

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



SEPT.-OCT. 1985

der bayerische



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Dear DeBbie

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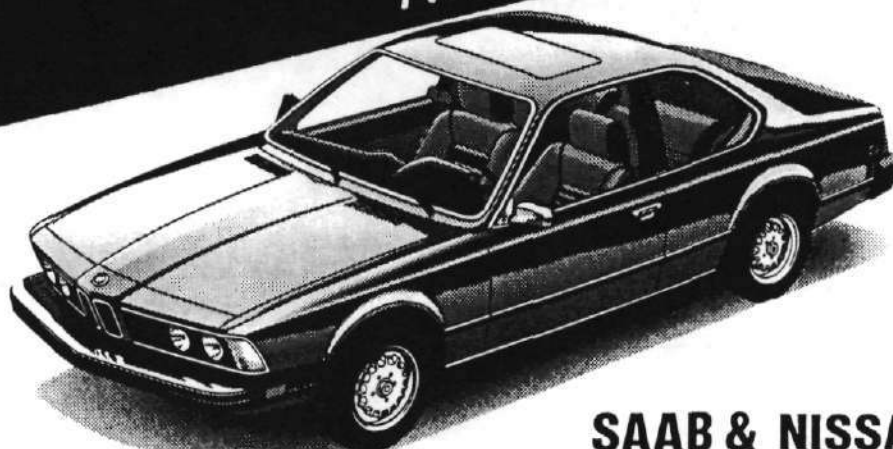
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All copy submitted must be received by the editor by the 5th of even numbered months.

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Cover Photo: The Marvelous M5 by Raine Mantysalo

Coming Events

TECH SESSION—QUALITY CARS— September 21

Time: 10:00 a.m.

Quality Car Service will host a tech session from 10 a.m. to 2 p.m. The topic of this session is to discuss and review 'Engine, Suspension and Brakes,' in other words, "how to best balance your car for the type of driving you do." This is an opportunity for those interested not only in modifications to your current Bimmer, but also in the basics of how each type of modification affects the handling.

Directions: Quality Cars is located one block north of the Rockville Metro station on 210 N. Stonestreet Avenue. To get there take 270 to Rt. 28 East, follow Rt. 28 to East Montgomery Ave. (3 lights) make a left and go on to the next light (Washington St.) turn left. Continue to the next street and make a right at the light. Follow on across 355 and under the Metro underpass then make a left on Stonestreet and look for the Bimmers on the left.

FOXFIELD RACES—September 29

Time: 10:00 a.m.

You are cordially invited by Berlin BMW of Charlottesville and BMW of North America to attend an afternoon of Grand National Steeplechase racing (think of it as autocross for horses) at Foxfield Race Course in Charlottesville, Virginia. Featured race is the BMW Foxfield Cup. Our sponsors will provide a parking corral, a tent and buffet luncheon. Other Virginia chapters will also be in attendance. Admission to the BMW area will be by pass only and we are limited to 50 passes (100 people) so please contact Les Adams or Terry Forrest quickly. There is an admission fee to the racecourse of around \$5 (unspecified as we go to press).

We will caravan down Route 29 to the track, leaving at 10 a.m. to arrive early and beat the traffic in the vicinity on race days. We will leave from Fair Oaks Mall at the junction of Routes 50 and 66 in Virginia. Please be there by 9:45. We will be in the parking lot adjacent to Route 50.

ANNUAL WINERY TOUR—October 6, 1985

Time: 9:30 am departure

This year we will visit Ingleside Plantation Vineyards in Oakgrove, Va. on Sunday the 6th of October. The vineyard is operated by Doug Elmer; was first planted in 1976, with it's first bottle produced in 1980. Ingleside produces 14 varieties of wines and 2 champagnes from 40 acres of vine. The plantation is a registered national historic site, and is near the birthplace of George Washington and Robert E. Lee.

This will be a family outing. Please bring a picnic lunch and plan to attend rain or shine. Ingleside can accomodate us with shelter if the weather threatens.

Come out for a fall drive to the Northern Neck of Virginia, taste some wine, and enjoy a prime autumn afternoon with the club. We will leave at 9:30 a.m. from the McDonald's parking lot on the corner of Old Forest Rd and Indian Head Highway (Rt. 210). Questions to Terry Forrest at 382-4096 days, 397-8541 evenings.

DIRECTIONS: From the Beltway, take Indianhead Highway (Exit 3A) for 3.2 miles to Old Forest Rd. Turn right, McDonald's is on immediate right.

OCTOBER LEARNERCROSS—October 20

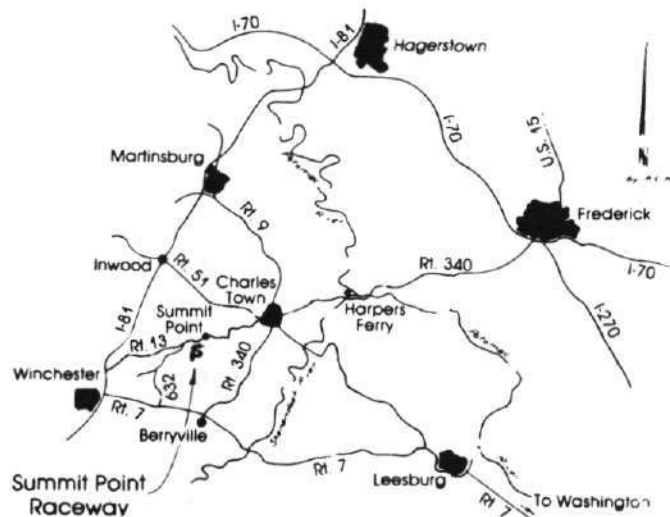
Time: Registration begins at 10:00 am

The last autocross of the season is scheduled for October 20, at Landover Mall. This autocross has been dubbed "Learncross" and will include discussion and instruction by some of the regular autocrossers and BMW enthusiasts. If you don't know what an autocross is, come find out. If you've never tried it, come on out. If you have tried it, come on out. If you've wanted to try it but were afraid of making a fool of yourself, come on out. In any case, come on out. Registration is from 10 a.m.–11:30 a.m. Call Kay Heatherly for details at 949-1326, mornings.

DIRECTIONS: From the capital beltway, take Rt 202 east. Stay in lane, bearing right into Landover Mall. Continue about half way around the mall, turning right into the lower lot. Look for BMW banner and cars.

HOT SHOE DRIVING SCHOOL—October 25

The Hot Shoe Driving School, so called because it gives the more experienced drivers their shot at some serious track time, will be run on October 25. To participate, drivers are required to have three prior schools. Summit Point track conditions can be near ideal at this time of year with cool weather improving both engine output and driver concentration. The events are always full with both local and visiting drivers, so NCC members should get their entries in early. Driving school Events Chairman Gordon Kimpel indicates that we are still experiencing difficulties in getting workers, so please try to bring a family member or friend to help. Remember that workers get a free lunch. Those drivers aspiring to imitate John Weaver would certainly benefit by watching him a half-day from some important turn. Application is elsewhere in this issue—and don't forget the self-addressed stamped envelope. Cost is \$35 for the day. See map for directions.



BAVARIAN DAY—November 3

Time: 11 am–4 pm

For this one day only, Bavaria is *not* an 8-hour jet flight away *but* just a short drive to Excluservice in Rockville. Lothar Schuettler and Franziska Baas have invited club members to an authentic Bavarian festival. There will be Bavarian food (for a nominal charge), drink, music, conversation, and of course, Bavarian cars like the ones found in Bavaria but not in the U.S. (like an M5, M535i, 745i, M635CSi, maybe an M635 Cabrio). Come no matter what the weather. At Bavarian Day, club members will find themselves in a totally German environment. (You may want to take along your "German for Travelers" dictionary). *Auf geht's zur bayerischen Gaudi!*

DIRECTIONS: From I-270 take Montrose Road East to Rockville Pike, cross straight through the intersection and you're on Randolph Road . . . or From Rockville Pike (MD 355) go to Randolph Road and turn East. . . On Randolph Road, go to 3rd traffic light and turn left onto Parklawn Drive. Go through 2 traffic lights, then look for the blue and yellow BMW Excluservice sign straight ahead and to your left (12200 Parklawn, phone 231-5400).

ANNUAL ELECTIONS DINNER - November 15

The annual election and awards dinner will be held at 7:30 p.m. at the Mustache Cafe, 6723 Richmond Highway (Rt. 1 South), Alexandria, VA. Nominations will remain open until the night of the election.

The menu consists of a buffet dinner including fish, chicken, beef, desert, wine, beer and champagne (Cash Bar for mixed drinks). Door prizes, just like last year, will be plentiful. The cost is only \$10.00 per person. You will pay at the door, but advanced reservations are required. Contact Terry Forrest (202-382-4096 days; 202-397-8541 eves) or Les Adams (202-252-4387 days; 703-569-2144 eves). Reservations can be made up to the day of the event.

Directions: Take Beltway 495 to the Richmond Highway (Rt. 1 South) exit, go south on Route 1 for approximately 4 miles. The Mustache Cafe is on the left across from the Beacon Mall.

