

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



March-April 1986

# der bayerische



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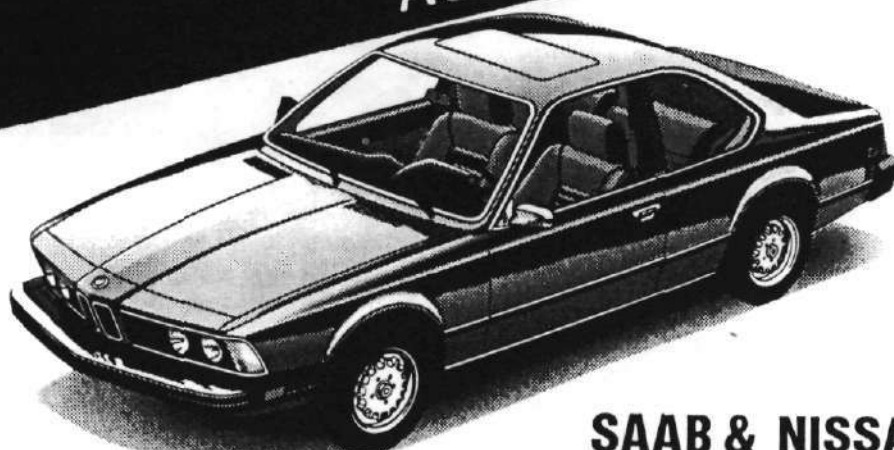
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## DER BAYERISCHE STAFF

### Editors

Cory Laws (301) 731-4150 days; (202) 546-2365  
David Sossamon (301) 390-6100 days; (202) 332-7757

### Business Advertising Manager

Mike Diggs (202) 472-4704 days; (202) 584-0325

### Photography & Public Relations

Raine Mantysalo (301) 621-1540 evenings

### Circulation

Bill Ross (301) 469-9387 evenings

## CHAPTER OFFICERS

### President

Les Adams (202) 252-4387 days; (703) 569-2144

### Vice President

Terry Forrest (202) 382-4096 days; (202) 397-8541

### Treasurer

Woody Hair (703) 642-0161 days; (703) 243-5796

### Secretary

Karen Fairchild (301) 337-1484 days; (301) 665-6491

### Membership

John Fowler (703) 368-7315 evenings

### Social

Dan & Seu Lim (301) 839-9203 evenings

### Concours

Karl Hoffman (703) 978-6018 evenings

### Baltimore Activities

Dwight Derr (301) 889-9578

### Tourmeister

Bill Via (202) 389-4171 days; (703) 370-8828

### Driving Events, Club Store

Max Rodriguez (301) 330-3934 (M-F 7 p.m.-10 p.m.)

### Autocross

Chuck Branscomb (703) 590-5565 evenings

Gary Toyama (703) 978-8703 evenings

## Mailing Addresses

Der Bayerische  
326 F Street NE  
Washington, DC 20002

National Capital Chapter  
P.O. Box 685  
Arlington, VA 22216

## Technical Questions & Tech Tips

### Local

Max Rodriguez (301) 330-3934 (M-F 7 p.m.-10 p.m.)

### Atlantic Zone

Hugh Wells Winston-Salem, NC  
(919) 748-1601

## Coming Events

### HIGHWAY SAFETY SCHOOL—March 29, 1986

Once again, your club will sponsor a highway safety school on Saturday, March 29, 1986.

This will be the third time we will be going to Summit Point, West Virginia for a session which you will find most rewarding. As owners and drivers of fine German engineered cars, we are exposed everyday to driving conditions which require extreme concentration and coordination of skills to avoid any type of emergency that should arise.

The instructors are tops in their field, and will place the emphasis in making us more knowledgeable about the cars we drive. The highway safety school is designed for you to learn, practice and experience driving techniques that will allow you to better understand the potential of your Bimmer.

Because of the popularity of this event, I would recommend you mail your registration as soon as you get your magazine.

See you there. . .

**Correction: newsletter error.** Three previous schools are not required, as the application in the Jan.-Feb. issue states. First timers very welcome!

### DO IT YOURSELF TECH SESSION— April 5, 1986

Time: 9:00 am

Once again TISCHER AUTOPARK is opening its doors to us to perform a DO IT YOURSELF TECH. This is an opportunity to work on your car in a very modern facility while being assisted by some of the very competent staff at TISCHER's.

The process this time will be the same as the last. That is, we are going to assign bays based on the type of work you want to perform. Those of you that have simple things to do will be separated from those whose jobs will require more time.

Because this event is so popular, I advise you to be early, so that you can start working right away. Those of you who will be waiting in line for a bay, will probably be asked to assist others. This is a great opportunity to get to know not only other club members but also how to do certain mechanical work. There will be a discount on parts.

I will be there early to meet you and find out what you plan to do. If someone needs me to assist in a particular type of work, please let me know ahead of time, so that I can plan ahead.

See you there.

*Raine Mantysalo*

### AUTOCROSS SCHOOL—April 13

Time: Registration starts at 10:00 am

The first autocross of the season is scheduled for April 13, at Landover Mall. Club members showed a tremendous increase in interest last year in autocross. To help feed that interest, we have decided to put on an autocross school. Autocross is a fun and safe way to learn more about controlling your car. It is a relatively low speed event, stressing coordination, skill and smoothness more than speed; especially

cover photo: *The New 325i Cabrio*

smoothness. We will include discussion and instruction by some of the regular autocrossers and BMW enthusiasts. If you don't know what an autocross is, come on out. If you've tried it a couple of times, come on out. If you've wanted to try it but were afraid of embarrassing yourself, come on out. In any case, come on out, we promise a good time. Call Kay Heatherly for details, 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, and turn right into the lower lot. Look for BMW banner and cars.

## **SWAP MEET/TECH INSPECTION— April 19**

*Tech Inspection Time:* 9:30 am–12 noon

Again this year Heishman technicians are volunteering their time to help us inspect cars signed up for the May driving school. School participants must have a safety inspection prior to Summit Point. There is no charge for this inspection, although you are responsible for any repairs that may be necessary.

*Swap Meet Time:* 10:00 am–2:00 pm

Heishman BMW not only is opening mechanics' bays to the club this Saturday but also is offering us the use of their back lot for a swap meet. If you need a grill, taillight or something in between or want to unload some spare or left-over Bimmer parts, this is the place for you. If you need an inspection or have parts to offer or buy, Heishman's the place to be. The swap meet will continue after the inspection bays close at noon.

*Directions:* Heishman BMW is at 7154 Jefferson Davis Highway (Route 1) in Arlington about a mile south of Crystal City. Enter the back lot from Glebe Road using the service road behind the Porsche-Audi dealership. The BMW dealership is at the end of the service road to your left. From I-395, take Glebe Road East exit. Follow Glebe Road almost to Route 1. The Porsche dealer and service road is on your right.

## **MAYFEST 1986—May 3 and 4**

What is MAYFEST? Probably many of you are wondering what this is all about. You might also ask yourself, what has happened to the May driving weekend event?

MAYFEST is the name we have selected to give to this year's May driving school because of what really happens. First, we have a weekend driving event for those aficionados of Summit Point racetrack. Second, we will hold a tour for those that want to come and watch and take some pictures, catch the sun (before hitting the beach), have some thrilling moments watching your member friends go around the track and perhaps being offered a drive as a passenger. Finally the big event of the evening is to enjoy a delicious dinner at a beautiful Country Inn, followed by the awarding of door prizes.

This weekend is lots of fun for everyone. So come on out to drive or just to watch. If you decide that you want to participate in the school, make sure that you submit your application early. If you want to take part in a nice country drive

through some beautiful backroads or just show up for dinner, keep on reading.

The cost of the dinner will be the same for everyone whether you drive in the school or arrive with the tour. Details on the cost of the dinner is on the application for the driving school.

For those of you that want to stay overnight, be sure to make your reservations early since this is the weekend of the Apple Blossom Festival.

For those of you participating in the tour, give me a call at (301) 330-3934 for details.

Waiting to see you there. . . .

*Max Rodriguez*

## **MAYFEST DRIVING FESTIVAL SUMMIT POINT TOUR—May 3**

*Time:* 10:00 am

This is such a good thing we just had to share it. If you've only heard about what goes on at Summit Point during the May driving school, here's your chance to come see for yourself. Bill Via has put together a scenic tour which will get you to "the Point" in time for lunch. Then, spend the afternoon watching the time trials, join us for a steak dinner, the bon fire, tall tales and door prizes. Maybe even hitch a ride with someone who wants to show you the fast way around the track. Please use the driving school application in this issue to sign up for the tour and indicate whether you will join us for lunch (\$8) and dinner (\$15).

*Directions:* The tour will leave from the Roy Rogers in the Greenbrier Mall on Route 50 in Virginia. To get to Roy's, take I-66 west to route 50 west. Continue 2.6 miles to Roy's on the left. Questions to Max Rodriguez or Les Adams.

## **DEUTSCHE MARQUE CONCOURS— Sunday, May 18**

*Time:* Judging starts at 11:00 am

Wine and cheese reception, 2:30 pm

The third annual Deutsche Marque Concours will again be held at the Embassy of the Federal Republic of Germany in Washington, D.C. The concours will feature some of the finest examples of BMW, Porsche and Mercedes Benz models. Those of you who attended last year's event can attest to the attractive and picturesque setting for the concours. Up to 45 cars (15 from each marque) will be evaluated by teams of judges, selected on the basis of their expertise and background with their respective marques. All members and guests are invited to attend the concours.

In addition to the concours, a limited number of persons (50 per marque) will attend a wine and cheese reception with the German Ambassador. Advanced reservations are *required*. First preference will be given to concours entrants.

Prizes will be awarded in five classes of BMWs: 4 cylinder pre and post 1977, 6 cylinder pre and post 1977, and classic—pre 1966. A minimum of 3 prizes in the first 4 classes and a single prize in the classic category will be awarded. In addition, personnel from the Embassy will serve as judges to select the best overall car from the three marques, to be awarded the *Ambassador's Trophy*.



# 1986 Calendar of Events

## JANUARY

11 **Meyer-Emco Stereo Tech**  
(Bill Ross)

15-20 **Auto Show**  
(Bill Ross)

## FEBRUARY

5 **DB L**

15 **J & F Motors Tech**  
(Gordon Kimpell)

22 **Baltimore Power Plant**  
(Karen Fairchild)

## MARCH

1 **Tire Tech**  
(Terry Forrest)

postponed **Tour/Tech E&E Auto Body**  
(Les Adams) (Snow date 3/16)

29† **Highway Safety School**  
(Max Rodriguez)

## APRIL

5† **Tischer Do-it-Yourself**  
(Raine Mantysalo)

5 **DB Deadline**

13† **Autocross School**  
(Kay Heatherley)

19† **Heishman Inspection/Swap Meet**  
(John Hartge)

## MAY

3-4† **MAYFEST**  
**Summit Point**  
(Max Rodriguez)

18† **German Embassy Concours**  
(Bill Ross/Karl Hoffman)

24-26 **Blue Ridge Rendezvous**  
(Tidewater Chapter)

31-6/1 **Children's Hospital Telethon**  
(Mike Diggs)

## JUNE

5 **DB Deadline**

7 **Shockoe Slip German Car Fest**  
(Shockoe Chapter) (Les Adams)

8 **Summit Point Nationals Corral**  
(Max Rodriguez)

14-15 **Fathers Day Car Show**  
(John Fowler)

26 **Thursday At The Track Driving School**  
(Max Rodriguez)

29 **Autocross**  
(Chuck Branscomb)

## JULY

6 **Summit Point Trans Am Corral**  
(Blue Ridge Chapter) (Max Rodriguez)

12 **Tech Session**

26 **Crab Feast**  
(Seu Lim)

## AUGUST

5 **DB Deadline**

10 **Summit Point Nationals Corral**  
(Shockoe Chapter) (Max Rodriguez)

10 **Potomac Polo Club Tailgate Sunday**  
(Seu Lim)

16-17 **German Festival Baltimore**  
(Dwight Derr)

## SEPTEMBER

12 **El Cheapo Driving School**  
(Max Rodriguez)

14 **Autocross**  
(Gary Toyama)

21 **Bavarian Inn—Oktoberfest**

28 **Foxfield Races**  
(Blue Ridge Chapter)

## OCTOBER

5 **DB Deadline**

5-11 **BMWCCA Oktoberfest—Florida**

12 **Autocross**  
(Chuck Branscomb)

19 **Excluservice Bavarian Day**  
(Bill Ross)

21 **Hotshoe Driving School**  
(Max Rodriguez)

26 **Winery Tour**

## NOVEMBER

8 **Tech Session TBA**

13 **Speaker TBA**

21 **Election Dinner**  
(Terry Forrest)

## DECEMBER

5 **DB Deadline**

6 **Do-it-Yourself Session**

12 **Wine and Cheese Party**  
(Dan and Seu Lim)

For updates, cancellations, dial  
The Ultimate Answering Machine  
(703) 866-9225

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

If the weather is questionable, call the chapter HOTLINE for updated information, (703) 866-9225.

