

SEPTEMBER/OCTOBER 1983

NEWSLETTER OF THE NATIONAL



CAPITAL CHAPTER

der bayerische



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- Rambling Ruminations*

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IN THE NEXT ISSUE:

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der bayerische

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COMING EVENTS

OKTOBERFEST October 1, 1983

Autoy and Autowerke thank their many customers and welcome new customers with their annual Oktoberfest celebration including fresh bratwurst, weisswurst, knackwurst and beer. About 2pm. See some great cars.

Directions: Behind White Flint Mall. East on Nicholson Lane to 4th light, right on Boiling Brook, 2nd stop sign, right on Schuylkill, 1st right onto Wyaconda, then left into first parking lot.

EL CHEAPO DRIVING SCHOOL October 14, 1983

Come experience the thrills of a National Capital Chapter Driving School at Summit Point Raceway in West Virginia for the bargain basement price of \$20.00. A maximum of 40 drivers will be enrolled, insuring individual instruction and lots of track time. The application is located in this newsletter. Follow the instructions and enroll *today*. National Capital members are getting first crack at obtaining a Summit Point education.

All members who do not wish to drive are urged to come observe, help, and ride as a passenger in a student's BMW to get that Summit Point experience. A meal of grilled bratwurst and knackwurst will be provided.

CHARITY FLEA MARKET October 15, 1983

BMW of Fairfax will host a Flea Market offering a pile of goodies, many for BMWs only. ALL PROCEEDS of the sale go to Children's Hospital. The Flea Market will be at 10:00 a.m., Saturday, October 15. The rain date is Saturday, October 22.

Directions: Washington Beltway (I-495/95) to Virginia exit 8, Route 50 West; right at first light (Gallows Road); left at second light (Lee Highway-Rt 29) to BMW of Fairfax on the left at Prosperity Avenue.

ANNUAL WINERY TOUR October 23, 1983

This year we have chosen Naked Mountain Vineyard in Markham Virginia on the east slope of the Blue Ridge. Owners Bob and Phoebe Harper are avid car buffs (Porsches) and are looking forward to having our marque blanket their vineyards. We will combine the winery visit with a tour of the back roads of Fauquier and Warren counties.

The tour will leave Sears Auto Center at Fair Oaks Mall at I-66 and Route 50. Take Route 50 west off I-66 and the mall exits are clearly marked. Departure will be at 9:30 a.m. to assure arrival about 11 a.m. The schedule will allow us adequate time to have the winery to ourselves until it opens to the public at noon. If you prefer, you may drive directly to the winery. Take I-66 west to the Markham exit and proceed 1.7 miles north on Route 688. For further directions, call the Naked Mountain Winery 703-364-1609.

CHANGE OF ADDRESS

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P.O. Box 685, Arlington, VA 22216

NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

You may take a picnic. There are tables and benches. There's also a hiking path about ¼ mile down the road perpendicular to the Appalachian Trail, if you want some exercise.

Mark your calendar now and plan to be at the Fair Oaks Mall at 9:30 a.m. Sunday, October 23 for a day in the Virginia Wine Country.

PRESIDENT'S MESSAGE

Chapter membership continues to increase thanks to the efforts of those listed with the new members (p. 23) and the many others who are out there working. It only takes 2 enrollments during a 2 month period for your name to appear! July 1 figures from BMWCCA ranks us fourth nationwide with 882 members (Boston 1101, New York 1025, Golden Gate 926). New members for August increased our total to over 925 (not adjusted for relocations and non-renewals) — look out Golden Gate. I am pleased to announce Les Adams has succeeded Don Kellam as membership chairman. We thank Don for a job well done and hope that everyone will support Les' plans for a membership drive.

You should have received your newsletter in early September. Raine has taken steps to expedite production and has a new associate editor. John Hartge has accepted this challenge and has collaborated on this issue after a long absence from editing the newsletter. Please note the new deadline for submitting articles.

We have had several changes in leadership over the past few months. All have been accomplished smoothly and promise to be beneficial. Annual Club elections are scheduled for late November. We are working on a slate of officers for your consideration. Individuals who are willing to run for office should contact me or any officer — we can tell you what's involved and of the many rewards. I have found my two years as a club officer to be both challenging and fun. Don't delay. Give us a call.

We have many activities planned for September and October. I hope to see new members and many others in attendance. You should note that the Baltimore lunch/dinner planned for September 24 has been cancelled. Based on the research by Karen Fairchild and Tim Dougan, we decided to postpone the event until next August, during Baltimore's German festival. If other Baltimore members are aware of other possible events before then, please contact me. Bill Via has planned another fantastic Fall Tour. If more than 50 members make reservations for the tour and lunch at the Bavarian Inn, we will attempt to change our reservation. Dave Toy's Oktoberfest at Autoy promises to be another success. Come out and find out from Gordon, Bill and Dan about the Club's National Oktoberfest. Register early for the October 14 Driving School — it is certain to be a sell out. Dave Bowers has found a new winery for our tour and I hope the wine met his standards.

One last detail; Gordon, Bill Loftin and I attended the Zone Congress in Charlottesville on July 8-10. The Congress was hosted by the Blue Ridge and Shockoe Chapters. We discussed chapter standards (minimum

requirements), a new initiative for dealers' involvement and dues increase. As plans for these are finalized, I will pass them along. Let's turn out for the events.

Bill

FROM THE EDITOR

After reading all the material that I received in the mail via our new Associate Editor John Hartge, I couldn't but experience the arrival of the end of this summer.

The articles, so many of them, reflected new enthusiasm and hopes after one of the hottest summers I have ever seen.

I am very pleased that I have received so much assistance from the members in the form of articles and pictures from various events.

It is great that John has stepped forward to give me a hand so we can expedite the production of this newsletter. I feel that he will do a good job in getting hold of the material on time and preparing it for me.

I am at a point where I am recommending that we start our search for a new Editor for next year. It has been a great experience, I have learned a lot and met a lot of nice people and now it is time to give someone else a chance. I will be producing one more newsletter — the Nov/Dec issue — and it would be advisable that the person planning to take over would get in touch with me to see now it is done.

Until next time. Take care and come to the events we have planned for all of us.

Raine Mantysalo

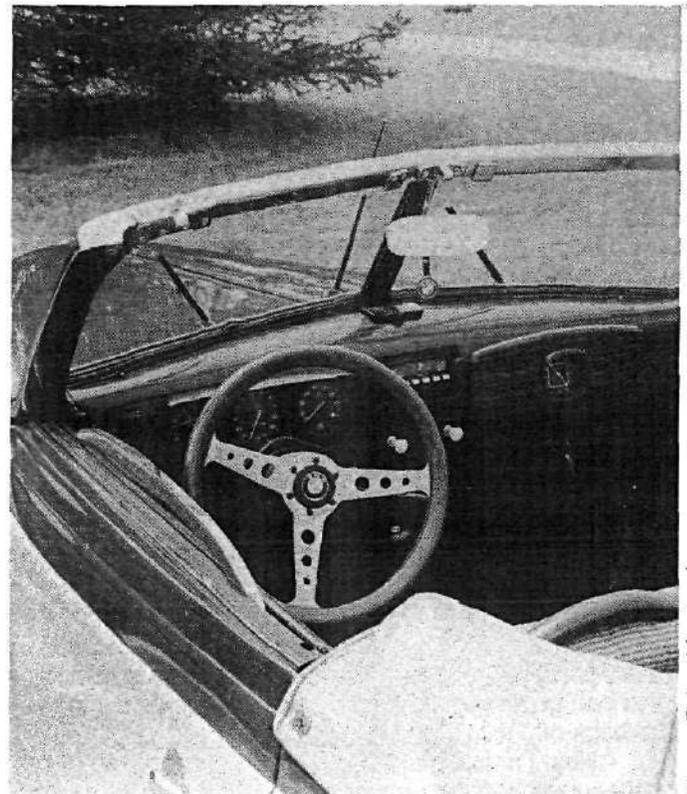


Photo: Raine Mantysalo

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THE NEW CAR DILEMMA

It has to happen sooner or later. The new car bug bites and for BMW owners this is not an easy itch to scratch. Higher prices, the decline in performance, new philosophies — these all make it easy to postpone the inevitable but inevitably you have to think about replacing your car.

We had just finished off a 12" tomato and cheese with green pepper and the better part of a cheap but entertaining Chianti. I was racing through Brock Yates' *The Decline and Fall of the American Automobile Industry* nodding frequent agreement; she was reading *Road and Track* and making sounds she normally makes at the bakery. The mood was relaxed until she broke the silence with her most casual voice.

"How long have you had the BMW now?"

"I don't know. Ten years and four months next Friday."

"Long time. Its really been a great car huh?"

"Yep."

"Have you noticed how the paint has faded? Seems like all at once. I noticed today it's getting a little chalky. When did you wax it last?"

"Yesterday," I replied, just slightly annoyed. "It just needs a cleaner or compound or something."

"Fenders are starting to rust too," she jabbed.

"Maybe. What do you mean it really has been a great car. The thing runs like new and there is nothing that can go wrong that I don't already know how to fix — so back off."

"Hey, I'm just making a few observations, so don't get yourself all fluffed up sweetie pie," she said blowing me an exaggerated kiss.