1985 Calendar of Events

JANUARY

- 2-6 **Auto Show** (Bill Ross)
 26 **J & F Tech Session**
 (Gordon Kimpel)

FEBRUARY

- 16 **Radial Tire Tech Session**
 (Max Rodriguez)
 23 **Blob's Park Beer Hall**
 (Terry Forrest)

MARCH

- 9 **Excluservice Tech Session**
 (Terry Forrest)
 27 **Car Stereo Tech Session**
 (John Sanders)
 29 **(Friday)-Highway Safety School**
 (Gordon Kimpel)

APRIL

- 6 **Tischer Do-it-yourself Tech**
 (Terry Forrest)
 13 **Swap Meet**
 (Bill Riblet)
 21 **(Sunday)—Autocross**
 (Kay Heatherly)
 27 **Driving School Inspection/Heishman**
 (John Hartge)

MAY

- 4-5 **Weekend Driving School/Tour**
 11 **Car Brite Tech Session**
 (Cory Laws)
 18 **Children's Hospital Charity Auction**
 (Bill Ross)
 25 **Memorial Day—Blue Ridge**
Rendezvous—Tidewater Chapter

JUNE

- 1-2 **Children's Hospital Telethon**
 (Bill Ross & Karen Fairchild)
 5 **Der Bayerische Deadline for July/August**
 8 **German Car Fest—Shockoe Chapter**
 (Les Adams)
 9 **(Sunday)—Summit Point Corral**
 SCCA Nationals

- 15-16 **Landover Mall**
Father's Day Car Show
 (John Fowler)

- 23 **(Sunday)—Autocross**
 (Mike Vincenty)

JULY

- 7 **(Sunday)—Summit Point Corral**
Trans-Am Races
 20 **Crab Feast**

AUGUST

- 4 **Tri-Marque Concours**
 5 **Der Bayerische deadline for September/October**
 11 **(Sunday)—Polo Match**
 (Seu Lim)
 11 **(Sunday)—Summit Point Corral**
 17-18 **German Festival/Baltimore**

SEPTEMBER

- 13 **(Friday)-El Cheapo Driving School**
 15 **(Sunday)-Bavarian Inn Tour**
 21† **Quality Car Tech Session**
 29† **Foxfield Races—Blue Ridge Chapter**

OCTOBER

- 2-8 **Oktoberfest, Monterey, California**
 5 **Der Bayerische deadline for**
November/December
 6† **(Sunday)—Winery Tour**
 20† **(Sunday)—Autocross**
 25† **(Friday)—Hotshoe Driving School**

NOVEMBER

- 3† **Excluservice Bavarian Day**
 15† **(Friday)—Election Dinner**
 30 **Do-it-yourself Tech session**

DECEMBER

- 5 **Der Bayerische deadline for**
January/February 1986
 6 **(Friday) Wine & Cheese Party**

† See *COMING EVENTS* on pages 1 & 2
 All dates are Saturdays unless indicated

Other Events of Interest

October 5

Autoy's Annual OktoberFest

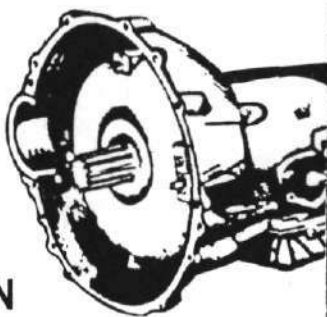
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Monday - Friday 8 am - 6 pm
Saturday 8 am - 2 pm

AREA LOCATIONS

✓ Alexandria, VA. 2000 Eisenhower Ave. (703) 683-8660
(Off I-95 and Telegraph Rd., Exit 2 North)
Dale City, Va. 13871 Telegraph Rd. (703) 491-7141
Fairfax, Va. 2995 Prosperity Ave. (703) 658-7770
✓ Newington, Va. 8195 Backlick Rd. (703) 550-7610
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David Toy
President, Autoy, Inc. & AutoWerke, Inc.

AutoWerke, Inc. has specialized in the repair, maintenance and improvement of BMW and Porsche automobiles since 1978. Over the years we have built a well equipped independent shop, a highly qualified staff, and a reputation for top quality personal service at very reasonable cost.

Customer service and satisfaction are our prime concerns at AutoWerke. We offer personal service instead of the high volume impersonal treatment that prevails at most "service" establishments. We have built our company on return customers' respect and patronage. We also host our annual Oktoberfest to benefit Children's Hospital on the first Saturday of every October.

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President's Message

2001 Not the movie, not the year, but our next membership goal. At the Zone Congress in Atlanta, July 13-14, Club President Bence Boelskevsky asked for a commitment from each of the chapters in order to assure the continued success of the club in the future. I have covered the Congress in more detail elsewhere, but I want to set the tone here by saying, "Bence, you're looking at the first chapter to exceed 2000 members, the National Capital Chapter."

Forget the great prize you're going to win in signing all those new members, don't think about the neat things you're friends will learn in the club; ignore the thanks you will receive for tuning someone in to the excitement in their machine and the skill they have locked up inside; I won't goad you with thoughts of the benefits to the chapter that increased membership and revenues will bring; just think of that number: 2001 — doesn't it have a nice ring to it? The National Capital Chapter — 2001 members strong.

Strength is what Bence was offering at the Congress. I was impressed with his presentation, a statistical analysis of our past financial performance and the need for adequate revenue to publish the *Roundel* and offer our now expected club functions, including support for chapter activities. He indicated that club growth at the national level proceeds at one pace while costs escalate at another. The conclusion of his analysis is that we have in effect, a five year cycle: five years before a dues increase is necessary at the current rate of growth, but a cycle which would lengthen with an increase in rate of growth.

Frankly, while I see the importance of increased membership to the club, I am more excited about the possibilities it would mean to us as a chapter: an infusion of new faces and new friends, new skills and new strengths to make membership more rewarding for all of us. I have mentioned in past columns the sort of benefits we obtain, such as increased revenues to fund events, more negotiating strength in dealing with dealers and shops to resolve your problems, and more people to help keep the club machinery humming. It also means new challenges to the club to satisfy members old and new, and to provide the kind of services members want. Your chapter officers are already thinking of ways to provide new services and improve the functions and events that are the backbone of the chapter now. If you have ideas or plans or gripes or anything at all, speak up, write, come on out, or give me a call.

By the way, we are also trying to devise ways to increase membership beyond signing up members ourselves. You know about the dealer liaison program at the national and local level, and the renewal letters. We also consider the recruiting possibilities in each of our events and hold shows to seek out members on a more organized basis. We still need your help, so do yourself and the club and that Bimmer driver a favor and entice them into joining. Who knows, maybe we will give you an Escort for your troubles.

ATTEN-SHUN! I know there are more than a few members of the club who are also members of the military. To you a personal welcome from me, ex-Captain, JAGC, US Army. Even if you're just passing through, bring out your Bimmer and we'll make you feel more at home. And you might do us a favor. We're always on the lookout for a large parking lot (or runway) for an autocross, so if you happen to manage Pentagon parking (or the runways at Andrews) please call.

Incidentally, you civilian types can help as well. If you or your business have access to a party room or convention

center, we need sites for the December wine and cheese party and perhaps a meeting. Also, if you run a restaurant and would like to host the election dinner, we need you. You help the club and we'll help you.

BIG SHOTS Speaking of the dinner, let me remind you that elections are coming up and we are always willing to share the fun of running the club. Did he say "fun" did you say? Yes, the club officers put in a lot of time and effort to make the events like the Summit Point driving schools and the concours at the German Embassy enjoyable for all. But officers get the pleasure of anticipation in planning the events and of working with friends to pull them off. We get together every two months to see where we are and direct the course of the chapter, plan events and check our attitudes. We also have dinner and drink a little beer. If you'd like to get more involved, give me a call.

INDIVIDUALS With all this talk here of being the largest chapter, looking to the 2001st member, and the benefits of managing this group, it has occurred to me that the sheer size of the organization may be a downer for some members. It's difficult to convey the fact that the chapter is made up of 1400 persons in something as impersonal as a newsletter. The officers of the chapter are individuals out to enjoy their cars, the events and their friends like any other member. And we enjoy meeting and talking with old members and new members at our events. If you are a new member or just moved in the area or just haven't gotten around to deciding which item on the calendar is for you, please just come on out. I don't remember the last time I spoke with someone who thought the event he attended was a bust. We always seem to leave smiling, and I can assure you that the events are interesting. So don't be bashful. There are nothing but good times awaiting you.

COMING EVENTS As usual, I would like to plug some of the events coming up, note some changes (*) and encourage you to come enjoy one of the nicest times of the year in Washington:

- September 13* El Cheapo Driving School—All booked up but come and spectate, help, eat, drink. . .
- 15* Bavarian Inn Tour—A perennial favorite—a beautiful drive, great scenery, good food and a very German afternoon at the Inn.
- 21* Quality Car Tech—Guaranteed you will learn something.
- 29* Foxfield Races—Steeplechase racing in Charlottesville, courtesy of BMWNA and the Blue Ridge Chapter. You must call me FAST if you want to come. Passes are limited.
- October 5* Dave Toy's Oktoberfest
- 6* This year's winery tour has been moved up a week. Would you believe Virginia's champagne district is east of Fredericksburg?
- 20* Autocross—Landover Mall—Be There
- 25* Hotshoe Driving School at Summit Point. You must have completed three schools to drive, but you need no qualifications to come watch, help or soak up the fall sunshine.
- November 3* Excluservice Bavarian Day

Speaking of events, I occasionally hear questions of when we will have our next meeting. If there is sufficient interest, we can arrange quarterly get-togethers with films, speakers,

displays etc. What do you say?

SURVEYED Wow, BMWNA and Bence hit me with their surveys in the same month! The results of Bence's survey will provide us with some insight into whether we're heading in the right directions and maybe some new paths to follow. In some ways, the NA survey was more interesting. I was chagrined to see so little attention paid to the club. If you haven't received one, it is a four page affair with questions about the car, where and why you purchased it, service and the usual "personal questions" (would you believe salary category "\$200,000-Over"?).

With regard to the club, one question: "Do you belong to a BMW car club?" A club? To add insult, there is a list of 48 activities "To help us understand our customers' lifestyles. . ." I read the list umpteen times. The only BMW related activities were "Motorcycles" and "Automotive Work". Oh yes, also "Recreational Vehicle". Hello BMWNA, is anybody home? You sell the "Ultimate Driving Machine" to "Enthusiasts" and this is the best list you can come up with? No wonder there is no sponsorship of racing. No wonder Mercedes is marketing performance in their 190. There could be some lean years ahead if this is the calibre of thinking in Montvale.

On the bright side, question 9 asks: "If BMW produced any of the following models for the U.S." show degree of interest. The list:

A. Higher performance versions (most emphatic affirmative)

B. Four wheel drive (not an RV, I trust)

C. Front-wheel drive (ugh)

D. Station wagon (nice idea, but call it a "shooting brake")

E. Turbo diesel models (this rates an article in itself—would you still sell the 524td, right NA?)

F. Convertible (great idea, but its called "cabrioler") BMWNA also wanted to know if I would like 24 hour toll free assistance (Yes), Emergency towing service (Yes), a quarterly BMW magazine (Yes, but . . .), and a BMW driving school program (Yes, but . . .). In the end I don't know what to make of it. They want to know my activities, but leave out all motorsports, then ask me if I want "Higher performance" and driving schools and magazines, but ignore the club. Wake up, Montvale.

