

C. A. Elvick



DER BAYERISCHE

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BMW Car Club of America / National Capital Chapter

From The Driver's Seat

As those of you who were at the January meeting know, an amendment to the bylaws has been proposed. This amendment would require the auto-cross and rally chairmen to compete only for the BMWCCA. A bylaws change of this sort should be considered carefully. We must judge whether this restriction would unnecessarily limit our recruitment of qualified people. Many of our members were active participants in some form of motorsport activity before joining the BMWCCA. (People uninterested in cars don't usually buy BMW's.) Should we ask these people to give up an earlier affiliation. Can we afford to? I think not at this time.

There was no great mob scene of people clamoring for committee appointments last December. (Would you believe one president-elect clamoring for help?) Perhaps when an incoming president is faced with selecting from several volunteers for each office, restrictions on eligibility should be considered. Personally, I have been active in SCCA racing (working - not driving) for some years and would be reluctant to give it up.

Which leads to the second question - Should any committee chairman be bound by restrictions which do not apply to elected officers? The elective positions are generally the most prestigious and the present bylaws recognize this. Elected officers are required to be active members; committee chairmen are not.

If a revision in the bylaws is desired to prohibit our chairmen and officers from certain outside activities, the club should look carefully into the advantages and disadvantages and the nature of the restrictions desired (i.e., other offices held, team member of a non-Council team,

team member in a different type of event, etc.) and which officials should be bound by these restrictions. The purpose of the bylaws of the club is to aid in shaping the club into what the majority of the membership desires and I hope that everyone who is interested in the future of the BMWCCA will be able to attend the February meeting for a discussion of this proposal.

Set aside Friday, March 22, now for the annual meeting of the National BMWCCA to be held here in Washington at the Alexandria Howard Johnson's (directions elsewhere). Parker Spooner and other national officers will be here. If you have a question, complaint, or just want to meet our national officers, plan to be there. A regular chapter meeting will follow.

Suzie Wyban

\$ \$ \$ \$

Jan. 1	Balance	\$327.00	
	Incoming		Outgoing
Dues	130.00		
Film Rental	15.00		
Club Store	4.95		3.92
BMWCCA Dues			60.00
Newsletter			104.19
Membership			
Renewal Mailing			12.80
Service Charge			.25
TOTALS	149.95		181.16
Feb. 1	Balance	\$295.79	
	NET		-31.21

Jim Blankenship

NEW OFFICERS



PRESIDENT - Office duties are conducting executive and monthly meetings of the National Capital Chapter and corresponding with the National Board where executive matters are concerned. Suzie has been an active of the Club since September of 1971. She served as Secretary during 1973.

She shares an avid interest for the marque with her husband Terry.



VICE PRESIDENT - Office duties are substituting for the President when not available, arranging for a meeting place, obtaining a guest speaker for each monthly meeting, and making arrangements for the annual Christmas party. Since joining the Club last year Nancy has faithfully served

on the Der Bayerische staff. She has expressed a interest in rallying and trophied several times in the novice class.



SECRETARY - Office duties are recording the minutes of the executive and monthly meetings and corresponding with the National and other chapters. Denise became a member in 1973 when she and Rick got married. Since joining she has shown much enthusiasm for the marque and the Club.



TREASURER - Office duties are maintaining the Club treasury and handling all monies incoming and outgoing. Since joining the Club in 1972 Jim has participated in many Club events and worked on several of the events.



ACTIVITIES - Duties are to set up and maintain a calendar of events for the Club for one whole year, delegate event duties to interested members and oversee organization plans for said events. Ron has been in the club since 1971 and has expressed much interest in the workings of the Club. He has participated and worked in many of our past Club events.



COUNCIL - Duties are to attend, or make arrangements for the alternate to attend each monthly meeting of the Metropolitan Washington Council of Sports Car Clubs and report back to the Club membership; also, set up dates for the Club's championship rally and autocross.

Mike, who is the regular representative (Chet Kingsbury is the alternate), has, in the past, served as rally chairman and President. Mike, along with his wife Kathy, has won many trophies in rallying.