"Look, I paid a mere \$5000 for the BMW ten years ago, and now it would cost me four times that much to replace it. The new 318i is out of sight. I mean how can they ask that much for such a basic car that can be blown away by a Toyota? It's beautiful piece of work but seventeen grand and no radio is ridiculous," I whined in a mixture of frustration and agitation. "You know I'd like to buy a new BMW, but that's just too much money."

"Who says you have to buy a BMW?" she delivered coolly.

The last time I felt that way was when Junior Runkles kned me in the groin in the last quarter of the intra-mural playoffs in '61.

"What?" I managed.

"You heard me. I said who says you have to buy a BMW." She gave me that same look she uses with "Yes, we are going to my mother's and you can watch the Super Bowl with Dad."

"Are you serious," I stammered, "what other car is there . . . I mean its been proven . . . everyone knows . . . look, BMW is my car, you know that," somewhat out of control.

"You want to know what I think? I think the new BMW is not for you. You're wine and pizza and sixty to eighty in no time flat. You hate soft rides and radios with tiny buttons. Besides, you're stuck on a good deal — like yours truly. And I don't think you are quite ultimate enough for the 318i. Is there one silk shirt with roundel buttons in you closet? No. Do you have an official BMW sport jacket or a BMW umbrella? No again. The subtlety of a full page ad is wasted on your kind, bunky." She patted me on the back. "I'm afraid the 318i just doesn't fit your garage. Anyway, have you looked around lately? There are a few cars out there that compare very favorably to the BMW and which are very affordable. You might as well know — I've been looking. Saturday, we go for a test drive.

Just as the major coronary was about to hit, she cut off my pulse at the pass with these words of wisdom. "I've got a solution. You keep the tii. Drive it, fix it up, new paint job — enjoy. It's your baby as long as it doesn't eat into my vacation money. Anyway, I kinda like the beltway thrills. We, the two of us, will go out and buy a new car with all the newest and latest, which will be my baby. Its got to be a fast roomy sedan, 25mpg plus, good stereo, air, sunroof, great tires, and a beautiful paint job. I know just the car. Interested? Best of both worlds? Huh? Wanna take a shot big boy?"

"You know, you really do come up with a good idea now and then. I think I should marry you."

"Uh uh honey, not until you get your act together."

Basically, that's how it went. The point is that there are some good cars around that offer what the old BMWs offered for a relatively low price. So if you've been wrestling with the new car dilemma, think about hanging on to your old Bimmer. There will never be another one quite like it.

Jim Ryland

CALENDAR OF EVENTS

April 2	Working Tech Session at Tischer BMW in Laurel, Maryland. 9:30 a.m. to 12:30 p.m. "Do-it-yourself".
April 16	Spring Tour. Warner's German Restaurant Cumberland, Maryland.
April 23	Mandatory pre-inspection for Summit Point driving school at Heishman BMW, Arlington, Virginia. 9:00 a.m. to 12:00 p.m., free inspection! \$20 at the gate otherwise!
May 7-8	National Capital Chapter driving school at Summit Point Raceway.
May 15	MARRS Races at Summit Point, corral laps.
June 12	SCCA National Races at Summit Point, corral laps.
June 18	Tech Session at VOB Body Shop, in Rockville, Maryland. Subject: Bodywork
July 17	Charity Road Rally

Aug 6	Crab Feast, Bayridge Yachtclub
August 14	SCCA Summer National Races at Summit Point, corral laps
August 24-27	BMWCCA National Octoberfest in Colorado Springs.
September 18	Fall Tour: To Bavarian Inn
September 24	Lunch/Dinner in Baltimore
September 10	Tech Session at VOB Auto Sales, in Rockville, Maryland. Subject: Electronic Diagnosis of Members' cars.
September 18	Fall Tour: To Bavarian Inn
October 1	Oktoberfest at Autoy
October 14	El Cheapo Driving School
October 15	Charity Flea Market of BMW Fairfax (rain date: October 22)
October 23	Winery Tour: To Naked Mountain
November	Augustfest-Annual Elections
December	Wine and Cheese Party

OTHER EVENTS OF INTEREST

Bill Scott Racing School schedule: June 5, July 23-24, and October 15. For your "hands-on" training call (304) 725-6512.

BIMMER CARE

A few weeks ago, I was having a conversation with friends about automobiles, and how some people manage to keep them clean at all times. Being one of those fanatics (I sometimes wash my car at night), I figure that I could share some of my techniques and at the same time get everyone to be a fanatic as well.

This column will be featured in every issue to inform you of what you can do to keep your precious car looking good and also to give you pointers on simple preventive maintenance which you can do at home. Looking good, running good and performing well is what this column will be about.

The first article in the series will be "keep it clean". By doing this you will automatically get satisfaction by just looking at your car. I do, don't you?

"KEEP IT CLEAN"

To some of us keeping them clean is a little easier, that is, those who have garages. But don't despair, you can still do it, even if you don't have one of these facilities.

To start, you will need a bucket, sponge, liquid soap, chamois, vinyl/rubber conditioner, tooth brush, scrub brush, wax and wheel cleaner. The bucket, sponge and the chamois should be considered standard items. The scrub brush is for the tires and wheels and, of course, the tooth brush to get into places where the others can't. Of the other items, the liquid soap is perhaps the most

neglected item, for years people have been using laundry detergent, car wash products etc., and I myself have been one of those individuals who has used everything. But it wasn't until a conversation with Lothar that I found out about the product we all use to wash "fine washables:" liquid Woolite. This product is terrific. It also feels great using it. I strongly recommend it and it is cheaper than the advertised car wash products.

All these products which I have mentioned are those that I use on my coupe. They perform well and give me the results that I desire, that is a beautiful finish. The main thing is to use products that will perform the job but are also economical. If you are happy with the products you use, continue using them.

Tips for Washing and Waxing

- Always wash the car when the surface is cool. A hot surface will give you water spots
- Wash one section at a time
- After washing, dry off the surface with a chamois in the shade
- Do the vacuuming and windows last

In the next issue, I will provide you with a simple do-it-yourself maintenance checklist so you may keep those Bimmers rolling.

If you have any ideas or suggestions which you would like to share with members, send them to me, I would like to use them.

Max Rodriguez

RAMBLING RUMINATIONS

318i — Now that *Road & Track* and *Car & Driver* have been less than enthusiastic in their appraisals of the 318i, James K. Glassman, writer for the *Washingtonian* has joined in, holding in the August issue that the Honda Accord is in many ways a better car. He finds the little BMW to be "fairly plush, well tuned (well tuned?), well built, but still a box. And with a cramped back seat." To him, the car has no personality — no zip — but if it cost \$5000 less he would tell his readers to buy one. Nonetheless, the car, he says, leaves him cold.

Mr. Glassman may be right in some or all of his criticisms of the 318i. Bear in mind, however, that he is the same gentleman who wrote in an earlier issue of the *Washingtonian* that, while the Cadillac Cimarron and Chevrolet Cavalier are basically the same, the Cadillac is faster. I noted that, sometime before his article appeared, *Motor Trend* published road test results for both these cars and the data panels do indeed show the Cadillac to be quicker; they also show it to be equipped with a manual transmission and the Chevrolet to be equipped with an automatic, which explains the performance difference. With the same engine, transmission and axle ratio, the Chevrolet should be marginally faster since it is lighter, probably owing to more sound insulation, heavier carpeting, and the like, in the Cadillac. The point is, I would take Mr. Glassman's observations about automobiles with considerable caution.

The only positive review of the 318i that I have seen is the account by Don Fuller in the July issue of *Motor Trend*, which pretends that the 318i brings performance back to the lower end of the BMW model range. You can readily disabuse yourself of that notion, however, by consulting the road test results reported by *Motor Trend* for the Rabbit GTI and the Honda Prelude, among others, and compare them with those for the 318i.

524TD — The 5-series BMW, powered by the turbocharged 2.4 litre six, which produces 115 hp (DIN?) at 4800 rpm, is reportedly (*AutoWeek*, 8-1-83) the world's fastest diesel-engined production sedan. The 2860-pound smudge pot is said to accelerate from rest to 60 mph in 12.9 seconds (or in 13.6 seconds, for the automatic transmission model), and to top an honest 113 mph (or 109 mph, for the granny model). It is also said to have pronounced oversteer when driven hard and to have poor traction "in the wet and in the winter", which are characterized as predictable shortcomings. The European price translates to \$13,500; for the U.S., add a bundle, I would guess.

This diesel engine is derived from BMW's small block gasoline six and, although an effort has been made to upgrade it to cope with the higher operating temperature and greater stress of the diesel (and turbocharged) mode, reservations about its reliability and durability are very much in order, at least in my opinion. The efforts by Volkswagen and General Motors to convert gasoline engines to the diesel mode have produced less than laudable results. Can we expect BMW to fare much better? And, if this engine proves to be trouble-prone, the adverse impact on BMW's reputation stands to be considerable, given that Ford plans to offer this very powerplant in its Thunderbird and Continental

models. The diesel engines produced by Mercedes and Peugeot, by the way, are not conversions from gasoline engines, but are designed as diesels, *ab initio*.

