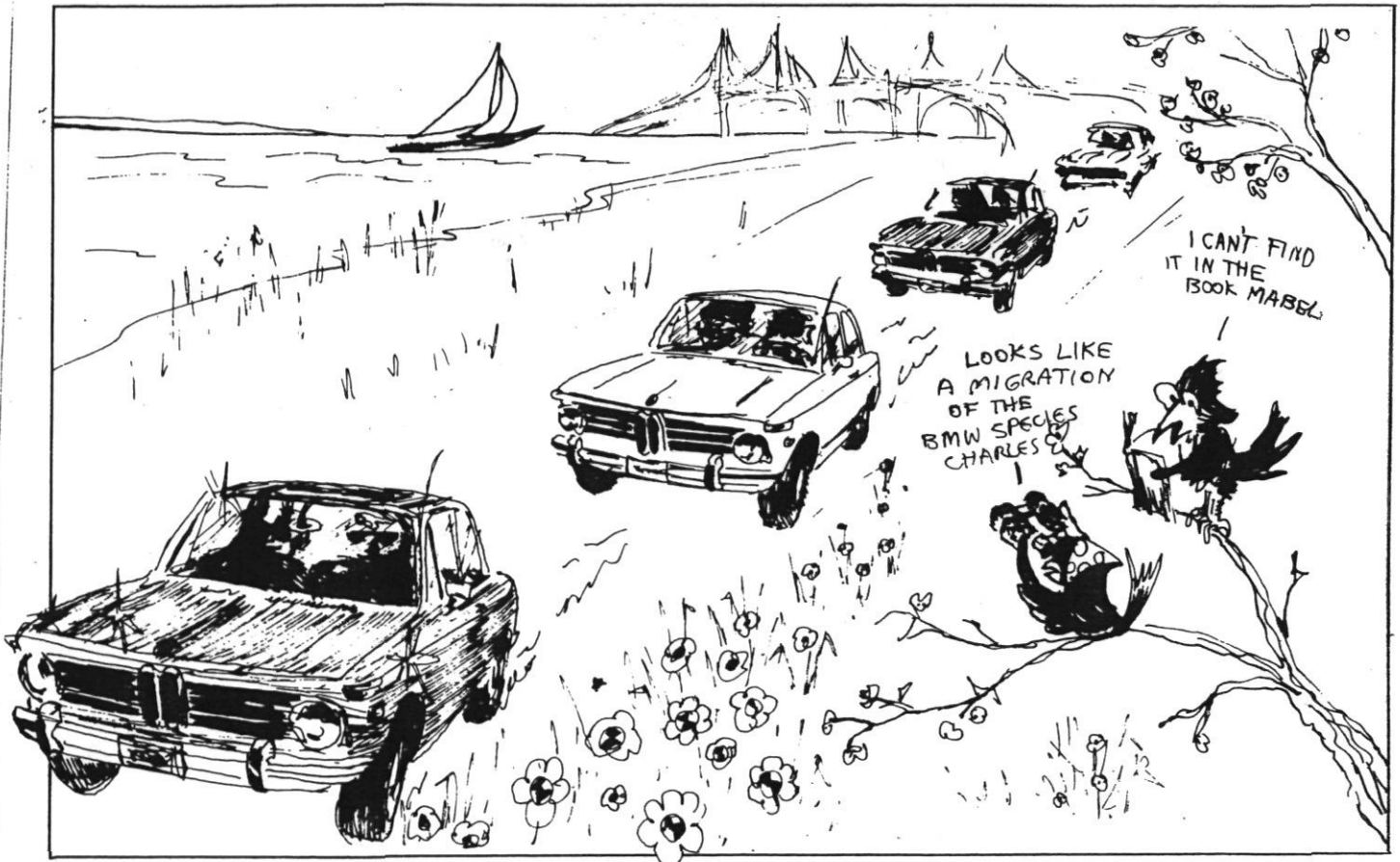


der bayerische

April — Newsletter of the National Capital Chapter of the BMW Car Club of America — Volume 6 Number 4



THE BMW SPRING TOUR

Weather permitting, the BMWCCA Spring Tour will be on Saturday, May 8. We will meet in Annapolis, depart at 10:00 a.m., cross the Bay Bridge and head south on U.S. 50 to St. Michaels, Md., for a walking tour of the town, parts of which date back to 1659. We will also tour the Chesapeake Bay Maritime Museum in St. Michaels and have lunch. Picnic tables are available at the museum if you wish to bring a picnic. There are also several restaurants and carryouts available.