ESCORT SERVICE Karl Hoffman, our coming events collector for this August rag, recently borrowed the club Escort and said, "You know, I bet there are a lot of members who aren't aware of this service." And considering the number of names on the new member list each issue, I'm sure he's right, so listen up: The NCC has two Escort radar detectors to loan to members. So next time you go home to see Mom, or want to slip across the border or hightail it to Oktoberfest, give Max or me a call.

TAILS I'm sure you have seen the club logo sport shirts by now, so I don't have to tell you they look good, all cotton with knit collars and long tails. I can tell you that I still have some, they're \$15 (\$16.50 by mail) and that there are more details elsewhere. And that's the end of this month's "tail".

Les Adams

From The Editor

This is my first issue as your new editor. I hope you find it up to the usual high standards. I will try to bring you as up to the minute information on past club happenings, current events, and news of interest to us as "lovers of the marque." You will notice this philosophy in this issue. We have road tested one of the first M5's in existence, have gotten pictures of the new M3, and prices for the rest of the future 3-series line.

I must admit to being a novice at this newsletter editing stuff, and beg your indulgence while I learn. However, I will enthusiastically attack this task and hope for the best. One thing does cause concern, however. Bernice and Ira Winthrop have been taking care of the typesetting and formatting tasks for two years now. They are due to be relieved of this job very soon. If any of you have the energy, the talent, or just don't know any better (we're not picky), please call me. I will also be calling on some of you personally.

It's been said before, but this is a club newsletter for the benefit of all members of the club. All too often, it appears that this organization exists for the benefit for those of us who faithfully attend most of the events. Believe me when I say that if you don't come out to the events, you are missing out on a lot of fun. I remember the first time I attended an event. I felt a little strange, and didn't know anyone, but the beer was cold, the day was nice for a drive, and I made a few friends. Next time I went to an event, I saw some of the same people, and made some more friends. Now, I'm one of the regulars. If you want to join us, look me up (or any of the names in the front of the newsletter). We will help you "break the ice."

In addition, if you have any comments on the content or format of the newsletter, questions about club operation, or anything else that may be of interest, please call or write.

Cory Laws

Children's Hospital Benefit Autocross

On June 16 the University Sports Car Club hosted the 5th annual Children's Hospital Benefit Autocross. One hundred twenty three regular entrants were supplemented by local "celebrities", and teams from Bill Scott Racing School and the area police departments. The celebrities took their runs throughout the day in a Dodge Colt and three Omni Turbo GLHs supplied by local dealers. The regular entrants gathered "sponsors" before the event and raised over \$6,000 for the Child Protection Center at the Hospital. For his efforts in raising the most dollars, Bill Erskine of the Saab Club won a pair of round trip airline tickets to London or Frankfurt. In addition, Coca Cola and Electrodyne had sales booths set up, with a percentage of their sales going to the hospital. Craven Tire Company had a truck and crew on hand providing service and advice. There were two interesting race cars on display; Bunny Burkett's pink 1600 HP funny car dragster and Josele Garza's '84 March/Cosworth Indy/CART car. For some reason neither was entered in the autocross.

Two side-by-side courses were used—each a mirror image of the other. Competitors took 2 runs on each course. Best



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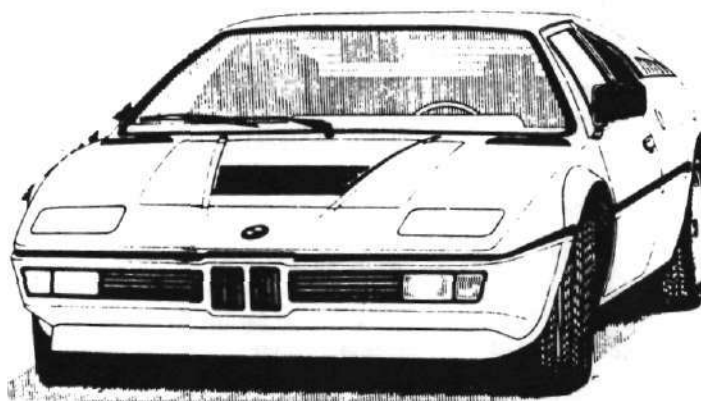
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Gordon Fletcher
Carl Staton**



time of the 4 runs counted. Two cars ran at the same time ala drag-racing or pro-skiing. Imagine two 427 Cobra replicas going at it side-by-side. How about a Prince Georges county police cruiser with sirens and flashing lights being left behind by a well driven sports car. Or Cory Laws in his 530i against a Porsche 944 of all things.

At least 5 NCC members competed: Tom Baruch took 2nd in F/Prepared in his 3.0 CS and Chuck Branscomb was 4th in F/P in his Bavaria. His beautifully controlled powerslides had the large crowd cheering. Cory Laws (530i with fresh paint, alloys and Yokohamas) and Woody Hair (320i) were 5th and 6th in E/Prepared. Kay Heatherley drove her Honda BRX to 2nd in A/Stock.

Our club had been asked to host this prestigious event but had to decline due to lack of expertise in running such a large, all day affair. Perhaps we should have at least volunteered to help USCC as many other local clubs did. Maybe next year.

Woody Hair

June Autocross

Okay. Here's a question for all BMW Club members and associates. What major club driving event occurred at Landover Mall on June 23 that was thrilling, competitive and extremely cheap? If you answered "the 5th autocross in our current series," then consider yourself a person "in the know." Yes kids, we're talking Max Rodriguez and Woody Hair in hot pursuit of the fastest time in modified class. We're talking our esteemed President, Les Adams, coming flat out around an outside left sweeper, blowing pylons in every direction (and looking very good at it!). We're talking famed hot-shoe Dr. Terry Donohue coming up with 10,000 hysterical reasons for not winning, due to his not having autocrossed in twelve years ("I blame slow times on my seat covers" . . . Ha!). And yes, we're talking Max Rodriguez getting his fastest time of the day and then taking out half of the stop garage pylons. Very frustrating, but oh what a feeling! We're talking David Sossamon looking very fast and smooth in his gorgeous black 320i and not looking any less attractive out of his car in his new BMWCCA shirt prototype. (These new shirts are really a must for any groovy club member.) Later in the day, we were even talking an appearance by Sandy "The Buzzard" from Quality Car Services. He brought out a beautifully restored 1972 2002 that is for sale. Last, but not least, we're talking no Gordon Kimpel again. Oh well.

The day began with my usual coronary thrombosis when I drove up at 8:30 a.m. and found three cars apparently abandoned in the middle of OUR lot. These would not make good obstacles on an autocross course. After a few irrational fits and help from our beloved lot benefactor, Henry Wizenburg, all was well by 9:00 a.m. Things began to happen quickly once the course was set up. Arriving competitors took one look and thought it appeared quite challenging. Here's a little hint on this perception. For some reason, each new autocross course I look at seems just that way. It is partially a dread of failing to navigate a new course that always make it seem impossible. A good point for our BMW club series is that you are allowed two practice runs and as many "walk-thrus" as time allows before the three official timed runs. Surprisingly, very few people actually went off course. By now we've all done it wrong several times so no one criticizes a driver that gets lost. I've been autocrossing for three years and in the beginning I was more "off-course" than "clean run." This year, after

about twenty events since January, I had my first off course . . . at our event. Of course a few close friends might rib you about it, but that only serves to push you harder to do it right the next run. So really, having momentary brain-fade happens to us all; no big deal.

Do you want to hear about the course? Okay, I thought so. It began with the usual standing start, up a slight incline to a three cone obstacle where you had the option of dodging either left or right before entering a semi-tight right hander. This was fun because if you went into the obstacle block correctly you could carry a lot of speed and slightly scrub it off for the turn. Next came what I called the "Bloop, Bloop". You had to slightly dip the car in and out past a two cone barrier. This was difficult at speed due to the necessity of having your car absolutely straightened out just before the dip. If, when coming out of the previous right hander, you weren't looking ahead, the camber angle would not allow the car to take any dip that could be controlled. The BMW certainly shows its superior handling capabilities in such a test. From this point the driver swept around the course perimeter, past the starting point and then uphill across the middle of the lot. Next came a tight left hander and a high speed circle of the course perimeter in the other direction, again with the three cone obstacle and the "bloop, bloop." Finally, back across the middle of the lot at speed and a tight right that had some cars entering the stop garage somewhat sideways. I summed up the whole thing in my mind by repeating "all the way around, up through the middle, all the way around, down through the middle." This seemed to work, with a few minor caution points engraved into this mental picture.

One competitor who looks very good at this sport is Chuck Branscomb. He expressed frustration at feeling that he was thrashing his '72 Bavaria too much. To that I have learned that autocrossing is very different from running on the track. In autocrossing everything happens so quickly that going full tilt does not necessarily a winner make. Four-wheel drifts, powerslides, and spinning wheels cost you time on the clock because of lost traction. Autocrossing is very classy in that the sport demands subtlety and finesse which consequently results in smooth speed. In light of this, if you are interested in improving your skill on the track, autocrossing is excellent for refining lines and realizing car control in the context of low, non-dangerous speeds. If track racing isn't where it's at for you, then autocrossing is a good means of improvement in street driving due to similarity of speeds. Learning to dodge pylons is certainly a lot cheaper than practicing with trees or vehicles.

Thanks to all those wonderful people who helped me through a tough day as O.D.. Raine Mantysalo was one who helped at everything. Pylon-masher Les Adams fried to a crisp while monitoring the course and saved my life by picking up pylons at the end of the day. (I think he was secretly hoping to pilfer the ones with his tread marks as souvenirs). Terry Forrest was his usual efficient self as chief registrar and fee collector. I know he wanted to run, but was kept too busy with other chores. Thanks Terry! Max helped by being cooperative, giving instructions and by making a sensitive dedication of the event to the TWA hostages. Julia and Jerry Ishmael, Terry and Lynn did an excellent job of timing and posting scores. Gary Toyama is a regular competitor whose car was in the shop (getting a hot engine installed). He came out just to help. Glenn Sims came out looking like a representative from G.Q. He provided stark contrast to the O.D. whose hair sticks out in every direction after the helmet treatment. These are just some of the people involved in putting on an event of

this nature. We do need some new faces in October.