533i — The 533i is available in relatively small numbers, presumably because of corporate average fuel economy considerations. But is it really necessary to make the car available in such a severely limited number of paint options? After all, the six and seven series cars, which are also available in relatively small numbers, offer far more color choices. And I, for one, would like to see BMW offer considerably more choices, across the range, in nonmetallic color, which are not as attractive initially as the metallic, but which are more durable.

Secret recall? — The July *Roundel* contains a piece, entitled "Caring for your Bimmer: Tips from Gateway Tech", that is cast in the question and answer format, and one of the exchanges strikes me as being especially worthy of note, although it is tucked away on page 52, at the bottom of column three. The lead-in reads, "There's been publicity about rocker shaft plugs falling out and oil pressure falling off. What's the fix?"

The first response, by Bob Brown, described as the club's Central Zone TIPS representative, states: "BMW has an L bracket to put on that keeps the rocker plugs from falling out."

The remaining response, by Carvel Puls, described as technical manager, BMW of North America, reads: "BMW has authorized dealers to install the brackets (without charge) when the car is in for a service where the valve cover comes off, to prevent any possible engine damage or low oil-pressure condition. It doesn't hurt to ask your dealer if your car falls within the chassis range. He'll have a list of the VINs (vehicle identification numbers) affected."

Gee, Carv, I guess it sure wouldn't hurt to ask, especially for those BMW owners who wouldn't relish a damaged engine. Also, it would be helpful if we knew the models affected and if the VINs were, in fact, published. And, what about notifying the owners directly; isn't that how responsible manufacturers handle such matters?

Will we ever know how and why the cheaper plugs came to be used in rocker shaft ends instead of the far better screw-in inserts? Is this race-bred legendary engineering; or is it bean-counter engineering that leads to Detroit-like "quality"?

Should the *Roundel* have given this item more prominence in an effort to assure that club members might learn of it and take appropriate action?

Sales — According to figures published recently in the *Wall St. J.*, U.S. sales of BMWs for June 1983 exceeded those for June 1982 by 31%; sales for the first six months of 1983 were up by 8.6% over sales for the same period a year earlier. U.S. sales of Saabs for June 1983 were up by 80% from June 1982; Saab sales were up by more than 57% for the first half of 1983, compared to the same period last year. Saab sales in the U.S. are equal to roughly half of BMW sales in the U.S. In fact, Saab sales worldwide may be slightly less than BMW sales in the U.S. alone, but what is not necessarily a disadvantage for Saab owners.

Volvo, The European sedan sales leader in the U.S., recorded a sales increase of 14.2% for the first six

months of 1983 over the like period in 1982, and Mercedes showed a gain of 14.5%.

According to Georg Kacher, writing in the July issue of CAR (English), the 1983 first quarter results for the German new car market showed Porsche to have an increase in sales over last year's first quarter of 35.2%, to lead the German manufacturers, followed by Audi (27.8%), BMW (23.4%) and Ford of Germany (10.5%). The biggest increase, however, was enjoyed by Toyota, at 45.5%; Mazda sales were up by 32.5% and Nissan, Volvo, Suzuki, Subaru, Saab and BL all recorded sales increases of 20% or more. The new 3 series BMW out-sold the new little Mercedes by a two-to-one margin, but what that may portend for our market is unclear to me.

Bill Via

DOOR MAINTENANCE FOR THE 2002

BMW owners can appreciate those Saturday morning projects which make the car look better, run better, sound better, or a combination of these. The best projects are those which are within the owner's capabilities and which offer a definite payoff — something you can enjoy each time you get in the car. Assuming you have had some experience removing and installing the door panels on the 2002, there are lots of things to do inside the door which are simple and well worthwhile.

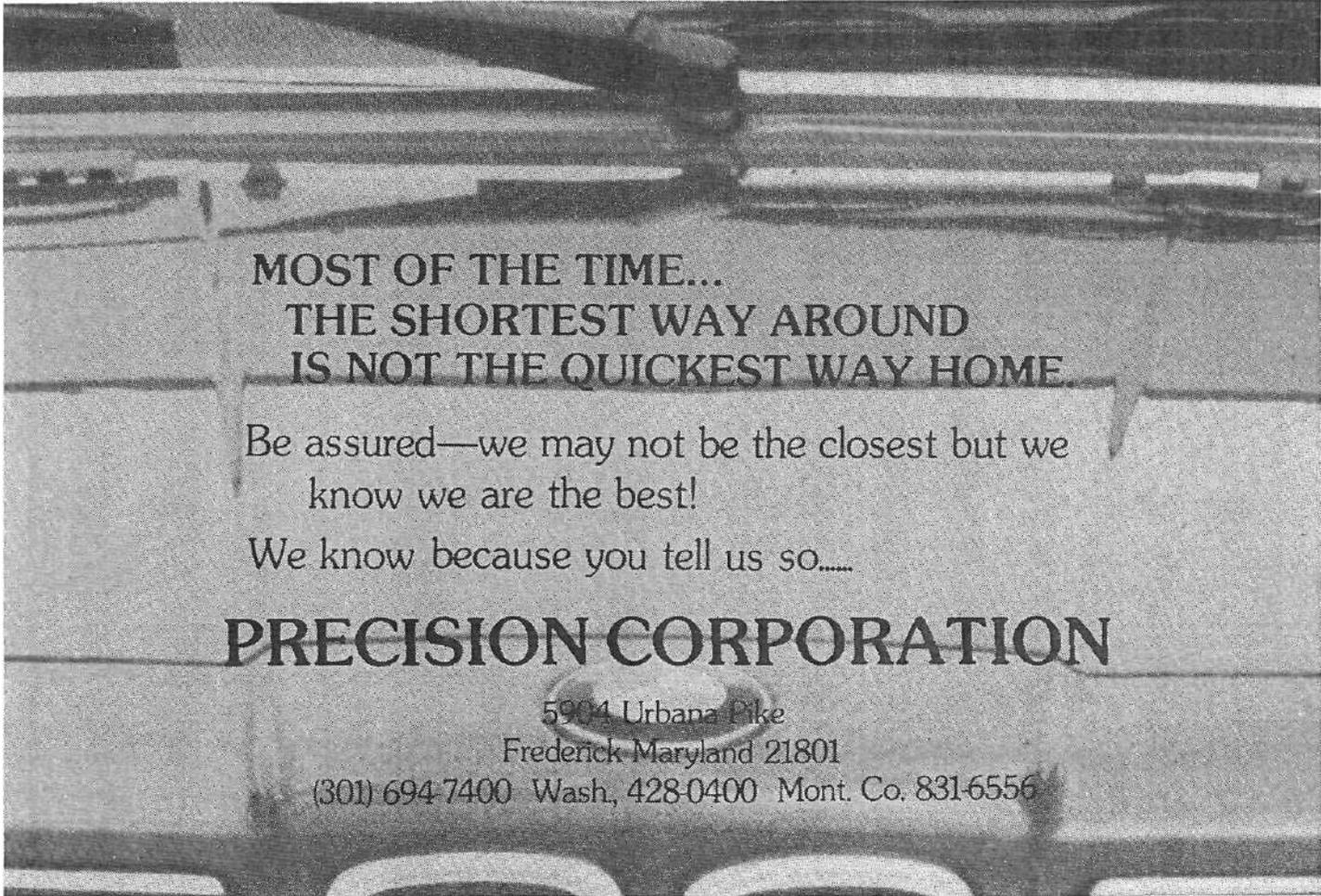
First, you can replace the door brakes if they are broken; they are broken if the doors will stay open only when you are parked nose down on the side of the Washington monument. This is a piece of cake.

Next, you can clean and lubricate the window regulator and glides, door brakes, linkages and latches, and make sure the inside is clean and the drain holes open. By the way, if you are thinking about rustproofing or undercoating, do not let them spray anything into the doors. BMW has taken very good care of the inside of the doors and any type of spray will really gum up the window and door works.

Finally, you can eliminate any annoying door rattles by replacing the small plastic bushings at each end of the linkage which connects the inside and outside door handles. Before replacing the door panels, replace any broken clips or plastic clip covers which fit the door panel and door respectively. Some of these small parts needed are not stocked by dealers, so order ahead of time and get a few extras for later.

This maintenance will keep your doors and windows working smoothly and quietly, and will give the doors that solid rattle-free sound when you close them. And remember, take your masterpiece to the next club function and share your experiences with others. There is nothing like eliminating one or two of life's rattles!

Jim Ryland



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THE FALL TOUR: A Free Lunch in Mecklenburg?

The fall tour this year begins at the Greenbriar Shopping Center in Fairfax County, Virginia, the same as last year, and takes us again to Shepherdstown (formerly Mecklenburg), West Virginia (formerly Virginia), where we will enjoy a good German lunch and the Oktoberfest doings at the Bavarian Inn. In getting there, however; as you might suspect, we will enjoy a different set of country roads (except for the last nine miles), which I believe to be the equal of the routes we used last year.

We will commence the tour by heading west into Loudoun County and taking a northwestward course from Aldie to Bluemont, where we will top a decent enough mountain and dash down hill toward the Shenandoah River in Clarke County, turning just before reaching the river to motor southward along yet another forgotten, but fun, route. Then, we will head east briefly, back into Loudoun County, and strike out for Purcellville, where we will take a break. Following the pit stop, we will proceed through Hillsboro, past Harper's Ferry, for the last nine miles to Shepherdstown and lunch at the Bavarian Inn.

