



Der Bayerische

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BMW Car Club of America / National Capital Chapter

Minutes

The monthly meeting was called to order a 8 P.M.

At least three new members were introduced.

The Ocktoberfest site has offically been changed to the Red Bull Inn in Waterbury, Connecticut on October 17th to the 20th. Other Changes have been made, the addition of a tech session, new awards trophies, and a clean car and concours competition. Additional info can be found in the June issue of the Roundel.

Jerry Coffey reported that BMW has won all the races they've entered in Europe.

Ron Beavers announced that a rally designed basically for novices will be on June 29th.

An open date autocross will be sponsored be the club on July 21st at the Memco Lot in Rockville. OD's for the event are Rick Price and Ric Cavallero. Workers are needed and can contact Ric Cavallero.

New Business: Paul Schauble announced the newsletter is now taking ads and that an advertising manager is needed.

A suggestion for a summer tour similar to last year's Spring Frolic was given by Dave Roach. The route would take in the smaller resorts popular before Rehobeth Beach and Ocean City.

Meeting adjourned after a buy and sell.

Denise Price

Member Memorabilia

Hello people! Our mail must be getting straight now because we have 7 new members this month. Let's welcome:

Lloyd Gaither, 1517 Jenifer St., Chillum, Md.
Lloyd owns a 1968 1600-2.

Raymond Sirianne, Jr., 4949 Manitoba Dr. #601, Alexandria, Va. Raymond's car is a 1970 2002.

George Wagner, Jr., 5917 Cherrywood Terr. #305, Greenbelt, Md. George has a 1971 sedan, but we don't know what kind.

Mark Herbst, 10 7th St., N.E., Washington, D.C. Mark has two BMW's, a 1970 2002 and a 1965 R50(bike).

Richard & Karen Eppig, 1528 Tuckahoe Rd., Waynesboro, Va. Richard & Karen probably won't be coming to meetings, but if they were they would come in their 1969 2002.

Stuart & Mary Broad, 3709 Williams La., Chevy Chase, Md. Stuart & Mary own a 1972 2002.

Robert Nutting, 7802 Trevino Ct., Falls Church, Va. Bob has 1971 Bavaria.

Welcome all.

For old members(not really old necessarily), a little information about renewals. The local club(us) and the national club(Boston) send out separate renewal forms. The local dues are \$6.00 annually and the national are \$5.00. They are not necessarily concurrent. If you have any problems , please call me. Thank you.

Gretchen Blankenship

Activities

Our fun rally on June 29 was a success. Although some contestants missed checkpoints all made it to the finish. Congratulations to Dix and Owen Griesemer who took first place running in a beautiful 1955 BMW 501. Everyone including the contestants and the checkpoint workers enjoyed themselves. I want to thank the checkpoint workers for their help and special thanks goes to Mike Leeper for his help, suggestions, and guidance in setting up this rally. Now that this rally is over we are already planning another one to be held later in the year.

On July 21 Ric Price is the O.D. of our Cherished Date Autocross. For those who have never been to an Autocross I recommend that you should go to this one. Anyone interested in working this event should contact either Ric Price or Ric Cavallero.

An autocross school is to be held sometime in August. The date, time, and place will be decided on by our next monthly meeting. If you have any questions concerning the school, contact Ric Cavallero after July 16.

Finally, a tech session is in the works. We have people willing to work at this session and many of our members have expressed an interest in attending such a session. We can have several small sessions as Terry Wyban has suggested. Or, if anyone has a parcel of land we can use, we can have a large session. Any comments?

Ron Beavers

WATER-WATER-WATER

CHRISTMAS PARTY!!!!!!!!!!!!!!!!!!!!

DATE: December 14th, 1974 8:30 P.M.

PRICE: \$10.00 a couple, \$6.00 singles

PLACE: Party room in the Presidential Park Apartments off New Hampshire Ave., one mile in from the Beltway.