From St. Michaels we will take a ferry boat ride to Oxford, Md., another historic Bay town. Then we will head north via back roads to Chestertown, Md., in Kent County. From here we will go to Eastern Neck Island, a wildlife sanctuary (no, not a wild life sanctuary, a wildlife sanctuary). If we can find a place to have it, we will have a crab and beer feast; if

not, several fine restaurants are available in or near Chestertown. The day's events will conclude with a visit to Betterton, Md., an old amusement park that was in its heyday before the Bay Bridge was built. It was one of two amusement parks visited by the Port Welcome, a tour boat from Baltimore. Betterton features bumper cars, pinball machines, various "tests of skill," and two bars.

Here's the way the tour works—we will form a caravan of cars with a leader and a sweep car. We will travel in this group all day. At each turn, it is the responsibility of each car to make sure the following car is in view before turning. The main purpose of the tour is to spend a pleasant Saturday seeing the sights of the Eastern Shore, not to get lost in the middle of nowhere or take turns getting speeding tickets. Thus, on pri-

mary roads and heavily traveled secondary roads, as well as through towns, the tour speed will be the speed limit. On lightly traveled back roads, however, you will have the opportunity to go faster and play with your car.

Tolls will be as follows: Bay Bridge: \$1.25; Bellevue-Oxford Ferry: \$2.00 for car and driver, \$.25 each additional passenger (there's a way to skip this if you want to). Admission to the Chesapeake Bay Maritime Museum is \$1.50 adult, \$.50 child. There are no other fees, except a registration fee of .50 cents to cover the cost of photocopying and phone calls. If we have a crab feast, we will have to pool our resources again.

Preregistration is requested. Call the tourmeister, Dave Roach, at (301) 593-1875. Bring your camera!

der bayerische

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Editor's Note

Well spring has sprung and Dave Roach has written us a nice synopsis of the up coming BMW SPRING TOUR. Start this year off right and come out for this club event and show us that you are a true member of this group.

Another way to show you are a member is to write me your ideas or thoughts that might be of interest to other BMW car owners. You are also invited to submit an article(s) for possible inclusion. Maybe then I will not need to resort to running articles by members of other chapters, such as the interesting series I'm running by Craig Reisser of the Wisconsin "Badger Bimmers."

Remember, the first of each month is the deadline to get articles, letters, classifieds and reports to me to ensure their insertion in that month's issue.

Also, for quicker results, send copy directly to me, Jay Williams, 11919 Franklin St., Beltsville, MD 20705.

THIRD CLASS.....AT LAST!

Note, we have acquired a 3rd class postage permit--we are making headway in the savings department!

WE NEED REPORTERS

Any one who has gone on the BRANDED or BRM rallies are invited to write us your experience on them. This also stands for any upcoming rally or autocross.

Letters to the Editor

Hulett Named Manager

M. Burgess Hulett has been named to the newly created position of Motorsport Manager for BMW of North America, Inc.

Burge will be responsible for the administration and promotion of our motorsport program which includes the BMW 3.0 CSL effort of Peter Gregg Racing and the \$60,000 contingency program for BMW drivers in the B.F. Goodrich and IMSA Radial Challenges. He will be BMW's spokesman at the races and our liaison with BMW Motorsport GmbH, the competition subsidiary of our parent company in Munich.

He has been involved in motor racing as a competitor, team member and as manager of a racing accessories business.

Thomas O. McGurn
Public Relations Manager
BMW of North America, Inc.

Delicious Rationale for
8:00 p.m. Meeting time!

The active members of the National Capital Chapter have become quite familiar with the Diamond Head Restaurant as the spot where we assemble monthly to socialize, plan, argue and ramble on about our interest in BMW's.

Through the courtesy and generosity of the Shao family, we have had the use of the Diamond Head's Luau Room for about a year now. The Luau Room offers an ideal setting for our meetings and is attached to one of the finest Oriental/Polynesian restaurants in this area.

The spicy Sze Chuan entrees and the delicate taste of the Mandarin and Peking entrees can quickly become habit forming to say nothing of putting you in high esteem with your spouse or sweetheart (something that gets difficult at times when one is a BMW nut!). Dinner, including cocktail, ranges from \$7 to \$12 depending on one's choices. A special buffet is offered from 3 to 8 pm on Sundays, all you can eat of the four entrees on special for \$4.85 (for the kids, \$2.50).

Now, in case you have ever asked yourself why the BMW meetings commence at 8:00 pm, the reason is so that you have plenty of time for a leisurely and delicious dining experience if you arrive between 6:30 and 7:00.

-- Dave Toy

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YOU TOO CAN SELL!

As members, you may be able to help your club by having someone you know advertise in der bayerische. Or maybe yourself, Bimmer owners come from all walks of life, could be that you have some product or service of quality that BMW owners would be interested in?

For example, the Tarheel Chapter of N.C. has advertising from a local furrier, with the line "For those who appreciate the finest..." (How true, How true).

How about it members, fine restaurants, quality furniture and Hi-Fi shops, etc. Bimmer owners don't only by BMWs and it's parts, even though it seems that way.