Following lunch, we will proceed across the nearby bridge over the Potomac River and into Sharpsburg, Maryland, for a scenic (but fairly quick) jaunt homeward (to the Capital Beltway in Maryland). For a number of reasons, this may (and probably will) be the same return route that we used last year.

All of the roads used on the tour are paved. A set of route instructions will be provided for each car participating in the tour so that those desirous of setting their own pace, as opposed to running with the pack, will be able to do so.

Again, our intrepid leader, Bill Ross, has arranged for the chapter to pay for the luncheons for the first fifty people to sign up.

WHERE, WHEN and HOW — On Sunday, September 18 at 9:45 a.m. the tour will depart from the west end (adjacent to the Roy Rogers) of the Greenbriar Shopping Center on Route 50 in Virginia. To get there from the Capital Beltway (Route 495), take Route 66 West and then take Route 50 West, about 3 miles from the point at which you pick up Route 50 you will find the Greenbriar Shopping Center on the left.

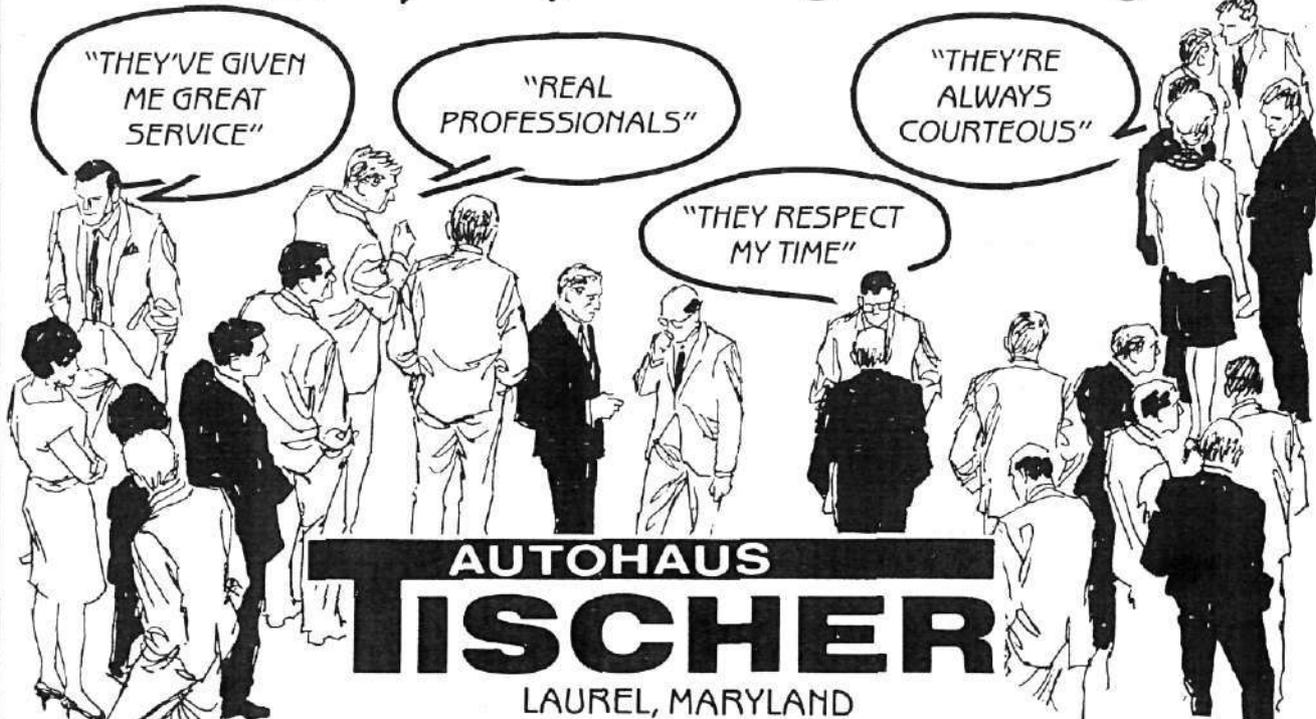
Please arrive at the start by 9:30 a.m. so that we can be prepared to leave at 9:45 a.m.

To make your reservation, call me at my home in Alexandria (703) 370-8828 or at my office in D.C. (202) 389-4171. Don't tarry.

Bill Via

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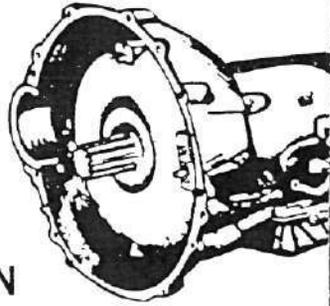
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CRAB FEAST — 1983

On Saturday, August 6, the Club held its annual crab feast in beautiful Annapolis, Maryland at the Bay Ridge Marina. The thought of crabs and beer enticed a crowd of about 65 BMW Club members and their families and friends.

Upon arrival at the crab feast, each guest was greeted by our gracious host and hostess, Chuck and Pat Garrish. After short introductions, everyone helped themselves to as many crabs, beers, and sodas as their hearts desired.

After everyone had stuffed themselves on the crabs, beer, and picnic basket goodies, it was time to wander out to the parking lot to feast on the beautiful cars. Sorry to say, we think Bill Loftin's new red 944 Porsche may have been the star of the show.

We want to thank Chuck and Pat Garrish for their hospitality and use of the Bay Ridge Marina. Some members suggested that next year we should seek a park where in addition to having crabs and beer there would also be a childrens' play area and room for baseball or volleyball and picnic tables.

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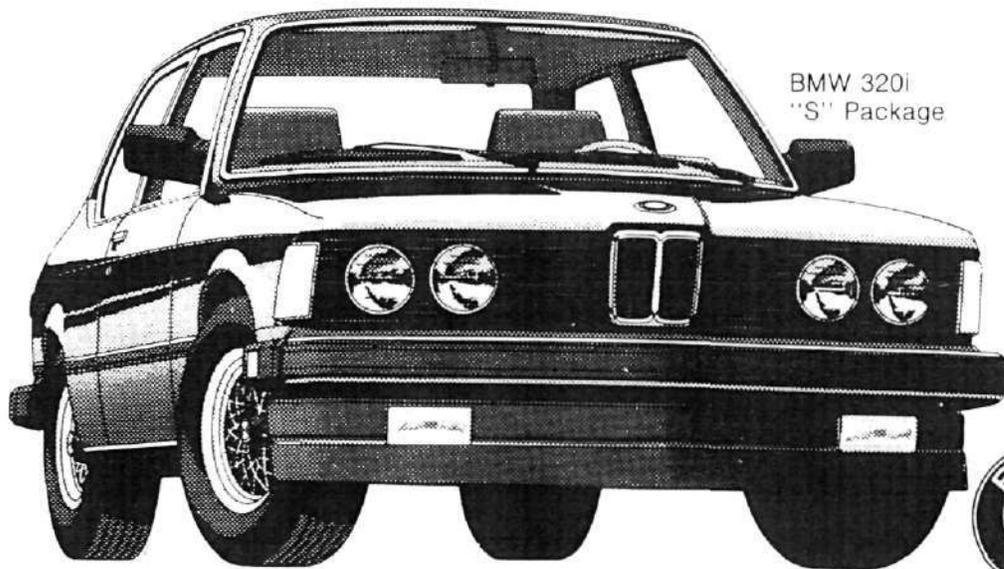
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FUNDS FROM CHARITY ROAD RALLY TOP \$4000

Thanks to the efforts of many Club members, dealers, independents and the Baltimore/Washington community, the Charity Road Rally to benefit Children's Hospital National Medical Center was a big success. Over 150 people attended the event Sunday, July 17, at the Bullis School in Potomac, Maryland, enabling us to exceed our \$3000 goal and turn over \$4000 to the Hospital.

Early that morning, thirty-three drivers and their cars assembled and were assigned navigators through a lottery. The confusion gradually changed to order as the Course Leaders for the five teams (Woody Hair, Lori Andrews, Kathy Cobert (Mercedes Benz Club), Bill Riblett and Mark Zetlan (MBC)) started the rally. With trip odometers zeroed and last minute instructions out of the way, we were off! Our mission was simple — wend our way from the Bullis School through Potomac subdivisions in search of toys, balloons and whistles planted at the homes of willing residents. The toys and other items, selected by FAO Schwartz of Washington, were designed to please and challenge the navigators.