Miscellaneous

THE STAINLESS STEEL BOXY SEDAN:

IMSA Twin Sixes at Mid Ohio

Call me Jackie. Some weeks ago, I got a yearning for seeing BMWs in action on a race track. At that time, I got wind of the IMSA twin sixes--the Goodrich Radial Challenge and the Camel GT Challenge at Mid Ohio Race Course. BMWs would be in both. It was hard to resist, in spite of the seven-hour drive out there, and when I was offered a position on a pit crew, I could hold out no longer. I went. This is what happened:

Friday night. We got to the track, registered, and wandered through the paddock, spending most of our time leaving several gallons of saliva around the two 3.5 CSLs of Hurtig-Team Libra. Then we followed Rick Mansfield to Jim Holzman's house for a prerace party. In the confusion of BMWCCA members, it took a while to identify a small group of people standing in one corner--Yes, Holzman assured us, John Buffum and Brett Lunger (drivers for Hurtig-Team Libra) were over there. So were John Morton and Nick Craw, drivers for Miller and Norburn. Also, Silvia Wilkinson, writer of several novels and The Stainless Steel Carrot, a book about John Morton. Holzman pointed out Preston Miller, Russ Norburn, and about half the mechanics of the Libra Team. Then, there in the basement, a half-hour radio show took place. The radio people interviewed everyone--from Buffum to an inebriated Jim Holzman, who matter-of-factly stated "We who own BMWs feel that if you're not driving a BMW, then you're driving an inferior car," and this statement on a show sponsored by a Columbus Porsche dealer!

Saturday morning. Our car--a Honda Civic to be driven by Rod McNeil and Jon Krogsund--arrives. It seems they blew a third engine and worked half the night building another and the other half driving to the track. We work all day preparing the car, only to have it finish 21st in a race where the top 20 cars qualify for the race. We miss the BMW parade, but Estelle Watts and John Stavar make it to represent National Capital Chapter.

Saturday, 5 p.m. The five-hour Radial Challenge begins. The field spreads out until John Morton, driving the number 64 Miller and Norburn BMW leads Amos Johnson in the number 7 Gremlin, Brett Lunger in the number 32 Gremlin, and Larry Schumacher in the number 65 Miller and Norburn BMW. Cars begin to drop out. Terry Luxford's number 91 BMW has carburetor problems for the umpteenth time. Bob Feld's number 98 BMW loses a wheel but keeps going at speed into the pits where the wheel is replaced. He continues. After three hours, Morton has a solid lead. He pulls in to let Nick Craw finish the race. After a quick tire change, Craw roars out. Three minutes later, he walks back up the pit lane--he braked for a turn and his foot went to the floor, which put the front of the car

in the trunk of a Pinto. Another BMW--number 47--a beautiful silver/grey car, is totalled when it runs off the course and into a rock. By 10:22, when the race ends, Amos Johnson is first, Brett Lunger second, and Don Yenke third in the number 65 M & N BMW.

Late Saturday night at Jim Holzman's. The Miller and Norburn crew works late on a transmission problem in their GT car. Everyone is worn out. We eat supper and go to bed.

Sunday! Sunday at beautiful Mid Ohio Race Course! It is overcast all day, but with the prospects of watching two ex-factory CSLs race a myriad of Porsche Carreras, everyone is excited. Here's the lineup: Peter Gregg is driving the number 14 Porsche of Holbert Porsche-Audi, but no BMW fan could care, for John Buffum is preparing to drive the number 24 CSL in qualifying and George Follmer takes the number 42 CSL out for a spin. Trouble. On the last lap of qualifying, something goes wrong with Follmer's car. With forty minutes to go before the race, the mechanics discover a broken camshaft. They decide to change engines. Frenzy is the mood of the hour as six to ten people take out bolts, switch parts, and put bolts back in. As the pace lap starts, Follmer is pouring water into the cooling system, someone is bolting the radiator back on, and four feet protrude from underneath the car. As the race itself begins and Buffum drives by, someone is hooking up the air ducts and Follmer is climbing into the car. As the first lap is completed, the engine is running, a tire is being changed, and the hood is being strapped on. Follmer drives on the track with a relatively cold engine, two laps down. The car runs perfectly for five hours, finishing fifth. Buffum holds onto fifth for most of the race. Both drivers switch with their second drivers--Andy Petery in number 24, Brett Lunger in number 42. With about one and a half hours to go, the two cars are running fifth and sixth. They pit in succession. Follmer gets into number 24, Buffum into number 42. At the finish, three Carreras hold the first three places--number 14, number 4, and number 1, respectively. The two CSLs hold fourth and fifth.

We prepare for the tiring, rainy drive home.



ZIEBART

We have had an offer from Ziebart in Rockville of a discount to Club members. They would prefer to have a guarantee of three cars, which as of this writing I already have. So call me for more info if you are interested!