So give our advertising manager, Dave Roach, a hand and contact him if you can get him an ad(s). -Editor

Technical Report

A Tech Session was held on April 10 at VOB, starting at 10:00am, as announced in last month's der bayerische. Three topics were discussed: 1. Subsystems of the vehicle; 2. Tuneup procedures; and 3. Details of the electrical system. The first topic was oriented towards the new owner who wants a basic understanding of the vehicle. The second topic was for the more experienced individual who needs details on the tasks and measurements required for periodic maintenance. The third topic, which Lothar Schuttler of VOB graciously offered to present, dealt with the structure and operation of the electrical system and was intended for the more advanced members. Clearly, there was something here to interest every member. We will adhere to this same format in future sessions; so those who were unable to attend this session should make every attempt to be at the next session, sometime in June.

Several events at Oktoberfest, particularly the driver's school, will require that the vehicle being entered be in a safe operating condition -- more so than for street usage. We could assume that entrants will be thoughtful enough to check and prepare their cars in advance. This would be a foolish assumption, so I am seeking a mandatory inspection of each vehicle being entered in these events to minimize the risk of potentially costly mechanical failures on the track. To make this possible, we will require some manpower. Any members who feel that they could spare a few hours of their time during Oktoberfest to help inspect entrants' cars, please telephone me within the next month or so. No special background is necessary for this work; we will provide sufficient training to make the inspectors competent. Oktoberfest registrants will be made aware of the factors we consider critical so preparations can be made prior to the event.

-- Ken Wright
Technical Chairman

\$30 CB RECEIVER: If you've been getting the urge to spring for a CB rig, but don't want to give up \$100 or more or feel that you don't want to cram a unit into your Bimmer, much less slap a big antenna on your bumper (whoosh, whoosh), then the following may be of interest... The KBG Corporation, P.O. Box 37, Medway, Ohio 45341 offers a CB Converter for just \$29.95 (postage included). This little

black box 1 5/8" x 2 1/8" x 3 1/4" simply allows you to listen to the complete CB 23 channels on your AM radio band. It only takes about a half hour to install this unique unit, and it's so small you can put it in your glove compartment. While you can't send, you can certainly listen in. It's a barrel of laughs, not to mention listening to the whereabouts of Old Smokey!.....

- Tarheel Chapter



CALENDAR OF EVENTS

OKTOBERFEST '76

- July 1st - Registration by mail opens
- Oct. 20 - Registration at Washingtonian Country Club, Gaithersburg, MD 6:00-12:00 (Thurs. night).
- Oct. 21 - Advanced Drivers School conducted by Bill Scott Racing School
 - Bicentennial Tours into D.C. & various points of interest
- Oct. 22 - Novice Drivers School
 - Bicentennial Tours
 - Beer & Crab Feast 8:00pm Door Prizes
- Oct. 23 - Concours d'Elegance & Vintage Car 9:30 till finish
 - Bicentennial Tours
 - Rally - 6 hours, starting at 1:00pm
 - Tennis & Golf Tournaments
 - Bavarian Buffet - Door Prizes
- Oct. 24 - Autocross 10 to 4.
 - Awards Banquet 7:00pm (5301 raffle)

(Also scheduled: Tech sessions, movies and events)

If any questions contact: Chet Kingsbury, Oktoberfest Chairman

Service Reports

As an informative follow-up to my previous report on Heishman BMW, I shortly thereafter got a call from Terry Baker who is a mechanic for Heishman. Joe Anderson, the service manager, was really upset at the article since, he felt, it reflected on him. This article, you see, was the first really negative report I have ever gotten on Heishman. After a long talk with Terry and a subsequent long talk with Joe, several interesting facts came to light. The report came from Bruce Spinney, who, I learned, returned to Heishman for service several times since the report and has come away fully satisfied each time. I have gotten no subsequent reports from Bruce since he dropped out of the club after sending me the initial report. The incident does point out the need for submitting reports for all servicing, not just for bad service. (Service report blanks will be available at monthly meetings. Also, following these service reports, in der bayerische, you will find a check list; use it as a guide whenever you send me a report. In some future issues we may have room for the form itself, but for now, it would be very helpful if I received the information requested in the "Service Report Guide" shown here. Hopefully, this will be a reminder for you to submit reports more often, good ones as well as the bad!)

I must point out though that typically it is extremely difficult for me to personally follow up each negative report with a call to the service manager before each report is printed. I have tried to follow the model of the Porsche Club where the reports are printed essentially verbatim. I do include, as you notice, my own comments and editorializing in a form where it is obviously coming from me. I discussed this with Lothar Schuttler, the service manager of VOB, who suggests dropping the service managers a copy of der bayerische whenever their shop is mentioned, perhaps circling the article. This sounds like a good idea and I think I am going to follow this scheme.

Terry Wyban: 3513 South 9th St., Arlington, VA.