The object of the Rally, according to Gordon Kimpel, Rally Master, was for drivers to work well with their 8 to 12 year old navigators. The winning cars, one from each of the five teams, were those that finished the routes with the correct count of posted road signs, items to be collected, and the lowest odometer reading, meaning all items were collected with a minimum of navigational blunders. Winning navigators received a \$50 U.S. Savings Bond and winning drivers received a mobile spot light donated by Electrodyne, Inc. of Alexandria, VA. The winning drivers/navigators and their cars were: A) Elke Schuettler/Laura Halpern — BMW; B) Alan Zimberg/Robbie Rehme — BMW; C) Mary Krempasky/Karen Krempasky — Mercedes Benz; D) John Fowler/Derrick Siems — BMW; and E) Fritz Kesterman/Raiko Siems — Mercedes Benz. Other drivers and their cars included:

BMW	BMW	Mercedes Benz
Nancy O'Hara	Joseph Hirschfeld	Bill Cobert
Gary Mendelson	* Wayne Beale	Klaus Hirtes
Dan Lim	David Neweceral	Bob Rood
Diane Marcus	Bruce Cranford	Judy Deszily
Max Rodriguez	Michael Diggs	** Morton Zetlin
* Joan Nichols	Terry Forrest	Steve Kesterman
Warren Hinton	Warren Easley	
* Mary Lee Hair	Norm Ross	
Susan O'Neal	** Les Adams	
** Robert Roper	Max Rubin	
* Sandy Simmons	Bill Ross	
	* Team Second Place	
	** Team Third Place	

On behalf of all drivers and navigators, I wish to thank the Rally Master, the Course Leaders and the following individuals who made the event possible:

Debbie Babb	Dee Ross
Ellen Cohen	Chris Verdi
Margaret Duncan	Fred Schuettler
Raine Mantysalo	Seu Lim

In order to participate in the rally, drivers had to obtain contributions of at least \$50. Many drivers put in long hours at fund raising, including Daniel Lim, who obtained \$536 from over 45 sponsors, and Diane Marcus, who took top honors for turning in \$250 from area merchants. With the able assistance of my wife, I was able to raise \$665. Anton BMW, Manassas, and the CPA firm of Robert A. Phillips made the two highest single contributions. Many firms offered participation in different ways. Twelve BMW dealers and six Mercedes Benz dealers, from Baltimore, Washington and Winchester, VA, accepted contributions for the Hospital from the general public, donated funds for Sunday's refreshments, and sponsored many drivers. These dealers were:

American Service Center	Genderson BMW
Anton BMW	Heishman BMW
Anton Motors	Martens BMW

Autohaus Tischer
BMW of Fairfax
Brown's Castle BMW
G.W. Motors

Precision BMW
Russel Motor Car
Schwing Motors
VOB Auto Sales

Schwing Motors, Baltimore, involved the entire family in sponsoring one of the drivers. Area parts and independent service facilities, too numerous to name, were most generous in their support of drivers. Dave Toy of Autoy, Inc., contributed several prizes and made and accepted contributions.

The Charity Rally was co-sponsored by our chapter and the Greater Washington Section of the Mercedes Benz Club of America, in cooperation with the West Montgomery County Citizens Association (WMCCA) and the Potomac Association of Presidents. Alan Cohen, WMCCA's President, who was instrumental in bringing the event to Potomac, worked with homeowners and enrolled child navigators.

Mary Krempasky, Vice President, local Mercedes Benz chapter and rally co-chair, and I are especially grateful to Larry Bullis, Headmater, Bullis School for the use of their fine, air conditioned facilities and the many merchants who worked with us to make the event a success. Local firms which helped pay the expenses associated with the event included: Madison National Bank, Washington; Dottie's Trophies, Laurel; Mac-N-T Caterers, Gaithersburg; and Mrs. Smith's Pie Company, Silver Spring. With the aid of W. Bell & Company, Rockville, a \$100 gift certificate was available for the winning contributor and lesser amounts for the club members who raised the highest sums. BMW of North America, Inc., Montvale, NJ, and Mercedes Benz of North America, Inc., Montvale, NJ contributed four pen sets as consolation prizes.

Both the BMW and Mercedes Benz clubs planned this as the center piece of our community involvement efforts for 1983. Articles have appeared in the Potomac Almanac, Journal Newspapers and the Washington Post. We anticipate additional coverage of our Charity Auction. John Jaffee and BMW of Fairfax have graciously donated several thousand dollars worth of

merchandise to the club. Les Adams is planning and will run the auction on October 15, 1983 (see Coming Events). Club members, members of other clubs and the general public will get great deals on merchandise in return for contributions to Children's Hospital.

Paul S. Woehrl of the Development Office at Children's Hospital accepted the contributions on behalf of the Hospital, and remarked that a Road Rally, utilizing child navigators, was one of the most unique benefit proposals considered by the Hospital. He congratulated the clubs on a successful event, on having exceeded the goal and wished the BMW Club good luck in the forthcoming charity auction.

For those of you who missed it, better luck next year. Perhaps we can come up with an even more unique idea.

Bill Ross



Photos: Raine Mantysalo

STALKING THE "ULTIMATE" AUTO SECURITY SYSTEM

The field of auto security is booming and the onslaught of new manufacturers and products can be confusing to the neophyte. Product strategies and philosophies vary, and naturally each proponent claims that his is "the best." As an auto security product distributor, I'll try to proceed with minimum prejudice toward a demystification of the products, processes and pitfalls involved.

First, let's define the need for protection. The FBI claims that a car is reported stolen every 32 seconds in this country. But that's not the whole story. Indeed, for every car stolen another two are reported looted or stripped. Fortunately, the solution (auto alarms) has made quantum leaps during the current semiconductor boom. Today's products can offer excellent protection with virtually no false alarms — but you have to shop carefully.

(Editor's note: Ask Carroll O'Connor (Archie Bunker) about BMW security. AP and UPI reported in August that O'Connor parked his '83 \$30,000 BMW in a garage near Central Park one Sunday night. On Tuesday, police stopped a BMW to check out the 3 occupants. When police found out that it was O'Connor's car, they called the actor and found out he did not even know his Bimmer was missing. Wait, there's more. In June, Carroll O'Connor's '79 BMW was wrecked when 2 young thieves lead police on a 100 mile-an-hour chase after stealing the car from the same Manhattan garage.)

A good security system should protect the *entire* car, including its parts, accessories and contents against theft. What I'll define as a "good" system will deter the majority of thieves. It includes complete vehicle protection, ignition disabling, and self-defense mechanisms against the professional thief who will attempt to defeat the system.

No alarm is 100% effective. If a thief wants your car badly enough, he may tow it away amidst a gun battle. An "ultimate" system would use every technological means available to stop this sort of hypothetical lunatic (or perhaps a criminal genius), even to the point of violence. Of course, the closer we get to an "ultimate" system the greater the price, complexity and difficulty of installation. An extreme example is that of a car armed with smokebomb, tear-gas cannister and electrified skin. It's a fact that sophisticated solutions sometimes create sophisticated problems. Somewhere along the road from "good" to "ultimate" we must draw the line, based on what we can afford and what we can afford to live with.

The Security Concept

Like your own nervous system, a good security system possesses: a) sensors (nerves) to detect disturbance; b) a control unit (brain) to decide whether and how to respond to the incoming data; and c) response devices (voice) to deter the crime. Important subsystems include arming/disarming devices and self-protective devices such as auxiliary power, hood locks, and wire and component shielding.

Though the general security concept is simple its application in autos is generally regarded as more difficult

than homes. Why? Because vehicles subject the security hardware to constant environmental change as well as physical beating. Set quality and guarantees high on your priorities when shopping. How will 50,000 mile of road wear affect the device?

Sensors

It is generally accepted that several types of sensors must be combined to use this strategy. The antiquated *Pin Switch* is still used today. Its easy to understand and will detect opening doors, hood, and trunk. However, it will wear out. Furthermore, it requires drilling and wiring throughout your car. Drilling a hole can start a rustpoint. Modern *Current Sensors* successfully replace pin switches by sensing the voltage drop produced when interior or other courtesy lamps turn on. A shock sensor can be used to protect the trunk, or a trunk light can be installed. The best current sensors are adjustable since vehicles vary in the stability of their electrical systems. (Batteries, clocks and fans can cause fluxuations). *Motion Detectors* need be examined carefully. At best they provide protection against jacking and towing. At worst they respond to a number of non-criminal sources such as wind, closely passing trucks, parking on hills and children playing around the car. Stay away from the cheap mechanical types, usually referred to as "shakers". Adjustability is a must. *Vibration/Shock Sensors* are used on the best systems. They detect select vibrator frequencies (as opposed to sound waves) protecting against prying, lock-punching and glass breakage. The best require one, central sensor location. *Audio Discriminators* are microphones filtered to hear sound in select frequency ranges. Claims are made that such units hear only the sound of glass breaking, tops tearing, locks being picked, etc. However, outside, random sound can occur in any frequency range, so false alarms can and do occur. *Ultrasonic* devices fill the car's interior with microwaves, then detect disturbances in temperature-controlled buildings. Bad reputation for false alarms in autos where rapidly changing atmospheric temperature and pressure create "phantom" intruders.

Control Processing Devices

Control units perform many processing functions but their prominent feature is how they allow only you to disarm the system — and not the thief. This is a controversial area in auto alarms and there are strong proponents of each method. The *Concealed Switch* is the oldest arming/disarming device. Inexpensive and reliable, a cleverly hidden switch can be virtually impossible to find without a thorough search of the car, presumably with the alarm blasting. However, the switch offers no protection against the "inside job". The *Key Switch* is a viable option if the lock is a super-tempered "pick-proof" type. The cheap kind are easy prey for all but the complete rookie thief. *Passive Arming* systems automatically arm whenever you leave the car. Such an arrangement may qualify the vehicle for an insurance discount of up to 15% of the theft portion of your comprehensive policy. If disarming is achieved merely by turning on the ignition you will be vulnerable to pass keys, picking and in some cases hot-wiring. With a passive system, make sure there exists an override so that you can leave the car with a parking valet, wash it, etc.