Our extra special thanks also involves some bad news. At our annual general membership meeting in November 1983, Michael Vincenty urged the club to get re-involved in this fun aspect of motorsport. Well the club put it on Michael to find a suitable parking lot and get things organized. He did the impossible and has designed our courses and teched our cars at every event. Today, Mike announced he will soon be moving to Oakland, California. I could hardly look at him all day without wanting to cry. I miss his help and support already. The Golden Gate Chapter's gain is definitely our loss. Michael, our best wishes to you always.

I must now make an urgent plea for a course designer, tech inspector and any leads on potential parking lots. With 1400 members, we should be able to come up with something. It is up in the air whether Landover Mall will be available to us next year. I'll be blunt and say that if you don't help, I cannot do this alone. The club could lose a major source of low-risk driving fun. Please call me with any constructive ideas at 949-1326 (mornings only). The last autocross for this year will be dubbed "Learner-cross." We plan some changes in our format and to have some expert instruction and discussions. Please note that the date has been changed from August 25 to October 20. Check the coming events section of *der Bayerische* for more information.

Amanda Kay Heatherley

Zone Congress

Cory Laws and I attended this year's joint North-South Atlantic Zone Congress in Atlanta on July 13-14. The Congress is the annual meeting where your chapter officers exchange views with the national officers and other chapters, both to chart the course for the BMWCCA and to seek assistance or share information among the chapters.

The Peachtree Chapter members were most gracious hosts (Thanks Bill, John, Kay . . .) The chapter provided a welcoming reception at the Terrace Garden Inn in the heart of Atlanta and they really loosened up the delegates. Highlight of the weekend socially was a dinner of barbecue (ribs, beef, Brunswick stew) on the banks of the Chatahoochee. Peachtree Chapter members joined us for a caravan of over 40 cars to the site. A great evening and a good opportunity to discuss the club with our national officers, Bence Boelcskev, Stan Simm, Marsh Wilson, Rich Meltzer and Phil Marx. The club is in good hands.

I have already alluded to some of the business of the meeting in the Message (ponderous title, that), increasing membership to assure club stability. Here are some of the other items on the agenda:

Insurance. The club is protected by a liability policy obtained by the national office. We obtain a rider for each driving event. The importance of that was impressed on all the chapters. The NCC always errs on the side of excess coverage.

Chapter standards. With so many members and so much energy in the NCC, we lose sight of the fact that there are a number of small chapters trying to make a go of it. The minimum standards are the guidelines of what a new chapter must do to be recognized and receive support from Cambridge. We discussed what minimum activities should be required for a new chapter to receive standing, funds and support, and what remedies are available to help them.

Dealer liaison program. This project to encourage dealers to solicit members for the club is under way. An attractive,

very professional brochure and application has been distributed to the dealers through the chapters. The national program, which has the support of BMWNA, is geared to attract new members in large numbers and to reach buyers who may not be familiar with their new car's capabilities (or the club). The names of the ambassadors in the NCC were published in the May-June *Der Bayerische*. We recently held a meeting of the ambassadors to discuss dealer relations and service to members, based on suggestions received at the Congress.

Club computer. The new DEC computer should be on line as you read this, assuring greater accuracy in our circulation department. Bill and Dee Ross have had to manually alter our membership list, up to this point. The new computer will allow us to expedite changes to the list.

Driving school instructors. A program to certify or otherwise acknowledge driving instructors around the country was suggested. While it met with mixed reactions, the NCC will proceed to acknowledge the capabilities of our past instructors.

The Congress also discussed types of events, availability of films and speakers, and holding more multi-chapter events. We plan to hold a nation-wide charitable effort next year.

If you have any questions regarding the Congress, the national organization, or comments you would like me to forward up the line, call or write. I'd be happy to hear from you.

Les Adams

Concours Draws Hundreds

The Second Annual Deutsche Marque Concours, held on Sunday, August 4, 1985, drew three to four hundred persons to the Embassy of the Federal Republic of Germany in Washington, DC. The concours featured some of the finest maintained examples of the BMW (see list below), Mercedes Benz (e.g., a gullwing and a limousine), and Porsche (e.g., a 356 GS Deluxe and 930s) marques.



Photo by Raine Mantysalo

The grounds of the German Embassy, on one of our most beautiful August weekends, provided an attractive, picturesque setting for the concours. The catered continental breakfast for entrants and their guests got us off to an early start. By noon the judges were briefed and were about to inspect the cars. Our overall judges, Mr. Edwin Blankenburg and Mr. Juergen Muhr from the German Embassy, were ably assisted by a representative of each Club (e.g., Joe Schiavone for BMW). The Mid-Atlantic Region of BMWNA supplied three judges: Mr. Phillip Caposella (Manager), Mr. Doug

Studer (Customer Relations), and Mr. James Williams (Service). Each worked very hard at this difficult assignment and did an outstanding job. The crowd sipped lemonade, reached their own conclusions and awaited the announcement of the awards.

In the afternoon, we retired to the Embassy's large ballroom for a wine and cheese reception with Dr. Theodor Wallau, Minister and Acting Ambassador. Phil Marx, South Atlantic Zone Governor, an entrant and honored guest, represented BMWCCA. Dr. Wallau, who had rearranged two appointments because things were behind schedule, opened the reception by welcoming all members, guests and other embassy officials who were on hand. His words of welcome were warm and his enthusiasm for fine automobiles was apparent.

The judging had been difficult with so many well prepared cars. The Porsche Club of America (PCA) came on strong with 15 entrants, as did the Mercedes Benz Club of America (MBCA) with 14 entrants. Not to be outdone, BMWCCA, in consideration for having organized the event, had 21 cars. Dr. Wallau announced the best overall car (280 pts.), a Blue, 1969 280 SL owned by Fred Repass, and presented him with the *Ambassador's Award*. Mary Krempasky and Sandy Languis, Presidents of MBCA and PCA respectively presented their awards, including best of marque to the 1955 300 SL-gullwing (276 pts.) and 1984 930 (266 pts.). Les Adams, Chapter President, congratulated all of the entrants on a fine competition and presented the prizes listed below:

Best of Marque—1978 320i Mike & Monica Thomas (270 pts.)

Class I

72 2002	C. Unterkofler/ J. McWilliams	1st Place (254.5 pts.)
73 2002	N. Saridakas	2nd Place
73 2002tii	J. Ryland	3rd Place
74 2002	J. Fowler	
72 2002tii	J. Estep	
76 2002	L. Baskerville	
76 2002	A. Bolden †	
74 2002	J. Schiavone †	

Class II

79 633	L. Masten	1st Place (235.5 pts.)
78 530	J. Hirschfeld	2nd Place
73 3.0 Cs	C. Richardson	3rd Place
77 530	C. & V. Verdi	
72 3.0 Cs	M. Schiavone †	

Class III

85 M5	L. Schuettler	1st Place (266.0 pts.)
82 320	D. & S. Lim	2nd Place
83 320	K. Hoffman	3rd Place
84 325	J. Hartge	
83 633	F. Spellman	

Class IV-Classic

38 327	L. Schuettler	(Included Porsche &
70 1600	P. Marx	Mercedes)

†Not judged

The scores for cars overall and within classes were close (e.g., Hoffman and Lim were separated by ½ point). Last year's best BMW retained that honor this year. Frank Spellman (633) and Lothar Schuettler (327), both winners in Richmond's German Carfest, gave others a chance at this event.

Our Second Annual Deutsche Marque Concours (the first at the Embassy) was a success! My thanks to Ron Gordon



(PCA) and Mary Krempasky (MBCA) who worked with me as OD from their Clubs. The efforts of Lothar Schuettler, who established initial contact with the Embassy, Edwin Blankenburg who obtained the necessary approvals and Dr. Wallau and the other officials who unselfishly gave their time, made this event possible. Perhaps the best characterization of the Concours is that it was a social affair in support of a common interest—enthusiasm for German cars and an opportunity to improve international relations between the citizens of two great nations. With luck, next year's Concours, hopefully at the Embassy, will be even more successful.

Bill Ross

Car Corral, Summit Point Trans Am



No, not a spectacular crash, just the halftime aerial show

Photo by John Hartge

The Trans Am races are the biggest event of the season at Summit Point. True to form, the largest crowd ever was on hand for some exciting racing. I arrived early to be greeted by many who had gotten there even earlier. The day was spectacular; not too hot, but excellent tanning weather with a good breeze for several of the ladies who graced us. The crowd was even treated to a display of aerial acrobatics at lunchtime.

The first race of the day featured the Supercarts; go-carts that turned lap times in the 1:25 range, reaching speeds in excess of 100mph. It was something to watch! I got my start

in go-carts, but still had to stretch the imagination to deal with those times. I would've liked to have had the chance to try one out!

The main event was a good one. As usual, Paul Miller in his Porsche 924 Turbo Carrera had the pole position. Also as usual, he ended up with a DNF due to a failed CV joint. I'm sure many race fans feel for him. He was running very well, leading the race for many laps, but the Capris of Willy T. Ribbs and Wally Dallenbach Jr. were causing him trouble. Eventually Willy T. took the lead and pulled away from the field once Miller dropped out. Ribbs won, with Dallenbach taking second, and Tom Gloy capturing third. Elliott Forbes-Robinson, whose Buick is pictured here, took fourth place. Crowd favorite Paul Newman finished fifth.

We had decided to try something different this time, buying a keg of beer instead of the usual multiple cases. All participants seemed to thoroughly enjoy the change, until we kicked the keg at about 2:30. Fortunately, most of us had consumed enough by then, and the soft drinks were a welcome relief. In all we had a crowd of about 20 cars, and 50 people. To those who've never been to Summit Point, you're missing a good time. Come on out and join us next time.

Cory Laws

Crab Feast—1985

The annual Crab Feast was once again a lot of fun for all who attended. Seven bushels of crabs and two kegs of beer were consumed by the 75 people who attended this year's event at the lovely Cosca Regional Park in Clinton, Maryland. A special thanks once again goes to Barry Miles and friends for providing the beer and recreational equipment, and to Gena Crab House for the large crabs. Finally, we discovered that BMW enthusiasts may drive well, but when it comes to "horseshoe throwing" a lesson or two is needed. Isn't that right Glenn Sims?