Bruce Cranford sent me a very negative report on Terry Wyban, a club member who undertakes BMW servicing. A defective head gasket on his 1972 2002ti allowed water to get into the oil, wiping out the crank and piston. A complete rebuild of the engine block

and cylinder head, along with replacement of the crank and pistons was estimated by VOB to cost about \$1400 and take about two weeks. (I don't know the basic cause of the failure but if you don't regularly retorquer the head as necessary you will blow the head gasket.) Bruce thought that was an awful lot of bread and after some searching around, contacted Terry Wyban, who agreed to undertake the job for less than \$1000. To make a very long story short (call me for details if you wish) Terry towed the car away and began work. In pulling the engine, a short to the battery occurred, wiping out a notable portion of the wiring, the brakelines, master cylinder, etc. from the ensuing fire. Despite money up front,

etc., the job, which was initiated in May '75 is still not complete. (It was to take one month. I hardly have to tell you what being without your transportation for a month is like.) The last time I talked to Bruce, the mechanical work was essentially done. All Terry had to do was replace the burnt wiring, etc. This was months ago. Since then, Bruce has gone to the Virginia Consumer Protection Agency (who refused to act since Terry is not a licensed shop) and even retained the services of an attorney. Bruce reported to me that Terry told him that if he went this route, Terry would disassemble the engine (despite the fact that he has apparently been paid several hundred dollars already). Needless to say, Bruce does not recommend Terry for getting your car serviced.

Heishman BMW, 3154 Jefferson Davis Highway, Arlington, VA 684-8500

Geoff Randall had his '72 Bavaria serviced here after purchasing it at Heishman with 22,500 on the odo. He had a routine maintenance along with servicing of the front discs which worked erratically due to rusting on the surface. He found the service to be "very thorough and satisfactory" except for the fact that two air hoses were not reconnected to the air cleaner and two valve caps were missing. (The caps were replaced through the mail after a call back to the service department.)

VOB, Old Georgetown Rd., Rockville, MD

Bill Tate needed service on the master cylinder and the left CV joint on his 1970 2002. VOB did exactly what had to be done and there were no unnecessary parts or labor used. He felt the servicing was quite satisfactory, fast, and his overall impression of the service department is "excellent." His only

gripe: the cost was "a little high, but everything is." (That is the only gripe I have about the BMW, the cost of parts is totally and utterly unacceptably high and is proportionately a much greater percentage of new car cost than parts for American cars, even allowing for duty and the slightly greater level of handling.)

Bruce Cranford took his car to VOB, prior to its unfortunate demise, for the following: leaky trans, and 54,000 mi. check. VOB rebuilt the trans (the spline was defective--this seems to be a common problem) replaced the front wheel bearings, replaced the front shock towers (under warrantee) and tuned the car up. Bruce's only gripe was that the gas mileage dropped after the tuneup and he re-tuned the car to restore the gas mileage. Bruce feels that his only reason for continuing to have the car serviced at VOB is Lothar Schuettler. -- Mel Morganstein

18. Was there any unnecessary parts or labor in your opinion? If so, explain.
19. Was everything ultimately done to your satisfaction?
20. Your overall impression of service firm, also any other comments.

For each defect, fault, etc. repeat answers for questions 11 through 20. No need to repeat 1 through 10 unless of course you are reporting on a different car or service firm.

Service reports are open to anyone to pass information to other members. Send in your reports to: Mel Morganstein, 2048 Seattle Ave., Silver Spring, MD 20904.

"55"

SAVES LIVES IS ERRONEOUS

SERVICE REPORT GUIDE

Please print or type information requested on this guide. Simply put down the number & the answer (no need to write the questions).

1. Your name.
2. Your phone number or numbers, include area codes.
3. Your address, including zip.
4. Type, model, & year of car being reported on.
5. From where, when & how did you obtain the car? (if used, give mileage at date of purchase.)
6. When you got it, did it have any faults? if so, what?
7. During the warrantee period (if new) did the car develop any faults? Please give mileage.
8. Service firm being reported on. (include address and phone number if possible)
9. Date of servicing or repair.
10. Mileage and age of car at time of repair.
11. What do you think was wrong with the car?
12. What did the dealer or service manager say was wrong with the car, if this differed from you? If in agreement, please state.
13. Was the car repaired properly? If not, why do you think not?
14. What should they have done differently, if applicable?
15. Cost, breakdown parts and labor (if you can.)
16. Was this cost reasonable?
17. Please state if you feel the work should have been on warrantee. Why?