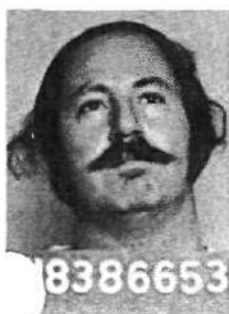
TECHNICAL - Duties are to set up tech sessions periodically throughout the year and occasionally have short informal talks about tech problems and solutions at the monthly meetings.

Terry joined the Club in 1971 but was not able to take an active part in the Club until just recently

because of his working hours. Terry is known in the local chapter for his ability to do mechanical work on the marque.



MEMBERSHIP - Duties are to maintain a running list of active members, mailing of information to prospective members, sending out renewals for local dues, and maintaining the mailing list. Gretchen joined in 1972 and has expressed interest in the Club since that time.



SERVICE REPORTS - Duties are to compile data on local established businesses doing work on BMW's and to keep the membership informed on said businesses. Mel, who joined the Club in 1971, has been quite an active member, both in participation and working.



RACING - Duties are to keep close tabs on the racing circuit and to keep the Club membership informed about BMW's in racing. Jerry, since joining the Club, has worked many of the events for the Club and has written many informative articles on technical data and racing.



STOREKEEPER - Duties are to maintain a sufficient supply of BMW parts and accessories, handle the Club store at monthly meetings and tech sessions, and keep the membership informed on new items being added to the inventory.

Paul has served in the past as Treasurer and has been active in most Club events.



AUTOCROSS - Duties are seeing that there is a team at each championship autocross and maintaining a running list of championship points for BMWCCA autocrossers and the BMWCCA team. Ric helped to found the National Capital Chapter in February of 1971 and has been an active

member ever since that time, serving as an officer of the Club and serving on several committees. Ric has also served as editor of Der Bayerische for two years.



RALLY - Duties are to see that there is a team at each championship rally and organizing crews for rallies throughout the year. Kathy has been an active member since joining in 1971. She and her husband Mike share an avid interest in rallying and has many trophies to her credit.



Tech Tips

Gas economy a subject on everyone's mind these days. Has your early 2002 (68 or 69) suddenly started getting poor gas milage? It could be the foam sounddeadening has come unglued and blocked the outside cold air pickup for the carburetor.

Follow the large black tube leading forward to where it joins a black plastic or in rare cases black metal box with a lever on it. This box fastens to the body at the driver's right side of the car. Check the foam on the hood directly above this. If it is loose reglue it or better yet cut it off where the hood brace crosses. 1600 owners won't have this problem as there is no foam under 1600 hoods.

Terry Wyban

ACTIVITIES

The Third Annual National Chapter BMW party will be held on Saturday, March 2. The location will be Ric & Patti Cavillero's house. Directions will be handed out at the Feb. 19 meeting. All members are cordially invited.

-----FORTHCOMING EVENTS-----

- March 24 Tentative date for autocross school
- March 31 Autocross championship

Late April-Early May

**** RALLY/TOUR ****
for BMW owners & friends
(novice event)

Ron Beavers

Minutes

The meeting was called to order at 8:23 by our new president Suzie Wyban.

Ric Cavallero gave the Autocross report. He reported that our Autocross would be in March.

Mel Morganstein gave the service report. He reported that Heischman's was still receiving high marks, V.O.B. was still high priced and Manhattan's service was less than good.

Ron Beavers gave the Activities report. Activities are still in the planning stage.

Mike Leeper reported on Council happenings. He reported that Council motoring events would be reduced by twenty-five percent.

Ric Cavallero reported that Oktoberfest would be held in Chicago this year.

Jerry Coffey gave his usual outstanding racing report.

Kathy Leeper, as Rally chairman, awarded Nancy Stutzman a trophy for taking 3rd Novice Driver in the Branded Cherished Date Rally.

Paul MacInnis gave the store report.

Suzie announced that executive meetings would be held on the 1st Wed. of the month at her house.

Old Business: Chet Kingsbury brought up the subject of BMW t-shirts. He said that an ad could be run in the Roundel for only 10% of our profit, if we would desire to do this. It was motioned and seconded that Chet should obtain more information on the subject before any final decision is reached.