Mike Diggs

Learning To Drive Abroad

Some of us who are frequently seen at Summit Point have always wondered what it would be like to try out another track.

I spent two days at Mosport, Canada in July last year. My favorable comments (and enthusiasm) was enough to convince Max Rodriguez and Larry Masten to go with me to this year's school. Lori Andrews (Max's future better half) came along for the ride.

A lot of classroom time was incorporated into the activities of the first day; to some of us it was all too common and perhaps could have been used better. Instead of two groups, the students were divided into four heats according to the number of schools attended (at Mosport and elsewhere) and the description of the car (a lot of non-BMW's were allowed to run).

The track, unlike Summit Point, has very little run off area making high speed driving a lot more demanding. A couple of blind turns with considerable elevation changes make it rather exciting, not to mention the sight of rapidly approaching concrete walls. I had the experience of viewing one of them in my rear view mirror while travelling backwards



Who says hard driving's easy?

during a complete 360. I was fortunate enough not to leave any red paint to witness this off course maneuver.

The length of the track is 2.5 miles including two straights; the back straight being extremely demanding on the available power. Half of that straight is under full acceleration with the road climbing and then finally changing to downhill where speeds of well over 100 are very common. After the rather boring stretch you find yourself hands full of braking and double clutching to get ready for the approaching esses.

It is a fine track that demands a lot, but on the other hand is very rewarding. Going out of town to a driving school is a good way to learn, but there's always that thought in your mind, what if. . . Needless to say, it's a long walk home.

Raine Mantysalo

Recommendation

I highly recommend the work of Reddy Motors, Inc. 15287B Frederick Rd in Rockville, MD. I have entrusted my car to them for a variety of repairs and have found their work to be outstanding and their prices reasonable. I particularly recommend their body repair work. Mr. Kanney Choi, the owner, is a superbly skilled craftsman from Korea who can actually repair many malfunctioning parts rather than replace them with new ones as most repair shops do. Since he won't touch your car unless it is something well within his capability to do well, bimmers cannot go wrong stopping by for an estimate.

William S. King

Dear DeBbie

Dear Bayerische,

I just received your July/August issue. You all do a great job and I look forward to each one. Having "been there" myself, I know how much time and dedication it takes. On page 8, I was very impressed with the coupe photo (copy enclosed.) If I could get an original print, I'd like very much to put it in my Roundel file for possible future use. It's a beautiful shot; just enough blur, uncluttered background—more people ought to see it.

Yale Rachlin

P.S. Be sure to credit the photographer!

Dear Yale:

DeBbie doesn't often get called by her formal name, but I do appreciate the praise. The picture you requested, Gordon Kimpel's M635 starship at warp speed at Summit Point, is on the way. By the way, if you like reading *DB* so much, why don't we do better in the newsletter contest, huh, Yale?

DeB

Dear DeBbie:

I'm new to the National Capital Chapter. I wasn't very active in my chapter back in Texas and I'd like to avoid that mistake again. What events would you suggest for a young female 318 pilot?

Yellow Rose

Dear YR:

I would say that is a strange question, but let me be more hospitable. First of all, no member should feel unwelcome at any event. We have 318's in our driving schools and auto-crosses, and in car shows and tours. We have women members participating with and without their spouses, housemates or hangers-on. And it's a great way to meet people in the area (not to mention men, if you know what I mean). So come on out. Try the tours this fall and get to know the area as well.

DeBbie

Dear DeB:

I've got a '77 320 with tranny troubles. Who in the area works on transmissions? I'm also interested in the possibilities on converting to a 5-speed.

Gravel box

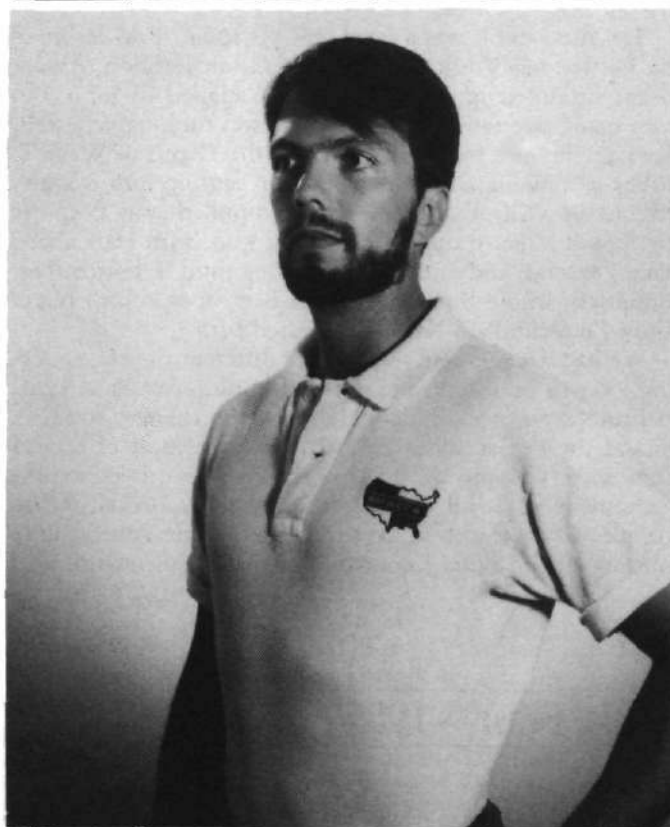
Dear GB:

Any of our advertisers who service BMW's will check out your 4-speed and the area dealers can offer you factory rebuilds on exchange. Two independent shops who have shoehorned 5-speeds into 2002's ought to be able upgrade your 320 in a flash. Try Quality Car Service or J & F Motors. Their ads are here somewhere.

DeB

Got a problem? Feeling incorrect? Mad as Hell, etc.? Write Dear DeBbie at PO Box 685, Arlington VA 22216.

Why Is This Man Smiling?

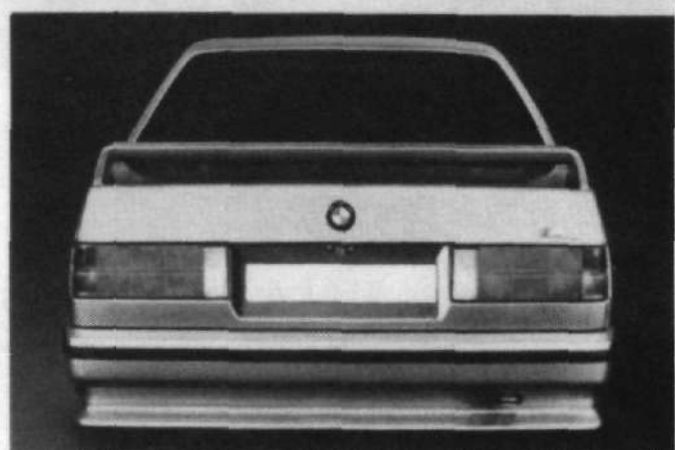


Because he got the first of the chapter's new club logo sport shirts, but there are plenty left. They come in navy blue or white, with the logo embroidered on the chest. The white are all cotton, the blue are poly/cotton, and both feature knit collar and long sports tail. The price is only \$15 (\$16.50 by mail); sizes are small, medium, large and extra large and they are cut large. You can get them at any club event or by mail by sending your check, payable to "BMWCCA-NCC", and the number, color and size, to Les Adams, 6500 Park View Court, Springfield, VA 22152.

Tech Tip

A lot of people have asked me how I manage to keep my engine compartment so clean. My usual response is that if it doesn't get dirty in the first place, it's easy to keep it clean. The biggest source of underhood dirt is leaking oil. This means both oil that leaks from the engine, and oil that leaks from the can when you add oil. To solve the first problem, keep the head bolts torqued properly, and make sure the valve cover gasket is in good shape, and the valve cover tightened. To avoid pouring oil all over your clean valve cover, use a standard can opener to punch two holes in the can, one full size hole, the other about 1/4" or so. Cover the small hole with your finger until the can is in position over the fill hole. Slowly release your finger, and the oil will pour without splashing, just where you want it. Voila! No mess.

Cory Laws



From the Rumormill

1987 should be a good year for BMWs in the United States. It is rumored that BMWNA will import the new 7-series V-12 (747i?), the 3-series Cabriolet (full convertible), the M635CSi, and the 16 valve M3; that's the 4 cylinder version of the M-Power engine. The Motorsport engineers simply sliced 2 cylinders off the big 286HP 24 valve 6 cylinder, leaving 2.3 liters and 195 horsepower. The M3 is virtually certain for U.S. certification. Even the German models come equipped with catalysts and the instrument panel warning NUR BLFIFREI SUPER (Only Unleaded Premium). Maybe the international clean air hot rod is here. And, the M3 might be the only 4 cylinder BMW sold in the U.S. The hot rumor all summer was the phase out of BMW's 1.8 liter 4 cylinder, with all 1986 3-series cars in the U.S. to be 325 models in varying levels of trim. These would be equipped with the Eta engines—2.7 liters tuned for low-end torque (170 ft. lbs. but just 121HP). In Europe, the new 325i (not e) is the 323i's replacement—a little more bore and stroke and 2.5 liters tuned for high end horsepower (171HP, but torque similar to the Eta's). The 325i will be available in four versions; 2-door for \$11,000, 4-door for \$11,300, 4-wheel drive for \$14,200, and Cabrio for \$13,900. Base prices are estimated at current rates of exchange (Aug. '85). Pricing for the M3 is uncertain, but we estimate roughly \$21,000. For those interested, a 324d (non-turbo) will be available in the \$9,200 range.

John Hartge

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The Marvelous M5



This is my first road test. What a way to start! In a word, WOW!! In preparation for the test of Lothar Schuettler's M5, I spent the day in my 530i, testing acceleration in different RPM ranges etc, to establish a fairly standard baseline. If you've been to the Trans Am race at Summit Point or the Deutsche Marque Concours at the German Embassy, you've already seen the M5. If not, go back and look at this month's cover.