The "55" mile speed limit is erroneously credited with "saving lives." A closer inspection of the data shows that a worsening of the economic climate triggered by the Arab oil embargo has decreased the amount of recreational driving and, indirectly, fatalities on the highway. Michigan, an industrial state hard hit in the recession, shows an impressive drop in fatalities; but fatality statistics for Florida, a state relatively unaffected by economic hard times, shows no convincing decrease in highway deaths. Another element is alcohol, and in order to greatly reduce the highway death toll we need tough treatment of drunk drivers; but also more strict licensing of drivers, more strict motor vehicle inspection, modern halogen headlights, and stringent enforcement of traffic laws regarding improper turns, running stop signs, and proper lane usage in freeway driving. An unrealistically low limit on the freeway is easily enforced with radar and is a revenue producer.

During the period of the Arab oil embargo, the emergency speed limit was necessary. Yet it has acquired an aura of permanence, while the legislative grayhairs balk at leveling taxes on gasoline or overweight autos. On the other hand, European nations raised the price of fuel and raised or completely lifted the emergency speed limit on the Autobahnen, autostrade, and autoroutes once the embargo was over. Our guns and butter approach; keep our Cadillacs, Country Squires, Winnebegos, and pick-up campers but only drive them at 55 mph, is bankrupt in the long run, for gasoline--unlike butter--is not a renewable resource. -- Craig T. Reisser, of the "Badger Bimmers", Milwaukee, Wisconsin.

der bayerische will continue with more of Craig's observations in our up-coming issue with "55 Inhibits Automotive Technology" -- Editor.

Meeting Minutes

March 16, 1976

The meeting was called to order at 8:20pm by President Estelle Torpy.

New members were introduced. Minutes of the February meeting were approved as printed in the Bayerische.

Dave Roach gave a council report, noting that we have a date of August 15th for our championship rally.

Other reports given: Auto-cross report--Estelle Torpy; Treasurer's report--Carol Kingsbury; O'Fest report--Chet Kingsbury; Tech report--Ken Wright.

Dave Toy announced that Bill Scott may present the program for our April meeting, with a racing film and a question & answer session about his driving school.

There was no old business. **New Business:** Chet Kingsbury initiated a discussion of the people running for office in the club's national elections, and of the proposed amendments to the club's by-laws. During the discussion the following motion was made and approved: The people from our chapter attending the annual meeting would present to the meeting the consensus of the members of this chapter on the three proposed by-law amendments, after which our chapter members would be free to vote as they wished on the amendments. Chapter members then voted in favor of the proposed amendments for regional board members (#1) and allowing future by-law changes to be made at any time during the year, subject to approval by mail-in ballots (#3). The #2 proposal for increasing the number of people necessary to form a chapter was voted down.

There was a buy-&-sell, after which the business portion of the meeting was adjourned.

Dave Roach presented a program on rallies, utilizing a Mike Leeper map rally to entertain and enlighten both rally nuts and neophytes.

--Bob Critchlow, Secretary

Carol Kingsbury reported that at the annual meeting the three by-law amendments were voted on as our chapter had wished.--Editor

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Treasurer's Report

MARCH 1 BALANCE \$237.37

Income:

Advertising	\$ 4.50
Membership Dues	\$937.90
	\$942.40

Expenses:

Rally Equipment	\$ 20.00
Council General	
Assessment Fee	\$ 15.00
March Bayerische	\$100.00
March Postage	\$ 35.00
Council Rally	
Sanction Fee	\$ 25.00
Gavels (2)	\$ 28.35
Service Charge	
Jan - Mar	\$ 5.15
Payment of Loan to Betty Kingsbury	\$435.00
	\$663.50

APRIL 1 BALANCE \$516.27

Carol Kingsbury, Treasurer

BMW Etiquette Part Two

PEER-GROUP RECOGNITION

Last time, we discussed how to comport oneself at gatherings of the less informed. The next situation we encounter is the peer group, that is, other BMW owners. It is taken for granted at such gatherings that BMWs are worth owning, and most owners are acquainted with the performance and availability of a variety of models. Therefore, be certain that your interlocutor is a complete novice before informing him that you have a \$35,000 Turbo at home in the garage in addition to the 3.3 L you arrived in. If the other fellow knows much about the marque, he will know that there are only a handful of the experimental Turbos in the world and that the 3.3 limousine is not available in the U.S. You may be able to suggest that you own a 3.0 CSL semi-racing car provided you state that it is garaged about halfway across the country (Wyoming is a good place) and have pictures to prove it. Avoid those who insist on a photostat of the title to such a car, and be certain you aren't speaking to a customs inspector when you describe in detail just how you smuggled the car into the country.


Along more reasonable lines, if you own a 3.0 CS, you need not relinquish your place at the bar to anyone. You may be as haughty as you like. If your CS has a leather interior and an electric sunroof, you should be prepared to find yourself taking home several more members of the opposite sex than you arrived with. But watch out for dispossessed opponents who glare at you darkly and profess a knowledge of incendiary devices.