New business: A motion was made to add a new rule to the by-laws which would require rally/autocross chairman to rally/autocross on the BMW rally/autocross team, if there there is one, i.e. not on an opposing team. Since this was an amendment to the by-laws,

it is required that every member must be informed before it could be voted on. A motion was passed to table the discussion till next meeting. A motion was made and passed to write rally and autocross rules for Oktoberfest.

There was discussion on a slate of officers for National office. Ric Cavallero would like to run for Activities, Dave Roach for Member-at-large, and Nancy Stutzman for Vice-president. Ric Cavallero would also call Newport News for a possible joint slate.

A technical note was made on installation of Marchal lights.

There was a short buy and sell.

Our speaker for the evening was Mike Easter speaking on Ziebart undercoating. Mike runs the Beltsville Ziebart shop.

Denise Price

Racing Here & There

There will be some former factory CSL's in IMSA and TRANS-AM racing this year. Vasek-Polak will have 2 cars in TRANS-AM; Libra Racing will have cars in both. Libra drivers will be John Buffum and Andy Petery, who drove a Schnitzer in TRANS-AM last year. Both teams are given good chances.

Schnitzer is giving the Ford people in England a run for their money. They are producing for the first time a complete line of racing BMW engines, including two 1600 cc engines for Formula 3 and Formula B/Atlantic. The Formula 3 engine is getting 170 hp, the Formula B is getting 220. They are guaranteeing a minimum of 285 hp from their DOHC 2 liter. Schnitzer's competitiveness comes not only from a better engine, but because they are offering complete factory (Schnitzer) service for their customers.

Jerry Coffey

Member Memorabilia

Hello Folks! Time for one of the more pleasant tasks for the month. Let's welcome our new members to the club.

Leslie Lawton, 2128 Alice Ave.,
Apt. 104, Oxon Hill, Md.

Gunther Conrad, 18730 Walkers Choice Rd.
Gaithersburg, Md. Gunther has a
European model 2002 Tii.

Edward Cragg, 807 S. Glebe Rd.,
Arlington, Va. Ed owns a 1971 Bavaria.

William Green, 2818 P St. N.W. Wash., D.C.
Bill is the proud owner of 1970 2800.

James VanDeusen, 7919 Sausalito Place,
Alex., Va. Mr. VanDeusen owns a 1973
2002.

Thomas and RoseMarie Sundstrom,
14900 Carlbern Dr., Centreville, Va.

Sonia Rivero, 1600 S. Eads St.,
Apt. 602-South, Arlington, Va.
Ms. Rivero owns a 1973 2002 Automatic.

Hugh Tompkins, 521 Granite Ave.,
Richmond, Va., We hope Hugh can make
it up here for a meeting in his
1973 Bavaria.

James Rand, 5147 N. 37th Rd.,
Arlington, Va. Jim has 1973 2002.

Edward Conklin, 14225 St. Germain Dr.
Centreville, Va. Edward has a 1972
Bavaria. Maybe he and the Sundstroms
can car-pool in for the meetings.

Harry Bacas, 2626 N. 24th St.,
Arlington, Va. Harry has a 1972
2002 Tii.

Welcome all to the club.

A note to old members: If your renewal
form is laying around the house some-
where, fill it out and send it in.
Thanks much and see you next month.

Gretchen Blankenship

cscscs

Rally Box

As promised last month, this is the first of a series on how-to-rally articles, based on the faith that it will someday be of some use to somebody. At the end of these articles, I will fill in with any up-to-date developments on the local scene and list rally events being offered. The information in this column is intended for the soul who just now thought he might like to go on a rally someday. What does he do now?

He needs a realistic expectation of what is going to happen, no holes barred. Rallying isn't for everyone. It is the sort of fun which often turns into work, or worse yet, exasperation. The rallyist has to follow an intricate set of rules which he applies to an equally intricate set of course following directions to get from the beginning of a rally to the end. These directions are clear, yes, easy to follow, no. Often mental gymnastics of the highest order are required to arrive at the end. What does it offer? For those who love their cars, it is an opportunity to drive on little traveled, often beautiful, roads and enjoy that alone. It is also an opportunity to meet like minded people of all ages from all walks of life. It is fun to many to participate in the mental gymnastics involved in following the course and knowing that this task has been successfully accomplished. For those with a strong competitive drive, it can bring the pleasure of competing vigorously for top honors in an individual rally or a series of rallies. Although the object of rallies is not speed but accuracy and speed maintenance, often one finds himself driving all out to make the check point on time. This is viewed variously by rallyists as fun or hell, depending.