**Registration:** Concours entrants, \$10 per car (includes reception). All others who wish to attend the wine and cheese reception (spouses, friends, etc.), \$7.50. Send checks in the appropriate amount, payable to NCCBMWCCA to the address below. Concours registration should be made before May 1.

**Mailing Address:** Karl Hoffman, 1900 Braeburn Dr., Annandale, Va. 22003. Phone: (703) 978-6018.

**Directions:** The German Embassy is located at 4645 Reservoir Road, NW between Foxhall Rd. and MacArthur Blvd. Parking on the Embassy grounds for entrants only. Adequate street parking is available. No RSVP needed to attend concours only.

## MWCSCC Calendar

The Chapter has joined the Metropolitan Washington Council of Sports Car Clubs (MWCSCC), an organization of 18 clubs, from the Sports Car Club of America and the Porsche Club of America to the five member South East Sports Car Association. The primary events run by the Council are autocrosses and rallies. Herewith the MWCSCC calendar for the first half of 1986.

- March 16 WRC IV C2R  
23 Moneycross IV NSA Lot
- April 20 Porsche Club Championship Autocross (CAC)
- May 4 Lotus Club CAC  
4 Branded Rally Club C2R  
25 SCCA CAC
- June 1 Children's Hospital Benefit Autocross  
22 Southeast Sports Car Association CAC

MWCSCC Hotline 681-5612

Note the benefit autocross on June 1, always a great event. For more information, call Woody Hair, Cory Laws or Les Adams.

Les Adams

## President's Message

**WELCOME** For a great many of you, this will be your first issue of our newsletter, *der bayerische*, (the Bavarian) known to insiders as the DB. If you joined at the D.C. Auto Show or were accosted in your neighborhood or found a flyer under your wiper last time you went to the mall, WELCOME! Now let me tell you what you are in for!

You should know that we are all members because we own or love BMW's. We are non-profit (as distinguished from all loss, which has been a recent problem that we are rectifying) and do the things we do because we enjoy them and they are useful to us. The enthusiasm which you found at the booth at the Auto Show or in the member who tracked you down is genuine and contagious. It comes from finding people who like what we like, and joining in events that give us pleasure. I hope you'll accept a warm welcome and my personal invitation and encouragement to come out and learn something,



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Wash., D.C. & Clearance Center  
Monday - Friday 8 am - 6 pm  
Saturday 8 am - 2 pm

**AREA LOCATIONS**

- ✓ Alexandria, VA. 2000 Eisenhower Ave. (Off I-95 and Telegraph Rd., Exit 2 North) (703) 683-8660
- ✓ Dale City, Va. 13671 Telegraph Rd. (703) 491-7141
- ✓ Fairfax, Va. 2905 Prosperity Ave. (703) 698-7770
- ✓ Newington, Va. 8195 Backlick Rd. (703) 558-7610
- ✓ Springfield, Va. 5256 Port Royal Rd. (703) 321-7811
- ✓ Tysons Corner, Va. 1524 Springhill Rd. (703) 693-4210
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do something or just have some fun.

If you were someone who didn't know that there was such a thing as a BMWCCA, I hope you will return the favor that someone did for you and seek out other owners and tell them what they are missing. Our most effective means of attracting others like you is word of mouth. Share the enthusiasm!

**SPRINGTIME** Time for the annual mental tune-up! The crocuses are up, the weather is starting to be worth talking about again, you won't get frostbite washing the Bimmer; Spring is almost here! Our activities, however, are in full swing. Check out the calendar, pick out what interests you, and make a point of getting out and doing it this year. We may still have slots available at the Highway Safety School. Give Max a call and sign up, or agree to help at the track and get one of Gretchen's gourmet lunches on the club, or just come on out and see what Summit Point is all about. To many of us, it's home away from home. If that's not your style, try what interests you, or give me a call and I'll be happy to answer your questions.

Speaking of calls, don't forget! WNCC has the latest in coming events, calendar changes and other announcements. Call WNCC at 703-866-9225 and be informed. Having said that, let me apologize for not getting the postponement of the J&F tech session on February 15. It was a last minute change, too late to get on the WNCC machine. The good news is that it has been rescheduled for Saturday, April 19 and that it gives me the opportunity to correct an error in the last DB: J&F is offering *Twenty* percent discount on parts, so start making your list and bring your checkbook!

**MAIFEST** The big weekend is upon us! If you have been before, I don't have to tell you how much fun it is. If you haven't, sign up to drive or work at the track or to tour to the Point or just drive on up for dinner. The application is in this issue for Maifest weekend, May 3 and 4. Whatever you do, don't miss this opportunity. This is our biggest driving school as well as our most spectacular social event. Our driving schools are known as some of the best run in the country (only modesty keeps us from claiming to be the best). There is plenty of track time and instructors to learn the essentials of high speed driving. You've heard me say it before, and Bence keeps saying it in the *Roundel*. Forget how much fun it will be, you'll learn skills that will save your life. Don't be concerned about safety. The club is dedicated to safe driving and that begins with our driving schools. If you like to drive fast, or would like to learn, you owe it to yourself to learn to do so correctly. You won't find a more cost effective, social, fun way to learn anywhere else. Speaking of social, there will be a great many people there, so bring the family or your girl friend or your mechanic or whatever turns you on and come to Summit Point. Whatever your interest, I guarantee a break from the ordinary, and an experience you will remember.

**CONCOURS** After Maifest, start cleaning your BMW for our concours, again at the German Embassy. Whether you enter or spectate, this is a must see event. Karl Hoffman has listed the details elsewhere.

**BMW** Have you seen the new BMWNA ad on the tube? Out of the mists come a 2002, followed by a 3.0 coupe and then a five series. With all the grief the marque has been taking for catering to nonperformance oriented tastes, and, for that matter, not delivering performance, it's great to see BMW seeking to regain its image by relying on the very cars that gave it that image. With the all six cylinder lineup for '86, NA is again headed in the right direction, and, let me tell you, we're ready. With the M3 and rumors that the 24 valve M engines will be powering the new 7 series (with the 12 cylinder to follow) it looks like BMW will be blasting its way into the 21st century.

## Tischer Autopark

# A Tradition Of Automotive Excellence Continues...



First there was Autohaus Tischer in Laurel for BMW. Now BMW has moved to Tischer Autopark in the Montgomery Auto Sales Park.

Tischer Autopark represents an ongoing dedication to superiority. Superiority not only in the BMWs they sell, but also in terms of sales, service and parts.

Visit Tischer Autopark and see the full line of BMWs including the all new BMW 325E. Tischer Autopark, conveniently located in the Montgomery Auto Sales Park, Route 29, just north of Silver Spring.



## TISCHER AUTOPARK

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If you watch much on the tube, you have to have noticed that BMWs are popping up all over the place: a 325 on Crazy Like A Fox, the CSI's on Moonlighting and Spenser for Hire and cameo appearances elsewhere. I also remember the chase scene in the movie *Splash* which extinguished forever the question of whether the 528e, with its Eta engine, is a sports sedan. I'm glad to see BMWNA getting some exposure for our cars, and apparently getting them into the hands of the guys wearing the white hats—good for image, you know. Have you ever noticed that the heavy usually drives a Mercedes?

**AUTOCROSS** OK, listen up. Now we have a problem. It looks like we may not be using Landover Mall for autocrosses and that means that we need somebody's parking lot. If you know somebody you can approach, please do so. And if you or they have questions about liability, insurance, and other important considerations, please feel free to call me and I'll try to address all possible concerns. Please call.

**DEAR DEBBIE** DeBbie asked me to extend her gracious thanks for all the letters she has been receiving. Her column has become the readers exchange we had hoped it would. If you would like to share a recommendation or a problem or seek advice of whatever sort, write to DeBbie at Box 685, Arlington, Virginia 22216.

**MORE APOLOGIES** I know some of you have called and missed me and I truly apologize for not tracking you down. My work took an unexpected turn into long hours and time away from the office and made it extremely difficult to return your calls. I know excuses won't replace the information you may need, but I think things are returning to normal and will no longer be a problem. In any event, please remember the chapter news line, 866-9225, for information on current events, and feel free to call any of the other names of the masthead with your problems. We all stand ready to help.

**BUSINESS MEETING** The next business meeting will be Wednesday, March 26 at a location to be announced. Come share a few beers with us and help us run the club. If you have ideas on events or projects you'd like to see happen, this is the place to make them happen. Just give me or any of the officers a call.

*Les Adams*

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## From The Editor

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This column is likely to be different than usual this issue. I've just completed two different trips covering 13 time zones in six weeks, and got married to boot! If that doesn't qualify me for confused orientation. . .

If I've piqued your interest, I'll summarize my adventures. We left from Dulles on December 18th and arrived in London early the morning of the 19th (plus 5 time zones). Took a taxi into London and spent all day rushing around trying to see as much as possible during our 13 hour stopover. Back to the airport that evening, bound for Amsterdam (plus 1 more zone). Switched planes for our final destination, Nairobi, Kenya (total of 8 zones ahead of EST). Arrived in Nairobi, Friday morning, December 20th. Checked into the Mt. Kenya Safari Club, had a quick nap, and it was off to get married.

If you've never travelled outside the States, you cannot imagine how different other cultures can be, especially in the Third World. Imagine no copying machine in the State At-

torney General's building! After much confusion, filing of forms, paying of fees, and saying the magic words, I left a married man.

The next day, we met up with our safari group to begin a three week tour of Kenya. We had chosen a camping safari as the most practical way to see as much of the "real Africa" as possible. During the trip we visited many game parks; Lake Nakuru, home of 2 million flamingos; Lake Baringo, bird and hippo sanctuary; Lake Turkana (also known as the Jade Sea), where we met the El Molo tribe who subsist almost totally on Nile perch that grow to about 300 pounds; Samburu, where we saw our first large game herds and camped with crocodiles; Amboseli, where we saw more elephants than you could count and almost a dozen lions, several feasting on recent kills; and Tsavo, largest park in the world.

We also visited many towns where we got to talk to the locals. It's interesting to note that although the national language of Kenya is Swahili, the official language of Government and business is English. As a result, all the children speak English pretty well, and really love the chance to show off their talents.

