

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



JULY/AUGUST 1984

der bayerische



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All copy submitted must be received by the editor by the 10th of the month preceding the coming issue.

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Coming Events

CRAB FEAST—JULY 21, 1984

Come and join us for our Annual Crab Feast in Historic Southern Maryland at Cosca Regional Park, Clinton, Maryland from noon to 5:00 p.m. The park offers paddle boats, tennis, ballfields, childrens playground, and walking trails.

Beer and soft drinks will be provided FREE by the club, while Crabs (all you can eat) will cost \$5.00 per person. Advance reservations for those desiring crabs should contact Mike Diggs at 584-0325 no later than July 13, 1984.

AUDIO TECH SESSION—JULY 28, 1984

Voyager Sound (Rockville, MD) plans two big events for BMW club members. The Nakamichi mobile shuttle, a mobile home completely outfitted with all Nakamichi auto audio components will be on display. Nakamichi representatives and video displays will answer your questions about the manufacture, operation, and installation of these systems in your BMW. Also, the new cellular telephone technology will be on display. A.T. and T. Mobile Cellular Communications representatives will be available to demonstrate and discuss the latest in mobile communications. The demonstrations begin at 10 a.m.

Directions: Voyager is at 15615 Frederick Road in Rockville. From the Washington area, take I-270 to the Shady Grove Road exit. On the exit, bear to the right—it becomes Fields Road, which you follow to the stop sign at Route 355 (Frederick Road). Turn right and follow 355 a few hundred yards to Voyager on the left.

AUTOCROSS—JULY 29 & AUGUST 26, 1984

The National Capital Chapter's summer autocross series is underway, with the first event having been held in June. Two more dates are planned—July 29 and August 26—at the Landover Mall lower parking lot. Tech requirements are essentially the same as for the drivers school (i.e. no loose items, extra air in tires, firm brakes and smooth throttle). *Helmets are absolutely required.* Two classes will be run—stock and modified (extra suspension and/or engine work).

For the more sedate motorists, a gymkhana will be run in conjunction with the August 26 autocross (can't drive in both). In either event, you'll learn more about you, your car and the essential human-machine interface. Besides, it's fun and legal! Fee is \$7. You may pre-register by calling Kay Heatherly (301) 949-1326 or Mike Vincenty (703) 979-9200.

Directions: Exit from the Beltway onto Maryland Route 202 (Landover Road) West to Landover Mall lower parking lot. Registration and tech inspection at 10 a.m. Ground School 11 a.m., 1st heat at noon.

POLO, PICNIC AND CAR SHOW—AUGUST 12, 1984

Our Club has been invited to attend the third annual "Tailgate Sunday" at the Potomac Polo Club (PPC). Antique car owners and members of selected car clubs have been invited for an afternoon of high-goal polo, a car show and your own tailgate picnic lunch.

A tailgate picnic prize will be awarded for the most unique picnic and for winners in the following categories: Food, Theme, Style and Originality. The game will start at 4:00 p.m. (gates open at 3:00) so come early to avoid the pre-game rush. The club will provide beer, wine and cheese but you are encouraged to bring your own tailgate picnic, especially if you wish to be judged.

We must advise the PPC of the approximate number of members by August 4th with the names of the drivers to ensure free admission a reserved parking space. As soon as possible call Bill Ross days (202) 382-4642 or Seu Lim evenings (301) 839-9203 after 6:00 p.m. for reservations.

Directions: The grounds are located on Hughes Road, off River Road, 12 miles west of Potomac, Maryland.

SUMMIT POINT CORRAL—AUGUST 12, 1984

The chapter holds its 3rd corral of the season at the SCCA Summer National races. About six races are held throughout the day providing continuous racing for the spectators. The club provides a corral near the Heishman grand stand. In addition to the races, the corral provides an opportunity to make new friends and talk BMWs. And, the club provides beer, soda, and bratwurst and kraut after a parade lap around the track.

Directions: Get to Charles Town West Virginia; from Maryland take I-270 toward Frederick, then 340 to Charles Town; from Virginia take Route 7 to 340, right to Charles Town. From Charles Town take 51 west (briefly) until it veers right, you go straight on Route 13, Summit Point Road. Track is several miles on left, ½ mile past town of Summit Point.

BMWCCA OKTOBERFEST— AUGUST 13-17, 1984

The national club's Oktoberfest is in Sturbridge Massachusetts. Driving Schools at Lime Rock Monday through Wednesday. Autocross, Rallies, Tech Sessions, Concours and Banquets Thursday and Friday. See the *Roundel* for application and details. Lets have a big turnout from the National Capital Chapter.

GERMAN FESTIVAL—AUGUST 19, 1984

Come to Baltimore's popular German Festival (food, dancing, crafts, displays, etc.) at Canton Lots, overlooking the old harbor, near Fell's Point, and Little Italy. Festival starts Friday evening and continues from noon to 10:00 p.m. on Saturday and Sunday. You are also invited to join Club members on Sunday afternoon. Reservations requested for Club gathering (refreshments supplied), call Karen Fairchild in Baltimore (301) 337-1484 or Bill Ross (202) 382-4642 between 8/8 and 8/15.

Directions: Balt/Wash Pkwy to Inner Harbor Exit (Russell St.) to a Right onto Pratt Street, past the Inner Harbor, to Broadway, Right onto Broadway to a Left onto Eastern St. Eastern to a Right onto Lakewood. Go to end of Lakewood St. (Boston St.) See BMW sign to pick up refreshment tickets. Must arrive between 2:00 and 2:30 p.m., Sunday only.

EMISSIONS TECH SESSIONS— SEPTEMBER 1, 1984

Ever wonder how close you came to failing your local auto

emissions standards? Ever questioned the impact of that needed tune-up? Ever wonder what unplugging that "gismo" will do to emissions, performance, mileage? These and other questions will be answered at VOB's Tech Session. Featured will be a demonstration of their Seimens Electronic Diagnostic equipment, and an emissions test on each member's car. The time is 9:30 a.m. to 12:00 noon (refreshments served).

Directions: VOB Auto Sales (Rockville, MD 770-6100) From VA—I495 to Old Georgetown Rd Exit, north to dealership. From MD—I495 to Wisconsin Ave/Rt 355 toward Rockville, to Left on Old Georgetown Rd, to left into dealer. From DC—use Wisconsin Ave then see MD instructions.

DRIVING SCHOOL—SEPTEMBER 7, 1984

This is a new date for a familiar activity, a chapter driving school at Summit Point. It will be similar to the October Friday driving schools held in the past and scheduled again this October (12th). For details see the feature stories on the driving school. The application is elsewhere in the newsletter. The application for the October 12 driving school will be in the next newsletter.

GUNSTON HALL CAR SHOW— SEPTEMBER 9, 1984

Join our chapter in participating in the annual Gunston Hall car show. This event is a favorite among local regular car show attendees because of the stunning setting—the colonial estate overlooks the Potomac and contains a lovely garden as well as stately tree-lined roadways and fields where the car show is held. Tours are offered of the main house and outbuildings during the show, and permanent restrooms are located on the grounds.

The Gunston Hall organizers offer dash plaques and class awards for their nominal registration fee. In addition, we'll have additional trophies for our own mini-concours within the larger show. Soft drinks, beer, and appetizers will be provided by the club, so bring yourselves, family and friends and a picnic basket to this low key event. If you are planning to attend, call Skip Marsh so that trophy and refreshment arrangements can be made, 759-4637 after 6:30 p.m. or 823-1300 days (both in Virginia).

Directions: Take I-95 South from its intersection with 495 in Alexandria. Exit I-95 at the Lorton Road Exit (642), which is located approximately 6.5 miles from the I-95/495 junction. Turn left at the stop sign at this exit and proceed approximately 7/10's of a mile to Armistead Road (748) and turn right. Follow Armistead Road 2/10's of a mile to the stoplight on Route 1, Richmond Highway; turn right and go 8/10's of a mile to the stoplight with a 7/11 store at the intersection. Turn left at that junction onto Gunston Road (242) and follow it 4.5 miles to Gunston Hall, on your left. Enter the grounds and stay to your right for direction to the car show area.