Two people rally together. One drives the car and tries to follow the course and the other tries to keep him on time by calculating mathematically in some

way. Actually, for beginners, it is best if the pair both try to stay on the course, read the instructions correctly, and maintain approximately the speed suggested by the rallymaster, the guy who puts on the rally. The person who drives is the "driver" and the other one is the "navigator."

Finding out when rallies will be held is easy for those in the club. Each copy of the newsletter will list upcoming events in this column. Another publication which is excellent to have around for this and other purposes is the STOPWATCHER, published weekly by Bob Shenton, (301) 942-2710. It costs \$7.50 a year. A registrar and phone number or address will ordinarily be included in a rally announcement. You call or write this person and will be able to find out other information such as time, cost, etc. if you don't already know it. In return for payment in advance, the registrar will send General Instructions and a car number for you and your co-rallyist.

Assuming registration is taken care of before the day of the rally, there are several more steps which can be taken by the rallyist to insure a pleasant first rally. He should get and study a copy of the Metropolitan Council of Sports Car Clubs' rules. Most rallies in this area require a knowledge of these rules and most rallymaster assume that rallyists are familiar with them. Bob Yates ([202] 544-7546) has them and they can also be purchased for 50¢ at the start of most rallies. Rallyists should also read very thoroughly the General Instructions which the registrar sends. There will be another column devoted entirely to them, but let's say here that they serve as overall directions for following the rally course and the course cannot be followed correctly without understanding first that these directions are of prior importance and apply directly to each action on the course. These also have full directions to the start of a rally and often tell the location of the end.

The registrar will also tell what car number you have. Cars leave the start of the rally one minute apart. If the general instructions say the first car is off at 9:01 and your number is 32, you will leave at 9:32. In that case, you should probably arrive at the start about 8:30 to give yourself plenty of time to get your car number on, discuss any questions about the generals with the rallymaster and generally get yourself together. An envelope is usually available to address to yourself so that results can be sent to you at home. There is always the formality of checking again at the registration table and they often want a waiver signed for insurance purposes, though it is doubtful if it is actually of any legal use.

Usually one minute before you leave the start you will be handed your route instructions. Sometimes you can have them earlier, in which case the general instructions will tell you so. There are sometimes changes in the instructions posted at the start. If so, they will usually be called to your attention, but not always. Look around for them.

Cars line up at the start in numerical order and leave on a signal from the starter. Then they begin to follow the directions. Another column will be devoted to the start in detail.

To sum up, there are several things you must do to be ready to run a rally. You need to allow at least an hour at the start, longer if you have not already registered and gotten your generals. All these things may be done the day of the rally, but it is not advisable. Do as much as possible ahead of time.

Register
Read the Council Rules
Read the General Instructions
Put on your car number
Check with the registrar
Look for posted changes
Pick up your route instructions
Leave on time.

The Council Awards Banquet was a nice evening. With well over a hundred people there, eight BMWCCA members represented us well. Members' personal awards were mentioned last time. It was hinted at the last meeting (on the basis of still other hints) that we might win rally of the year for last year's event. We didn't. However, the scorekeeper told me privately that we did place second. Considering several factors, mostly the club's inexperience with any public rallies, that's flat out excellent. To those who worked on the rally, sincere thanks and congratulations.

The club was granted another Championship Rally this year. It will be June 30, though recently we have seen a schedule published in which our date has been dropped, apparently due to a National Rally which takes place on that weekend. Mike doesn't know anything further about it at this time. We will have a CR. Mike Leeper will rallymaster again. If there are some kind souls who would be willing to take a job and help, please let Mike know. Things should get busy about March 1, assuming that the rally date is June 30.