If you own any other six-cylinder model, you're probably pretty well off. If your spouse makes any untoward comments about any attractive CS owner, it might behoove you to handcuff him or her to the passenger door of your car. You should be careful how you look down on four-cylinder owners, though. Too much lording over that four-cylinder owner with the fancy ski jacket with the BMW racing emblem who refuses to remove his Jackie Stewart driving gloves all evening might result in you having your doors blown off by his Miller and Norburn 2002ti in the midst of some elaborate turn on the way home.

Attaining a high rank among four-cylinder owners is a difficult task, as there are many, many, four-cylinder owners. Do not hesitate to loudly proclaim any little trick you have had done to your car. If you own a relatively new 2002, rest your laurels on its newness and park it conspicuously out front. If you own a tired 1600, treat it as a restoration project and hide it in the back. In this case, a copy of the bill of sale showing that you paid less for it than a Volkswagen costs these days is usually a good reinforcement.

-- Dave Roach.

Next month: BMW Etiquette, Part Three: On the Highway.



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Driver's School



OKTOBERFEST DRIVERS' SCHOOL

The Oktoberfest '76 drivers' school promises to be a most exciting and rewarding experience for its participants. Bill Scott, well known and highly respected in both national and international competition, and his instructors, will organize and instruct the school in a similar fashion to his IMSA and SCCA approved Bill Scott Racing School. The setting will be Summit Point Raceway, located in West Virginia's beautiful Shenandoah Valley, about a one-hour drive from Washington, D.C. Summit Point is a two-mile road circuit incorporating tight switchbacks, sweeping high speed bends, elevation changes & a 2/3 mile straight. To promote effective instruction and to eliminate unsafe congestion on the track, the school will be held on two days instead of one; and registration will be limited to 100 entrants per day. The dates for the school are Thursday and Friday, October 21st and 22nd.

Thursday, the 21st will be the advanced course for those who have attended previous drivers' schools and wish to learn more of the fine points of high performance driving. The morning will start with detailed class instruction on techniques, lines and corners, and will begin the on-track instruction, followed by the first set of consistency runs to measure improvement. Lunch will be very brief and may be used for minor repairs as necessary. The afternoon will commence with a braking seminar and then address off-line passing in corners. A practice session will then be held followed by an introduction to advanced techniques and the final set of consistency runs.

Friday the 22nd will be a novice course designed for those who have never attended a drivers' school and would like to enhance their driving ability. This course will follow the format of the ad-

vanced course but will emphasize the basic points of high performance driving and will offer more in-car instruction.

Due to the anticipated response, participants may register for Thursday or Friday but not both. Registration will be on a first-come, first-served basis. Due to the additional costs involved with offering this caliber of driving school, a \$5 registration fee per entrant will be charged. This fee must accompany each early registration before a number is assigned reserving attendance in either class. Early registration is encouraged.

A list of tech requirements will be forwarded with each registration package. This list will explain exactly what items must be attended to prior to arrival at the track. A tech inspection will be held at the track starting at 8 am and the tech requirements will be rigidly enforced to ensure safety. Any discrepancies will have to be corrected prior to the car going on the track or the next in line on the waiting list will be allowed to enter. Keep in mind that there are no repair facilities at or near the track.

Briefly, the tech list will require that the drive-train, brake system, steering, suspension and tires are all in proper working order. A recent change of brake fluid will be required and tires will be checked for sidewall cuts and evidence of abnormal wear. Seat belts and helmets are mandatory!

In each course, cars will be grouped according to type and level of preparation. Registration will be limited to BMW's only without exception. BMW's may, however, be in any level of preparation from stock to full race. Vintage entries are encouraged.

All graduates of this school will receive a certificate of such achievement and awards will be given to those who have exhibited the most improvement and consistency. Successful completion of the advanced course will qualify one for a probationary IMSA license to compete in the RS Sedan Series. -- Dave Toy

BW to BMW????????????????????

Those who are familiar with the decrepit condition of the Baltimore-Washington Parkway will be happy to learn that plans are to refinish it's condition starting this month, with the first phase beginning between Rte 50 and I-495 (the beltway). Maybe if they put it into perfect condition it would deserve to be re-named the BMW PARKWAY! -Editor

BMW RALLY

Good news! BMWCCA has a championship rally this year. Mike Leeper, masochist that he is, has volunteered to be rallymaster, & I, sucker that I am, have volunteered to be chief of controls. The rally will be held on Sunday August 15. Set aside that date. I'll be calling you.

I'm really getting enthusiastic about our rally program this year. We have quite a few rallyists in the club now; enough, in fact, to make two teams. Two cars run in senior unequipped (SU) class and four cars run as novices. Unfortunately, the team championship is based on overall finish in each rally, so that means that teams consisting of three cars in Master or Expert class (such as Washington Rally Club or BRANDED) stand a much better chance of winning. As we all get more proficient & richer, however, we will have a better chance. The problem is, to win a good overall finish one needs to have a rally computer, and the good ones, like Zerons, cost \$650. You have to be a real rally nut like me to want to spend that kind of money.