FALL TOUR UND OKTOBERFEST— SEPTEMBER 16, 1984

The fall tour, a family outing, begins at 9:30 a.m. on Sunday, September 16 at the Greenbriar Shopping Center in Fairfax County, Virginia. The tour route, plotted by Bill Via, employs enjoyable back roads (all paved) to take us through some gorgeous countryside to Shepherdstown, West Virginia

Calendar of Events

JANUARY

- 28 **Engine Modifications/AC** (9:30 a.m.)
Tech Session: J & F Motors.

FEBRUARY

- 11 **Tune-Ups** (6:30 p.m.)
Tech Session: Quality Car
- 23 **Highway Safety: Bruce Reichel** (7:30 p.m.)
(Bill Scott Racing)
Meeting: Dulles Marriott

MARCH

- 3 **Rebuilding** (1:30-4 p.m.)
Tech Session: Mastercrafters
- 17 **G.W. Motors & VDO Factory**
Tour: in Winchester, VA.
- 31 **Tires** (10:30 a.m.)
Tech Session: NTW—Dale City, VA
(Terry Forrest)

APRIL

- 7 **Swap Meet** (11:30 a.m.)
Autoy—Rockville, MD
- 14 ***Do-It-Yourself** (10 a.m.)
Tech Session: Tischer BMW—Laurel, MD
Castle BMW—Edgewater
- 21 **Harbor Place & Aquarium**
Tour: Baltimore (Tim Dougan)
- 28 **Tech Inspection**
Heishman BMW

MAY

- 5 **Suspensions**
Tech Session: Quality Car (B. Ross)
- 6 **Spring Tour**
Charlottesville (Bill Via)
- 12-13 **NCC Driving School**
Summit Point, W. VA (Rick Foster)
- 20 **Summit Point Corral** (G. Kimpel)
- 20 **BMW NA**
Montvale, N.J.

JUNE

- 2 ***Body Repair**
Tech Session: VOB Auto Sales—Rockville
Russell BMW—Baltimore
- 10 **Summit Point Corral** (G. Kimpel)
- 24 **Autocross**
Landover Mall

JULY

- 1 **Deutsche Marque Concours**
Clinton, MD. (B. Ross)
- 14 **318 Race Car**
Tech Session: Genderson BMW,
Annapolis, MD.
- 21† **Crab Feast** (Mike Diggs)
Cosca Park, Clinton, MD
- 28† **Audio Systems** (B. Ross)
Tech Session: Voyager Sound
- 29† **Autocross** (Heatherley & Vincenty)
Landover Mall

AUGUST

- 12† **Summit Point Corral** (G. Kimpel)
- 12† **Polo Match, Picnic, Car Show** (Seu Lim)
Potomac, MD
- 13-17† **National Oktoberfest**
Sturbridge, MA
- 17-19† **German Festival** (Karen Fairchild)
Baltimore
- 26† **Autocross/Gymkhana** (Heatherley & Vincenty)

SEPTEMBER

- 1† **Emissions** (B. Ross)
Tech Session: VOB Auto Sales
- 7† **Driving School**
- 9† **Gunston Hall Auto Show**
(Skip Marsh)
- 16† **Fall Tour** (B. Via)
Bavarian Inn—W. VA

OCTOBER

- Tech Session**
- 12 **El Cheapo Driving School**
- Winery Tour**
- Annual Elections** (T. Forrest)

NOVEMBER

- Meeting with Speaker**
- Evergreen BMW & Goodyear**
Tour: Frederick, MD

DECEMBER

- Wine & Cheese Party**
- *Concurrent sessions/Washington & Baltimore**
† See COMING EVENTS on pages 3 & 4

Other Events of Interest

October 6

Autoy's Oktoberfest

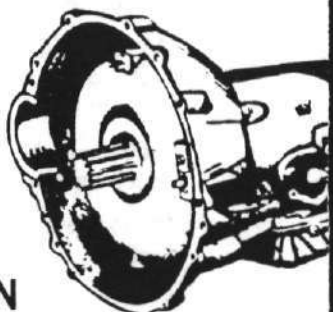
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and Oktoberfest at the Bavarian Inn. Bill Ross has arranged for the club to pick up the luncheon tab for the first 50 registrants. Easy-to-follow route instructions will be provided for each car. Departure will be rally-style, that is, one car at a time, rather than en masse. If you plan to run the tour, register between September 5 and 13 by calling Bill Ross at (202) 382-4642 (days, Washington area) or Karen Fairchild at (301) 337-1484 (days, Baltimore area).

Directions: From the Capital Beltway (I-495), take I-66 West, then Route 50 West for about 3 miles to the west end of the Greenbriar Shopping Center on the left (near the Roy Rogers). Arrive by 9:30 a.m. on Sunday, September 16.

President's Message

It's *not* official, but I'll bet that the National Capital Chapter is number one in size! Last year we were in fourth place, just behind Golden Gate. By December we were in third place, with Boston first and New York second. By March we had moved into second place and odds were we would be first by June. So much for my calculations. Congratulations and my personal thanks to the many members and Club supporters who worked so hard to achieve this objective. The challenge remains to provide the kinds of information, activities, and support necessary to sustain our membership.

Ira Winthrop has come up with an idea to recognize a special group of members—those who formed the backbone of the national and local organizations. These members, many with years of uninterrupted membership, knew BMWCCA when it was but a fledgling organization. My hat is off to each of you and I flash my lights as well.

The BMW Car Club often pops up in the most unexpected



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places—the DC Auto Show, the Children's Hospital Telethon, Landover Mall for a Father's Day display, the Potomac Polo Club, and on and on. Perhaps this should not be surprising since the Club should reflect the many and varied interests of its members. What's next you might ask? You tell me. If you are aware of a worthwhile civic activity to which the Club can make a contribution (National Symphony, Wolf Trap, restoration of your BMW), call on one of the Club officers.

If Rockville is convenient to you, you will have another option for BMW service opening in mid-July. It's Excluservice. They specialize in BMWs. It's at 12200 Parklawn Drive. The president is Lothar Schuettler. That's just one of my recommendations.

Thinking about a complete or partial restoration of your car? If yes, give me a call. I have information on firms with excellent reputations for their interiors, pinstripes at 1/3 the cost, engine cleaning, waxing and paint sealing, and body and paint restoring. The only catch is that you must provide feedback. If you have a good experience with a service facility, we need to know about it. If one of my recommendations does not work out to your satisfaction, you must tell me about it. Otherwise, I might refer other members. Let me hear from you.

Until next time!

Bill Ross

Chapter Supports Children's Hospital

The Children's Miracle Network Telethon, held on June 2 and 3, afforded the Chapter yet another opportunity to support our community. This was the first year of the Telethon, and as a result the request for help came complete with a short time fuse. This is the second year that the Chapter has participated in a fund raiser for the Hospital. Last year, the BMW and Mercedes Benz car clubs sponsored a Fun Rally which took in over \$4000 for the Hospital.

For those of you who missed the Telethon on WDCA, Channel 20 in Washington, the Club received very positive exposure in recognition of the 20 Board and other members who contributed approximately 80 hours. Additionally, the chapter contributed \$200 to the Hospital. Because his phone rang so often, Karl Hoffman was interviewed on the air. (I didn't have the heart to tell him that Alice Jones received more in pledges.) Mike Diggs, who signed up for 2 hours, stayed until 1:00 a.m. in the capacity of on-air floor supervisor. It is amazing what power does for volunteerism.

All of the volunteers listed below contributed a minimum of 2 hours to the Telethon. Debbie Babb, my wife, Dee, and I were there both days—we couldn't let other members do it alone! On behalf of the Children's Hospital National Medical Center, which telephoned on June 3, and the National Capital Chapter, and all its members and Board, I wish to personally thank the following individuals for giving so generously:

Joyce Adams	Marylee Hair
Les Adams	Woody Hair
Deborah Babb	Karl Hoffman
Lewis Baskerville	Alice Jones
Richard Chichester	Jonathan Jones
Michael Diggs	Victoria Rickert
David Dunmire	Doris Ross
Terry Forrest	Nick Saridakis
George Gower	Lothar Schuettler
	Paul Vessels

Aside from the over \$330,000 raised locally for Children's Hospital and the Hospital for Sick Children, the national Telethon raised over \$8 million dollars. The Club made a lot of friends that weekend and recruited 5 to 10 new members. A satisfying and most worthwhile experience—I had not been on TV since the Howdy Doody Show. For those of you who missed it, I hope the Chapter will authorize and support next year's Telethon. For those of you who wish to take more immediate action, send your check directly to either hospital.