The weather was generally very warm, but dry. In some places it was very hot, but dry. At Lake Turkana, it hadn't rained for four years, although there is quite a nice oasis (complete with palm trees and everything) where we camped. Two things really stood out during the trip. One was the frequency of rather extreme changes in vegetation. In the space of 10 miles, it was very possible to change from lush tropical vegetation to semi-desert. At times, there were even significant changes from one side of the road to the other. The other thing that surprised us, was how mobile the natives are. We'd be miles and miles from the last town, and further from the next, but out of nowhere, a couple of warriors would appear. If you ever asked any of them how far it was to some other place, there was a standard reply, 'not far.' You could be many hours away by truck and days away by foot, but always it was 'not far.' We never had any idea where they were going, or where they'd come from, but they'd usually smile and wave at us. This was the pattern throughout the trip. The Kenyans are very warm and friendly people.

We ended this trip on our return to Dulles January 12, and spent 13 days trying to get our systems back to normal. Then on the 25th, we left for a business/pleasure trip to Maui for a week (minus 5 time zones). So, when I say that I'm disoriented, I'm not kidding. Also, despite the fact that I'll get absolutely no sympathy for having to do so much traveling, it's GREAT to be home!!!

On another subject, we're coming into the best part of the year for events. If you have not yet registered for the Highway Safety Driving School, do it NOW, before it's too late. This is not primarily a high speed event, so if you're worried about what will happen, relax. This school is intended to teach you effective braking and handling techniques that you will use in your daily driving. In addition, if you would like to come to one of the other driving schools but have not yet had your car on a racetrack, this is an excellent opportunity to see what it's like and prepare you for higher speeds, gradually.

While on the subject of driving schools, let me point you to the application for our biggest and best of the year, Maifest. This two day affair is described in the Coming Events, but I have a warning for you. Send in your application and make your hotel reservations NOW!!! The weekend we'll be at Summit Point is Apple Blossom Festival Weekend in Winchester. Hotel rooms will be scarce. Call one of your club officers for a recommendation if this is your first school. If you like to camp, you'll find good facilities at Summit Point.





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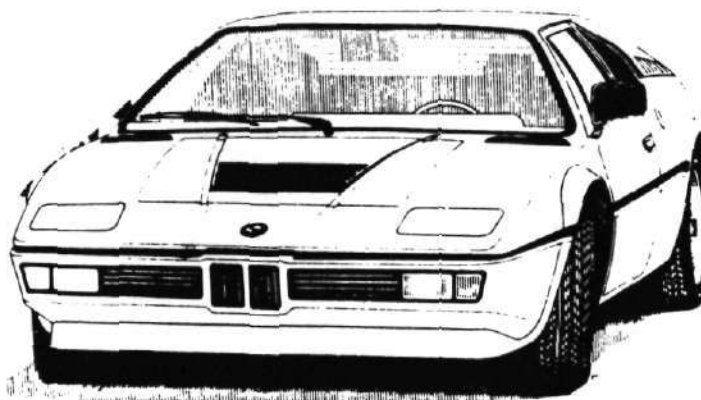
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This issue marks the start of a new column, Competition Corner, by Woody Hair. He has done a tremendous job in his first attempt, so we expect great things!

Two things bear mentioning here. My apologies to Eddie Hardman, candidate for our Zone Governorship. Unfortunately, this issue will be released after the votes have been cast, so I chose not to run the 'unpaid political announcement' he sent to us. Also, please note that your club officers have spent many long hours planning and organizing all types of activities for your enjoyment this year. We would love to see more of you out there!

Cory Laws

\$

The following income and expense statement for the twelve months ending December 31, 1985 reflects the increasing level of chapter activity compared to 1984. Unfortunately, expenses exceeded income during 1985. Most significant was the cost of the newsletter (\$3,000 more than 1984) and we spent \$6,700 more on events than 1984.

A preliminary budget for 1986 has been formulated but is still being refined in an attempt to get our operation back in the black. Where are Gramm and Rudman when we need them? The '86 budget will appear in the next issue. If any one has any questions on specific items in the report please give me a call.

Woody Hair  
Treasurer

NATIONAL CAPITAL CHAPTER  
BMWCCA  
1985 INCOME AND EXPENSE STATEMENT

	1985 ACTUAL	1985 BUDGET
<b>INCOME</b>		
Membership Dues	\$18,028.32	\$16,875.00
Merchandise Sales	9,799.45 (1)	2,000.00
Advertising	7,250.00	7,400.00
Insurance Rebates	677.50	420.00
Event Fees	13,165.72	11,115.00
Miscellaneous	1,151.50	750.00
Total	\$50,072.49	\$38,560.00
<b>EXPENSES</b>		
Member Services	\$ 984.85	\$ 1,200.00
Chapter Promotion	1,306.70	2,800.00
Newsletter	11,999.28	9,600.00
Events	22,498.63	19,050.00
Merchandise Purchases	9,690.94 (1)	2,000.00
Business Meetings	574.05	720.00
Travel	772.33	500.00
Equipment Purchases	89.00	250.00
Driving Event Insurance	1,133.00	840.00
Office Supplies, Postage, Telephone	1,029.92	600.00
Miscellaneous	1,195.00	500.00
Total	\$51,273.70	\$38,060.00
NET INCOME (LOSS)	(\$ 1,201.21)	\$ 500.00
Plus Beginning Bank Balance 1-1-85	\$1,982.05	
Ending Bank Balance 12-31-85	\$780.84	

NOTE:

- (1) Merchandise Purchases include \$2,282.04 for shirts. Merchandise Sales include \$1,470.00 for shirts and \$825.00 for beer mugs. Club Store operation shows sales of \$7,504.45 and purchases of \$7,408.90.

## Fame, Fortune & Fun Await

### (HELP WANTED)

Co-editor, *der bayerische*. DB needs a new paste-up editor. With only two issues to his credit, David Sossamon is being shipped off to the Big Apple on a temporary assignment. We can't promise the same fast track, but who knows. . . . This may be your chance to be a part of the team that *wins* the BMWCCA newsletter contest! Call Cory Laws for more info.

Driving events coordinator. Speaking of fast track. . . . Here's an opportunity to be a part of one of your club's most sacred activities. Be where the action is. Call a club officer today.

## Club Store News

Guess what? It's March, almost three months after Christmas, you've been able to save some money after paying off all your bills from the holidays and now want to take care of your own personal and exciting toy . . . the outstanding and incredible ULTIMATE DRIVING MACHINE.

You might ask yourself, 'What can I buy that I don't already have?' Well, if you remember several issues back, Bill Ross provided us with a list of items and places to buy them from. One thing that Bill did not mention is that you can also get everything from your favorite place . . . THE CLUB STORE.

Realizing that some of you are new to the club this is one of those benefits that your \$30.00 membership per year buys you. We are the cheapest guys in town (in the country for that matter). Why . . . no overhead. This is not to say that we are competing with some of our local friends. In fact the club buys its merchandise from local suppliers who support the club in many ways, at the same time giving very good prices.

One thing to remember is that when you buy from the club, don't automatically expect to take your parts to a service facility to have them installed. This is mainly for the do it yourself type, by agreement with your mechanic.

In many instances, I will assist you in the installation of your product. My charge is a case of beer (Becks Dark) and up. Or you can wait till we have a 'Do it yourself' tech session and have many hands just waiting to help you.

The following is the latest product available from your store.

AMSOIL Synthetic products. The list consists of synthetic motor oils, gear oils, gas additives, carburetor cleaners etc. The best news is the price . . . lowest in the country.

Last item . . .

Lately I've been receiving calls about another group purchase of the ESCORT PASSPORT radar detector. Therefore it is time to start another group purchase. If you are interested in acquiring a PASSPORT at 10% below retail, give me a call. Thus far I have 2 names on the list. We need 12 names and the corresponding monies (\$265.50 each) before an order can be placed.

These are the hot topics . . . I hope that you take advantage of this benefit and enjoy your car while saving money.

Max Rodriguez



Photo by Raine Mantysalo

## Do-It-Yourself Tech Session

It was a chilly day that greeted 35-40 club members who took advantage of the Do-It-Yourself Tech Session at VOB BMW in Rockville. Parts manager Mark Segal provided parts discounts (and some of the beautiful BMW calendars), while service manager Roy Farley provided the work space and the watchful eyes.

There was every form of work being done: oil changes, valve adjustments, suspension work, etc. I even witnessed the installation of four mud flaps on a 3-series.

If you've never attended a Do-It-Yourself Tech Session, do yourself a favor. You only stand to gain a better appreciation of your car, have a good time with fellow club members, and save some money to boot.

Cory Laws



Photo by John Fowler

## Auto Show

This year, for the third consecutive time, the National Capital Chapter participated in the National Capital Area International Auto Show, which ran from January 15th to the 21st and attracted 356,966 visitors to the Washington, DC Convention Center. Our booth was located across from the BMW display. BMW had all their models there, including the new L7, a K100 RS motorcycle, and a chromed European cut-away of a 534td. Don Stephenson, the Marketing Manager for the Mid-Atlantic Region, represented BMWNA.

Being in the show gave our club and chapter plenty of public exposure. Our display included pictures and slides from two Tri-Marque shows, driving schools, autocrosses, car corrals, tech sessions, and family activities. Many new and longtime BMW owners learned about us for the first time.



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Quite a few were pleasantly surprised that there was an organization such as ours that offers so much to the BMW owner. The biggest selling point of the club seemed to be the wide range of discounts offered to the members.

Members and guests were greeted by chapter ambassadors who, like myself, donated their time and knowledge of the marque. These members included Les Adams, George Anderson, Fern Bagudy, Lewis Baskerville, Bart Butler, Cathy Cassells, Tom Dressler, Mike Diggs, Lionel Fernandez, Howard Fletcher, Woody Hair, John Hartge, Clarence Hope, Eugene Johnson, John Koon, Cory Laws, Diane Marcus, Brook McCauley, Ken Rivett, Charles Robinson, Max Rodriguez, Bill Ross, Glenn Sims, Paul Vessels, and Curtis Warner. Lots of questions were asked from what car wax to use to suggesting a service facility. The number one question was "Where's the M1?" Many believed it was still in production.

Last year we recruited about 100 new members at the show, and we were still receiving applications stamped "Auto Show" in December. This year we hope to do even better. Rumor has it that one of the IMSA race cars may be in the show next year. The M3 and the 3-series convertible are expected to be introduced in February of '87, but aren't planned to be in next year's auto show. We have already started to plan for the 1987 International Auto Show; hope to see you there!

*John Fowler*

## Myer-Emco Tech Session

Members arrived somewhat tentatively for the Saturday, January 11, early morning (8:30 a.m.), automotive stereo tech session at Myer-Emco's Rockville location. A few arrived as early as 8:00. Some did not know quite what to expect, given the event's promotion which stated that Myer-Emco is "the premier purveyor of hiline stereo components."

The imposing brick building (not your typical store front) on Old Georgetown Road said "big bucks." Once past the facade, the staff was most personable. Jeff Fleming, who heads the automotive division, Alan Scott, store manager and home system expert, greeted us and made us feel at home. A vast array of equipment lined both sides—everything from speakers 4 feet high and 2 inches deep, to amplifiers which hung on the walls (Bang Olufsen).