Raine and I arrived at Excluservice, were greeted by Lothar and given some encouraging words; "If you wreck it, don't come back. Just shoot yourselves or leave the country." With that, we were off.

My first reaction, was that it seemed just like a 533i, except for the growl emanating from under the hood. It took a few minutes for that impression to change. Having driven 6 cylinder BMWs for 10 years, I'm very used to their smooth power curves. The M5 was identical in that respect; silky smooth. But oh, that growl! Once the engine and differential oil temperatures were up to normal, we began our work in earnest.

We turned north onto 270 and began working through traffic. Once we hit an open stretch, I made liberal use of my right foot and reached 220KPH (136MPH) in record time. The differences began to show. Not only is this car obviously quick and fast, but it is rock solid. Without a speedometer (or other moving reference points), a passenger (or driver for that matter) would have no idea of the actual speed. This is truly a delightful car to drive. Before we had really gotten settled, we were in Frederick, heading east on Route 80; a nice open country road with short passing lanes. How comforting to have the power to pass anyone, anywhere. And oh, that growl!

Making a very quick turn south onto Route 75, we noticed a bit of oversteer. I think it was a combination of three things. The turn was slightly off camber, I was accelerating through it (thus inducing a little power oversteer), and the gas tank was only half full, so the rear was a little light. In retrospect, I should also have checked tire pressures before leaving Ex-

cluservice, but didn't. Steering is very accurate, with light to moderate effort. There is excellent road feel; it seems that each wheel provides independent feedback through the driver's seat. The ride is very firm, but not harsh. Minor imperfections melt away, but there is all the control in the world over larger bumps. The ABS brakes seemed to be having a little trouble (the fronts locked twice), but we never lost any control.

As with most other BMW models, there was no press announcement for the M5; rather a memo to Dealers dated 12/6/84. It is available for limited production only, is targeted for competition, and must be ordered directly from BMW Motorsports. Any color and interior combination is available, and all options are handled on an individual basis. Each M5 that rolls out the door is customized to its owner's preferences. Standard features include 220/55 x 390 TRX tires on BBS wheels, anti-lock brakes, a Getrag 5-speed sport transmission (with a very tall overdrive), and a 3.73 rear differential with 25% limited slip. Top speed is 258KPH (160MPH), 0-62mph is only 5.8 seconds away. Base price for all this is DM 80,750 (about \$28,500).

The car we tested seems to be the third one made. It's black with beige upholstery and carpets. It was custom fitted with Alpina front and rear spoilers, 240/55 x 415 TRX tires on black centered 3-piece BBS wheels, digital engine and differential oil temperature and oil pressure indicators, a special Alpina 24 gallon fuel capacity, plus a 200-watt stereo.

To sum it up, the M5 is an outstanding automobile; quick, nimble, and powerful. The creature comforts are first class also, although I would have all dash and console pieces the same color instead of contrasting colors (the lower dash and console matched the beige interior). This is a serious car for a serious driver; not to be taken lightly. It will test your discipline, and that lacking, your radar detector or your wallet. Fortunately the engine talks to you constantly. Unfortunately it's saying "Come on, let's go!"

Many thanks to Lothar for this special treat! I look forward to future test drives of other exciting models referenced in this issue.

Cory Laws

Photo Time

January may seem far away, but the D.C. Auto Show will be upon us before we know it. To avoid the Christmas rush at the photo store, I would like to start now to compile the photos, negatives, and slides for our club display. This year I would like to use 16" x 20" photos on the display instead of the 8" x 12"s we used last year. I need almost one hundred photos and slides to make the display complete and to help make the show a success. Last year we signed up close to 100 new members in just 7 days, making us the largest chapter in the club. Please contact me as soon as possible to make arrangements for pick up of your material.

John Fowler
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My Four Wheeled Friends, Part Two



Photo by Cory Laws

In the last episode, I described my indoctrination into the wonderful world of foreign cars. Now, having acquired one of the finest models to be had, it was time to transform it into a proud example of the Ultimate Driving Machine.

To begin, I feel it important to describe the pre-restoration condition of the car. My 530i was manufactured in October of 1974, and has been driven over 170,000 miles, 130,000 since I bought it in 1977. Despite the high mileage, it is in excellent shape mechanically, but the years had taken their toll cosmetically. I had very bad rust in three of the doors, a large hole in the passenger side floor, and the usual "dogleg" rust etc. In addition, the car had suffered through a few parking lot mishaps and a bad paint job a few years ago.

I delivered the car to John Estep, owner of E&E Auto Body, on May 6th, the day after our driving school weekend. Since he is located near Harrisonburg, it was fortunate that he had a car for me to deliver to a DC area customer. Restoration took a total of three weeks. I ended up having to replace three doors and a fender, as well as the front bumper. I also replaced the cracked front windshield and the back glass (due to poor defrosting). All chrome on the car is now new, as is all weatherstripping and rubber seals and gaskets. John and crew were very excited about doing the restoration on my car since they had not yet done a complete job on a 5 series. Aside from the rust mentioned, it was in otherwise great shape, and would not cause serious problems. They had started their work almost before I was able to leave.

The car was stripped to bare metal, the new doors were assembled, and the hole in the floor was repaired. The glass was removed along with all trim (lights, bumpers, chrome, everything). Parts were painted prior to reassembly to assure that there were no bare spots. After all the exterior work was done, John shot a coat of black lacquer to check for imperfections. Now satisfied with his preparation, he removed the lacquer and applied four coats of acid primer, and an epoxy sealant.

At this point, I visited John to see how things were progressing, and was very pleased with the results. I dropped off new fog lights, an air dam and an automatic antenna for installation. They were planning to paint the car that day, but I didn't have time to stay and watch. Not only was the outside to be painted, but John also does inside the hood and trunk, all door jams, and even the engine compartment (without removing the engine). There are eight coats of paint on the

car; four color coats and four clear coats of hand rubbed Permachron. New cars should look so good! The final touch was a thorough Waxoyl rustproofing.

I picked up the car, and was thrilled with its new look. Although I didn't change the color, I hadn't seen it looking as it should for years. The first official outing for it was to the German Car Fest in Richmond. By the Landover Mall car show, it had been treated to new wheels and tires. Aside from a few minor details here and there, I don't foresee doing anything else but driving and enjoying my "new" old car.

As with any major job, there are always minor details to work out, but John has been very helpful and cooperative. He is very concerned that his customers are truly satisfied, and keeps asking how you feel about his work. If you are in need of body work large or small, I would recommend that you check with John. His prices are lower than you will find in our high rent area, and his work speaks for itself. Come out to some of our events and look for yourself.

Cory Laws

Membership Drive Results

The results of the 1985 Spring Membership Contest are in! During the contest period, which ran from April 1 through June 30, 186 new members joined the Chapter. Fifty individuals entered the contest—most however, with only one new member. While we retained our position as the largest BMWCCA chapter, our numbers slipped slightly, due in part to slow renewals. The Boston (number two) and New York (number four) chapters have openly challenged us and threatened to unseat our standing. We can't take this lying down!

As you may recall, first prize for the contest (10 or more new members) was an Escort or Passport radar detector, second prize — a BMW M-Style Sport Bag (donated by BMW of Fairfax), third prize — a pair of Blaupunkt speakers (donated by J & F Motors, Ltd.) and fourth prize (three or more members) — a BMWCCA Beer Stein. *Results:*

Individual		Other	
Gordon Kimpel	5—(Sport Bag)	D.C. Auto Show	10
Alan Bolden	4—(Speakers)	Excluservice	8
Raine Mantysalo	3—(Stein)	VOB BMW	6
Glenn Sims	3—(Stein)	BMW Fairfax	4
Clayton Klemm	2	Road & Track	4
Gilbert Page	2	Anton BMW	3
Ted Yen	2	J & F Motors	3
		Tischer Autopark	3
		Car & Driver	2
		Genderson BMW	2
		Heishman BMW	2

Congratulations to the winners, our sincere thanks to all who entered. Let's see if each of us can come up with some new techniques (short of using gun point on the freeway) for the next contest—we have to be able to give away that radar detector! In recognition of the almost single handed effort of Ira Rosenzweig at VOB BMW and Don Miller at Excluservice, we have awarded each a BMWCCA Beer Stein. Our thanks to them and all our other fine supporters for their efforts. Perhaps for the next contest we can have a competition among the advertisers and supporters. With an assist from BMWNA and BMWCCA through the Dealer Liaison program, we may find dealers other than Genderson BMW offering memberships to new car buyers; salesperson stuffing new car packets; parts managers with displays at their windows; and cashiers attaching applications to repair orders.

Bill Ross

Tischer Autopark

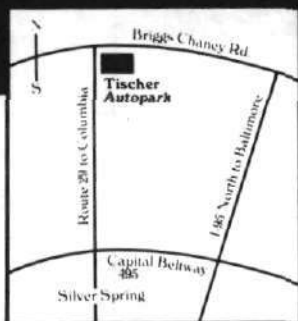
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One of the many joys of owning a BMW is finding a shop you can count on for honest, reliable work, at a fair price. It takes a lot of close scrutiny and comparison to finally nail down the place that will bring peace of mind and trust. I tried every shop you can mention and I learned that beyond a doubt, Autohaus Tischer is *really* a quality place to buy and service a BMW.

Rudy Tischer is never too busy to take time for his customers and one can sense a genuine sincerity in the way he deals with each customer.

My mechanic, "Bud," at Tischer, has always been of great help in isolating and efficiently repairing whatever was needed. This of course is translated into less cost.

My sincere gratitude to Mr. Tischer and all you crazy, wonderful club members, for a truly pleasurable BMW experience.

Amanda Kay Heatherley

"Just Cruising"

Are you a 733i owner who gets tired of reading the articles in this newsletter about racing? Well, I for one am! I want to talk about the smooth ride, luxury, roominess, and power of the 733i. We may not be very quick off the blocks, but once we get going, WATCH OUT! The 733i was once described by one of the well known car magazines, as the Superman of cars. On one hand the car is meek and unassuming and portrays a nice family car while it's other personality is one of strength, speed, power, and endurance. If my 733i were to turn into a football player, it would be no one but the legendary "JIM BROWN." If the 733i were portrayed to music, the car would respond from classic Bach to Michael Jackson's "Beat It." Finally, for you 733i owners who have not had your ride on the highway, this is the true terrain for this car. As you slowly press your foot to the pedal, the car smoothly becomes one with the road. The 3,200 lbs. of pleasure begins to purr as the car approaches 120 on the speedometer. Your wife, not realizing how fast you are going until she glances at the speedometer, looks at you and says, "Honey, what are you doing?" and you reply, "JUST CRUISING!"