Digital Keypads and other coded devices let you disarm and otherwise control the system by entering your own personal code number, reducing the risk of an inside

job. These devices need be mounted where they can be seen and thus can "tip your hand" to the thief. My thought is that the "tip" may deter the amateur thief, but constitute useful information for the pro. Other features to look for include: courtesy lighting feature so you can use it at night; automatic alarm if the pad is destroyed or severed from its wires; adjustable entry delay so that you can be allowed exactly the time needed to enter the code; and quality (there are enough reasons for your car not to start on a cold morning; a defunct keypad could be another). Then there's that tiny possibility of a sudden ignition-kill during rush hour in a heat wave. *Remote Disarming* (radio control) eliminates the need for an entry delay. Most systems "wait" for a preset period (5-15 seconds) to sound the alarm, allowing the owner time to enter the vehicle and disarm the system via switch, key or coded device. Remotely disarmed systems respond instantaneously, adding protection against snatching wherein the thief could gain a headstart during the delay period. These devices require that you carry a pocket transmitter with you (don't loose it) and maintain its batteries. Again, I've heard of false arming (and alarming) problems in these devices due to the crowded airways and the "drifting" nature of radio transmissions.

Response Mechanisms

The *Electronic Siren* is the most common noisemaker. It produces, electronically, a siren-like or oscillating signal which is first amplified, then converted to sound by a horn-shaped speaker. Look for a db rating of well over 100. Much of the sound impact is lost when the "siren" is buried in the engine compartment. *Motor-Driven Sirens* produce an air-raid-like scream that will knock you out of your shoes, but they consume lots of power so make sure that the system features automatic shut-down and rearming after two to three minutes. Ditto for *Air Horns* which use a current-thirsty compressor. *Car Horns* are often weak and easy to defeat by cutting the wires, but O.K. as a second noisemaker. Many good systems employ two noisemakers simultaneously to further startle and confuse the thief. Even more psychological advantage can be gained with a synthesized voice which shouts "burgler, burgler!", available from a Texas company. (If you have to ask "how much" you probably can't afford it). A *Light-Flashing Module*, on the other hand, is a feature well worth the cost, as is *Ignition-Kill*. Certain stubborn (or deaf) thieves will drive the car away, siren blasting, to a remote area and then worry about how to stop the siren. This ignition kill feature is generally required to receive a "passive disabling device discount" on your insurance. *Pagers* give you the opportunity to personally get in on the action. Don't know of several widows who will second my advice. If you know that you can stay detached and simply call the police, or if you're just a chicken like me, then, you're the right type for a pager. A *Panic Button* gives you the power to trigger the alarm manually, presumably in a tight spot. However, if that means also killing the engine I don't recommend it. I can think of too many panic situations where a running engine would be quite useful.

Self-Protective Devices

Power and siren cables are the weak links in any auto alarm's defense. In fact, the majority of alarms in use today can be "knocked out" by simply cutting the power supply from the car's battery; a fact that most thieves are probably aware of by now. In many cases this can be

done by crawling under the car with a pair of heavy wire cutters. Hence, any "good" system should be equipped with some type of *auxiliary power supply*. The system should detect the cutting of the cars battery cable (via a current sensor), trip, and function under auxiliary power. *Gel-Cell* batteries deliver enough power to run most alarm functions, including motor-driven sirens and air-horns. They are expensive, bulky and will need replacement in 3 to 4 years even with the charger. A *Ni-Cad Pack* (with charger) offers a compact, inexpensive alternative with a theoretically indefinite lifespan — if they are never totally discharged (cycled). The drawback is limited power; enough to drive an electronic siren but inadequate for air-horns and other power-thirsty accessories. Larger Ni-Cads are available, but these become quickly expensive. A third choice is a *9vt Alkaline Pack* which offers limited power to the system for as long as it holds out, which the manufacturers feel is adequate for an emergency. These, of course, would need routine replacement.

Protection of vital parts can be maximized using a system-controlled auxiliary *Hood Lock*, or a more simple device which blocks the releasing action of your car's existing hood lock. Demand a quality product with failsafe provisions. Will the device unlatch if the battery fails? Hood locks require careful, skilled installation and will drive up the cost of your security system considerably, but if you drive and park in a high risk area one may be well worth the cost.

Recommended Systems

The following two products are by no means the only ones worth investigating. But both offer high quality, good value, and serve as good examples of what I've defined as "good" and "ultimate" systems. Don't buy an undemonstrated product. The brochures and packaging don't tell the whole story.

A good example of a sophisticated "ultimate" type system is the *Clifford Model 8*. This system utilizes the digital keypad to its full potential, providing the user with disarm code, programmable entry and exit delays, panic button and a valet/override code. Clifford's patented "microsensor" detects shock as well as motion throughout the vehicle. The system ties into existing door switches to further sense intrusion. All entry, sensing and alarm functions are controlled by a large CMOS microprocessor with minimum current usage. The system responds to intrusion blasting air-horns and ignition disabling. Can be installed so that headlamps will flash and horn will sound simultaneously. Underhood components are protected by Clifford's own hood lock which if engaged whenever the system is armed. "User friendly" features include "dome light supervision which keeps your dome light on after the door is shut enough for you to enter the disarm code at night, and "door supervision". The system won't arm until driver's door is closed, allowing time to remove packages from the vehicle, etc. The Model 8 sells for about \$900 including installation.

A less spectacular but far more affordable alternative is *Multi-Gard* by Litco Systems. Unique in many ways, Multi-Gard's vibration, motion and current sensing features are unsurpassed in the industry. The unit also features a built-in Ni-Cad power pack which is trickle-charged by the vehicle's electrical system and will trip and power the alarm in case a thief cuts the car's battery cable. "Less spectacular" is the system's hidden-switch

arming/disarming method. On the other hand some installers say that, overall, a cleverly concealed switch is still the most convenient and practical way to control an alarm. A good technician can install the system for passive arming and ignition disabling, qualifying the

system for insurance discounts, as available. Multi-Gard is surprisingly easy to install since most of its components are consolidated into the control unit. And the system can be expanded to control additional sirens, hoodlocks, pagers and other devices. The basic Multi-Gard retails for in the neighborhood of \$275, including installation.

Do-It-Yourself

Auto security installations can require anywhere from two to fifteen hours — when performed by a professional. Even a "do-it-yourself" system like Multi-Gard will set you back an afternoon, if you plan to do a tight, neat job, with protected siren and components. With a high integrated system like the Clifford you would be well advised not to attempt it, unless you are a skilled technician, with time to spare. Your choice of an installer weighs heavily on the potential performance of the system. Look for an auto security specialist. Some of these people seem to perceive the problem better than certain manufacturers. I've seen custom "super systems" pieced together, drawing from several product sources, with excellent results. A capable installer can make a bad system better and a good system great. Naturally, work should be guaranteed.

If any of you should have special problems or questions I'll be glad to try and help.

Randall Vlahos
RV&A AUTO SECURITY
Fairfax, VA 592-9400



CHILDREN'S HOSPITAL FLEA MARKET

Like to pick up some Good Stuff for your Bimmer and help a Great Cause? If you followed the Charity Rally which the National Capital Chapter co-sponsored with the Mercedes Benz Club of America, then no doubt you have been waiting for further details on the BMW of Fairfax Flea Market. For latecomers, John Jaffe, General Manager at BMW Fairfax, has pledged in excess of Five thousands dollars in parts and accessories to be sold to benefit Children's Hospital. All proceeds from the sale will go to the hospital to add to the over \$4000 generated by the Rally.

BMW of Fairfax has been cleaning out the back room for this event. Some items are only for BMWs or other marques; some are one size fits all. We will invite other area car clubs to assure a sell-out. To give you a better idea, here is a partial list of the merchandise donated by BMW of Fairfax:

- Cibie spot lights
- fog lights
- bras
- shift knobs
- testing equipment
- Talbot mirrors
- spark plug cleaners
- timing lights
- BMW T shirts
- convertible tops
- cuff links

- Maserati air horns
- Haynes manuals
- reupholstery kits
- ski racks
- side moldings
- Whistler detector
- car badges
- seat covers
- BMW sweaters
- cleaners
- Blaupunkt AM radios



The Flea Market will take place in the parking lot of BMW Fairfax, 8427 Lee Highway at 10:00, Saturday, October 15. Rain date is October 22. BMW Fairfax is supplying donuts and coffee for those of us who need a sugar high/caffeine buzz to start the day. Please bring your checkbook, buy something for yourself, be good to your BMW, start your Christmas shopping early. Remember — proceeds go to Children's Hospital.

Many thanks in advance to this outstanding contribution from BMW of Fairfax. John Jaffe deserves special mention for volunteering his merchandise, facility, time, patience and good spirit to this event. While you're at BMW Fairfax, take the time to check out their new facility. Hope to see you there.

Les Adams

IN SEARCH OF...

For the past two years, I've been searching off and on for a body shop to restore my 1974 2002. Living in the Washington, DC area, I found that there are a lot of places to choose from. My Bimmer wasn't rusting out from under me, but it was painted once before I owned it. The paint had started to crack and peel, plus both sides of the car looked like they had taken a full load of buckshot from too many trips to the shopping center. Also, the right front fender now needed to be replaced, because of rust.