The 35 to 40 members sat and listened to Jeff's presentation on how to build an automotive system, considerations in upgrading your factory system, how to combine components, and the order in which to add or modify components on a limited budget (e.g., speakers, before amplifier). Following a question and answer discussion, we were taken into the automotive listening room. Jeff demonstrated the 4x6 speakers typically found in our cars and how a given expenditure could alter that sound. Most of us liked the sub-woofer system, but could not figure out what to do with that golf bag we carry around in the trunk. Myer-Emco sells a range of manufactures' lines—Alpine, Harmon Kardon, Nakamichi, and Sony. Jeff showed us the features of each line and demonstrated how they could fit our individual needs. One of the greatest features for me was those units that allow you to listen to the radio while you rewind that favorite tape. Next came the CDs (compact disc players). The pure sound, without distortion or transport noise, was great! Jeff played the Sony (2 models) and the Alpine (1 model) machines. Now, if they can only figure out how to fix a radio with cassette and CD in a BMW dash, they will really have



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something.

Larry Scholl, one of the technicians formerly with Voyager, took us out back to see a recent installation. While the car was German (Porsche), it was not a BMW. Not to be out done, Myer-Emco had also arranged for one of our members to stop by with his M535, complete with Nakamichi deck, Audio Mobil preamp with electronic crossover, three 100 watt amps, front and rear satellite speakers with 4" midrange and tweeters, and a custom speaker housing in the trunk with two 6" woofers to handle the low end. (Thanks Lee.)



Photo by Raine Mantysalo

The time passed much too quickly. Before we knew it, it was time to open the store for business. Jeff, Alan and the sales personnel made themselves available for individual consultation, but several members went right to the registers. I snatched up a Niles speaker switching box and a pair of Polk speakers—the car will just have to wait. Some looked at cellular telephones and debated the buy or lease option.

We all thoroughly enjoyed the tech session, looked forward to Myer-Emco's February sale, and hope to be invited back again. Our thanks to Jeff, Alan and Larry for a tech session well done.

Bill Ross

## Auto-X, Ne1??

Ever wanted to find out how well your Bimmer REALLY handles? Ever wanted to find out how well YOU can handle your Bimmer? Do you get off on G-forces? Or all three (like me!)? Have I got a deal for YOU! Last year's autocross season was so successful, and so much fun, we're going to try to top it this year. We have four autocross events on the calendar so far—hopefully we can add to it.

This season will start off with an autocross school, to familiarize the unfamiliar with the skills involved. It will be held on April 13 (NOT a Friday!) at Landover Mall, Rt. 202, exit 32 off the Capital Beltway.

An autocross is a relatively low-speed event, designed to test driver skill and control, more than speed and daring. It is typically held in a parking lot (empty, of course), and one car runs at a time against the clock. The course is marked by pylons, and you have to maneuver your car around the course as quickly as possible without knocking over any pylons. This requires skill and a heightened awareness of your car's and your own abilities. The autocross school is designed to get you started on developing these skills, and/or sharpen those you already have. Emphasis is on smoothness rather than speed; as you get smoother, speed will come.

Many of you may be hesitant to try an autocross, for whatever reason, or just don't know what a rush it is to be

able to drive such a competent car as a BMW (any BMW) skillfully, smoothly, and fast, all at the same time! If you don't really want to go so fast, hey, that's ok too!

The things you can learn about your car's handling at these events (drivers' schools as well as autocrosses) may help save your life, or someone else's, just by virtue of your increased knowledge and "feel" of your car; its limits, and YOUR limits. Many times I've thanked my recently-acquired autocross skills, as I've had to take evasive action to avoid hitting someone, or getting hit, because they (or I) weren't paying attention. (I could go on and on about this!)

But anyway, requirements for the autocross school are minimal; be willing to learn. If you have a helmet, bring it; otherwise you can probably borrow one at the event. Pump your tires up to 40-45 pounds, and empty your car of ALL loose objects in the passenger compartment and trunk.

As for the rest of the autocrosses, EVERYBODY come on out! There's no shortage of things to do. You can drive, learn, watch, talk, help with timing, registration, scoring, tech inspection, chasing errant pylons, chasing errant drivers.

Requirements for these autocrosses are as above, but your car will undergo a tech inspection before you run. This includes ensuring that your wheels are tight, and that your wheel bearings, brakes, and tires are all in good condition.

Oh yeah, one other requirement: plan to have fun!!!

Gary Toyama

## On The Road Again

My third BMW, a 325e, is a delight. It's practical (if any \$20,000 car can be called *practical*), yet sporty. Its torquey engine is perfectly suited to typical city-suburban driving, but its capabilities go far beyond such everyday use. Yearning to test those capabilities and having just enough vacation time last October convinced me to take this car on the road to Oktoberfest in California. Perhaps these notes from my trip will whet your appetite for a similar, but shorter, trip to Oktoberfest in Florida this year.

September was preparation month. Although the car had just 13,000 miles on the clock, it got a thorough mechanical inspection. Then, the driver sharpened his skills at the chapter's September driving school at Summit Point. Car and driver were ready. The plan was to get from Washington to the Rockies relatively quickly so that I would have plenty of time to explore the West.

*WESTBOUND Day #1*—The BEL Micro Eye is on and we're off at 10 a.m. I have company as far as Denver. Al, a friend at work, is going there to visit family. He can help with the driving . . . and he has lady friends in West Virginia, a diversion to help us through the first day. The highways are good through Maryland, West Virginia and Kentucky (I 270, 70, MD 48, I 79, 64). As much as I like Valvoline, Ashland's refinery on the Kentucky border is anything but scenic. Nothing happens in Frankfort, Kentucky on Saturday night. (591 miles)

*Day #2*—A good breakfast in downtown Louisville turns out to be the last good meal of the day. Bears in the air in southern Indiana slow down the pace. At Saint Louis that giant arch is even bigger from the ground than it appears flying over it. Someday, some other trip, I'll go up in the arch. Finally, we're at the night's resting place—Laurence, Kansas.

But, nothing is happening here Sunday night. We can't even buy beer. (638 miles)

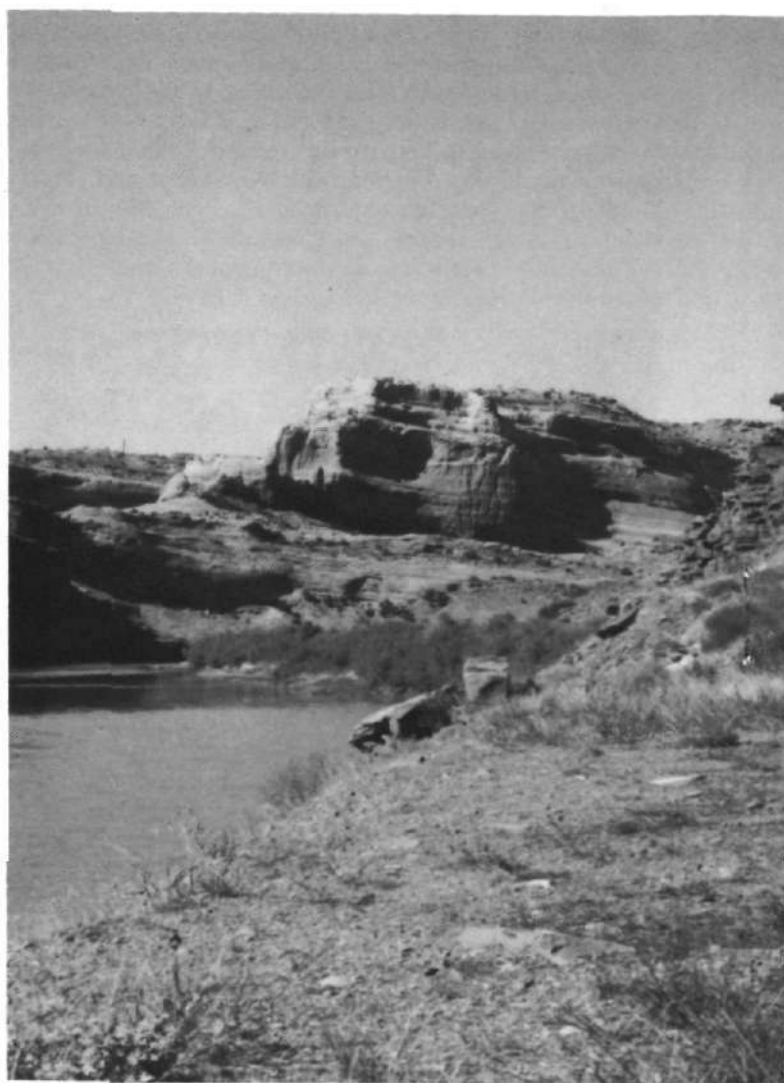
*Day #3*—The long, flat, day-and-a-half-long misery of crumbling I-70 is coming to an end—there's Pike's Peak on the horizon. It was 1,830 miles to mile-high Denver. The on-board computer says 29.7 m.p.g. at an average speed of 61.5 m.p.h. We find plenty to entertain us in downtown Denver, even on a Monday night. (588 miles)

*Day #4*—I'm on my own now and off of the Interstates. An autumn snowfall has just been cleared from the roads. The winding uphill journey to Rocky Mountain National Park is quite a pleasure, and beautiful. At every turn, more of those snow-capped mountains appear in the distance. The Trail Ridge Road through the park is breathtaking, and at 12,000 feet, I have little breath to spare. The view is incredible, so I stop driving and take time to take it all in. I've dispensed with the triple-A's suggested route. I'm following Rand McNally's scenic routes: they really are scenic. (405 miles)

*Day #5*—Back on the Interstate—oops, VASCAR! Timing marks are painted on the highway at each overpass, where the Colorado State Patrol is hiding. In Utah, I leave the Interstate on the second exit. It's a very empty, barely paved, very eery two lane. Eventually, I hit very lonely Utah 128, which takes me to a one-lane wooden bridge, suspended over the Colorado River. I begin to feel like the only being on the planet . . . and Utah is beginning to look like a strange planet. It's beautiful, but unlike anything I've ever seen . . . except in cowboy movies. At Arches National Park, there are some other travelers, but it's not crowded. I'm glad I'm traveling in the Fall and not at peak vacation time. In Green River, Utah, a sign says, "Next Gas 110 miles." (I later learned such signs could be interpreted, "Next *Civilization* 110 miles.") I decide to fill up frequently. (356 miles)

*Day #6*—I want to do the whole stretch from Green River to Lake Tahoe today and drive one of *Car and Driver's* Ten Best Roads—U.S. 50. Utah police have radar out on I-70, but there's nothing, *nothing*, on U.S. 50. Occasionally, this old two-lane winds through barren mountains, but mostly it stretches across flat, wide open range. There's little traffic—a handful of oncoming vehicles every hour. When I get used to this emptiness, I stop in the road, right in the traffic lane, to take some photos. There's no danger of a surprise vehicle—I can see miles in any direction. The road surface is old and rough and at almost 120 m.p.h. the car is a lot to handle. I ease off to between 80 and 100, more reasonable for this fun, but old, U.S. 50. I arrive in Carson City, near Tahoe, in 10-hours-40-minutes, including 3 or 4 rest stops and lunch. That was 29 m.p.g. and 68.4 average m.p.h. from Green River, Utah. This has been a real world driving school—nothing like this back East. I settle into a motel under the tall Ponderosa Pines in South Lake Tahoe and head for the casinos. (676 miles)

*Day #7*—I briefly explore the beautiful aqua Lake Tahoe. My venture into the lake, up to my ankles, is painfully cold, but refreshing. I decide to drive down Eastern California before heading to Monterey. I can take on part of another C & D Best Road, California 89. It is a great road, as is the scenery: meadows, forests, mountains. The Highway Patrol's black and whites are plentiful, but rarely with radar. Yosemite National Park's gray rocky peaks are stunning. The



park deserves far more than the few hours I have. A highway caution sign gives me a hint of a treat as I exit the western side of the park, "S-curves, Next 38 Miles." California 140 along the Merced River Canyon is terrific. But, what extremes in this state! Just like someone flicked a switch, the mountains and fun roads end. I'm on the table-top flat farmland of Central California. I find a room in Merced to rest before my final sprint. (291 miles)

*Day #8*—It's hot and hazy as I continue west. I quickly run into congestion. Saturday drivers are turning these otherwise fun two-lanes into drudgery. Finally at noon I find the Doubletree in Monterey. The final 131 miles seemed much longer.