But just because we can't win a team award doesn't mean we can't win individual trophies. I expect to see some good finishes in individual classes from all of our competitors. (I hope to win first SU navigator for this championship season, although Pat Critchlow may have other ideas.)

And we're off to a good start! On the BRANDED championship on March 21, Bill Riblett and Carolyn Eldred finished first in novice class, Bob & Pat Critchlow finished second in SU & Nancy Stutsman & I finished third in SU. Our team came in fourth and was mentioned in the Evening Star!

I'd like to get more club members interested in rallying. It's a very exciting sport. If last month's der bayerische and meeting have sparked your interest, you may want to go to the free BRANDED Summer Series Rally School April 23rd and/or try running some of the Summer Series rallies. The first one starts on April 25th. Try it. You'll enjoy it.

-- Dave Roach

BMW MOTORSPORT/NORTH AMERICA
SEBRING, FL, MARCH 12--At the 24 Hours of Daytona last month, race winner Peter Gregg installed the driver's seat from his old Porsche

Carrera in the BMW 3.0 CSL he was driving for the first time.

The Jacksonville, Florida driver said that the seat would make him feel more familiar with the new surroundings in the BMW coupe.

Gregg will make the BMW more like home when he installs his long time racing partner, Hurley Haywood, as co-driver of number 59.

The second factory-backed BMW CSL entered in the endurance event will be co-driven by a man very familiar with Sebring and one making his debut on the 5.2 mile airport-road circuit. David Hobbs, who made his first start here eight years ago in a John Wyer Ford GT 40, will team with NASCAR ace Benny Parsons in the Coca Cola BMW.

BMW is the defending champion at Sebring. Last year the BMW Motorsport team of Brian Redman, Allan Moffat, Sam Posey and Hans Stuck shared the driving duties as the 3.0 CSL finished over 3 laps ahead of the field. Stuck set the top qualifying speed and fastest race lap, both at over 110 miles per hour, during Sebring '75.

Gregg, who has four class titles and one overall victory at Sebring, feels that the circuit is one of the best tests in American road racing.

"A lot of people think of Sebring as a funny old airport, but the circuit is very quick and puts a premium on power, braking and suspension systems. For example, turns one and two are fifth gear turns that you take very fast," comments Gregg.

"The course is bumpy and rough, but it is also safe because there is run off room around most of it. The fact that it is flat and over five miles long forces you to concentrate, especially at night. When you put a good lap to-

gether at Sebring, you can be proud," add Gregg.

David Hobbs is looking forward to his second outing in the BMW CSL co-sponsored by Coca Cola. "At Daytona, the speed of the BMW impressed me greatly. Since Sebring is a fast course with two extremely long straights, we should be very competitive in the BMW-Coca Cola entry," Hobbs predicts.

"The BMW is a very comfortable racing car to drive, which will be an important factor on the bumpy Sebring course. The BMS CSL also has a very good braking system which will be put to a critical test on the five turns requiring high speed braking," Hobbs adds.

The Sebring race will be the final event for the Hobbs/Parsons team in the Coca Cola BMW.

JACKSONVILLE, FL, MARCH 12--Peter Gregg Racing and BMW of North America, Inc., announced today that six racing dates have been confirmed on the 1976 schedule.

Peter Gregg, winner of the 24 Hours of Daytona last month, will drive a BMW 3.0 CSL Coupe at Sebring, March 20; Road Atlanta, April 11; Ontario, May 9; Line Rock, May 31; Watkins Glen, July 11 and Sears Point, July 25.

The August 22 race at Mosport, Canada will be added to the schedule if the event is sanctioned as an FIA World Championship of Makes race.

Gregg's long time racing partner, Hurley Haywood, has been named to co-drive in the 12 Hours of Sebring and the Watkins Glen Six Hours.

Gregg Racing and BMW of North America will fill out the ten-race 1976 schedule with events from the IMSA Camel GT, SCCA Trans AM and World Championship of Makes schedules as the season develops.

Classifieds

BMW SERVICE: Autodynamics offers excellent BMW service at reasonable rates, motor & transmission exchange program, Bilstein, Superprint & other accessories. Located in Rockville, owned & operated by former mechanics of Motortech. Autodynamics, 15862 Somerville Dr., Rockville, MD 20850 (301) 977-2220.

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CLASSIFIEDS Contact Dave Roach (301) 593-1875.

ADVERTISING RATES

"der bayerische" accepts commercial advertising and classified advertising. Along with our new 3-column layout for the Bicentennial year, we are publishing new advertising rates.