Bill Ross

Spring Tech Sessions

The chapter's calendar was busy with tech sessions in the Baltimore and Washington areas this spring. Members benefited from all of the sessions and the sponsoring service facilities are to be commended. Les Adams shares with us some of what he picked up at two of the 6 sessions.

DO IT YOURSELF TECH: The session at Autohaus Tischer gave members the opportunity to do more than just use the dealer's shop facilities. Service Manager Peter Voelske, Shop Foreman Lou Shoemaker, Gary Long and Bud Eckstorm gave members the latest data and equipment to perform functions that most of us approach with some trepidation: emissions checks, valve lash adjustments and head torquing. I had gone to learn how to adjust my valves properly and wound up showing others how to do it.

Baltimore area members got a similar opportunity to get their hands on their cars, with some expert advice from Service Manager Stan Suggs and lead BMW technician Sonny Fruhling at Brown's Castle BMW.

BODY SHOP TECH: Jack Weisman at VOB Auto Body gave Washington area members a renewed respect for the art of reforming a collision damaged car to a roadworthy BMW. Jack not only showed us how a massive jig is used to assure frame alignment, he also gave us a demonstration. A seriously rear-ended 318i was chained into position using a grid laid into the floor. The car was then literally pulled straight using pneumatic jacks. Following this process, the damaged sheet metal will be cut away and new pieces welded into place.

Jack was candid about the problems of body repairing on any car and the extent of what can be done, particularly in light of the allowances for repair by insurance companies. The message is, while VOB can do first rate work, better you should avoid the body damage.

Les Adams

Baltimore area club members got a similar look at a modern, fully equipped body and paint shop at Russell Motor Cars. Thanks to General Manager Peter Rittman for the the invitation and to Body Shop Manager Bill Scheeler and Service Manager Mike Diskin for the tour of the facilities. Russell showed off their Blackhawk straightening and alignment gear and their downdraft dust-free paint facilities.

Heishman BMW pitched in again this year and provided service bays and lifts to help the club inspect cars of members planning to drive at Summit Point. Thanks to General Manager Steve Pieper, Service Manager Don Strother and technician Mike Fisher.

Terry Luxford and his crew at Quality Car Services hosted the club this spring to enlighten members about BMW suspensions and brakes. Keep watching the club calendar for more useful Tech Sessions.

Spring Tour

The weather forecast for our tour did not promise to meet our expectations for a pleasant drive into the country, but over 40 members of our chapter joined Bill Via for the club's spring tour. Because of the poor weather conditions, each driver was provided a set of directions and was instructed to set his own pace along the route. As is typical for our events, that ranges from a leisurely pace to some very enthusiastic driving.

Each time Bill devises a tour, the participants are treated to some pretty scenery and some interesting stopovers in the Old Dominion. Midway along the route we stopped at the Sperryville Emporium, which allowed the stragglers to catch up and everyone to get a snack and look over the Emporium's wares. Our destination was the Bavarian Chef Restaurant, located about 20 miles north of Charlottesville. Along the route we were met by about 10 members of the Blue Ridge chapter, who had been invited to lunch by Bill Ross. As seems to be the case at most of our events, food plays a major part. The club treated the tour members to a fine multi-course dinner; almost as good as the food at Blob's Park! (Just kidding).

Following lunch some members chose to head back towards Washington, while many visited some of Mr. Jefferson's landmarks.

Ira Winthrop

From the Editors

With so much material to publish this issue, I'll just say thanks to John and Raine for the layout of the driving school articles, our regular contributors Bill, Jim and Max, and all the members who submit articles and photos.

Ira Winthrop

Rambling Ruminations

The two-second rule, taught for some time now to tyro drivers, dictates that you maintain an interval of at least two seconds between the front bumper of the car that you are driving and the rear bumper of the car that you are following. This is a useful dictum that is much easier to apply than the older standard that requires remembering the number of car lengths (and cars are not of the same length) that for safety's sake should separate a leading and following car at various speeds (which is not a matter of linear progression).

The efficacy of the two-second rule is obvious if you calculate the distance travelled per second for any given speed, double it and consider the result in light of the stopping distance required for that speed. For this purpose, pick a speed, say, 30 mph. It takes two minutes to cover a mile at 30 mph (divide the given speed into 60 to get the minutes-per-mile factor), which is 120 seconds. Dividing 120 (seconds) into 5280 (feet in one mile), we see that at 30 mph we cover 44 feet per second, or 88 feet in two seconds. You now can play shortcut a bit and see that at 60 mph we cover 88 feet in one second, or 176 feet in two seconds. Race track drivers will note that at 120 mph they cover 352 feet in two seconds, which is only eight feet shorter than a football field, including the end zones. And, as they used to say in Henry County, "that's hauling it, Jack". But, I digress.

The beauty of the two-second rule lies in the simplicity of its application. You can measure two seconds by saying, aloud or to yourself, "one thousand and one and one thousand and two", but in a deliberate cadence, as if you were announcing for the BBC. Try it against the second hand of your chron-

ometer. On the road, you begin the count when the rear bumper of the car ahead of you passes a fixed object, which can be a utility pole, road sign or such like, or even a tar strip that you can isolate. If your front bumper reaches the object before you have completed the count, you are following too close to the car ahead. While unnecessary in theory (if stopping distances increase uniformly), in wet road conditions, it is wise to add a second. The tires on the car ahead may be superior in the wet. When the roads are icy, use the one-count rule or, better yet, don't drive.

Why this discussion? The spring tour general instructions included a gentle admonition to participants to stay at least two seconds behind the car ahead. After the tour, someone inquired about the meaning and purpose of the admonition, so now you know, if you wondered also. I was inspired to recommend the two-second rule to our August body, I should add, because of an observation I made on the fall tour in 1983. We were moving smartly along in group formation on route 734 in Loudoun County at the time, and I was running the point, as my old infantry acquaintances like to put it. There was a one-lane bridge coming up around the bend, as a well-placed road sign clearly proclaimed an ample distance in advance. Instinctively, I began the braking and down-shifting process, anticipating an oncoming vehicle on the small bridge, which in fact there was. I was able to stop easily, while simultaneously checking my rear-view mirror. The cars nearest me handled the situation admirably. Further back, alas, I observed numerous little BMWs, looking much like a pack of half-crazed chipmunks, swerving and scampering about, either toward the ditch or the center of the road, or both, alternately, trying to scrub off speed and find room to stop. Fortunately, they all succeeded, but not without some white knuckles, I surmise. Since an accident can ruin your day, to put it mildly, I assume that everyone is interested in avoiding them and will find the two-second rule useful for that purpose.

Incidentally, for the information of those who did not participate, we somewhat fortuitously (mostly because it was raining) used a rally-style of departure for the spring tour, which is a mode that I favor over the heretofore used en masse departure. In a competitive rally, cars are required to depart at fixed intervals, usually of one minute. We need not be so rigid for our tours, and we were not. We handed out the instructions to the lined-up cars, one by one, and told each driver, as we proceeded, to depart when ready. In practice, this should result in departures at intervals of one-half minute to one minute. This should be conducive to safer and more enjoyable touring, as the hazards of bunching up and the pressure (real or imagined) to keep apace of the group (and the temptations for the occasional show-off) ought to be markedly reduced, if not eliminated. In addition, this departure mode ought to preclude the inconvenience attendant upon a horde arriving at the break site and overloading the facilities (if you get my full meaning). For this to be realized, however, participants should spend the designated time at the break site and then depart, rather than wait around. This is a point that was not adequately made at the time of the spring tour, because of the circumstances, but it will be noted in future tour instructions, when applicable, which I hope will be all the time.

Let me return for a moment to the two-second rule, which got us into all this. If you use the rule, you will discover after awhile that you follow at a safe distance almost automatically. It is still a good idea to continue to check yourself regularly, however, to keep the habit in good working order. You can then marvel at the accuracy of our subliminal judgment.

Bill Via

The System Can Be Maddening

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Customer: Parts please.

Ring. Ring. Ring. Ring. Ring. Ring. Ring. Ring. Ring.

Coughing Voice: Hhaghgrroomph Body Shop!