Dave Roach has a rally ready to present. Let's push him to set a date. Perhaps before the year is over, Dave would do an open (to the public) rally and be ready to take over the championship next year.

The WRC Rally Seminar will probably be. At the last WRC meeting, January 22, no date had been set.

So far, no club rallies that I know of are in the offing. There were a few between last issue and this issue which were not publicized before we went to press last month. The list of Championship dates is below, although some of these rallies may be dropped, especially one of the BRANDED rallies. Expect CRs to run a little shorter this year. The Council resolved to reduce motor sports by 25%. While that doesn't mean

distance on a particular event, necessarily, it will almost certainly effect distances in general. The dates listed are Sundays, but since the date effectively reserves the whole weekend, rallies could be switched to Saturdays. Pay careful attention to final dates on fliers and generals.

Give more thought to that five-gallon can for the trunk.

Kathy Leeper

Championship Rally Schedule

BRANDED 1	April 28
Corvette Club	May 12
BMWCCA	June 30
MCMC	July 21
BRANDED 2	August 4
SESCA	August 18
AJSTC	September 8
WRC	September 22
PCA	October 20
GSTC	November 3
SCCA	November 17

Pylon Propaganda

The winter Autocross season has been an active one, with an Autocross being held at either Fredrick or College Pk. every week-end. We have had quite a few BMWCCA members participating in these events with a lot of them first time autocrossers. I'd like to see a lot more members attend.

----AUTOCROSS SCHOOL----

On March 24th we will be having an autocross school at the Univ. of MD. Those wishing to attend the school should contact me for registration. Everyone should try to attend this scholl in preparation for our championship autocross on May 31.

LEARN TO DRIVE BETTER
THINK AUTOCROSS

Ric Cavallero

FIX-IT SHOP

I have been receiving many call from the general membership inquiring as to "where can I get work done on my BMW". Well, I have invested a little time and compiled a list of shops doing work on BMW's. As soon as reports on service at these shops is reported to Mel, he will publish them for your references. If you know of any names that can be added to this list or if you have had work done at any of these shops, contact Mel. The list is as follows:

<u>NAME</u>	<u>ADDRESS</u>
V.O.B. Auto Sales	N. Bethesda MD
Motortech	Rockville MD
T.H.E. Shop	Bethesda MD
Belgard Eng.	Silver Spring MD
East West BMW	Lanham MD
Pit Stop	Rockville MD
H-I Automotive	Rockville MD
Lamb Specialty Cars	Laurel MD
Miller's Garage	Laurel MD
European Sport Gar.	Laurel MD
Reliable Euro. Auto	Hyattsville MD
Mountjoy's Auto Shop	Hyattsville MD
Martin Motors	Baltimore MD
Mt. Airy Motors	Mt. Airy MD
Belair-Import Motors	Bowie MD
Tydings Import Ser.	Annapolis MD
C&S Motors	Sykesville MD
Blackwells Gar.	Odenton MD
Md. Motorsport	Odenton MD
Gladding Rolls Royce	Glen Burnie MD
Heniz Bade Motors	Timoniam MD
Towson Valley BMW	Timoniam MD
George's F.C. Ser.	Rockville MD
Tune-Up Shop	Rockville MD
North Star Motors	Rockville MD
Schwing Motors	Baltimore MD
Manhattan Auto	Arlington VA
MotorHaus	Reston VA

MISCELLANEOUS

A note at the start: Jerry Coffey has written this letter in response to a conversation he had with Mr. Alexander French at the SMALL rally on the Washington Monument grounds on December 8.

Mr. Alexander French
Chief, Highway Statistics Division
Federal Highway Administration
U.S. Department of Transportation
Washington, D.C.

Dear Mr. French:

I was happy to make your acquaintance at the SMALL rally on the Monument grounds last week. For me our conversation salvaged an otherwise miserable afternoon. I never properly introduced myself at the Sylvan Theater. My education has been in mathematics (BA Univ. of Va.) and mathematical statistics (PhD G.W.U.) and I have been working as a mathematical statistician for I.R.S. since 1964. I have been active for several years in automobile racing as a mechanic, crew chief, and engine and chassis tuner.