3,723 miles in 8 days and 5 hours from D.C. to O'fest—now it's time to mingle with the Bimmer folk and relax a few days. The 325 gets a bath and an oil change.

---

*EASTBOUND Day #17*—The Oktoberfest motorsporting and socializing are behind me. So is a great sail on San Francisco Bay and some exploration of the coastal highway (another choice of C & D). The eastward journey begins from





*Photo by John Hartge*

the eastern edge of L.A.'s suburban sprawl, San Bernardino. It's warm and guesty, and dust is blowing across I-40. These are the Santa Ana winds. California's desert is not much to look at, at least not in October. I note Needles, California, at the Arizona border, for its Wagon Wheel restaurant, where the waitresses wear six-shooters (toys, I think). What the map says is a stretch of U.S. 66 just inside Arizona turns out to be a state maintained route. I am very disappointed. Apparently the highway I traveled in my adolescence with those guys in the Corvette has been wiped out by Interstates 40 and 44. (Later I learned that a few segments of the original U.S. 66 can be found in Oklahoma.) I arrive at Grand Canyon at sunset—an incredible view, the sunset and the hundred or so photographers trying for the best angle of fading sun and shadows across the canyon. (499 miles)

*Day #18*—The first hint of car trouble this trip has me up at sunrise, in the hotel parking lot, pulling a wheel. Last night my brake pad wear indicator lit up. I want to see the Grand Canyon, not spend the day getting a brake job. But I can't risk losing my brakes. The pads have plenty of wear remaining, so I check the sensor connections and the ground. The warning light goes out. I've saved myself a trip to Mountain BMW in Flagstaff, but I thank them for offering to fit me into their service schedule. I spend the day wandering around the Canyon's South Rim . . . in awe . . . wondering

what the Spanish explorers must have felt 400-years ago . . . finding this massive obstruction to their travels. Before sunset, I head east through the Painted Desert, through vast Indian lands to Kayenta for the night. (131 miles)

*Day #19*—I am venturing through Monument Valley. This is definitely where they made those old cowboy movies. Towns have appropriate names like Mexican Hat. It's near a rock formation that looks like a man wearing a large Mexican hat. Now, on New Mexico 64 (another *Car and Driver* road), I'm enjoying the driving, STILL, after all these miles. But, there are some delays—road construction, loose gravel, fresh oil. The magazine didn't mention these. The snow capped Rockies are in sight again. Here the Aspens are a beautiful bright yellow. I arrive in charming Spanish-Indian-Anglo Sante Fe in the rain and run into my first NO VACANCIES of the trip. It takes 3 tries to get a room. As expected, the margaritas are great. (416 miles)

*Day #20*—New Mexico 285 is another fun two-lane, and probably my last this trip. I-40 is in horrible condition in New Mexico and there *are* bears. Around Tucumcari the beautiful mountains, rocks and western terrain are ending, turning into flat plains. The road signs are starting to annoy me. "Welcome to Texas" "Speed Limit 55" "Unmarked police vehicles on patrol" "Welcome to Oklahoma" "Speed Limit 55" "No Tolerance" They call that a welcome? It's heavy rain now and no fun behind the wheel. I drop in on friends in Oklahoma City at 11 p.m. (562 miles)

*Day #23*—Another visit with friends is over. It's homeward bound now. The weather map shows I'll accompany a rainy front home and I'm facing two 700 mile days on the dreadfully unexciting Interstates. It's cloudy, but not raining midway through the Ozarks when a gray Honda 2.0 Prelude pushes me out of the fast lane. A pony-tailed lady breezes by. I take up pursuit. This woman's either crazy or knows the Arkansas smokies are sleeping. Either way, it's fun—80 to, 100 m.p.h. through Arkansas. But, I loose the Honda and driver when I stop to gas up. As the Ozarks flatten out into the Mississippi Valley, the rain resumes. In Nashville, its dark and wet and traffic is at a standstill. I am tired, angry and aware I've exceded my driving limit for one day. (749 miles)

*Day #24*—It's gray and raining, but I see more beauty—the mountains, woods and farmlands of Tennessee and southwestern Virginia. Tired of Interstates and still more than 100 miles from home, I yearn for just one more *good* road. How about Virginia 211 near Luray? It is great winding across the Blue Ridge Mountains. I stop at a roadside stand for some apples. I'm feeling good about coming home—I guess this has been a good vacation. At dusk, just after 6 p.m. and rush hour, I cross the Potomac River in misty rain, with reflections of the Washington Monument and Lincoln Memorial greeting me. I'm home. I've driven 674 miles today for a total of 8,112. I've been through 18 states in 24 days. Am I tired? No, I'm ready to plot a back road course to Florida for Oktoberfest '86.

This year's Oktoberfest is in central Florida from October 5 to 11. It would be great to have a large group from the National Capital Chapter. We are the largest chapter in the country and it's only about 1100 miles away. It's not too early to start planning now. The BMW Club's primary national activity will not be this close again for years.

*John Hartge*

## Competition Corner

I know there are many of you out there who have never attended the races at nearby Summit Point Raceway in West Virginia. Hopefully you will visit this scenic two mile road course this year. Assuming you elect to see the "sports car" races as opposed to the motorcycles or go-karts, this will attempt to explain what you will be seeing. The Sports Car Club of America (SCCA) will hold around 8 regional dates called the Mid-Atlantic Road Racing Series (MARRS), 2 national dates, and one Trans-Am professional race with supporting regional races. Top finishers in the national races accumulate points towards qualifying for the runoffs held near Atlanta each October. There is no prize money at the regional or national races but money is paid by certain manufacturers and suppliers. BMW is not one of them. Our club will have corrals at the 2 national and the Trans-Am weekends. Since the SCCA is more concerned with serving its members' needs than attracting spectators, you may see almost 30 classes of cars in six or seven races. This can be quite confusing if you are trying to keep track of who's winning. Each car will carry a large number and smaller letters and/or numbers to indicate its class. With all the sponsors' names and logos the class designations can be hard to read when the cars are at speed. A brief review of the classes:

**FORMULA CLASSES**—these are single seat, open wheeled vehicles that conform to some design formula. Each formula was originally started to provide cheap and/or close competition. Some never became popular or are quite out of date. F440 cars have snowmobile engines, Formula Vs (FV) are based on the old 1200cc VW Beetle engine and suspension, Formula Atlantic (FA) is quite similar to the European Formula II cars with Ford four-cylinder based Cosworth engines putting out well over 200 hp. A Formula Atlantic car holds the competitive lap record at Summit Point at 1:10. Formula Ford (FF) is the most popular formula class and usually provides a large enough field for its own race. Engines are based on the 1600cc Ford Pinto or Cortina and modifications, transmissions and wheel/tire combinations are limited. A race-ready competitive FF will cost over \$25,000 and has been the stepping stone into professional racing for many drivers. Mario Andretti's son Michael won an exciting Formula Ford race at Summit Point a couple of years back and he is now quite competitive in CART (Indianapolis type) racing. FF may provide the closest racing of the day.

**PRODUCTION AND GT CLASSES**—To my mind, the production classes had their hey-day in the late '50s. At that time they were true production cars with race preparations limited to removal of mufflers, bumpers and windshields (except for the Mercedes 300SLs and Porsche coupes, they were almost exclusively roadsters). Class A through H Production provided, in descending order of potential performance, huge fields of the same sports cars we all drove then. Over time more and more modifications were allowed. While the cars got faster, the escalating costs meant smaller and less competitive fields, and the cars were no longer representative of the true production car's performance. The GT classes were originated for slightly modified sports coupes about 10 years ago. The GT classes now allow tube frames, fiberglass bodies with wildly flared fenders and front air dams that scrape the pavement, and such engine and suspension modifications that almost nothing is left of the original design. A winning GT car is built from scratch and is no indication of how your neighbor's similar looking car will perform. There are five GT classes (GT-1 through GT-5) in descending order of potential

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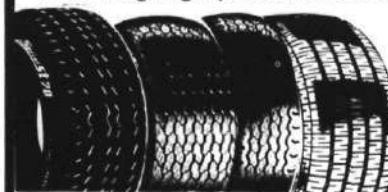
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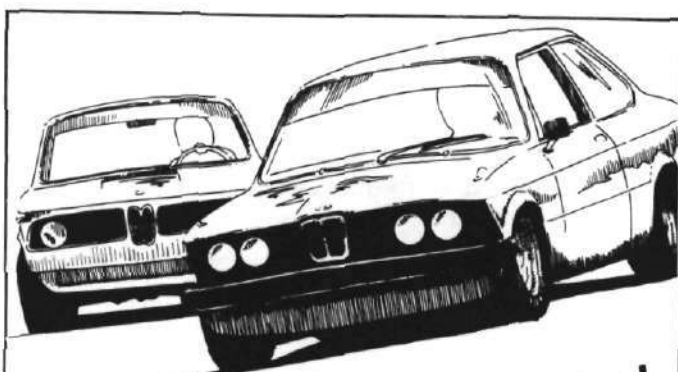
performance. Look for Jim Harrison's 2002 in the GT-3 class. The production classes are gradually being merged into the GT classes.

**SPORTS RACING CLASSES**—formerly called "Modified", these cars were either production based with modifications (a Jaguar XK140 with supercharger for example), or ex-factory racers such as the D-type Jaguar, Ferrari Testa Rossa, "Birdcage" Maserati and Porsche Spydors. At one time they were required to have headlights and two seats. Now the sports racing cars have single seats, aerodynamic bodies emphasizing ground effects and classes based on a combination of weight and engine displacement. ASR cars have the biggest engines and theoretically is the fastest class. BSR has been dropped. Winning DSR cars are using 2-cycle motorcycle engines. You will be able to tell by the noise. There is the Sports 2000 class for a certain 2000cc Ford engine and Sports Renault with completely identical cars that are purchased from the SCCA and run sealed 4 cylinder Renault engines that can only be worked on by certain Renault dealers. Our own Rick Foster is on the way to a successful racing career in Sports Renault. Unfortunately nobody seems to be running the Can-Am type cars powered by 700 hp 7 liter American V-8s so class ASR is just about dead.

**SHOWROOM STOCK CLASSES**—almost what it says: most of the *legal* modifications being for safety such as rollage, seatbelt/shoulder harness, and rubber fuel cell. Originally there was a claiming rule that enabled a competitor to purchase the fastest car in the race for about the same price it could be obtained off the showroom floor. The obvious intent was to eliminate cheating. The showroom stock concept has grown in popularity to the extent that factories are providing cars to better drivers and both the SCCA and DMSA have professional series attracting European drivers (including Stirling Moss) and big-buck corporate sponsors. Performance tests have shown that a well prepared showroom stock racer goes and stops a lot better than stock. The tire manufacturers are now offering special "street legal" tires for racing purposes. Most showroom stock cars are now trailered to the track and only used for racing and an occasional autocross. Classes range from SSGT for Corvettes, Z-28 Camaros, Mustang GTs and SVOs and Porsche 944s; SSA includes Nissan 280ZXs, Mazda RX-7s, Saab Turbos, Alfa GTVs and Triumph TR-8s, SSB for cars such as the Dodge Shelby Charger, Chevy Citation X-11, and BMW 320i; and SSC includes most econo-boxes and small sports coupes. Cars over 4 years old are not eligible for the national races. Class SSB used to be dominated in this part of the country by Garth Ullom in a 320i that was able to lap Summit Point in 1:38, a time only approached by highly modified 2002s at our driving schools. In 1985 Garth switched to a Shelby Charger and is going even faster. Because of obvious similarity to the cars we drive, I think Showroom Stock provides the most interesting races. Only one problem—they are required to run with mufflers and just don't sound like race cars.