Customer: I want the Parts Department.

Coughing Voice: Ahhghgh ahhhghgh this is the Body Shop.

Customer: I know. I know. Can you transfer me to Parts?

Sexy Voice: Good morning, Autowonderland, authorized dealer for all of the world's most wonderful cars, price is no object.

Customer: Right. Can you connect me with the Parts Department?

Ring. Ring. Ring. Ring. Ring.

Cocky Voice: Parts, hold.

... and she danced just like she's never danced before. maniac maniac she's a maniac maniac da da da ...

Cocky Voice #1: Yeah pal, I got it in stock but get this, ha ha ha that sucker's gonna cost you five hundred and sixty big ones. You want two? Hah hah.

Customer: Uh, I'm just calling about parts and I think someone is already helping me.

Cocky Voice #2: Huh? Oh. Hold.

... She's a maniac maniac on the floor, maniac maniac

Sexy Voice: Hello, mom?

Customer: Huh?

... just a steel town girl on a Saturday night ...

Cocky Voice: Parts.

Customer: Yeah, do you have ...

Cocky Voice: Speak up. This ain't no bakery. I can't hardly hear you.

Customer: Do you have a backup light bulb for a BMW 2002?

Cocky Voice: Light bulb? What year is it?

Customer: What year is it?

Cocky Voice: Hold on.

... she's a maniac maniac, she's a maniac maniac ...

Cocky Voice: Yo, I don't carry them. I can get you one in two weeks.

Customer: OK, order two for me. I'll call in two weeks to make sure they're in. Thanks.

Cocky Voice: Uh uh. I can only order these with a prepaid order. Cash, up front. Hold on ...

Sexy Voice: Good afternoon, Autowonderland, authorized dealer for all ...

Customer: Wait a minute, wait a minute, I was talking to the Parts Department ...

Sexy Voice: Sir, they've gone to lunch. Call back in about two hours and someone there will be delighted to help you. OK?

Customer: Forget it! Let me talk to someone in charge.

Sexy Voice: That would be Mr. Wonder but he's no longer with us. Could I let you speak with someone else?

Customer: Look, I called to check on a few parts and all I've gotten for the past twenty minutes is the bum rush and the hit parade. Can't you people provide a little service?

Sexy Voice: I'm sorry sir. Can you hold?

Ring. Ring. Ring.

Crazy Voice: Service! Bring it in! Get in line! Hello? Hello? Who's there?

Customer: Just a maniac maniac maniac ... (click)

Jim Ryland

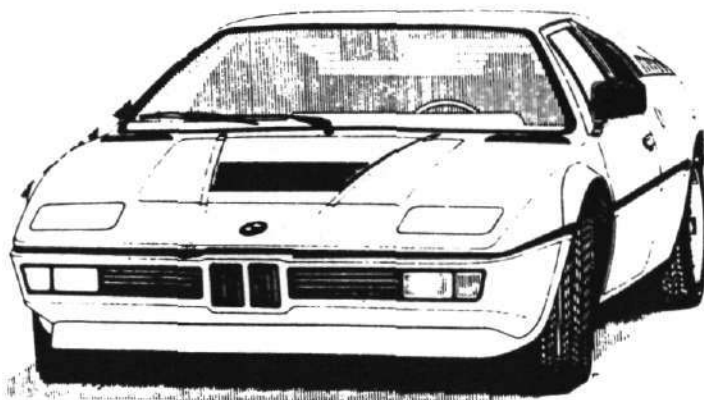
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Spring Driving School

Drivers School Photos by: John Hartge, Raine Mantysalo, Raimo Mantysalo, Vic Pellarin, Gordon Kimpel

It was the National Capital Chapter's 4th Annual May Driving School and it was, again, a very popular event. 78 club members signed up to drive, some driving both Saturday and Sunday. There were guests from other BMW club chapters and many people came out to help as corner workers, timers, extra hands, or they were there as spectators. For some of us, it's beginning to feel like a part of spring, to get out to the West Virginia countryside for a weekend at the track at Summit Point.

Rick Foster directed the activities. Bill Loftin assembled the team of instructors—Tom Howan, Gary Smith, Mike Carroll, Rick Meltzer, Ian Fosler, Jim Harrison, Garth Ullom, Ed Ullom, Tom Wallick—all of them SCCA-licensed, at least.

The workers worked their posts. The drivers donned their helmets, strapped themselves in, and, after considerable burning of brakes, rubber, gas, and human energy, became educated drivers—more in touch with their cars. That's what the experience is all about—learning what your car can do, what you can make it do. When you're in better touch with the machinery at your toes and fingertips, you should have more success meeting the challenges and dangers of the public roads—and you'll find your time on the race track to be an exhilarating experience. Saturday started out wet, but things dried out by mid-day and the weather was clear and warm for the steak cook-out in the evening and the driving events Sunday. A special thanks is in order for Heishman BMW and VOB Auto Sales for donations toward refreshments. And thanks to the following firms for door prize contributions: Anton BMW, California Sounds, BMW of Fairfax, Evergreen Motors, Heishman BMW, VOB Auto Sales, Voyager Sound Center.

Those club members directing the school stuck to proven safety procedures and, again, they delivered a safe high speed driving event, free of injuries, except perhaps for sunburn. Unfortunately and incredibly, after so many incident-free National Capital Chapter schools, 3 drivers did manage to seriously damage their BMWs in 3 separate incidents. Perhaps they pushed too hard, momentarily lost concentration, whatever. No matter what the instructors do to provide a safe, accident-free school, each car is in the hands of an individual driver and the ultimate responsibility is there. Numerous procedures are being tightened to provide an extra measure of safety in the future. Drivers, too, can exercise an extra measure of judgement. This kind of activity requires lots of physical and mental exertion—plenty of rest and good general health are needed to meet the demands.

Because of the popularity of the driving schools, the chapter arranged an additional day at the track this year—a Friday in September. The annual Friday October driving school is also coming up. Read on.

John Hartge





Drivers check out their cars during a rest in pit row.

Tips to Prepare for the Driving School

I would like to share some thoughts with you, primarily for the benefit of new members interested in participating in an upcoming school.

There are a number of things that can (and must) be done prior to the eventful day. Your BMW must pass a safety inspection, which includes checking brake pads for adequate thickness, having working brake lights, checking the suspension, having recently changed brake fluid and the like. If you know or suspect that you may have a problem, get it fixed before the tech inspection because you may not have adequate time to get repairs made if you wait till the last minute. You will receive a tech inspection check list in the mail prior to the school with instructions.

Assuming your car is track worthy and ready to go, there



Things got started with a rainy drivers meeting Saturday morning. The first order of business at the drivers' school is a safety briefing.

are several things to do the night before. Empty your glove box and trunk of everything (you can leave the jack and spare tire in for the time being) and then decide what you are going to take with you. A good idea is to select a cardboard box that will hold those items that you are going to take with you. Into that box you should put a can or two of your favorite oil (you never need it if you have it with you), masking or duct tape for your headlights and fog lights, a good tire gauge, some rags and a can of Windex. These are all items that are very handy and which I did not have at my first school. It's also a good idea to carry a large plastic trash bag into which your box of goodies will fit. You would be surprised at how wet the ground can be at 7 in the morning. In addition, if it should rain, the bag will protect your collection of items, and it did rain on Saturday of the most recent school. Speaking of rain, it does not hurt to carry a slicker and/or umbrella, just in case. Needless to say a helmet is a must (you won't get on the track without one). If you do not own one, borrow one, because loaner helmets at the track are not in abundance. About the only thing you want in your glove box is your car registration—if that is where you keep it—and sunglasses. Try to come to the track with as full a tank of gas as possible. Racing gas—leaded 100+ octane—is available at the track for about \$3.00 a gallon, however most of our cars prefer unleaded. I am told that even though there are two gas stations in Summit Point, several miles from the track, one of our drivers went to fill up her tank at lunch time and discovered that neither station had any unleaded gas (get the picture). Before you close the trunk lid you may want to leave at home the spare tire cover and mat, as it is just one less item you need to be con-

The cars below are putting on the gas exiting the carousel, which is near the club's corral area for SCCA races at Summit Point.





Above: Did Cory Laws kick up dust like that coming out of turn 1 in his BMW 530i? Did he have more fun in his new German car? Tune in again next driving school to find out.