Ric Cavallero

Service Report

I talked with Lothar Schuttler, the ace service manager of VOB, about the relative differences in the performance, ratings, and prices of VOB service versus that of Heishman BMW. Lothar made several interesting observations which I will relate to you. Lothar pointed out that VOB has to handle several times the number of cars that Heishman BMW does per day. Thus, the number of faulty repairs that slip through for comparable levels of service must be proportionately greater. Since people tend to write more about faulty repair than good repair, it would make VOB look like they did more lousy work. (Also, people tend to voice an opinion if the service is exceptional and not if it's "merely" adequate and competent!) I might also add that with a larger volume it is proportionally more difficult for the service manager to oversee work being done, increasing the probability that a "baddy" will slip through. However, old "Allstate" Schuttler does a good job of keeping things in shape. Lothar also has a fantastic reputation for customer satisfaction and support in warranty work. Lothar also pointed out that if there was any notable difference in the cost of service it could probably be attributed to VOB's exceptional investment in specialized (and expensive) equipment. In most instances, VOB and Heishman BMW are the same in parts cost.

Joe Anderson, the service manager of Heishman BMW, has provided faultless and outstanding service from his shop. His operation is of the same level of VOB back in the old days--remember those few days back in the corner of the Datsun shop--small and faultless. There appears to be no reason why, as Heishman BMW continues to grow, the service department will not remain as good as can be.

Our two area BMW dealers are fortunate indeed to each be blessed with friendly and excellent service managers, and a raft of interested and competent mechanics. We BMW owners, in turn, are not only blessed with these two dealers but at least one exceptional independent as well, Motortech. It is no wonder that according to Consumers Reports, BMW provides the best level of technical service of any car sold in the U.S., as an interesting aside; one of our members had a hesitation problem that Heishman BMW could not solve. (This was the only instance where they ever got a black mark in mechanical work.) He took it to VOB and they couldn't get the surge out either. Our member is resigned to live with it! (You wanna try, Phil?) The car was a 1973 2002. Another member has the same year and model car which exhibits sluggish, spotty performance and which also seems to arise from the carburetor. Any ideas from anybody?

I'm getting kudos for Motortech. Keep it up, Dermer!

I'm getting mixed reports on North Star Motors. Let's see some reports. I'd also like more data on VOB's body shop.

There are two whiz-bang alignment shops in the area, Bethesda Wheel Alignment and Paul's Frame Service on Route 1, Beltsville. The latter did a great job on unbending my old TR-4.

A triple A rating goes to Beacon Auto Body in Silver Spring from Paul Schauble. They've worked on his car on three occasions and the results were excellent each time.

Let's also hear some info on Modern Auto Body. I've heard conflicting verbal reports and I need something in writing. This means you, Mr. Y!

Mel Morganstein

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BEACON
AUTO BODY

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587-6966

Rear of Silver Spring Ave -
Behind World Bldg - Enter From Silgo Ave.
½ Block Off Georgia Av
RR 918 Silver Spring Ave.

BEACON II - ROCKVILLE, MD.

424-1036

125 ENGLAND TERRACE
(LOCATED ½ BLOCK OFF N. STONESTREET AVE)

\$\$\$ \$

June 1	Balance \$ 62.92		
		<u>Incoming</u>	<u>Outgoing</u>
Dues			
New		169.00	
Renewal		87.00	
National Refund		35.00	
BMWCCA Dues			97.50
June Newsletter:			115.15
P.O. Box Rent			6.90
Stamps			3.00
		<u>\$291.00</u>	<u>\$222.55</u>

July 1 Balance \$131.37

Net \$ 68.45

Jim Blankenship



First Class



Box 41046
Bethesda, Md. 20014

Next Meeting

The next meeting will be held at the 'BRICKSKELLER 1523 22nd St. N.W., Washington, D.C. between P and Q streets. Come and have dinner before the meeting.

There will be a change of date for the September meeting. The meeting will be at the Carling Brewery. Please put the date on your calender. It will be September 18th instead of the 17th.

NCC Calendar

July

- 12- PCA Friday Night Rally
- 14- TAA Championship Autocross
- 16- BMWCCA Monthly Meeting
- 21- BMWCCA Cherished Date Autocross
- 21- MCMC Championship Rally
- 27-28- Virginia Reel Rally

August

- 1- Newsletter Deadline
- 2- PCA Friday Night Rally
- 5- BMWCCA Executive Meeting
- 11- Lotus Championship Autocross
- 18- SESCA MAD HATTER Rally
- 20- BMWCCA Monthly Meeting
- 25- PCA Championship Autocross

For Sale

Wanted: 4 Hub caps for a 1970 BMW '2002.
Joe DiDio 5937146.

For Sale: 1965 BMW 1800 w/1968 engine, rolled, great for parts or rebuilding. \$450.00 or offer.
Doug LaGrand 356-8546.