Mike Diggs

June Autocross Results

Of the many cars that showed up at Landover Mall on June 23, sixteen BMWs and seven "X" cars took the \$7.00 plunge for 2 practice runs, 3 timed runs and limited fun runs. In the Stock BMW class the top 4 cars all had a best run within one second of Art Sanders' leading 48:47. Newcomer Stewart Street in a beautiful red 318i had to be Mr. Consistency—his 3 runs varied by a total of 5/100th of a second. Of course later in the day he took a fun run with a female passenger and im-

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CORNER WORKERS NEEDED: Take off a beautiful Fall Friday and come to wonderful Summit Point.

WHERE: Summit Point Raceway, Summit Point, West Virginia—only 1-1½ Hrs. from Washington

WHEN: Friday, October 25, 1985—7:30 a.m. Tech Inspection.

HOW MUCH: \$35 per driver—includes lunch.

Please Check:

___ \$35 enclosed—one driver—Must have attended 3 or more schools

___ \$70 enclosed—two club members sharing same BMW—Both must be experienced

___ 3 schools or more.

Name(s):1) _____ Club _____

Name :2) _____ Club _____

Membership #'s _____

Address _____

City _____ State _____ Zip _____

BMW Model _____ Color _____ Year _____

Modifications _____

Previous driving school experience 1st Driver _____ 2nd Driver _____
(At least 3 previous schools)

Number of people in your group (+ YOU) _____ Phone (H) _____ (W) _____

MAKE CHECK PAYABLE TO: NATIONAL CAPITAL CHAPTER

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-----IMPORTANT-----

You must have the tech sheet completely filled out by a recognized mechanic,
with any problems corrected, *before* you arrive at the track.

COMPLETE AND MAIL THE APPLICATION FOR DRIVING AND HELPING

HELPERS URGENTLY NEEDED!!

I will help _____

I am bringing _____ people to help

-----IMPORTANT-----

A self-addressed legal sized envelope, with \$.39 postage, *must* accompany your check and application so you can be mailed your tech sheet. No S.A.S.E., no drive! This tech sheet will confirm your registration or place on the waiting list. *Maximum 40 drivers.*

Workers will be enjoying lunch on the club.

BMW's given first opportunity to register.

Full refund before September 5.

proved his time by a full second. Bill Riblett showed up late and tried to run without the benefit of a walk-thru. The result was 2 excursions off course (OC).

Top spot in the Modified BMW class was a David and Goliath battle with Chuck Branscomb's Bavaria nipping Les Adams' 2002 by 2/100th of a second! I couldn't help but feel that once Terry Donohue learns to control the power in his 2002 ti on a tight parking lot as well as he has done on the track, he will be the one to beat. Again, I could only claim fastest 3 series of the day. (What do you mean there's no trophy for that?). Thanks for retiring your 320i Kay. Cory Laws' beautifully refurbished 530i was apparently having handling problems. Max suspected the adjustable rear sway-bar was set too stiff.

The "X" Car class (where was Ira's Citation) and Fastest Time of the Day was claimed by Mike Smith in a VW Rabbit GTI. Someone known by various aliases was 2nd in her black Honda CRXsi. I don't think it looks that fast. Klaus Hirtes put in his usual all-out effort in the huge Mercedes Turbo-Diesel. Look out if he ever gets one of the forthcoming MB 300Es. Why can't we get any 7 series cars out to show Klaus the light? Craig Singhaus thrilled us with a powerful 1965 Shelby-Mustang. After his first 2 runs I suggested to him that he try using 2nd gear instead of just 1st. It helped.

The following times are listed best to worst—not by 1st, 2nd and 3rd runs. Times include 1 second penalty for each pylon displaced or destroyed (# in parenthesis).

STOCK BMW

Art Sanders	48.78	Peter West	49.61
318i	49.25	320i	49.88
	49.51		50.27
David Sossamon	48.91	John Hartge	50.41
320i	50.20	325e	51.48
	OC		52.34
Stewart Street	49.16	Karl Hoffman	51.45
318i	49.20	320i	52.13
	49.21		53.06
Bill Riblett	51.56		
320i	OC		
	OC		

MODIFIED BMW

Chuck Branscomb	46.22	Mike Smith	45.69 FTD
Bavaria	47.79	VW Rabbit GTI	47.86 (1)
	48.43 (1)		49.15 (2)
Les Adams	46.24	Kay Heatherly	46.16
2002	46.27	Honda CRXsi	46.59
	OC		OC
Mike Vincenty	46.84	Vic Monterastelli	46.21
2002 ti	47.51	VW Scirocco	46.98
	49.36 (1)		52.92 (3)
Terry Donohue	46.84	Klaus Hirtes	49.34
2002 ti	47.86	M.B. 300SD	49.82
	49.33		50.06
Max Rodriguez	47.16	Craig Singhaus	50.33
3.0 CS	47.29	Shelby-Mustang	50.74
	50.63 (2)		OC
Woody Hair	47.58	Wayne Zepp	50.81
320i	49.29	VW Scirocco	51.16
Cory Laws	47.74		52.89
530i	48.32	Martin Peters	52.36
	48.74	Isuzu Impulse	52.40
Ed Buchanan	49.27		DNF
2002	49.98		
	50.25		
Vic Gilliland	51.57		
320iS	52.06		
	DNF		

Woody Hair



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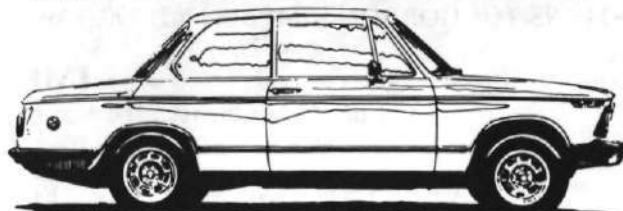
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Autocross Committee

In best governmental fashion, the NCC established an autocross committee last spring to discuss changes in our present procedures. The eight members are presently involved in BMW club and/or DC Region championship autocrossing: Mike Vincenty, Les Adams, Gordon Kimpel, Woody Hair, Max Rodriguez, Cory Laws, Terry Forrest and me, Kay Heatherly. Here are the issues we have under consideration:

1. Possible purchases of pylons and equipment. We will get our cones by the October event, and continue to look into timing gear. The cost of timing equipment is \$800 to \$1200, so we have to establish the interest of the chapter. Max is going to look into building a stop watch and trigger mechanism, but continued maintenance is a concern.

2. We will run heats in October, maximum 20 each. We will try to start earlier but close registration at a prescribed time, perhaps 11:30.

3. Establish an impound area for security purposes in the lower lot and require spectators to use the upper lot to park. We may hire a mall guard for \$5 per hour.

4. Finding a new lot. Our use of Landover Mall is not secure for next year and we currently have no fall-back.

5. For the present, participation will be limited to members who may drive any make car. We are considering enlarging the series to participate in regional events, but more investigation of the pitfalls was recommended.

6. We identified about 15 jobs for each event. We especially need tech inspectors and course designers with Mike Vincenty's departure.

7. We are attempting to run the series on a self-sustaining basis but are trying to save money for equipment purchases as well.

8. The committee will establish event rules after examining area club rules. They will cover safety and penalties as well as procedures.

We are open to suggestions and offers of help. Please contact me at:

Amanda Kay Heatherly
12732 Viers Mill Road, #204
Rockville, MD 20853

Remember, if you don't help, you can't complain. Please help support the series. Thanks.

Kay Heatherley

Local Autocross Schedule

September

- 14-15 Autocross at Airstrip, (VSC), Blackstone, VA.
- 15 CSCC TTA Autocross, Baltimore, MD.
- 15 Autocross, Farm Show Lot, (MWCSCC), Harrisburg, PA.
- 22 CCB Autocross, (CCB), Baltimore, MD.
- 22 PCA, Club Autocross
- 29 TTA (Team Trophy Autocross), Autocrossers, Inc.
- 29 PGP Autocross, (AJSTC)

October

- 6 Championship Autocross (SCCA)
- 6 Autocross (VMSC), Ft. Lee, VA.
- 13 TTA, (CCB), Baltimore, MD.
- 27 Club Autocross, (SCNCA)

New Members

Jairo Tibaguira	1983	320i
Edith Howle	1984	318i
Barry Shapiro	1984	325e
Alan K. Meyers	1985	325e
Lawrence Eckert	1979	320i
Melvin T. Kearney	1983	528e
Robert E. Crigler	1985	325e
William Eggleston	1985	318i
Charles F. Robinson, Jr.	1982	528e
Angela L. Davis	1984	318i
Paul A. Yutzky	1977	320i
Skip Camp	1983	733i
Mark L. Rosenberg	1984	325e
A. Louise Goler	1979	320i
Lou Sefcik	1968	1602
Maj. David P. Hanson	1978	320i
Douglas Rigney	1978	320i
Tamral Gabre Medhin	1980	528i
Sherry L. Sears	1980	320i
Kola A. Fajana	1984	318i
Rocco Del Monaco	1984	318i
Cindy L. Bauer	1974	Bavaria
Robert Charles Mand	1984	318i
Joseph Michael Ayd, Jr.	1984	528e
Glenn W. Pearson	1971	2002
Beth Hayes	1982	320i
Brian K. Pawsat	1979	320i
Giacco Riggs	1970	2002
Stephen D. Hassett	1978	530i
Kelly D. Jacobsen	1977	320i
Ingeborg Chaly	1982	323i
Ching-Ry Ly	1977	530i
Jerry L. Calhoun	1973	3.0S
Philip Henry	1980	320i
Mitchell Bostelman	1985	325e
Roger Leonard	1978	320i
William Cole	1984	528e
Emory Kopf	1977	320i
Michael G. Macon	1984	533i
Albert J. Stackpole	1982	320i
Jay E. Rawitz	1984	325e
Bruce A. Hirschhaut	1978	530i
Jonathan B. Eddison	1976	530i
Richard J. Schmelz	1982	745i
Ronald E. Mattox, II	1985	325e
James Lester	1970	2800CS
Jeremy B. Squire	—	—
Glenn H. Stewart	1971	2002
Matthew D. Lucas	—	—
Tony Zimmerman	1969	2002
Richard McCrellen	1985	325e
Thomas B. Malone	1985	535i
Dianne McGaan	—	—
Gerri E. Cois	1977	320i
Robert L. Dolan	1985	325e
Maximillian K. Conovel	1974	2002tii
Jennings Brown	1979	320s
Leonard Smith	1969	2002
Michael A. Newton	1980	320s
Chester C. Vincentz	1978	530i
Robert Garrison White	1983	745i
Thomas E. Havis	1985	528e
John T. Peoples	1984	318i
Irving D. Greene	1977	320i
John C. Smith	1985	318i
Bonnie Butler	1985	325e
Michael O. Horton	(North Carolina)	
Pevic & N.T. Ruelos	(Louisiana)	
Mitchell Blanchard	(Illinois)	
Rebecca G. Williams	(Virginia)	
Paul Mayo	(New York)	
Brian S. Jones	(Georgia)	
John Purnell	(Maryland)	
Richard N. Clark	(California)	
Brian J. Clark	(Massachusetts)	
T.L. Barrett	(Connecticut)	

