



der bayerische

volume five numbers nine, ten, and eleven fall 1975

Service Reports

The reports here should be pretty encompassing and extensive. I am attempting to make up for the months I have been remiss in my duties. Due to the old meeting schedule--which met at the same time as another (photographic) association in which I was an officer--I was unable to attend the meetings of the BMW club. Trying to pass out the forms through someone else, and collecting them through the mail just didn't hack it.

EACON AUTO BODY, SILVER SPRING: Paul Schauble had his car worked on three times there, which says something for the quality of their work. I had my car smacked up beautifully on the right side, wiping out the door and the rear quarter panel, including the door frame under the latch. Replacement door does not quite close properly. The quality of their body work is absolutely excellent, the damage is totally undetectable. I had the whole car painted for an additional \$125 (enamel) and it was a pretty decent job. The paint was a little runny under the front chin (below the bumper) and there is overspray on the matte-black spook. They should either have masked it or painted it). You can't see the furs unless you get down on your hands and knees. They agreed to redo this. Now the gripes: The rear door was from a recent model with a "chip strip" on the side. The labor was 4 hours to fill up the holes, which I thought was a little high. Perhaps they were making up for the (typically) low estimate from the insurance company (Geico). The leather on the steering wheel was cracked in a couple of places--right where I put my hands--and the courtesy light switch was smashed. It almost didn't matter since they forgot to replace the little plastic bumper which operates the switch. I noticed the broken switch quite some time later when it shorted out and ran my battery down. (Beacon agreed to install a new one, if I brought it in.)

EAST-WEST LINCOLN-MERCURY-BMW: One member's experiences with E-W have not been good. They seem to boil down to lack of familiarity with the car so don't pass judgement too quickly on their service department. It does behoove them to get

things together quickly or they will get a permanent reputation. Jim Miner bought his car (74 tii) there with a few really annoying problems: the seat-belt interlock failed, the starter solenoid crapped out as well as the flasher unit and the odo, plus he got 13 mpg. After some work, they got the mileage down to 10 mpg. A friend of Jim's, Harry Bacas, spent 20 minutes adjusting the linkage to the fuel injection unit--which was badly out of adjustment--and corrected the problem. They spent about one hour on his 600 mile checkup and charged him \$42. (He didn't say if the other problems were corrected.) At this point, Jim could not think of a single good thing to say about the service department. (Aug. 1974) He brought it back in the end of 1974 with a hard starting problem. After taking it back again when the problem was uncorrected, they found the broken wire and fixed the problem. Jim now has a favorable impression of the firm and will continue to use them.

Chester the K also bought a 2002 from E-W with loads of little problems including a rattling door, bad paint, misaligned lights, and bad turn signals. He took it back in December 1974 for the 600 mile checkup and they were unable to fix the car to his satisfaction. Further, they installed a Capri oil filter instead of one for a BMW, and it lost 2 quarts of oil in 100 miles. Note: I have checked around and it appears that the Capri does use an oil filter with the same thread size and gasket diameter; could it be that it wasn't a Capri filter, even? Note, Note: The thread size is 3/4-18, the same as used on most American cars, and the gasket diameter is the same as Ford or Chrysler. The shorter Chrysler filter, which can be gotten with double elements, etc., should fit. The longer Ford type FE-1 (etc.) does hit the steering box but can be remotely mounted. Call for details. Each type has many times the capacity as a BMW filter and can be obtained in much better quality models. Needless to say, by the way, Chet will not return to E-W Lincoln-Mercury. I need more data! More service reports will come in January.

Mel Morganstein



Editor's Ramblings

Well, it looks like I misspoke myself again. This will be the last issue of the newsletter this year. The reasons why are best given by the treasurer's report in this issue. Maybe next year we won't repeat the monetary mistakes we have made this year.

It's been a peculiar year for the National Capital Chapter. We seem to have done some very good things and some very bad ones with little middle ground. But, as was the catchphrase last year, next year will be better.

In fact, next year has to be better. The National Capital Chapter will host Oktoberfest '76, which is the annual gathering of clan BMW in the United States. The last three years have seen Oktoberfest get bigger and better each year. The average Oktoberfest these days is expected to have two parties, a banquet, a drivers' school, at least one rally, an autocross, a tech session, and a concours d'elegance. That, my friends, is a lot of work!

As you may know, BMW North America, the sole U.S. BMW importers, was kind enough to give Oktoberfest '75 \$3,000 for expenses and embellishments. It was an incredible gesture of confidence and support of BMWCCA. But, as a reliable source pointed out, BMW North America does not tolerate failure. If we are to have the same gesture made to us, we must demonstrate beforehand our ability to put on "the greatest Oktoberfest ever." This means we must be organized and awaiting only the arrival of the participants about two months in advance. For this whole thing to work, we will need a phenomenal number of ideas, committee people, and workers. Our championship rally of this year will look like a Sunday-school picnic in comparison, and it required over 30 workers! Organization is the key, and it seems to be in the hands of Chet Kingsbury. He'll need all the help and ideas he can get.