In this, the year that the National Capital Chapter hosts Oktoberfest (the nationwide gathering of the BMW Car Club of America), commercial advertising will yield even better publicity. In addition to this chapter's growing membership (approaching 350), each of the nineteen other chapters nationwide will pay particular notice to "der bayerische" for information concerning Oktoberfest '76. "der bayerische" remains the most widely read publication for BMW owners in the Washington area, and thus is the best way to reach the Washington BMW owner.

Commercial rates are as follows: Full page (7"W x 10"D) \$20; Half page (7"W x 5"D) \$11; one-third page (horizontal 7"W x 3 3/8"D, vertical 2 1/2"W x 10"D, box 4 1/2"W x 5"D) \$8; one-sixth page (2 1/2"W x 5"D) \$4.50; business card, \$3.00. Frequency discounts are available.

Commercial classified ads and classified ads by nonmembers are \$3.00. Maximum length: 7 lines. Frequency discounts do not apply to classified ads.

Please contact me for further information.

Dave Roach, Advertising Manager, at 10425 Edgewood Ave., Silver Spring, MD 20901, or call (301) 593-1875.

Note to would-be advertisers:

Remember, BMW owners are a special breed of people who demand quality and obviously have good taste in any service or product they acquire. Therefore, any items in these categories are of interest to them.--Editor.

A DEALERSHIP NO-NO:

In PG County a used car dealership has been found illegally advertising new 1976 imported luxury cars. I don't know if it involved BMWs but just remember that factory authorized warranty after-the-sale service can be offered only by a franchised dealer.--Editor

SUSPENSION PACKAGES FOR

BMW's are now available featuring Bilstein shocks (street or sport), Dalan stabilizer bars (19 or 22mm) bushings, hardware, etc. Installation instructions are available. Prices for members of BMWCCA are the lowest anywhere. Installation and suspension lowering available at very reasonable rates. Also:

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Meeting Notice

Meetings are held on the third Tuesday of
each month.

The next meeting will be held on April 20,
1976, at the Diamondhead Restaurant at
8:00 pm, 600 Wisconsin Avenue, Bethesda,
Maryland. (Between Bradley Lane and
East-West Highway)

This meeting will feature Bill Scott,
with films. Also, a first—the program will
precede the business portion of the meet-
ing! This is an attempt to satisfy those
members who wish to see the program and
then have the option of staying for the
regular business meeting, which will lead
with the buy and sell segment.

Calendar of Events

APRIL

- 18 - Easter
- 20 - BMW Monthly Meeting
- 23 - BRANDED Summer Series
Rally school, Bethesda
Community Recreation
Center, 4506 Walsh St.,
Chevy Chase, MD. Free.
- 24-25 - Mid-Atlantic Regional
Race - SCCA Summit Pt.
(D.C.)
- 25 - GC Championship Autocross
- 25 - CSCC Team Trophy Champion-
ship Rally (Baltimore)

MAY

- 2 - BRANDED Summer Series Rally
1. Preregister to Steve
Butler, 11206 Lochton St.,
Upper Marlboro, MD 20870.
Fee \$4/rally or \$14/series
of four.
- 2 - Laguna SECA, Monterey, CA,
IMSA Challenge Series, Camel
GT & Goodrich Radial

- 2 - Lotus Club Cherished Date
Autocross
- 8 - BMWCCA Spring Tour to Md.
Eastern Shore
- 9 - Ontario Motor Speedway, On-
tario, CA. IMSA Challenge,
Camel GT & Goodrich Radial
- 9 - Mother's Day
- 9 - SESCO Championship Autocross
- 15 - SCCA Virginia Reel Nat'l
Rally (D.C.) BMWCCA will
field a checkpoint for this
rally.
- 16 - VMC TSD Rally, Baltimore
- 16 - MGCC Cherished Date Autocross
- 18 - BMW Monthly Meeting
- 22-23 - Mid-Atlantic Regional,
Summit Point

- 23 - BRANDED Rally Summer Series
#2
- 28 - CCB Team Trophy Champion-
ship Rally, Baltimore
- 31 - Memorial Day
- 31 - Lime Rock, Conn., IMSA
Challenge Series, Camel
GT & Goodrich Radial

JUNE

- 6 - Mid-Ohio Race, Lexington, OH
IMSA Challenge, Camel GT &
Goodrich Radial
- 6 - UMC Team Trophy Champion-
ship Rally (D.C.)
- 15 - BMW Monthly Meeting
- 19-20 - Mosport, Bowmanville, On-
tario Canada, IMSA Chal-
lenge, Camel GT & Good-
rich Radial
- 20 - Father's Day
- 20 - GRC MWCSCC Championship
Rally (D.C.)
- 26 - UMC TSD Rally, Baltimore
- 27 - Branded Rally, Summer Series
#3

JULY

- 1 - Oktoberfest '76 registra-
tion by mail opens

OCTOBER

- 20-24 - Oktoberfest '76

For insertions or corrections in the calendar of events, contact Denise Price, —Activities Chairman.