Opposite: The scenery blurs past Tom Wallick as he concentrates on when to hit the brakes for turn 5.

cerned about.

As soon as you reach the track (no later than 7:15 a.m.), go to the pit area and empty your trunk including your jack and spare tire. If you put your rags, tools, oil, etc. in a box it will be a lot easier to unload and reload at the end of the day. (You didn't forget the plastic bag did you?) Now you are ready for your final inspection at the track (that's why you brought your completed tech inspection sheet with you). Find an inspector and present your checklist. Air is available at the track. For a novice, I found that 40 psi on all fours worked fine and kept the tires from rolling off the rims. It also keeps tire wear to a minimum. You can get individual advice from the pros as to how to adjust your tire pressure during the day to get maximum adhesion. It may be handy to throw a piece of chalk in your box and the instructors can show you how to mark your tires to see whether you need more or less air. Don't forget to return to normal tire pressures for your trip home.

Below: Consistency is important in high speed driving. Look carefully at the background: it's not the same picture twice. Raine Mantysalo hit turn 3 at virtually the same spot on different laps, and incredibly, Vic Pellarin snapped the shutter of his camera at the same point, too.



Finally, its track time and the cars are divided into two groups (advanced and novice). Numbers are placed on your windshield and side windows with white shoe polish (remember the rags and Windex? Very helpful before the trip home). Even though each track session is scheduled for 30 minutes it is a very demanding activity and fatigue can set in before you know it. Start out easy and let your instructor help set your pace. If you get tired, pull into the pits and relax.



Your instructor will help you develop those skills. For safety sake, at all the critical turns there will be corner workers who will be monitoring track conditions and will advise you with flags should the need arise to slow down or to stop. It's difficult to keep your eyes on the road and the tachometer and the cars in front of you while you are also supposed to be keeping an eye out for the corner workers. I must admit that after my first driving school I had only a faint recollection of noticing corner workers. This past school I made it a point, early in the day, to identify the location of the flag people.

Incidentally, it is a good idea to change driving instructors for each of the track sessions as each has a different style and you can learn new things from the different instructors. Even after you get your "blue dot," which certifies that you are able to negotiate the track by yourself, you may wish to take an instructor later in the day to see if you need additional advice on refining your driving techniques.

On your way home, the adrenalin will still be flowing. You need to be aware that (1) you have not learned it all, and (2) Summit Point Road is *not* to be confused with Summit Point Race Track. I hope that I have been able to both whet your appetite and at the same time allay some of your first time anxieties. See you in September.

Karl Hoffman

September Driving School

Take a well-deserved Friday off and be a driver, observer, or helper. The 2nd driving school of 1984 will be held Friday, September 7. You'll find the application elsewhere in the newsletter.

There will be a few changes from the May school:

- 1) 40 drivers maximum (with 6 allowed on a standby waiting list)
- 2) Full refund allowed up to 7 days before the event
- 3) Mandatory drivers' meeting at 8:15 a.m. SHARP (If car is not grid teched by then, you miss at least your first run.)
- 4) ALL cars must have tech sheets completed and repairs completed before arrival at track
- 5) To reserve a slot, it is strongly recommended you bring a worker to help at the track (Helpers get a free lunch of grilled bratwurst and kraut.)
- 6) To run in the experienced group, 3 previous schools required

Come learn how you and your BMW will perform in a safe environment with quality instructors. There is also a driving school coming up on October 12. Look for details and the October application in the next issue of this newsletter.

Gordon M. Kimpel



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MAINTENANCE AND REPAIR SURVEY

Owning a sophisticated and complex automobile like a BMW means that continued maintenance and repair costs are a fact of life. Have you ever wondered if that \$500 repair bill you just paid is representative of other BMWs? If you were buying a BMW now, would you have second thoughts about the purchase if you knew in advance the cost of keeping the car in running condition?

We want to try to answer some of these questions. The questionnaire that follows will attempt to gather enough data on your experiences so that we can publish the average maintenance and repair costs for each BMW model. We can only report about YOUR model if YOU respond. The estimates will of course only be average costs as seen from our membership sample, but it should provide some interesting results. We will not rate dealerships or compare their labor costs.

For this survey to be meaningful we must receive responses from a varied cross section of our membership. Please submit the form either if you have had excellent luck with your car or if your little gem has cost a small fortune to maintain. As an added incentive, everyone who returns the completed survey will have a chance at winning a \$90 fire extinguisher. If you have any questions about filling out the survey, call Ira Winthrop at (202) 275-6789 days, or (301) 249-5813 evenings before 9:30 p.m.

NATIONAL CAPITAL CHAPTER MAINTENANCE AND REPAIR EXPENSE SURVEY

Name _____ Phone _____

Address _____

City _____ State _____ ZIP _____

Vehicle year _____ Model _____ Mileage _____

Driving Habits:

Easy ☐ Moderate ☐ Hard ☐

Do Own Repairs:

None ☐ Some ☐ A Lot ☐ All ☐

Original Owner:

Yes ☐ No ☐

Follows BMW Service Intervals:

Less ☐ All ☐ More ☐

PLEASE USE THE FOLLOWING DEFINITIONS AS GUIDELINES:

DO OWN REPAIRS: NONE (self explanatory); SOME (replaces fuses, burnt out bulbs, change oil); A LOT (minor tune-ups, brake work); ALL (major tune-ups—99% of what is needed to maintain the car).

FOLLOWS BMW SERVICE INTERVALS: LESS (regular preventive maintenance is performed less often than recommended by BMW; ALL (service performed using BMW recommended schedule; MORE (preventive maintenance performed more frequently than BMW recommends.

MAJOR REPAIRS: Include items that have failed prematurely or cost over \$100 to repair.

TOTAL COST: Should include major repairs and scheduled maintenance expenses.

RECORD OF MAINTENANCE AND REPAIR EXPENSES (exclude gasoline)

Odometer Miles	Major Repairs Required During Interval	Total Cost
0- 10,000	_____	\$ _____
10,001- 20,000	_____	\$ _____
20,001- 30,000	_____	\$ _____
30,001- 40,000	_____	\$ _____
40,001- 50,000	_____	\$ _____
50,001- 60,000	_____	\$ _____
60,001- 70,000	_____	\$ _____
70,001- 80,000	_____	\$ _____
80,001- 90,000	_____	\$ _____
90,001-100,000	_____	\$ _____
100,000 & UP	_____	\$ _____

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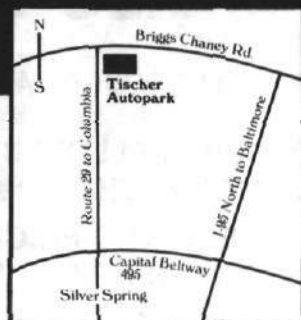
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Nuts & Bolts

Next time you make a call to track down **parts for your Bimmer**, make more than one. It is amazing but prices for the same part vary significantly from source to source. BMW dealers strangely enough seem to have the widest variation—a \$60 part at one dealer sells for \$32 at another—and these variations are the rule more often than the exception. Your best bet for parts is to check with der Bayerische and Roundel advertisers first. They normally can get you the right part at the best price and quickest. Shop around and stick with original equipment parts for best results. . . . Owners of older BMW's should keep an eye open for closeout and special sales on **out of production parts**—particularly rubber parts. Lower demand shorter shelf life contribute to extinction of lots of rubber parts so stock up even if you have no immediate need. Later if you decide to sell your unused parts, there are plenty of opportunities and willing buyers. How about a huge **round of applause** for recent and current club officers as well as certain members who have done a fantastic job building up the National Capital Chapter membership! There are some dedicated and energetic people in this club who help us appreciate BMW ownership even more. **New members**, let us hear from you. Come to the meetings and share your ideas and experiences with us in **der Bayerische**. If you want to **spend a little mad money** on the BMW and get a great return on your investment try a new set of shocks—what a difference, or a set of halogen lights to brighten your path, new floor mats to perk up the interior, even an inexpensive wiper blade replacement will improve your point of view. Welcome warm weather, enjoy your BMW.