**IMPROVED TOURING CLASSES**—similar to Showroom Stock but with certain modifications that don't affect the streetability of the cars: different springs, shocks, anti-sway bars, wheels, seats, camshafts, etc. Older cars such as the 2002 can compete here but some cars are not eligible (sorry—no Lamborghini Countachs). Look for our driving school veteran John Weaver and John Luxford from Quality Car Services and Round Man Racing Team fame to be competing in 2002s. The three IT classes (A, B and C in descending order of potential performance) are not considered a national class yet.

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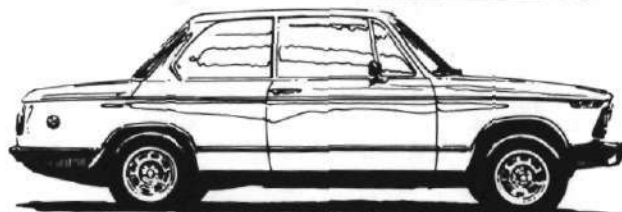
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mission is RELATIVELY cheap, programs and camping are free. Make our corral your base. Wander through the paddock where you can view the cars up close and chat with the crews. No other track I know of offers this opportunity without a hefty fee or connections. Drive down to the inside of turn number 1 and watch the cars brake from 150 to 40 mph. Just don't be surprised when a well driven GT-3 car that is backed by a wealthy sponsor and factory preparation can outrun a tired GT-1 machine. Next issue we will discuss the Trans-Am and IMSA.

**SPEED SHIFTS!** . . . When our chapter indicated a desire to rejoin the MWCSSC recently, we were asked if that meant we were finally going to present the trophies for a rally we held back in the mid-70s. Do any of you long-term members know anything about this? . . . One of the perks of being a chapter officer is having first access to other chapters' newsletters (it makes you realize how good ours is). Former chapter member Mike Vincenty made the cover of the Golden Gate Chapter's *Die Flusternde Bombe* while autocrossing his Tii. Those who saw Mike the last two years at Landover Mall know that he is not slow. Well there is a '67 2000CS coupe in the San Francisco area that has outrun him twice. The Ohio chapter has a member named Peter Neumahr. He and his wife Kathy run a variety of high performance cars in BMWCCA drivers schools at Mid-Ohio and Watkins Glen including an M-1 and Alpina B-7. I think the ultimate though is taking fastest time of the day in a Buckeye Chapter autocross wheeling a '85 Ferrari twin-turbo GTO. Maybe we could get him to come to Summit Point and put on a show this May. . . . There is a new organization called Autocrossers, Limited that has access to the large NSA lot at Fort Meade. They have already put on a challenge event between the Porsche and Corvette Clubs (open to all other makes too). By the time you read this a 4 event "Wintercross" series will almost be history and they plan to hold Saturday practice sessions. That's good news for all of us that like to do it in parking lots. . . . David Roach, who has written the great articles about his experiences rallying a 2002 Tii in the wilds of Canada with George Dickel, is rallymaster for the upcoming two-day Bob Bridges Memorial Rally in mid-April (see information in the Jan/Feb issue). . . . Congratulations to Tom Baruch, long time member and owner of London Auto Services in Falls Church, for being crowned the 1985 MWCSSC class D-Prepared autocross champion. His wife Sue, also driving their bug-eye Sprite, finished 3rd in the DP standings, and Cory Laws wound up 3rd in A Stock with his 944. . . . The Can-Am pro racing series is certainly not what is used to be when McLarens, Lolas, Porsche 917s, and Ferraris were being driven by Dan Gurney, Bruce McLaren, Jim Hall, Mario Andretti, Dennis Hulme, Pedro Rodriguez, Jackie Stewart, Mark Donohue and other greats. But the series still exists and last fall in Palm Beach, Florida the overall win was taken by Dr. Lou Sell in a March powered by an ex-Formula II BMW 4 cylinder engine. That's not surprising if you saw the new IMSA GTP March-BMW debut on ESPN December 1. During the first few laps at the high speed Daytona track it was running away from all of the Porsche 962s, Jag XR5s, and Chevy powered prototypes but one. It is said that this turbo four in 1 1/2 liter Formula 1 form has produced over 1200 hp on a test stand. Unfortunately one IMSA BMW was destroyed in a fire while testing for the Feb. 1 Daytona 24-Hour race and the second car was withdrawn. By the time you read this BMW should have won at the Miami GP and be preparing for the Sebring 12-Hour. . . .

**CRUNCH**

Woody Hair

## Automobile Aerodynamics- A Real Drag

Due to the ever increasing interest in automobile aerodynamics, this article is presented as an introduction to the basic fundamentals of the aerodynamic characteristics of a car. Before jumping into a discussion of the airflow around a car, some terms will be introduced and defined to be used later.

In the engineering world the term "fluid" is used to describe either a gas (such as air) or a liquid (such as water at room temperature), and a very important consideration in the study of fluid flow is the fluid viscosity. The viscosity is the measure of the shearing forces developed between individual fluid particles when they are moved relative to each other. The higher the viscosity, the higher the forces that are required to slip fluid particles relative to each other. The viscosity of water is roughly 50 times (depending on temperature) greater than air. Since the topic here is aerodynamics, from now on air will be the only "fluid" discussed.

There are two distinct types of air flow which occur; they are laminar flow and turbulent flow. A third type, transitional flow, describes a flow between fully laminar and fully turbulent flow. A laminar flow is characterized by smooth orderly motion of the fluid particles. Consider air flowing through a hose (Figure 1). If the flow is laminar and a colored

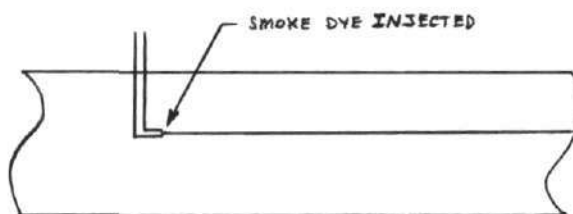


Figure 1. View of section of hose with laminar flow. Smoke dye injected flows downstream without appreciable mixing with air.

smoke dye is injected as shown, the dye will simply be carried downstream in a straight line as shown. On the other hand a turbulent flow is characterized by a random, erratic motion of the fluid particles. When the dye is injected into the hose with turbulent flow present (Figure 2), the dye breaks up and becomes fully mixed with the air.

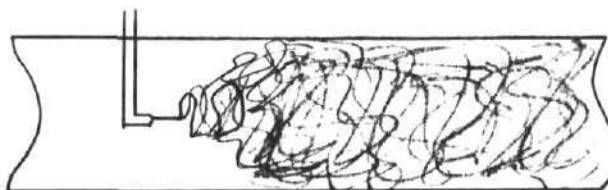


Figure 2. View of section of hose with turbulent flow present. Smoke dye injected fully mixes with air flow.

When considering the flow of air around any object (car, plane, tree, building, person, etc. . .), three distinct regions of flow can be defined. There exists a thin layer of air very close to the surface of the object where the forces due to the air viscosity are extremely important. This region is called the "boundary layer", and it is the result of the fact that there is *no slip* of the air particles at the surface of any object. In other words, right at the surface of the object the velocity of the air is zero relative to the surface. In the boundary layer around a car in motion, the velocity of the air relative to the car surface slows from the velocity of the air outside the boundary layer to zero at the surface.

The second distinct region of flow is that which exists outside the boundary layer. Here the viscous forces are insignificant, and this region is commonly referred to as the inviscid (or the ideal fluid) region. Changes in the velocity of the air in the inviscid region occur due to the shape of the object. The air speeds up when going up any surface inclined upward (windshield), stays constant along any flat surface (roof) and slows down when going over any surface inclined downward (back window). It is this slowing down of the mainstream velocity which leads to a situation called boundary layer separation. Boundary layer separation occurs in various locations around a car body such as in front of the windshield, around mirrors and most importantly over the rear third of the vehicle. When the boundary layer separates from the surface at the back of the car, it causes a swirling, churning, turbulent *wake* which consumes vast amounts of energy. This wake is the third distinct region of flow, and the air viscosity is again very important in this region. It is a region characterized by turbulent "eddies" (swirling, erratic air motion). The size and intensity of the wake behind a car determines the majority of the total aerodynamic drag.

Of great concern is the amount of drag (or retarding force) that a car experiences as it moves through the air since it affects fuel economy and performance. There are two types of drag to be considered: (1) the drag due to friction between the surface and the air (surface friction) and (2) the drag due to energy losses encountered when flow separation occurs (pressure losses). On a typical car the second type (which will be referred to as pressure drag) accounts for about 90% of the total aerodynamic drag, and the majority of it occurs over the rear half of the car.

Let's look at what happens to the air flow along the centerline of a hypothetical car body traveling at 60 mph (see Figure 3 for reference). Assume that the front of the car has a

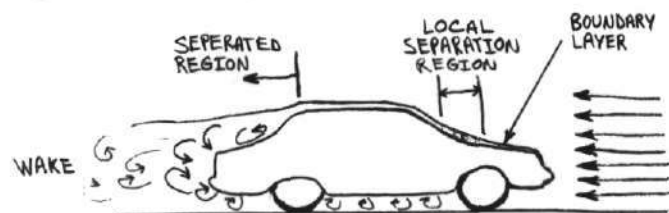


Figure 3. Depiction of boundary layer on car surface (thickness is greatly exaggerated).

smooth transition from its front surface to the hood. At some point on the front of the car there is a point where the oncom-

ing flow divides with part going down and the rest going up (this is called the stagnation point). As the flow proceeds up along the hood, the boundary layer is laminar (assuming that the oncoming flow stream is free of turbulence) and slowly increases in thickness. At a location about 15 inches along the hood (depending on surface geometry, roughness, . . .), the thickness of the boundary layer is only 0.1 inches, but it is beginning to transition to a turbulent boundary layer. Although they cause much greater surface friction drag, turbulent boundary layers are not necessarily bad since they are much thicker than laminar boundary layers, and therefore carry more momentum which allows them to stay attached to the surface much longer (remember that boundary layer separation generally causes large energy losses). Proceeding up along the hood the air flow starts to slow down and pile up as it approaches the windshield. The boundary layer separates over a small region in front of the windshield, reattaches to the surface of the windshield and continues toward the roof. Depending on the geometry of the car surface, the boundary layer may separate over a short region at the windshield/roof junction and then reattach to the roof surface. Further downstream the boundary layer separates from the surface at the end of the roof or around the rear window. The resulting flow is a very complicated, churning, swirling mess as the flow from both sides, the top and the bottom of the car are reunited in the wake. This region (the wake) at the rear of the car accounts for the majority of the total aerodynamic drag since the pressure is low (suction) in this separated flow region compared to the mainstream flow.

The often quoted drag coefficient,  $C_D$ , accounts for both surface friction drag and pressure drag. The total drag force relates to the  $C_D$  by the following:

$$\text{Drag Force} = C_D \left( \frac{1}{2} * \rho * V^2 * A \right) / G_c,$$

where  $\rho$  = air density, 1bm/ft<sup>3</sup>

$V$  = air velocity ft/sec

$A$  = frontal area ft<sup>2</sup>

$G_c$  = gravitational constant, 32.2 1bm-ft/lbf-sec<sup>2</sup>.