I started my search close to home, but having no success, I decided to do some research. I asked the shop that does all my mechanical work (Quality Car Service), other BMW owners, and club members for some references. I also checked the good old Yellow Pages. Before I knew it, I had a list of over two dozen auto body shops. After getting a couple of estimates, I knew I could save a lot of time by throwing out all the shops that didn't claim to do restoration (better known to many of us as "rustoration"). I called most shops before visiting. I got a few answers of "BM-what?". I went to others that advertised that they worked on BMW's and other foreign autos to find their lots filled with Fords and Dodges. After talking to all the shops, I had three types of paint finishes to choose from: acrylic enamel, lacquer, and Imron. Most of the shops preferred to use acrylic enamel, two chose lacquer, and two preferred Imron. From my research, I decided I would like to have my car done in Imron because of its durability.

Of course, the most important consideration was the price. No two prices were close to each other. They ranged from \$800 to \$3,000. I wasn't looking for the cheapest, I was looking for top dollar value. If I was to pay up to \$3,000 for a paint job, I wanted my money's worth.

One Sunday morning, while scanning the used BMW's in the classified section, I found an ad for a shop that does BMW restoration — a place called E&E Auto Body in New Market, Virginia near Luray Caverns, that claimed to specialize in BMW's. I called and set up a time for an estimate. It was a 90-mile drive for me, but it was a sunny day and the interstate was clear — a perfect combination for a drive.

I found E&E easily enough, tucked away on a road (Route 798) off Route 11. I was greeted by John Estep, who is the owner of E&E. John showed me his shop and a couple of cars he was working on, one of which was a 1976 2002. I was pleasantly surprised to see the detail work he did in the engine compartment and trunk. The engine compartment was completely repainted, without the engine being removed, and there was no overspray. The trunk was done neatly too. The trunk panels were re-dyed to look like new. The door jams were also painted with all hardware removed first. John explained how he removes the front fenders and seals them to prevent rust. He told me how he rust-treats and undercoats the car/new pieces. He showed where he would use lead instead of plastic filler, i.e. rocker panels and hood. John also explained how he can repair cracks in the dash and seats, plus repack the seat cushions if need be. To top it all off, he would use Imron paint to paint the car. After examining my car, he gave me a price that could not be beat. A week later I dropped off my Bimmer. John took pictures as the car progressed and called me periodically with updates. Two weeks later, it was ready, and I went out to pick it up. I inspected the car very carefully. He did a beautiful job. After discussing how it went and reviewing the photos, I thanked John and headed home.

The icing on the cake came when I got home. I pulled into a gas station to fill up. The attendant came over and said, "Hey Mister, I like your new car. How much did it cost?" Who could ask for anything more?

John F. Fowler

BMWCCA Discounts

- ➡ 320i clutch replacement \$250
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CLUB STORE

As your new Club Store Representative, I would like to introduce myself to those who I have not met. You might have seen me driving around in a green 3.0CS (Tundra tags) or as the fellow who tried to race across the country in search of 10G'S. Nevertheless, here I am, anxious to be of service.

To continue with the tradition of The Club Store, I will provide members with the best prices I can possibly attain. I will do all the research as to where a particular item may be found. Whether it is a set of spark plugs or a set of driving lights, you can be sure that before you buy, the research has been done.

I will be working very closely with our local distributors so we may get good discount prices. It is good to remember that we can get a better discount by combining orders and purchase a minimum of \$250.

All this may sound too good to be true, however, your assistance is needed in order for us to take advantage of volume discounts. So I am asking all of you to tell me the parts and accessories the club store should have in stock.

Currently in stock we have the following parts:

Air Filters	Oil Filters	Fuel Filters
318i	2002ii	318i
320i	1600	320i
530i		323i
733i		528i
2002		530i
3.0CS		633i
3.0Si		733i
		3.0CS
		3.0Si

4 cylinder ignition cable set
 4 and 6 cylinder distributor caps, points, rotors
 Spark plugs-Bosch & Champion
 Muffler clamps-1600 & 2002
 Misc. water hoses-1600 & 2002
 Clutch-1600
 Fuel pump-2002
 320i front brake pads
 Miscellaneous items
 BMW shirt and jacket patches and pins
 BMW belt buckle
 BMWCCA jacket patches

I have not placed any prices on the items currently in stock, but I can assure you that the prices that we have are lower than almost everyone. Call me and find out.

Special Information:

I have made special arrangement to purchase Schrick cams at a discount. Those of you who are contemplating the purchase of these cams, let me know. The discount applies when we buy two or more.

List prices are as follows:

6 cyl	
290 = \$409	Springs = \$112
304 = \$409	
4 cyl	
292 = \$326	Springs = \$75
302 = \$326	

In addition Dave Dunmire has available halon fire extinguishers. The prices are:

2 1/2 # = \$38
 5 # = \$60

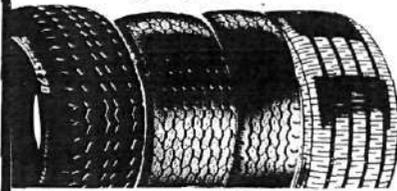
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585-2740 or 585-2730

APOLOGIES

In the last issue of the der bayerische, on the story of The Four Ball Rally, I failed to mention an individual who also worked on my car and gave me advice for our long journey. He worked on my suspension modifications and did some engine work. His name is Tom Baruch of London Auto Services. Thank you Tom for all your assistance and my apologies for not mentioning it before.

Max Rodriguez

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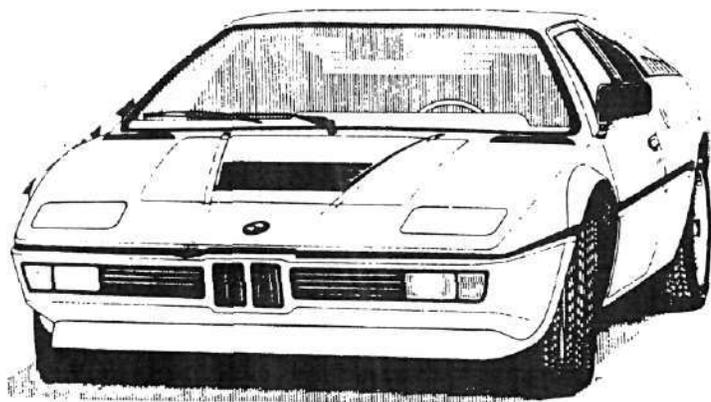
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CONTACT POINTS

Frequently, I find notes and messages tucked under the windshield wiper blades on the tii. These messages cover a wide range of comments from "Do you want to sell your car?", and "How can I find out more about BMWs?", to "Why don't you go back to Japan where you belong?", and "If you ever park here again, I'll break your face!".

BMW's seem to attract these little automotive fortune cookies, and this is to urge fellow club members to take advantage of every opportunity to fan a spark of BMW interest. BMWCCA and the chapter clubs have a supply of membership applications and other handouts, and an even greater supply of members who are more than willing to follow up and answer a few questions.

Get a fistful of handouts for the glovebox, and every time you get a note or see a parked BMW, make a contact. There are lots of owners out there who could really benefit from BMWCCA and chapter membership.

Jim Ryland

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SUMMER NATIONALS AND BMW CORRAL

BMW's — 1600 to M1 — jammed the Club's corral at Summit Point August 13 and 14 for the SCCA Summer National races. This was the club's third corral of the year at the Summit Point Raceway and the best attended — judging from the way the cars were packed into the corral area just off of turn 8. The unusually pleasant mid-August weather, sunny but dry, certainly encouraged many of the people to drive out to West Virginia for the races, comradery with other BMW owners, beer, wurst, and kraut.

As usual, the BMW fanatics' cars all looked very good. These corrals give you a chance to see some BMWs you just don't find on the street everyday. Sure, there were 320is. But on closer inspection you could see at least one of those really was not an "i" — it had dual Weber carbs. You could also find those carbs in some very sharp 10-year-old-plus 2002s. There was a 1600 Cabriolet. At the newer end of the spectrum, there were some 318s, a red 323i, and a red M1. As promised there was a parade lap around the track — slower than a D.C. rush-hour, but at least you got an idea of the winding, 2-mile road the racers follow, only they're hitting 200 mph or more at times.

You think it is funny to see those boxy BMWs racing — you should have seen those boxier Rabbits. The Rabbit/Bilstein cup was the featured professional race of the weekend. It was a funny sight — those econobox Rabbits hopping through turns on 3 wheels. It was also quite a drivers' contest, since all of the nearly stock cars are virtually identical.



Photos: John Hartge



Photo: Mark Thompson

The event closest to the Rabbit race was Showroom Stock, where a man who has done a lot with his BMW 320i the past couple of years outdid himself. Garth Ullom, of Mechanicsburg, Pa., set a new course record (Showroom Stock B) Saturday, then broke his own record in Sunday's race — 1-minute, 38.55 seconds around the 2-mile track in race traffic. Garth also drove his silver 320iS to victories in his class both days. His was the only showroom stock BMW. He ran against Citation X/lls and Renault Fuegos.