I was very interested in your comments Saturday and spent many hours studying your pamphlet on speed and fuel consumption and your paper on the energy crisis. I was surprised to find many facts in your studies which appear to support the position I was arguing at the rally. In particular the figures in the speed pamphlet indicate that the small cars in the test have a higher "most efficient speed" on a level road than large (heavy) cars. There are also indications in both papers that the "most efficient speed" on a typical road is higher than on a level road.

I indicated Saturday my lack of faith in dynamometer tests of fuel consumption and tests under supposedly ideal conditions. The automobile is aerodynamically complex. Airflow patterns can change radically



with air speed. A slight crosswind can change the effective angle of attack of the car body and sometimes reduce wind resistance. A particular shape may generate lift at certain speeds which can reduce ground effect drag and rolling resistance. In short "wind resistance" can rarely be described by a smooth curve and even a two way level road test is subject to atypical performance at critical speeds for a particular body shape.

Engineers and designers have labored for years to improve the high speed performance and efficiency of small cars (since this has been a major weakness of such cars). That they have succeeded to some extent in tricking mother nature is evident in the performance of the Fiat 127 in a test by Autocar (G.B.). This little car does almost as well (40.0 mpg-Imperial) at 70 mph on a motorway as it does (40.7 mpg-Imperial) averaging about 50 mpg on "main roads." It is interesting to note that Italy, home of the Fiat, has adopted fuel-conservation speed limits--62 mph (100 kph) on "strada" and 75 mph (120 kph) on the "autostrada."

Since I personally know drivers of larger cars who have experienced lower fuel consumptions under the new 50 mph speed limit and drivers of small cars whose consumption has increased, for purposes of comparison I tried to split your test cars into two groups--over and under 3,000 pounds--in order to see if there were any significant differences. I first limited consideration to speeds under 70 mph in order to retain all the observations, and derived the following table. (Next Column)

Your pamphlet expressed some surprise that the whole group averaged slightly better mpg at 40 than 30 mph. But look at the figures above--the small cars do better at 50 mph than 30, and the difference is larger than measurement error which appears to be less than 0.1 mpg. At every interval the percentage increase in consumption is less for the smaller cars and the absolute increase (not

Avg Wt (lbs)	under 3,000	over 3,000	% increase consumption	
			under	over
Avg mph				
<u>30</u>	25.13	19.646	-3.72	0.70
<u>40</u>	26.10	19.510	3.20	10.09
<u>50</u>	25.29	17.722	7.99	13.60
<u>60</u>	23.42	15.600		
			overall	
			7.30	25.94

shown) much less (I must take issue with the pamphlet's statement to the contrary--apparently the observations on vehicle 5 were given undue emphasis). The final comparison I drew was between the consumption at 30 mph and at 60 mph. The increase for large cars is nearly 26%, for small cars only 7.3%. And one of the small cars was near its maximum speed and thus probably operating under full power enrichment! at 70 mph this car drops out and another of the small cars (Vehicle #5) approaches its limit thus raising the percentage increase in consumption to a higher value than for the large cars for the first time (18.91% vs. 16.90%). Once again full power enrichment has taken its toll since the two small cars which reached 70 comfortably only show an increase of 13.90%. The image of the underpowered four-banger huffing and puffing to reach reasonable highway speeds dies hard, but certainly the modern trend is toward small cars which are both fast and efficient for highway travel.

These facts indicate that the "most efficient speed" for the small cars tested is on the average 10 mph of more faster than for the large cars. The efficiency advantage of the small cars increases with speed up to the point where they are operating at or near full power. Granted the sample is small (and I understand your reasons for limiting the sample), but surely differences of this magnitude and potential signifi-

cance for the energy crisis deserve further study. The admonition "slow down--save gas" is not just highly suspect for small cars, it may actually encourage waste.

There are a number of factors which may account for some increase in efficiency in real-world conditions at sustained higher speeds. Among them are the increase in operating temperature of the engine and the self-cleaning phenomenon which can often be observed at high rotational speeds and loads. I do not believe these are adequate to explain the "anomalies" observed in your tests and others I have seen, and even if they do explain all of the differences, they cannot be ignored in analyzing the real-world relationship between speed and fuel consumption.