Jim Ryland

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Honor Roll

As of this month, BMWCCA has issued over 44,400 membership numbers. Since the club was organized 15 years ago, membership numbers have been assigned on a sequential basis. If a member failed to renew, his or her number would not be reissued. In later years, there has developed a bit of "in" status—the low membership number. It doesn't provide anything of value—both old and new members are treated equally—but there is a certain aura of having known about BMWs and BMWCCA prior to the current craze.

Membership number 4,000 was issued approximately 10 years ago. Using this as an arbitrary cutoff, we would like to honor those members listed below who have supported the BMWCCA for at least 10 years.

Membership #	Name	Membership #	Name
143	Dr. Ronald M. Costell	2451	Raleigh J. Neal
596	James A. Miner	2452	Kenneth P. Dere
607	Davie S. Cottrell	2563	Kenneth Hall
632	Ric Cavallero	2709	David H. Zontine
635	Dalton Potter	2727	James Sprague
664	William & Mary Mason	2762	Bill Riblett
704	Klaus Hirtes	2971	John E. Korona, Jr.
873	Edgar H. Brenner	2985	William J. Bearsley
927	Michael V. Turner	3047	William H. Adler
1089	Stephen C. Vandivere	3112	Raleigh M. Neville
1197	Ira & Bernice Winthrop	3113	Robert N. Knetl
1221	Benny H. Baddley	3313	Jeff Randall
1253	Howard P. Jenerick	3411	James M. Kraft
1262	Bruce Cranford, Jr.	3419	D.T. Ibach, Jr.
1531	Richard D. Gurney	3450	Kenneth John Wright
1547	Nancy Stutsman	3540	George M. Wagner, Jr.
1622	Valentine Spiegel	3541	Jeanne B. Lewis
1812	Walter Light	3577	Stephen R. Dull
1982	David Roach	3615	Gordon & Kathleen Kimpel
2034	James A. Ryland	3659	Mel Strohminger
2149	David L. Andrews	3735	Bill Via
2156	Robert Critchlow	3780	Stevan Durovic
2158	Rich A. MacGregor	3816	John B. Allen
2217	John Ohanian	3837	Albert K. Richardson
2257	Col. A. Gordon Moore	3850	William F. Eberhart
2273	David & Nadja Toy		

*Thanks to Bayou Chapter for the idea for this article.
Ira Winthrop*

Fire!!!

When you mention the word FIRE in combination with cookout or fire place, you usually think of good times and enjoyment. However, when the word FIRE is mentioned in combination with cars (and in our case BMW) emotions run quite differently—to say the least!! Automobile fires don't happen very often but when they do they are sure to cause feelings of helpless, anger, and frustration.

When it's all over and as you sit looking at the charred hunk of metal that was once your pride and joy, you will probably ask yourself the three following questions:

1. How did it start?
2. How could I have avoided it?
3. How could I put it out if it should ever happen again?

Let's take question number 1 first—How did the fire start?

Most auto fires are caused by 1) an electrical short that ignites material in the passenger compartment or up underneath the dash board. 2) fuel line breaks that allow gasoline to come in contact with hot engine parts or the exhaust system 3) open flames (matches or cigarettes) that come in contact with interior seats, carpets, etc. or flammable liquids.

Question number 2—How could I have avoided the fire?

1. Keep the engine compartment spotless—metal doesn't burn but caked on grease/oil burns like crazy. Buy stock in

"Gunk" and use it frequently. A liberal application on the engine should be your first priority, but don't forget underneath the car—transmission and differential area. Gunk works best when the engine is warm. I usually turn my engine on as I hose the Gunk off to avoid difficulty in starting following the cleaning process.

2. Carefully check fuel line hoses and connections. Be on the lookout for cracked, brittle hoses or ones that rub against metal and might wear a hole in the hose. Plastic ties are available in many stores and can be used to secure hoses that flop around. The checking of gas lines should be done when the engine is COLD just in case you do something that would cause gasoline to leak out. Needless to say, gasoline will provide you with a roaring blaze and possibly an EXPLOSION if vapors ignite rapidly.

3. Only use recommended fuses and carry a complete set of replacements with you. Never use a higher rated fuse in a circuit than what is called for and never replace a fuse with a wire.

4. Adding on additional electrical equipment? FOLLOW WIRING DIRECTIONS VERY CAREFULLY. Do not try to bypass any of the steps that they suggest or jerry-rig the wires by not using *all* recommended parts in the kit. Attention should be paid to proper gauge wire, approved connectors, relays, and switches. When in doubt, ask a professional—DO NOT GUESS! Electrical fires can be some of the hardest to put out due to 1) the high level of heat they generate just to achieve ignition and 2) their confined location (usually behind the dash) that makes accessibility difficult.

5. Replace hood insulation that has been soaked or caked with grease and oil. This material can really add "fuel" to a fire.

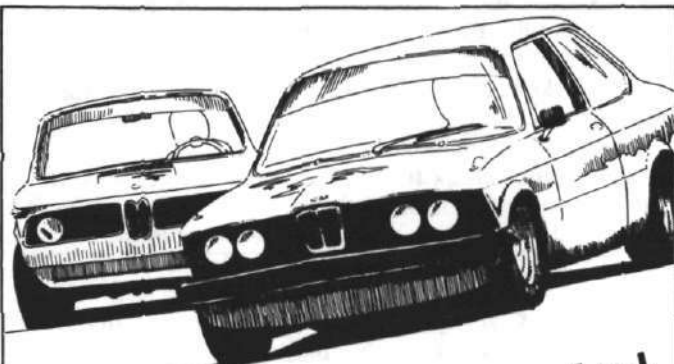
6. Keep ash trays clean and free of paper and cellophane. If you smoke, be careful that the cigarette you throw out the front window doesn't come back in the rear window due to air currents while driving.

7. Never store gasoline in a glass jar. The gas actually permeates the glass and is still present even if you wash it out. Containers such as these or other flammable liquids along with rags that have been used to clean engine parts should not be stored in the trunk.

In spite of your best efforts you may still be faced with having a fire in your car. This leads to question number three—How do I put out an auto fire?

Keep in mind that auto fires can be very dangerous. Do not underestimate them. *Eventually* a fire will consume the whole car, causing toxic fumes and explosions in certain situations. A fire that starts in the interior when the windows are up may cause an explosion. Heat from a fire may cause a tremendous build up of pressure in the fuel tank that can lead to a VIOLENT explosion, possibly throwing the gas tank 50 to 100 feet in the air. Do not try to put out a fire that is located near the fuel tank or one that has been going for some time. Your time will be much better spent looking up the phone number of your insurance agent and thinking about which model of BMW you will buy with the settlement.

1. Your nose knows!! Stay alert for the odor of gas or smoke. If you smell either, stop the car immediately and investigate. A fuel odor indicates a cracked fuel line or loose connection—you may notice this when first starting up in the morning as old hoses or loose connections leak due to shrinkage from lower night time temps. As the car warms up, the hose tends to expand and seal off the leak. Electrical fires are always preceded by smoke. This odor can be difficult to detect in the summer when we tend to drive with the windows down.



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2. Regardless of the type of fire the first step is to turn off the engine. This will cut off the fuel pump and limit the amount of gas available to the fire if it is caused by a leaking or broken fuel line. If the fire is electrical in nature turning off the engine and/or disconnecting the battery will eliminate the electrical heat source.

3. There are several things to keep in mind when trying to put out a fire in the engine compartment. The usual reaction is to fully open the hood so you can get a "good shot" at the fire. Fully opening the hood simply provides more oxygen to the fire. The technique to use is to crack the hood very slightly and spray the extinguisher into the engine area. Only after the fire has abated somewhat should the hood be opened more, and then only with great caution and in concert with continued spraying of the extinguisher. An alternate method on some cars is to keep the hood fully closed and spray the extinguisher into the engine area from underneath the car. It's best to rehearse what you would do and how you would do it now, rather than waiting until you have an actual fire.

4. Electrical fires usually break out up underneath the dash and are tough to put out because of their confined location. Plan ahead and think of what can be pulled off or smashed in so that you can spray an extinguisher behind the dash area. If you are with someone when a fire breaks out, let one person work the extinguisher and have the other disconnect the battery (do not know what size wrench is needed to do this?).

5. In some instances interior fires can be rendered harmless by making them exterior fires! If a piece of carpet catches on fire throw it out after market seat coverings can also be ripped off and removed from the car.