The frontal area is the cross sectional area of the car body when viewed directly from the front. Notice that the total drag is a function not only of the  $C_D$  value but also the frontal area; therefore, although one car may have a lower  $C_D$  compared to another, it will not have a lower total drag if its frontal area is sufficiently larger.

Aerodynamic drag obviously becomes more important as the car velocity increases. Although the total aerodynamic drag force varies with the square of the velocity, the power required to overcome aerodynamic drag varies with the cube of the car velocity. The rolling resistance drag varies with the first power of the car velocity, so its effect becomes less of the total resistance to motion as the velocity increases. Around 40 mph the effects of rolling resistance and air resistance are roughly equal, but as the speed increases, the air resistance rapidly becomes more significant.

On typical car bodies, aerodynamic drag can be reduced by the addition of air dams and spoilers while at the same time reducing the inherent aerodynamic lift associated with a car body. Since many club enthusiasts add front airdams and rear spoilers to their cars (myself included), if sufficient interest exists, a second article is planned to discuss the effects of spoilers, the topic of aerodynamic lift and the effects of the airflow underneath the car.

Chuck Branscomb

## Insurance Blues

So, you've just bought that beautiful 2002tii which you've been lusting after. Yes, that one. With the BBS wheels, and the modified suspension, and the Recaro seats, and the perfect paint job, and the dashboard that's not even cracked.

All is blissful in Bimmerland. Then your wife (or husband) takes your prized possession out for a ride on a rainy night and spins it into the guardrail. Seatbelts were buckled and the driver is fine, but it's very painful to see your thirteen year old tii all twisted and torn. You can relax, however, because you were clever enough to buy a "stated value" insurance policy for just such an occasion.

When you bought this policy, you did everything right. You got an appraisal from your local Bimmer specialist. You took pictures of the car. You saved all receipts for the after-market goodies and special modifications you added. Your 2000 pounds of perfection is properly protected. Or so you think!

This is exactly the situation I was in several months ago with my own tii. Thinking every base was covered, I then filed a claim with my insurance company, the Selected Risks Insurance Company of Branchville, New Jersey, and found that my car was not protected nearly as well as I thought it was.

Since the policy went into effect a year ago, I had been paying about twice the normal premium rate to insure it at a stated value of about twice the normal "book" value. My policy showed very clearly that my car was insured for a stated value of \$7800.00. Upon receipt of my claim, Selected Risks sent a man to inspect the damage and he determined that the car could not be repaired. Within one week I received a check from Selected Risks for \$4138.00 with a memo indicating that this was a final settlement of my claim.

I immediately contacted the company to tell them that the payment was far below the policy's "stated value" and they immediately went into a month-long stall. This, I believe, is standard insurance company procedure. They have all the time in the world to settle a claim and they know that their customer probably needs his or her money to buy a new car and get on with life as usual. They know that in most cases, if they wait long enough, the customer will break down and accept an unfair settlement.

After four weeks of talking to various clerks, agents, and supervisors with no explanation of why I was not paid my stated value, I insisted upon speaking with the Vice President of Claims. This VP explained to me that a stated value policy is not really what it seems to be. He explained to me that, in the event of a total loss, a stated value policy pays out the actual cash value (ACV) or the stated value, whichever is LESS. The catch is that the ACV is determined by the insurance company and it is done in a very arbitrary way. The fact that I had an expert appraisal, had substantial documentation of the value of the car, and had been paying a premium twice as large as it should have been were never taken into consideration. The VP of Claims then told me that he agreed with the settlement and my only recourse beyond him was very lengthy and very legal. I decided to accept an unfair settlement.

I now own another beautiful tii. I tried having my insurance company inspect and appraise this new car with the intention of insuring it at their own appraised value. It seems to me that this would be a fair way to establish what value my car should be insured for and I would then pay a fair premium rate. Selected Risks refused to do this. Obviously,

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this company is not concerned with giving their customers fair settlements, but rather with giving their customers the smallest settlements they can force on them.

Oh, well. Can anyone recommend a good insurance company? How about a BMWCCA owned insurance company?

Steve Mina  
New Jersey Chapter

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## Tech Tips/ High RPM Stumble

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I recently encountered a most perplexing problem. Above 4-5000 rpm at full throttle, my engine would stumble badly. Thinking it was either fuel starvation or ignition trouble, I cleaned all the jets and fuel passages in the carb (Weber 32/36 downdraft), but to no avail. I checked and cleaned the plugs, points, distributor cap and rotor, fuel filters and fuel pump. Still no improvement.

After thoroughly cussing all of the above parts, I was staring down into the carb, and noticed something odd. The brass fuel discharge tube in the secondary venturi had worked loose and rotated, so the discharge opening was facing mostly upwards, instead of its normal downwards position! AHA! I was getting air into the float bowl, instead of fuel from the bowl into the engine!

Sure enough, when I removed the venturi, the tube fell out. The fix was simple: I gently flared the end of the tube, so that it could be press-fitted back into position. NOTE: Be sure the venturi is not upside down when you re-insert the tube—this is an easy mistake to make.

I re-assembled the carb, crossed my fingers, toes, and eyes, and voila! It ran great! I once again have that satisfying, gratifying kick-in-the-pants acceleration!

Gary "Banzai-Bimmer" Toyama

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## Dear DeBbie

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Dear DeB,

Everytime I want to participate in a drivers' school you go and print the application on the back of a page with a good article that I want to save. How about putting it on the back of a full page ad next time.

Watts Xerox

Dear Xerox,

Good idea. We'll try to at least put the applications on the back of bad articles. By the way, ever heard of your namesake machine?

DeB

Dear DeB,

I know you have mentioned the phone numbers for our new hotline and for the MWCSCC events hotline in past issues but every time I want to find out when the next rally or autocross is available I grab my Der Bayerische and end up re-reading Bill Via's Rambling Ruminations. I haven't found the phone numbers yet. How about printing the numbers in large type so I can cut them out and tape to the 'fridge.

Alex G. Bell

PS What happened to Via's R.R. in Jan/Feb. issue?

Dear A.G.B.

On the first issue, I agree 100%. Also note the MWCSCC hotline number for more events. As for the missing Rambling Ruminations, Bill moved and couldn't make this usual contribution. We all missed his column. Watch for its return in the next issue.

Dear DeB:

It is already common knowledge among BMW owners and of BMW of North America that the intake valves of BMW's (3 and 5 series) become carbonized at anything over 15,000 miles. In my case, my 1984 318i had this problem at 54,200 miles. The resulting problem is that the mixture is absorbed by the carbon (which is hard but porous), and the car will not idle at all or power is severely decreased. This problem will occur on any BMW using multi-port fuel injection. The procedure to fix this is costly, around 350 to 400 dollars. The dealer or shop will use a machine to shoot ground up walnut shells through the removed exhaust and intake systems to remove the carbon build up.

The cause is not, I repeat not due to using low octane fuel, as I used nothing but Shell SU 2000 in my 318i. I called BMW of NA and was informed that multi-port fuel injection, which shoots the mixture onto the back of the intake valves, causes this problem regardless of what fuel you use. About the only preventive thing you can do is to use a Chevron product, 'Techron II' as a gasoline additive every 1600 miles. This product is available from any BMW dealer.

Now for the good news. At least for Washington, D.C. area BMW owners.

I felt that my 'Ultimate Driving Machine' should not have to undergo a major \$350.04 (all labor) engine repair at a mere 54,200 miles. So I complained, in writing, to the District Customer Relations manager for BMW of NA. I had to write 3 letters, thoroughly documented my complaint, and do you know what happened? BMW of NA authorized BMW of Fairfax (who did the decarbonization on my valves) to refund my money in full!! People, you have to stand up for your rights! A BMW should not have to have the valves decarbonized in order to run. I had 3 Chevy Novas prior to buying my 318i new, and none of these cars ever had such a problem in over 280,000 miles of driving.

Now complaining will do no good unless you complain, in writing, to the proper authority. So, here is who you should complain to:

Douglas L. Studer  
Regional Customer Relations Manager  
BMW of North America, Inc.

I hope everyone in the National Capital Chapter will avail themselves of the opportunity to demand from BMW of NA the quality they deserve. We do not pay \$18,000.00 and up for a car that behaves as if it cost \$5,000.00. BMW of NA advertises superior performance, reliability, service and roadability. Let's make sure they stand by what they advertise. Get your money's worth!!

Richard B. Dondes (#52508)

Well said.

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



## New Members

George Koropoulos	1980	528i
Judy Hecker	1985	318i
Mark Fayl	1985	318i
Herbert R. Goldson	1984	318i
F. Gregory Doherty	1985	318i
Charles O. Scoll	1974	2002
Ronnie Silber	1985	325e
Richard Lee Howard	1983	528e
Domingo L. Ordoveza	1980	528i
Robert L. Graham	1977	530i
George A. Vargas	1983	320i
H.S. Christensen	1977	320i
Richard Saddi	1985	318i
Roger Segalla	1985	325e
Kevin E. Elion	1978	320i
Michael L. Ola	1972	2002
Vincent W. Drumb	1985	735i
Norm Buchanan	1975	2002
Joe Mills	1985	318i
Henry D. Ritter	1985	535i
Michael G. Kassack	1985	325e
Timothy Mysick	—	—
Stanley DiPretoro	1985	735i
Harry Ludwin	1977	320i
Robert M. Diamond	1980	M-1
LaVerne L. Kelly	1985	325e
Tracy Lee Maatsch	1970	2002
Victor C. Bygarski	—	—
Tom Whalen	1970	2002
Skip Menzles	1979	320i
James Zulty	1977	320i
Matthew Paschall	1985	325e

J. Schuyler Alland	1984	318i
Leonard L. McCants	1977	630CSi
Donald R. Lockell	1984	533i
William F. Webber	1985	325e
Karl D. Brandt	1983	320i
Jane Sullivan	1976	2002
Johnson S. McKelvy	1984	318i
David Spilman	1985	735i
Peter Valanidas	1971	2002
Greg Talley	1977	530i
Michael E. Lysczek	1982	528e
William Morrison	1981	320i
Donald F. Hermann	1985	528e
Robert N. Anderson	1981	320i
Paul M. Costello	1976	2002
Leroy K. Swinton	1982	320i
Michael J. Muth	1981	320i
Robert L. Flynn	—	—
Joyce L. Bosc	1981	320i
Sharon Dyrkin	1985	325e
Jeffrey Feldman	1985	528e
Bill Shook	1980	320
George E. Taylor, Jr.	1976	2002
Kevin Petka	1983	320i
John (Jay) Miner, Jr.	1984	635CSi
Tim Gainey	—	—
William John Deoudes	1984	528e
Michael Houle	1984	733i
Robert West	1985	318i
Charles O. Hamm	1985	325e
Stephen M. Nagy	1973	2002
Mark A. Child	1977	320i