To reiterate, there must be grave doubts the validity of dynamometer tests of fuel consumption, particularly for light, efficient cars. Your tests indicate a substantially higher "most efficient speed" for light cars than heavy ones even on a nominally straight, level road. Your air-conditioning tests show that increased loads which are either constant or linear with respect to speed reduce the difference in fuel consumption between lower and higher speeds. Yet the additional power requirements imposed on an engine in climbing grades and maintaining speed through turns are of approximately this nature, i.e. they do not increase as rapidly with speed as wind resistance, friction, etc. And these power requirements often dwarf the load attributable to air-conditioning.

To illustrate, let us assume that we have a standard transmission vehicle that can climb a slight grade somewhat more efficiently at 60 mph than at 50 (Vehicle 6 in Table 2 might be an example). Most of the potential energy acquired in climbing the hill can be recovered going down the other side and the reduced throttling losses at the higher speed descent might well compensate for the higher wind resistance.

(Ed. Note: Vehicle 6 went 17.22 mpg at 50 mph and 17.33 mpg at 60 with the air conditioner on.)

Your paper on Highway Planning and the Energy Crisis shows in Figure 24 a 27% fuel cost from 50 mph to 70 on a 1% upgrade and an 11.8% cost from 60mph to 70. Yet the corresponding costs on a level road are 30.5% and 17.3% according to the October 1973 study. This certainly seems to indicate that even slight grades may increase the "most efficient speed" significantly. I would not attempt to justify "roller coaster" roads (for one thing, they increase point to point distances), but for the foreseeable future moderate grades are a fact of life. If there are significant differences between the relationship of fuel consumption and speed on the average highway and their relationship on the ideal level road, an exploration of the question at this time might avoid unnecessary waste of fuel and defuse some of the debilitating conflict surrounding the energy crisis. This may be increasingly important in view of the massive shift to smaller cars which may well be more sensitive to these factors than large ones are.

In the long run I think low speed limits are going to be counterproductive. Congestion is already increasing on many highways--I personally have encountered large clumps of cars moving at 15 mph below the new speed limits with clear road ahead of them. Many people now consider obstructing traffic not only a right, but a patriotic duty and most drivers still brake going down hills and for turns posted at 50 mph. The tale of waste is told in the glare of brake lights. These conditions are probably penalizing small cars more than large ones, in view of the additional gear changing required, and small cars will soon be in the majority on the road. True, there may be safety problems generated by dual speed limits, but why should more efficient cars be penalized to make the superhighway safe for gas-guzzlers? And there are

other ways to more directly reduce fuel consumption. A system of fill-up limitations based on a target consumption of say, 18-20 mpg, along with higher speed limits away from urban areas on first class roads, would effectively discourage wasteful operation of any vehicle while allowing some latitude for the differences between vehicles. Lower speed limits and perhaps fill-up restriction on secondary would allow each driver to choose the best compromise among time, distance, and fuel consumption while making wasteful alternatives very inconvenient if not impossible. At the same time speed differentials on a given road would be kept within reasonable bounds. And the large sedan could still function effectively in urban car pools.

Thank you again for the two publications you gave me--I particularly appreciated the full and detailed presentation of the data-- but I think we need to dig much deeper.

Etc.

HOW'S THAT?

The head of a local men's club was addressing the group at a luncheon:

"In most clubs," he said, "half the members do all the work and the other half do nothing. I am happy to say that in this club we do the exact reverse of that."

(From TABLE TALK, monthly publication of the Marriott Corporation)

DYNAMITE ADVERTISING DEPT.

Our sister publication, AMERICAN BOATING, recently received an insertion order for

advertising from the Bachrach Biplane Corporation in Sunnyvale, California. Their slogan is "Manufacturers of fighters and surveillance aircraft for small or sentimental countries."

(From AUTOWEEK)

LATE NEWS

Austrian Dieter Quester, formerly with the BMW works team, has retired from racing.

(From AUTOWEEK)

RUSTPROOFING

Ziebart Rustproofing will extend a 10% discount to the Club if the Club can furnish at least five cars to be rustproofed. If interested please call Paul MacInnis at 449-6599.