Roger V. Barth Jr.	1974	2002
Dahir Abdi	1985	325e
H. Clifford Harris	1979	323i
Bob & Margaret O'Hara	1984	533i
David & Linda Rothleder	1984	325e
Brian & Tammy Cosgrove	1984	325e
Steven & Carole Haygood	1979	635
Jan Stephen & Kathy Sumner	1983	528e
Gerald & Elaine Schwartz	—	—
Leroy & Yvonne Dock	1985	325e
Wes & Alison Mitchell	1982	320i
Frank & Mary Barrett	1985	325e
Joseph & Lucy Squarzi	1985	325e
Samuel & Robin Moultrie	1974	2002
Kenneth & Dee Grunst	1985	735i
Shelby & Delinda Roberts	1985	325e
James & Marian Harris	1980	528i
Richard & Diane Allan	1977	320i
Ryland & Janice Sutton	1975	2002
Dennis & Teresa Sawyer	1984	318i
Arthur & Crista Barry	—	—
Ted & Ruth Anne Gregory	1969	2002
Carl Lea & Anne R. Darron	1972	2002
Frank & Betty Ellis	1985	528e
Diana & Charley Hughes	1972	2002
Gregory & Maryanna Mareski	1985	528e
Gordon & Diana Crighton	1982	320i
Russell & Lillie Scott	1977	320i
Frank & Beverly Spellman	1984 533	1983 633
Terry & Karen Bradley	1977	530i

Members enrolled by the following supporters and advertising media (End of Contest Period): Excluservice 5, VOB BMW 5, Auto Show 3, BMW Fairfax 3, Alan Bolden 3, Gordon Kimpel 3, J & F Motors 2, Gilbert Page 2, Tischer Autopark 2.

!NEWS UPDATE!

Rumor has it that Autoy & AutoWerke changed ownership and that Dave Toy sailed off into the sunset somewhere around Annapolis—**NOT SO!**

Dave Toy is still at the helm of Autoy and AutoWerke and is pleased to announce...

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PARTS FOR SALE

For Sale: Four Rial type N, 7" x 14" gold/silver alloy wheels (for 5-bolt 6 cylinder cars), mounted with B.F. Goodrich 235/60HR14 Euro T/As. Tires driven 2500 miles (8/32" left). Replaced with 16" wheels and Gatorbacks. Wheels excellent. \$500/offer. Call Chuck Branscomb (703) 590-5565 eves 6-9 and weekends.

For Sale: 1977 320i engine, serial #5424636. \$600/offer. Call Everett Riggs at (703) 869-6407 eves 5-9 and weekends.

For Sale: 4 alloy wheels with Michelin TRX tires, 220/55 x 390. One brand new, 3 with 13,000 miles. Lower profile and wider than tires from a 533i or 535i. Anxious to sell, perfect condition. Also, 4 steel wheels from VW Rabbit, excellent (2 new). Call Gordon Kimpel at (703) 790-8008 days or (703) 527-3234 eves till 9.

For Sale: Electric passenger side mirror from 1977 530i, new in the box. \$145/offer or trade for 1978 passenger side electric mirror (elec. control and chrome housing). Call Jerry Rich at (703) 560-0312 days, or (703) 250-2733 eves and weekends.

For Sale: 2002 parts. 1-bb1 Solex carb, manifold and air cleaner; \$50. Instrument cluster w/speedo, tech and indicators; \$50. Stock '74 distributor, new points, condensor; \$20. Coil, \$5. Two used 205/60 x 13 Eagle NCTs, \$50.

For Sale: 6 cylinder parts. Overhauling/upgrading your 3.0/3.3 liter engine? Obtain increased power with Higher compression. One set (6) of Mahle 9:1 standard size pistons (88/97mm), rings, pins and clips, \$300. Also, improve the handling and ride for your 5, 6, or 7 series with 3-piece modular wheels. Two 7 x 15" front and two 7 1/2 x 15" rear wheels by Compomotive. Glossy aluminum centers with polished rings. Cost \$365 each new, asking \$650 for set, including worn Pirelli P6s as option (left front has 3/4 tread left). Call Larry Masten at (703) 941-1067.

For Sale: BMW yard sale, Sept. 21-22, authentic BMW parts & accessories, bras, car covers, sheepskins, steering wheels & many other items. Company going out of business. Everything must go. 301-774-1007.

For Sale: 2002/tii/1602 and 2000 used parts at clearance prices since I'm moving west. 2002 engine, \$200; diffs. \$50-125. Wheels, gas tanks, blocks, flywheels, complete electrical stuff (incl. 6V) and most other mechanical parts for these cars. Offers considered on everything. Call Terry Donohue, 5917 Valley View Dr., Alexandria, VA 22310. (703) 971-7721.

PARTS WANTED

Wanted: 2002 parts. 5 1/2 x 13" steel wheels. mechanical advance distributor. Call Jeff at (703) 528-7021.

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For Sale: 1974 2002ti. Full restoration, including front fenders, rubber, weatherstripping, carpets, windshield, headers and exhaust, clutch, pressure plate etc. Rebuilt engine, dual Webers, trans, rear-end. Konis, new 205/60 x 13 Firestones, mags, heavy duty springs, 19mm sway bars. Extras. Car is silver w/blue int. and has never been in an accident. \$11,000 including 12 month 12,000 mile warranty. Call Joe Schiavone at 301-884-5468.

For Sale: '69 2002. Silver metallic, excellent cond. Pioneer stereo cassette. Looks and runs great. \$3950/offer. Call Gail Olson at (301) 770-7664.

For Sale: 1970 2000tii, classic and rare 4 door VDO engine rebuilt 30K ago, Schrick 292, trans. rebuilt 3 yrs. ago by J&F, UDO gauges, recored radiator, special 25/22 mm swabars, Bilsteins/Konis, new 14 x 6 BMW mags with 195/60 x 14 NCT's, 3.45 40% LSD (incredible in the snow with the included pair of studded Semperits), RC, sunroof, new windshield, Q1, special 80 1 (22 gal.) fuel tank (450+ mile cruising range!), Ziebart 2-stage treatment. \$3850 (\$3300 without mags/tires). Terry Donohue (703) 971-7721.

For Sale: 1974 2002tii, Stahl, HD clutch, recored radiator, nicely balanced handling with street Bilsteins, 5.5" Borraris, 19mm F bar, M&N F springs, Kamei, UDO gauges, recent RC, Q1, Ziebart 2-stage rust eliminator treatment. \$4850. Terry Donohue (703) 971-7721.

For Sale: 1972 Bavaria, 4 sp., Burgundy/Tan interior, new Alpine cassette stereo, K & B, new brakes, master cylinder & clutch, custom sheepskins, excellent condition, must sell, make offer. 301-774-1001.



For Sale: 1977 320i, VIN 5426680. Light blue w/blue & black cloth, 4-speed, factory A/C & sunroof, Blaupunkt AM/FM stereo/cassette, BMW alloys w/Eagle NCT 215/60-13's, Kamei air dam, Autoy sport suspension w/Bilsteins. Desmogged engine (passes state emissions test) w/rebuilt head. Many new parts, 125K mostly highway miles w/careful and loving maintenance. Looks great, runs better than new. \$6000. Jeff Randall (#3313), 9554 Briar Glenn Way, Gaithersburg, MD 20879. 301-921-8255 evenings (6:30-10) & weekends.

For Sale: 1983 533i VIN WBADB7404D1047379. Graphite, w/pearl beige leather interior, pin stripe, 5-speed. All standard 533i features plus limited slip dif. UNGO security system, wind deflector, plush floor mats, first aid kit, Kleen-wheels. No dings or dents, professionally maintained-hand washed, immaculate, non-smoker owner. All service records, 28k miles. \$23,000 George Gower #16142. Days: 301-492-9659 Eves: 301-774-7878. (Maryland)

For Sale: 1978 320i. VIN 5414999. Red w/black interior. California car with Recaros, limited slip, sport steering wheel, 4-speed, air, sunroof, Blaupunkt AM/FM cassette. New high performance engine installed in January '85. 10:1 Mahle pistons, 304 Schrick cam, 45 DCOE Weber sidedrafts, crossdrilled crank, Stahl headers, balanced and blueprinted. Engine has 13,000 miles, car 121,000. Alpina progressive springs with KYB gas shocks. (5) 195/50 x 15 Fulda Y-2000 radials on 15 x 7 BMW type roadwheels (like new). Original spare never used. A must to see and drive. \$10,500/OBO. Call R. Mantysalo (W) (301) 953-2600, (H) (301) 621-1540.

For Sale: Rare 1972 BMW 1802 Hatchback, Recent engine and transmission rebuilt by Excluservice, good body, green/black interior, sunroof, fold down rear seats. \$5200/offer/interesting trade. Randy (202) 452-2220 days (301) 949-1242 (evenings).

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