A few words are in order in regard to fire extinguishers. Obviously, having one handy will make the task of putting out a fire much easier. The faster you are able to begin putting out the fire greatly increases your chance of success. Some small

extinguishers can be kept in the glove box. Others can be mounted quite nicely under or near the front seat on the floor. Use caution when mounting brackets to the floor as brake lines run just under the floor. On several models of BMW's the extinguisher can rest under the seat between the two metal bars that run parallel to the bumpers. I do not recommend storing your extinguisher in the trunk for two reasons—1) they are too hard to get to during the excitement caused by a fire and 2) in the case of a rear end collision you may not be able to get the trunk open.

There are two basic types of extinguishers: dry chemical and halon. Regardless of the type you get, make sure it is rated to be effective against electrical, flammable liquids, and combustible materials (A, B, C class fires). Be sure to read the instructions as some can be rather complicated, i.e. do you need to pull any pins, invert before spraying, etc.

Dry chemical extinguishers are very effective in putting out engine compartment fires. Caution should be exercised though as the chemical used in them is corrosive and can damage paint and wiring if it is not washed off immediately. Some of the dry chemical extinguishers are "one-shot" operations. In other words, once you activate it, all of the chemical comes out even if you only need a short burst to put the fire out. Most dry chemical extinguishers can be recharged. Cost for recharging runs \$30.00 and up depending on who does it (contact Bill Ross; he has info about recharging).

Halon extinguishers are relatively new on the U.S. market, having been used in Europe for years. Halon is a gas that works by smothering the fire as it displaces the oxygen. For this reason their effectiveness is reduced somewhat when trying to put out a fire under windy conditions. In contrast to the dry chemical type they are not corrosive to paint or electrical wires (hence their popularity with car buffs). They have been used very successfully in computerized area and in situations where residual damage is unacceptable. They are not the "one-shot" variety and can be used in short bursts similar to an aerosol spray can of paint. Due to the expandability of the halon gas, a 60 oz. size halon extinguisher is equivalent to 120 gallons of water, 72 lbs. of dry chemical, or 42 lbs. of foam. Some halon extinguishers can not be refilled—check with the manufacturer to be sure.

Hopefully you will never have an occasion to deal with a fire in your car! In any case, I hope that some of the suggestions outlined above will be of help to you. Information for this article came in part from the Montgomery County Fire Marshall in Gaithersburg and Don Miller of Autoy. Many thanks to both of them. Don mentioned that he has noticed an increase lately with the number of 1979 320's that leak gas by the fuel lines that exit the gas tank. He also mentioned the fact that the installation of additional lights frequently causes problems as novices tend to invent their own wiring schemes. Follow those directions carefully!

Club members interested in purchasing an extinguisher may contact me, Jonathan Jones at 871-1756 (H), 299-8144 (O). I have halon extinguishers that I am selling at a 1/3rd of the nationally advertised price by BBE. Extinguishers are also available through the club store and many retailers advertised in the Roundel.

Jonathan Jones

CHAPTER DRIVING SCHOOL APPLICATION

WELCOME FIRST TIMERS: Everyone is invited to the driving school as a driver, passenger, observer, or eater.

CORNER WORKERS NEEDED: Come observe the driving school first hand. No experience necessary.

WHERE: Summit Point Raceway, Summit Point, W.Va. (Only 1.5 hours from downtown D.C.)

WHEN: Friday, Sept. 7, 1984, 7:30 a.m. Grid Tech Inspection. Arrive by 7:15 a.m.*

HOW MUCH: \$35 per driver, including bratwurst lunch.

Indicate the number of drivers sharing same BMW. If two, one will be in Novice Group, the other will be in Experienced Driver Group. (Must have had 3 prior schools for Experienced Driver Group.)

Driver No. 1 _____ Driver No. 2 _____

Name: 1 _____ Age _____ Club _____

Name: 2 _____ Age _____ Club _____

Address _____

City _____ State _____ ZIP _____

BMW Model _____ Color _____ Year _____

Modifications _____

No. of previous driving schools: 1st Driver _____ 2nd Driver _____

Membership No.: 1st Driver _____ 2nd Driver _____

Phones: Home _____ Work _____

MAKE CHECK PAYABLE TO: NATIONAL CAPITAL CHAPTER (full refund up to 7 days before the event)

MAIL CHECK TO: MICHAEL D. KENSLER, 3306 Graham Road, Falls Church, VA 22042

QUESTIONS TO: GORDON KIMPEL, (703) 790-8008 (work) or RICK FOSTER, (301) 788-6253 (home)

-----IMPORTANT-----

HELPERS URGENTLY NEEDED: Preference will be given to drivers who bring workers their day of driving. Workers need to be at the track by 8:15 a.m. I am bringing the following people to work:

1 _____ 3 _____

2 _____ 4 _____

PLEASE NOTE: A self-addressed envelope with \$.37 postage (or more) **must** accompany your check and application so you can be mailed your tech sheet. No SASE, No DRIVE! This information packet will confirm your registration or place on the waiting list. Maximum of 40 drivers.

*Anyone not teched before 8:15 a.m. drivers' meeting will miss at least his first driving session.

BMW In the Headlines

You probably know by now that the West German metal workers' union began scattered strikes in the middle of May. The first automaker to shut down, claiming a parts shortage, was BMW. Some union folks think it was more like a lock-out, but, whatever the reason, BMW stopped making cars May 17th. That is bound to mean a shortage of cars and parts this summer (and just when BMW sales were running about 50% ahead of last year's). All other German-made cars are likely to be scarce, too, until production gets back to normal.

The strike was called because the union wanted a 35-hour work week. The union theorized that shortening each workers hours would create the need for more workers and that would reduce unemployment. They wanted no cut in pay, too. Employers protested that this would cost too much. Interestingly, the Associated press reported that sociologists are finding that the famed German work ethic, a near obsessive pride in work, is dying. The sociologists say a sizeable part of the German work force is no longer ashamed to say "I don't like to work." Researchers say the Germans have not become lazy, just somewhat weary and anxious to enjoy the fruits of their labor. In surveys over the past 5-years, the Japanese, Americans, and Swedes have passed the Germans as the world's most industrious workers. Does that mean BMW might be looking for an assembly plant in someplace like Smyrna, Tennessee someday soon?

From the rumor mill, sources say you can expect the 3-series 4-door due for the '85 model to be available with 4 and 6-cylinder engines. And in 2 to 3-years you can expect an officially imported 3-series cabriolet. The 1985 5-series diesel, the 524td, will be available in an automatic only and will be a basic, no frills model. The 528e can be expected to offer the

on-board computer as standard equipment and the electric seats might be available on the 5s, too. The 6-series will be coming to the U.S. with an integrated front spoiler with built in fog lights (like the European 635s). There will also be a TRX tire and wheel option (as in 533i and 733i). 1987 is the year for the new aerodynamic 7-series BMW, and it will include a V-12, specifically designed for unleaded gas (a future requirement in Europe).

If you think all that sounds fantastic (as in unbelievable), there's more. The twin cam 24-valve M-1 engine now available in the M-635 may soon be available in an M-535, with flared fenders and aerodynamic trim. They're talking 218 horsepower and 0-60 in under 7-seconds. There are also rumors of a 4-valve per cylinder small block 6 for the 3-series, an M-325, also with flared fenders and spoilers. But, these cars probably would hurt BMW's C.A.F.E. too much to find their way to the U.S.A.

John Hartge

Body Work Recommendation

Thinking of having your BMW restored or repainted?? I highly recommend Master Crafters (251-9410) located in Rockville, Md. Kenny, the owner, is a meticulous professional who will give you an honest evaluation of what course of action should be followed to bring your car back to concours condition. I have had numerous cars painted over the years by some of the areas leading paint shops. The overall quality of workmanship and attention to detail at Master Crafters is superb. I had a 1973 Bavaria repainted there and am very happy with all aspects of the work done. Kenny does a lot of work on BMW's and bases his recommendations on what is good and right for your car rather than performing work that raises the cost to the customer.