To the owners of BMW's with sunroofs: Are you afraid of your headliner coming loose at high speeds?? Just available, pop-up airfoils. No modifications required, fits snugly under the roof when closed. \$40, postage included. Please contact Chet Kingsbury, 5909 Cherrywood Terrace, Greenbelt, Maryland 20070 (301) 345-2915.



Service Report

Top honors in the area go, by far, to Heishman Motors, on Jeff Davis Highway. Only one person in all of my reports had anything critical to say about their mechanical work and that was relatively minor. (His 2002 still has an engine surge on occasion. His overall of Heishman was very good, still. Like all mechanical problems, they still are subject to the whims of Murphy's law, one of the axioms being "If something is going to go wrong with your car, it won't do it in front of the mechanic.") Heishman's is very nice to deal with and the mechanics are willing to talk with you and answer questions. Their prices are consistently reasonable.

VOB comes in second place. While Lothar Scheutler is so concerned and conscientious that their mechanical work never really falls off, their prices are consistently high in all areas. For some reason, prices are sometimes as much as 50% and more above what Heishman charges. I can offer no explanation for this. Their mechanical work is a bit down from Heishman as I do get occasional criticisms of their work in this area. VOB's body shop seems to be a total bummer. The work seems to be on the sloppy side and includes such incredible stunts as painting one-half of a door! Please call me for further details on this if you wish. Terry Wyban highly recommends Modern Auto Body in Kensington for this type of work.

While I have minimal data on this, I've gotten the good word on North Star Motors in Rockville. Their work is completely satisfactory and their prices are quite reasonable.

The Boo-of-the-Year goes to Manhattan Motors. If you've lived in the area you can understand my statement that they appear to be "up to their old tricks." I would like to get more data on them before I can pass a real judgment. However, if a place works hard to get

a bad reputation, nobody goes there and I can only rely on old data.

Motor Tech got a slap on the wrist, also. I only have one piece of data, though. They charged one of our members \$60 just to pull the pan on his then 1600-2. Why he did not have them continue the work, I don't know; he never told me. I do know what they charged to go that far. Even at \$15 an hour--which is a little steep--I can't picture that job taking four hours! Even without a frame lift and engine hoist, I could probably do it in considerably less time.

Please call me if you have any questions, either to go into further detail, or to give you info on places I was not able to cover here. Call me at 384-5858.

Mel Morganstein

BMWCCA BIRTHDAY PARTY

Happy Birthday to us!!! As of this month the National Capital Chapter of the BMW Car Club of America is 3 years old, so come out to our house and help the Club celebrate. The Club is supplying the booze, mixers, and munchies. The atmosphere and music will be provided by yours truly. Dress is casual and the topic of most conversations will more than likely be BMW's.

Come one, come all and join the celebration.

DATE: March 2, 1974
TIME: 8:00 P.M. to ?
PLACE: 4300 Parkland Court
Rockville, Maryland

R.S.V.P. before Feb. 25, 1974 by calling me at 871-1131.

See you then.

Patti Cavallero



P. O. BOX 2413
HYATTSVILLE, MD.
20784

First Class



Riblett, William R. Jr.
11736 Cherry Grove Drive
Gaithersburg, Maryland 20760
692-6265 1972 2002

N.C.C. Calender

- Feb. 17 - MDSCC Wintercross IV
- 19 - BMWCCA Monthly Meeting
- 24 - WRC Ceries Rally
- 24 - USCC Moneycross
- Mar. 2 - BMWCCA Birthday Party
- 3 - MDSCC Wintercross V
- 6 - BMWCCA Executive Meeting
- 10 - SCCA Championship Autocross
- 10 - WRC Ceries Rally
- 17 - USCC Moneycross
- 22 - BMWCCA Monthly Meeting

Next Meeting

The February meeting will be held at the Howard Johnson's on Rt. 1 in Arlington, at 8 P.M., February 19. The speaker will be Mr. Dave Finley, a BMW owner, from the Environmental Protection Agency. He will speak on the relationships between the energy crisis and the relaxation of anti-pollution regulations.

