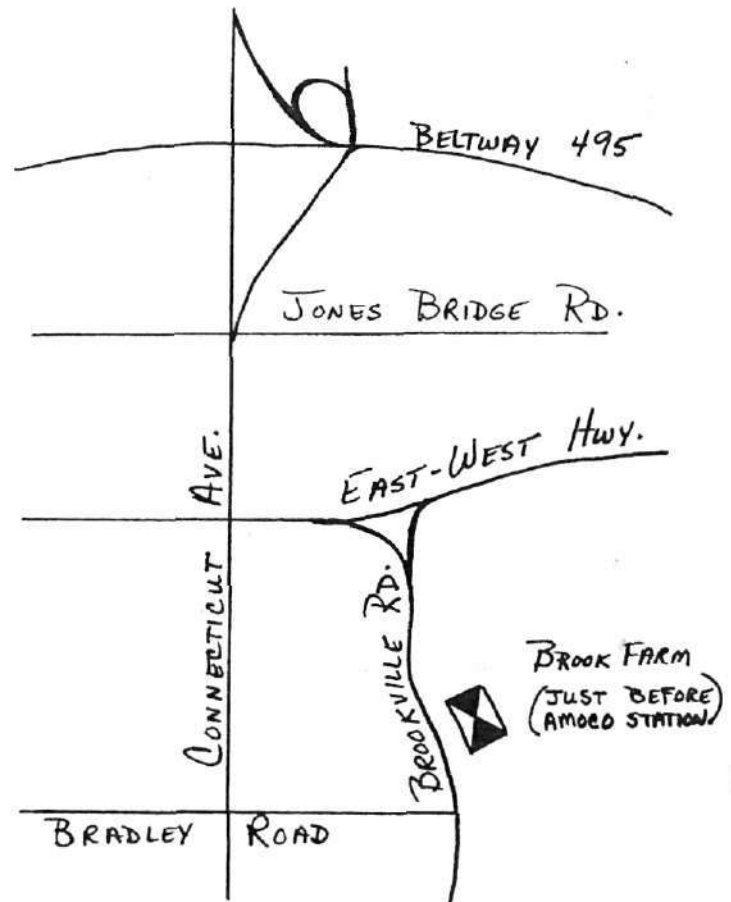
- Nov. 11 - BMWCCA Autocross School
- 20 - BMWCCA Meeting
- Dec. 4 - BMWCCA Executive Meeting
- 1 - BMWCCA Christmas Party
- 25 - Merry Christmas, everyone!

*



Next Meeting

Our next meeting will be on November 20, 8:00 p.m., at the Brook Farm Restaurant in Chevy Chase, Md. The program for the evening will be presented by Bob Dreyer of Modern Body Shop. Also, the annual elections will be held, so please, be there.



As per tradition, there will not be a newsletter or meeting for the month of December. However, if you feel the need to socialize with other BMW folk that month, please, attend the annual Christmas party.