## !NEWS UPDATE!

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

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Behind White Flint Mall

  
**WESLAKE**  
MOTORING ACCESSORIES

BETHESDA, MARYLAND  
301-951-6363

## New Members

Henry S. Fonvielle	1986	325e
Tyrone Grandberry	—	318i
Ronald A. Davidson	1985	528e
J.R. Sampson	1983	733i
Kenneth W. Awkward	—	—
Frank E. Lemmon	1973	2002
Nansie S. Word	1984	318i
Dan Hansen	1981	320i
Michael Sikorski	1985	325e
Jeff Callahan	1985	318i
Thomas A. Hart	1985	528e
David Miquelon	1986	325e
Lewis C. Lipson	1984	733i
Walter J. Fijn	1985	535i
Alan D. Hutson	1982	320i
Chris Hawkins	1984	528e
Doug K. Bainum	1984	528e
Suzanne Collet	1978	530i
Frank Washington, Jr.	1977	320i
Dana Helsey	1975	2002
Ken Nicolas	1973	2002
David S. Kahn	—	530i
John & Laurie Humphreville	1979	528i
Bruce & Dee Blake	1979	733i
John & Martha Mathai	1980	M535
Arnold & Mary Gildenboro	1979	528i
Phillip & Helen Snyder	1985	735i
William & Karen Boyle	1985	735i
Jan & Rose Ann Stepanek	1985	M635CSi
Lawrence & Kimberly Hinden	1981	320S
David & Nancy Barmak	1984	533i
Walton & Carol Hogan	—	—

Maria & Daniel McDonald	—	—
James & Julie Anne Overton	1985	535i
James Ross & Amy Hayes	1969	2002
Deborah Parlett & Timothy Lewis	1985	318i
Eugene & Mary Ellen Langan	1985	528e
Susan & Phil Sauntry	1981	733i
Patricia & Bill Barrett	1978	530i
Victor & Susan Guarino	1976	2002
Henry & Joan McGurran	1980	745i
Diana & Ed York	1975	2002
William & Cynthia Anderson	1983	528e
Vincent Salgado & Carol Magoffin	1985	325e
Russell & Esther DeJulio	1984	528e
William & Donna Robinson	1984	318i
Larry & Marsha Coe	1983	320i
Tim & Cheryl Costello	1976	2002
Sharon Jones & Otis Warren	1986	325e
Michael & Sharron Turner	1976	2002
Judith & Wayne Lawson	1980	3 Cabrio
Paul S. Simon	—	—
Jeff White	—	—
John Prevall	(Virginia)	—
Jim Lynch	(Nebraska)	—
Donald R. Fipps	(Michigan)	—
Michelle Stinson	(Alabama)	—
William Veldran	(New York)	—

Members enrolled by the following supporters and advertising media (2 or more members—Contest Period): Auto Show 14, Excluservice 5, Road & Track 5, Les Adams 2, Lewis Baskerville 2, Cory Laws 2, Bill Ross 2, Greg Talley 2.

# AutoWerke = Service 770-0700

OFFERING ALL FACTORY RECOMMENDED SERVICES—DURING & AFTER WARRANTY

## Autoy = Parts:

Bosch	Personal
Bilstein	ATE
K + O	Ferodo
Zender	Sachs
VDO	Castrol
Marchal	Philips
Dafan	Valvoline
Stahl	German Purolator Filters
Primaflow	Wind Deflectors
Ronal	Air Dams & Spoilers
BBS	Autoy Suspension Springs
KYB	Original BMW Parts
Amsoil	FOHA

And many other OEM components

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.

Autoy, Inc., next door to AutoWerke, offers top quality parts and accessories for BMWs. From points, plugs & filters for the do-it-yourself home mechanic to the finest european suspensions, aerodynamics and lighting, Autoy stocks the goods at competitive prices.



Please call for a visit or appointment. Our business hours are 9:30 a.m. to 6:30 p.m. weekdays with the parts store open 10:00 a.m. to 2:00 p.m. on Saturdays. We are happy to advise you on your car's maintenance requirements or answer any questions you may have about your car. If you are contemplating the purchase of a used BMW, we highly recommend a pre-purchase inspection.

Please call 770-0700 for an appointment and let us earn your patronage!

David Toy  
President, Autoy, Inc. & AutoWerke, Inc.

# National Capital Chapter Mayfest Driving Festival

**WHERE:** Summit Point, W.Va.—only 1½ hours from Washington

**WHEN:** Saturday, May 3 and Sunday, May 4, 1986

**HOW MUCH:** \$70 per driver per day

**HOW MANY:** Maximum 40 drivers each day—BMW's only

## ----- IMPORTANT -----

**This is the Apple Blossom Festival Weekend in Winchester, VA. Make your hotel reservations NOW! List of accommodations and directions to Summit Point elsewhere in the newsletter. Camping available at track.**

### **DRIVERS:** Please Check

- \_\_\_\_\_ Saturday Driving School \$70 per driver Includes lunch  
\_\_\_\_\_ Sunday Driving School \$70 per driver  
\_\_\_\_\_ Dinner at \$15 per person includes complete dinner with beer, wine & soft drinks

NOTE—If two drivers are sharing the same BMW, on the same day, one must be an experienced driver—more than 3 previous schools.

Name (1) \_\_\_\_\_ Club \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Phone: Work \_\_\_\_\_ Home \_\_\_\_\_

BMW Year \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_ Membership No. \_\_\_\_\_

Name (2) \_\_\_\_\_ Club \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Phone: Work \_\_\_\_\_ Home \_\_\_\_\_

BMW Year \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_ Membership No. \_\_\_\_\_

### **PREVIOUS DRIVING SCHOOLS:**

Driver No. 1: \_\_\_\_\_

Driver No. 2: \_\_\_\_\_

### **NON DRIVERS, HELPERS, GROUPIES:** Please check and fill in information above

- \_\_\_\_\_ I will help Saturday I'll arrive at 8 am to help and will enjoy a free lunch  
\_\_\_\_\_ I will help Sunday  
\_\_\_\_\_ Dinner at \$15 per person includes complete dinner with beer, wine & soft drinks.  
\_\_\_\_\_ I plan to participate in the tour and will arrive around lunch time.  
\_\_\_\_\_ Lunches at \$8 per person.

**MAKE CHECK PAYABLE TO:** National Capital Chapter and mail to:

KAY HEATHERLEY, 12732 Viers Mill Road #204, Rockville, MD 20853

Questions to: Max Rodriguez (301) 330-3934 (M-F 7 p.m. to 10 p.m.)

**A legal-sized, self-addressed envelope with 39 cents postage should accompany your check and application so you will receive your tech sheet (for drivers) or meal tickets (for helpers).**

## ----- NOTICE -----

**Tech Inspection: Saturday, April 19, 1986 9:30-12 noon, Heishman BMW, Arlington, VA.**

*Due to festive party Saturday night, camping or a motel room is recommended.*



# BMW

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## OF FAIRFAX

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Extraordinary  
personal attention  
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discerning driver. Service  
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professionals. Huge parts  
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dealer for the ultimate  
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and nothing less."



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# BMW

## OF FAIRFAX

8427 LEE HIGHWAY FAIRFAX, VA. 560-2300

## Membership Application



BMW CAR CLUB OF AMERICA, INC.  
345 Harvard Street, Cambridge, MA 02138

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Telephone \_\_\_\_\_ Business Telephone \_\_\_\_\_

BMW Model \_\_\_\_\_ Year \_\_\_\_\_ Serial No. \_\_\_\_\_

BMW Model \_\_\_\_\_ Year \_\_\_\_\_ Serial No. \_\_\_\_\_

I heard about BMWCCA from:

Special interests: ☐ Maintenance ☐ Driving schools  
☐ Rallies ☐ Autocross ☐ Concours  
☐ Social ☐ Model cars

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 \_\_\_\_\_

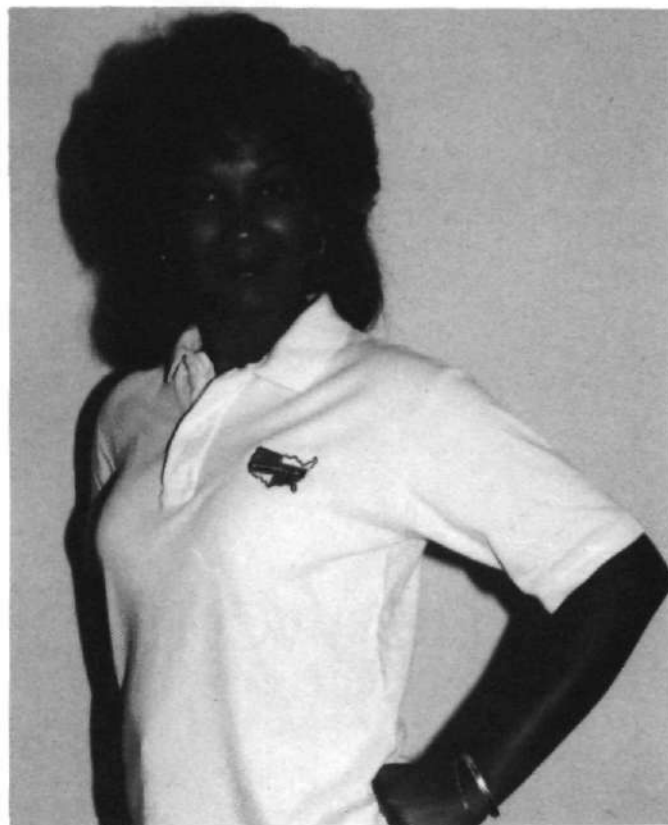
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

## Marketplace

**For Sale: 1976 2002.** Excellent condition, Alpine Green/Tan interior, Pioneer Radio, Excellent Tires. New front shocks and tune up. Md. inspected 1/86. 119k, compression excellent. A real beauty! \$4,300/OBO. Call Chuck (202) 566-2497 days or (301) 855-8847 evenings.





**For Sale: 1983 528e.** WBADK8306D7968670. Lapiz blue. 42,000 miles, one-owner, always garaged, immaculate (just detailed). Fully serviced; recently replaced all brakes and rotors. Needs nothing. Blue cloth interior; automatic transmission; cruise control; power windows, sunroof, steering, brakes, mirrors, antenna and door locks; AM/FM stereo cassette. \$16,750/offer. Call Ron. 202/638-6666 (O), 202/983-1011 (H)

**For sale: 3.0 liter engine.** New head, Schrick cam, valves, rockers, shafts, springs, etc., less than 3,000 miles ago. Needs lower end rebuild, but has been in regular use. No leaks anywhere! \$950 as is, or will rebuild to suit. Also, rear springs for 530i also used less than 3,000 miles, \$75. Call Cory at (301) 731-4150 days, (202) 546-2365 evenings.



The National Capital Chapter is selling first quality all cotton polo shirts with the club logo *embroidered* on the chest! Throw away your alligators, warthogs, polo ponies and foxes. Don't be golden fleeced. Wear a quality sport shirt with the club colors at a fraction of the price charged by your other sources: \$15! The shirt features a long tail, (perfect for tennis, Mike) and knit collar and sleeves. Colors available are navy blue and white, in sizes small, medium, large and extra large. You'll never be at a loss for "appropriate attire" again. Send your check, (include \$1.50 for postage and handling for mail delivery), payable to "BMWCCA-NCC" (with color and size, right?) to Les Adams, 6500 Park View Court, Springfield VA 22152, or contact any club officer.

**We Promise You:**

-  **SELECTION.**
-  **PRICE INTEGRITY.**
-  **AFFORDABLE FINANCING.**
-  **INCOMPARABLE SERVICE.**

that's why we're  
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BMW**

**3154 JEFF DAVIS HWY. (RT. 1) IN CRYSTAL CITY,  
ARLINGTON, VA (2 MI. S. OF 14th ST. BRIDGE)  
684-8500**





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Our goal is to provide service for BMW owners as efficient and reliable as the car itself: fast routine servicing, ample parts availability, accurate engine tuning and precise diagnosis of any impending problems.

*If you are interested in a BMW, our newest dealer will be happy to arrange a thorough test drive at your convenience.*

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Manassas, Virginia  
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