Jonathan Jones



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New Members April & May

Steven B. Zabor	1979	73i	Albert Lee	1984	318i
Anoop Tan	1975	530i	Leo V. Orve	1984	318i
Larry D. Anson	1978	530i	Joseph W. Leon	1983	320i
Kevin J. Malone	—	—	James P. Sullivan	1983	733i
Don Calahan	1977	320i	Stuart N. Kehr	1981	320i
Bryan C. Shuler	1978	530i	Sally J. Christian	1982	320i
Rick Rosenbaum	1984	533i	Richard H. Boltwood	1982	320i
Ken Biers	1984	325e	Ed Speshock	1979	320i
James P. Waskin	1980	320i	P. Daniel Henry	1972	2002ti
Jim Hays	1974	2002ti	Bretton R. Wolff	1973	2002
Paul & Kathryn Bessel	1978	320i	Curtis Andrew Warner	1984	318i
James & Christine Resh	1971	2002	Frank J. Kuchman	1976	2002
Harold & Jerry Pryor	1984	528e	Cliff Logan	1984	733i
Robert & Judith McDermott	1981	320i	Jay S. Brown	1973	2002
Bruce & Lynne Cunningham	1984	325e	Kerth Sanders	1983	320i
Francis & Elizabeth Rich	1983	733i	Sofemas Shubert	1974	2002
Richard Bryne & Uk Chung	1984	325e	Larry W. Cooke	1984	318i
Stade & Marvyn Brewer	1983	528e	Bert G. Drake	—	—
Michael & Andreanna Auer	—	—	John P. Phillips	—	—
Micelli & Dolores Warner	1980	320i	C. Merketan	1984	318i
Don & Teresa Rusnak	1984	318i	Marcel E. Yurt	1982	320i
Joseph & Kathleen Drevius	1984	733i	James E. Epcung	1975	320i
Dick & John Deval	1984	318i	James W. Cookin	1971	2002
Tom & Joyce Deluca	1984	528e	Gette Wan	1984	325e
David & Victoria Chien	1982	320i	Alan L. Johnson	1981	320i
Kevin & Diane O'Keefe	1984	318i	Bruce A. Hall	1978	320i
Harold & Maria Baues	1984	318i	Richard A. Kallista	1984	318i
Clark & Julia Fuller	1984	318i	Scott Biner	1976	2002
Gregory & Connie Conlen	1984	633cu	Westlake Imported Cars	1976	2002
Louise & Linda Deiter	1976	2002	Terence J. Pelt	1971	2002
Roscoe & Elizabeth Woodruff	1984	218i	David Roach	1973	2002
Joseph & Joanne Lyongo	1974	2002ti	Kathleen Guntor	1984	318i
James & Donna Jaumski	1984	318i	Robert Jeffers, Jr.	1978	320i
William & Lorraine Leonard	1979	733i	Harry H. Sloan	1977	330i
James & Joann Lanten	1973	Bavaria	Peter H. Zassenhaus	1976	2002
E.C. "Bub" & Lorna Howe	1973	2002	Richard C. Ferns	2002	2002
Kostas & Helen Lippor	1974	3.0cs	Judy V. Crider	1983	733i
Douglas A. & Kathy M. Miller	1984	318i	Rita D. Murray	1973	Bavaria
Davis & Elza Broden	1983	733i	Bob Machorlette	1977	320i
David & Carol Nurn	1984	318i	Maria S. Kirsch	1978	320i
Peter Brinkfield & M.A. Raula	1984 733i	1976 2002	Paul J. Lucas	1984	318i
J. Spencer & Nancy Ferber	1984 733i	1975 530i	Patrick W. Mathus	1982	633cu
Nel & Linda Placek	1983 528e	1981 320i	Elva L. Banks	1982	733i
Dennis M. Fantone	1972 2002ti	1971 Bavaria	John J. Blyasky	1972	2002
Greg Talle	(Pennsylvania)	(Maryland)	Charles M. Moore	1984	318i
Nadine M. Rosenbaum	(California)	(Tennessee)	Murray S. Hall	1976	2002
Dean A. Scarralia	(California)	(Colorado)	Brenda F. Hill	1976	330i
LCDR D.F. Hargrave	(Tennessee)	(New Mexico)	Don T. Riley	1982	320i
James B. Sprague	(Washington)	(Washington)	Paul L. Jones	1983	320i
Tom Ammerberg	(Washington)	(Washington)	Thomas M. Murphy Jr.	1981	320i
Roger & Martha Down	(Washington)	(Washington)	Jeffrey Kilduff	1981	320i

Members enrolled by the following supporters and advertising media: Genderson BMW "P", Hestman BMW & VCB Auto Sales, J. & P. Motors, Auto Show & BMW of Fairfax, Clayton Klemm, Dan Sherron, 2, Glenn Sims, 2, David Sovanmont, 2 (First month of Contest Period)

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Your check made payable to BMWCCA must accompany this application

Annual dues \$30.00. \$5 extra for associate membership for spouse.

Change of Address

Please send this form and your old mailing label to:
Bill Ross, NCC
P.O. Box 685, Arlington, VA 22216

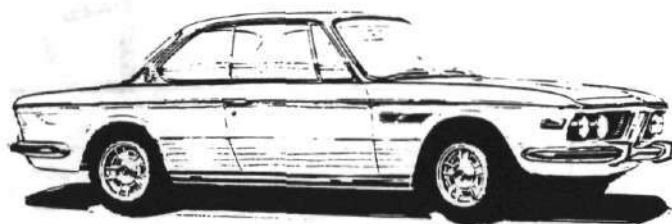
NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

Marketplace

BMW 2800 CS



For Sale: 1971 BMW 2800CS, Tundra Green with saddle leather interior, 90,000 miles, 4 speed, AC, stereo, original alloys, rebuilt transmission and new tires less than 5,000 miles ago. Asking \$7,500. Ira Winthrop. w—275-6789, H—249-5813

For Sale: 200/60VR × 390 Michelin TRX tires on factory alloys. Unused, mounted and balanced. \$1200 for all five. Les Adams 202-252-4387 days, 703-569-2144 eves.

Pinstriping tape or paint! Call Glenn Sims eves. 474-3816.

For Sale: Blaupunkt Frankfurt AM/FM stereo radio (no tape). 1980 made in Germany. Excellent AM & FM reception. Also 2 "4×6" speakers. \$80.00 Call John Hartge 202-484-3849.

For Sale: 1976 530i, dark blue, 4 speed Blaupunkt AM/FM stereo/cassette, sunroof. A/C, less than 9,000 miles on professional engine overhaul. An impressively reliable, clean, strong and well cared for automobile. Leaving the area. \$7,200. Call Kim Lutz 703-356-9078.

For Sale: 1 Alpine 7327 AM/FM cassette Dolby-music sensor serviced by Voyager sound center. Just back from a factory reconditioning—still in carton \$199/offer.

From 1978 530i:

1 front sway bar, 1 rear bumper—minor scratch, 1 balanced drive shaft, 1 down pipe manifold, 2 steel wheels—scratched

Gordon M. Kimpel 790-8008/wk, 527-3234/H

For Sale: 1972 BMW 2002 Tii, Tundra Green with saddle interior. 95,000 miles in excellent condition. 4 speed, no air or sunroof. \$8,600. Tom O'Neill. Day 525-1444, eve. 292-3595

For Sale: 1971 BMW 2002, white, navy blue interior, 83,000 miles, 4 speed, AM/FM stereo cassette, A/C, \$3,000/offer. 569-8591 after 6:00 p.m. & weekend.

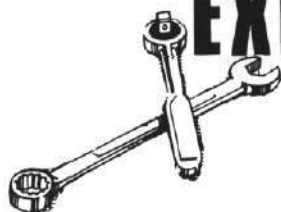
For Sale: Solex carb rebuilt kit for 2002; assorted side trim clips for 2002; make offer. Karl Hoffman (703) 978-6018 home, (301) 443-4493 office.

For Sale: Cibie Series 95 lens reflector assemblies, amber fog, new \$20 each; Hella maplight fixed mount type, new \$15; 320i flywheel 215mm, used \$20; 320i front sway bar 23mm dia. \$30; Panasonic m/m cassette deck pushbutton radio, almost new \$15; 320i OEM springs 50,000 highway miles, \$50 for all four; 320i gear shift boot accordian type \$5/offer. Dwight Derr (301) 686-7504 eves.

For Sale: 1975 BMW 2002, mechanics special \$1500. (703) 979-9200 days, (301) 262-9383 nights. W.A. Mallari.

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