BMW's also ran in the SCCA GT3 class. This race was very crowded (4 classes at the same time) and there were a series of bang-ups that eventually cut the race short. Jim Harrison, of Annapolis, did best for BMW, taking his white and black 2002 to 4th in his class. Tom Howen's Mac-attack 320i got banged up and was ruled the 7th GT3 finisher. Kermit Upton's black 2002 apparently blew its engine in the pace lap and did not start the race.

This was the club's last corral of the year at Summit Point, but there are more auto race weekends at the track this season, and, there will be the BMW Club driving school Friday, October 14.

John Hartge



Photos: John Hartge

NEW BODY SHOP TECHNIQUES DEMONSTRATED

We recently attended a tech session on the application of new techniques for repairing body damage at the VOB Body Shop in Rockville on June 11th. The new techniques are the result of the changing technologies in car design and construction. Describing these new techniques would probably be easiest if the reader were aware of the design and construction changes, and how these changes are reflected in new repair techniques.

Car construction has changed significantly in the past ten years. The old method of placing a separate body on a frame has been replaced by unibody construction. With unibody construction there is no separate frame; the body panels act as the structural members that protect occupants from impact in a crash, and provide attachment points for the engine and suspension pieces. The advantages of unibody construction are increased strength and lower weights. Its drawback is that body repair methods have had to become more sophisticated, since damage to a body panel affects the structural integrity of the car, as well as necessitating simple cosmetic repairs. The advent of high strength steel and other new materials require that care be taken not to change, overheat, or overstress materials during the repair. Therefore, new types of welding equipment have also been developed.

The repair of a car body can be divided into three general areas: 1.) major structural repair requiring the replacement or straightening of body panels, 2.) cosmetic repair of the structural work or the repair of small dents and scratches to prepare the car for painting, and 3.) repainting the car. The most notable changes in body repair are understandably seen in the structural repair.

VOB has purchased a Blackhawk frame machine to aid in the replacement of panels or in the straightening of frames. This machine, which is a large platform that the car body sits upon, allows the repairman to take measurements of distinct points along the car body and then compare these to factory specs. Any deviation means the body has been bent in the accident and requires replacement or straightening. If the panels need replacement, the machine can be used to ensure that the finished work results in a car that tracks properly. The machine can also be used, along with specific applications of heat, to pull the body into line. The Blackhawk frame machine is capable of returning a bent body to within factory specifications. Once the car's structural integrity has been repaired, cosmetic repair work can be performed and the car readied for painting.

Reproduction of a "good as new" factory paint job is a difficult feat, especially, since the factory can provide multi-million dollar paint facilities and can justify this cost by painting thousands of cars. VOB has installed two pieces of equipment with this feat in mind. One of these sophisticated new devices allows the painter to mix original colors, which VOB has purchased directly from the manufacturer that supplies BMW, and to adjust the color to account for variances in hue and paint aging. The other new device is VOB's downdraft paint booth. The booth is temperature controlled to ensure even baking and the downdraft system virtually eliminates overspray and dust particles from settling on the finish.

We wish to thank VOB for their highly informative demonstration of the capabilities of their facilities and the new technology. In particular, we would like to thank our tour guides Ed Gillespie and Leo Bruette. . . . Thanks for the donuts, too.

Bernice and Ira Winthrop

WEBERS FOR BMW'S

Weber carburetors are perhaps the best unit to use to replace those awful Solex and Zenith carbs, which were supplied by BMW AG in the old days of carburetion. Some time ago, prior to my purchasing these units for my 3.0 CS, I read an article, which I believe was in *AutoWeek*, that said people relate these carburetors to high performance machines, such as a Ferrari, Lotus and other breeds. Well, I said to myself how about BMW's? So off I went and purchased a Jam Kit for a 6 cylinder Bimmer and proceeded with the installation.

The installation of these units is very simple and can be accomplished in two evenings. You can accomplish this one, but I feel you should give yourself more time.

The instructions which come with the Jam Kit are excellent therefore just a brief outline of the process will give you an idea of what needs to be done.

Evening 1.

- Remove battery ground
- Drain coolant from radiator
- Remove air cleaner unit and save the o-rings
- Remove all water hoses and fuel lines
- Note location of vacuum hoses and detach them
- Detach the carburetor linkage
- Remove carburetors from manifold

Note: Rear carburetor bolts are hard to get at. You will probably end up crawling on top of the engine to get them loose. In my case I removed the rear manifold. If you do this remember to replace the gaskets on the intake manifold.

Evening 2.

- Install the carburetor linkage
- Install carburetors (rear first)
- Hook-up all water hoses and fuel lines
- Fill radiator with coolant
- Attach vacuum hoses
- Hook-up battery ground
- Start engine and adjust carburetors
- Attach the air cleaner housing and filters

You are now ready to drive!

What you will gain with these carburetors is better performance and improved gas mileage. The cost will be anywhere from \$450-\$520, plus your own time.

Now you may ask, is it worth it? In my opinion Yes, I strongly recommend it.

If you do not have the tools, facilities, nor the time, you can have one of the BMW service facilities do the installation for about \$200. If you have the facilities but you need assistance, call me . . .

Max Rodriguez

PS. For sale, a pair of Zenith carburetors for a 6 cylinder Bimmer.

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Ronald Portee	1983	320i
Stuart Funke-Degnuff	1975	2002
Edward Rissing	1978	530i
Kathy Cornelius	1983	320S
Anthony L. Gverra		
Chris Bryant	1984	318i
Joe Nickel	1973	2002
Paul C. Jackson	1983	320S
Carlton X. Fletcher	1983	528e
W. Barry Basen	1983	633CSi
James E. Fitzgerald	1983	733i
Kora & Williams Corp.	1973	3.0S
Arrington Dixon	1983	533i
Mitchell McCloskey	1968	1600-2
Colin A. MacLachlan	1970	2002
Karen Wilkerson	1977	320i
Ulysses S. Rhodes, Jr	1983	320i
Sara Miller Clark	1982	320S
Melvin James	1983	320i
Lawson W. Brooks	1976	2002
Gary M. Mendelson	1983	320S
Stephen P. Smith	1968	2002TiLux
Kenneth H. Schultz	1984	318i
Frank E. Hilsher	1984	318i
Blaine Clarke	1976	2002
George Lopez	1975	2002
Michael Goffney	1977	530i
Evelyn Toni Mulder	1978	320i
Gary Smith	1983	320i
Paul Ross	1980	320i
Anthony R. Streuli	1983	528e
Richard S. Wallach	1980	320i
Richard Predmore	1982	528e
William P. Graham	1979	733i
Joseph W. Lapicki	1984	318i
Ernest Dobson	1981	320i
David W. Evans	1983	745i
Rhonda L. Cutter	1984	318i
Thomas A. DelGuidice	1970	2002
Paul C. Crooks, Sr	1979	320i
J.E. Brownlee	1977	530i
Stuart R. McCamant	1984	318i
C.D. Watts	1979	320i
Chuck Teubner	1984	318i
Alan Zimberg		320i
Gerard L. Walker	1973	2002
Arnold M. Kwart		
Eric Hanks	1971	Bavaria
George L. Erion, III	1983	633CSi
Glenn H. Sims	1977	320i
William Parnes	1983	533i
Sonja P. Soleng	1983	320i
Tricia Crawford	1984	318i
James S. Madden	1979	320i
Dexter M. Price	1984	318i
Jesse L. McIver	1976-3.0Si	1965-1800Ti
D.G. Shombert	1979-528i	1972-Bavaria
Russell L. Holderbaum, Jr	1983-533i	1974-2002Ti
Mehrdad Hadighi	1971-2002	1969-2002
David & Leilani Collins	1973	2002Ti
Michael & Nancy Cottone	1973	3.0CS
Claiborn & Katherine Carr	1983	533i
Richard & Anil Weisman	1979	733i
E. Neil & Lee Heflin	1983	528e
Godwin & Queen Asifo	1979	320i
Robert & Leslie Calcote	1976	2002
David & Janice Stevens	1981	733i
J. Joseph & Emilia Poiter		
Max & Becca Mackenzie	1980	320i
Tom & Darla Powell	1980	320i
Ernest & Carol Hueter	1973	2002
Dennis & Sandra Conni		320i
Alan & Maria Joshua	1983	733i
Jerome Fine & Barbara Wolf	1984-318i	1981-320i
Mark Byrum		(Portsmouth)
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Parts for 1978 530i: 1 stock front sway bar, 1 stock rear sway bar, 1 set stock springs, 1 rear bumper (minor scratches), 1 steering wheel, 1 drive shaft (balanced, no vibration), 1 exhaust manifold, 2 stock wheels ideal for spare. Call Gordon Kimpel at 301-657-2911 days.

BMW '71-2800, rare, 4 dr, 4 spd, beige "Sahara", only 79K mi, exc. cond., no rust, very clean, well-maintained, many new parts. PS, A/C, AM/FM Cassette Stereo w/ Alpine spkrs, rear defroster, wooden steering wheel (adjustable, wooden dash panel, tinted glass. Must see. \$4,700/Best offer. 229-9649 eves/wknds.

BMW — 1983, 528e, automatic transmission, 500 miles, a.c., sunroof, metallic paint, leather interior, limited slip differential, extras. \$23,000. (301) 983-9350 (home), (301) 443-3843 (work).

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