Along another line, I'd like to speak concerning events past. Nancy Stutsman and I would like to thank all of those people who helped make "Roman's Revenge" a successful championship rally. I'd like to name each and every person who helped in any way, but space is not sufficient here. Instead, let me thank Bob and Pat Critchlow, Kathy Leeper, Ron Beavers, and Mike Leeper, who were our mainstays in getting the rally done. We'd also like to thank Jim Miner and Fran Canavan, the Council checkers, for their support and assistance. I'm afraid the approximately 3,000 miles of driving we did in laying out the course in Nancy's car sort of did the poor thing in; it needs new rockers and shafts, and in general seems to be very tired after its arduous journeys.

Once again, to all of you who came out and helped make our Championship Rally work, we thank you.

David Roach

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(301) 593-1875

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Paul Schauble

Artwork Mike Sullivan
Estelle Watts

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Gretchen Blankenship	Jim Blankenship
Patti Cavallero	Ric Cavallero
Ute Rolfe	Denise Price

National Capital Chapter Officers

President	Ric Cavallero	(301) 871-1101
Vice President	Chet Kingsbury	(301) 345-2915
Secretary	Bob Critchlow	(703) 578-1367
Treasurer.....	Ron Beavers	(703) 360-7212

Committee Chairpersons

Activities	Patti Cavallero	(301) 871-1101
Autocross	Denise Price	(301) 349-5370
Concours	Rick Price	(301) 349-5370
Council	Estelle Watts	(301) 565-4456
German		
Correspondent	Gunther Conrad	
Librarian	Gretchen Blankenship	(301) 657-2178
Membership	Jack Rolfe	(301) 588-8387
O'fest '75	Rick Price	(301) 349-5370
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Rally	Nancy Stutsman	(703) 525-4094
Serv. Repts.	Mel Morganstein	(301) 384-5858
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President

In November of 1970, five people--Matt Daley, Patti Cavallero, Chris Romine, Terry Baker, and myself--sat down to a six-hour discussion and came away with the idea of forming an area chapter of the new and growing BMW Car Club of America. We all accepted various jobs, mine being to develop a name for the club, a logo, and a set of by-laws. From this time on I developed an avid enthusiasm for the success and future of the National Capital Chapter.

Over the next four years I accepted various positions in the club--vice president twice, autocross chairman, activities chairman, Oktoberfest '71 chairman, etc. Then, in 1974, after much thought and encouragement by my friends, I decided to run for club president for 1975. My problem evolved with my decision to also manage a new company which a number of members were creating.

During my previous four years with the club I felt I had done a good job at my various positions, but was not prepared to run for president until I could do an excellent job. I believed 1975 was to be the year--I was wrong!

I had dozens of ideas and plans of change, ideas that I believed, and still do, would further and enhance the growth of the club; ideas that would never materialize. Not because the club wasn't susceptible to change but because I didn't do my job.

1975 has been a year of failures for me. I failed my company, I failed my friends, I failed at my marriage, and I failed the club.

I have been very proud to be a member and officer of this club, very proud indeed. But I feel there is no excuse for failure, especially when it involves 400 other people. To these people, I say--I'm sorry!

At least one lesson learned is to never bite off more than you can chew!

Ric Cavallero

Minutes

BMWCCA Monthly Meeting

16 September 1975

The meeting was called to order at 8:30 PM by Vice President Chet Kingsbury. New members, who were plentiful, were introduced.

Bob Critchlow gave a rally report, announcing that it is still possible for people to volunteer to work the club's rally on October 5th.

Chet Kingsbury gave an O'fest '75 report, noting that this should be the best O'fest to date, and that we may try to form a caravan for chapter members planning to drive to O'fest.

Dave Toy gave a tech report. The last tech session, at Heishman's, was very successful and has prompted the idea of future tech sessions on specific problems, repairs, etc. Dave said that he would have a tech article in the next Bayerische, and that he is trying to get some technical information on Bilstein shocks.

Old Business: Susie Wyban would like to have the gavel that is supposed to be presented to past chapter presidents. Chet Kingsbury announced that we need people to chair and work the various O'fest '76 committees, and the sooner we start, the better the O'fest that we will host here next year. Chet will no doubt be happy to tell anyone who contacts him what jobs are available.

There was no new business.

The meeting was adjourned at about 9:30 p.m., following a buy-and-sell session.

Bob Critchlow

BMWCCA Monthly Meeting

22 October 1975

The meeting was called to order by President Ric Cavallero at 8:30 PM.

Minutes of the previous meeting were read and approved.

Dave Roach gave a Council report. Dates have been submitted to the Council for the club's 1976 championship autocross (March 21) and rally (Sept. 12). The Council-sponsored championship rally has been cancelled, as has the Shelby club's cherished-date autocross. The Council's open autocross meeting will be held on Monday, October 27. Lloyds of London is now providing insurance coverage for Council events, and the policy will not cover any events (such as drivers' schools) that are held on race tracks. The Council banquet will be held on January 10th, and tickets (\$12 per person) can be purchased from Estelle Watts until December 8. Coming events: Saab club and SCCA autocrosses, BRANDED cherished-date rally.

Dave Roach also reported that our club's championship rally was quite successful, even receiving compliments (a historical first) for excellent timing and scoring.

Chet Kingsbury announced that he has most of the committee chairmen necessary for O'fest '76, though he is still looking for someone to do the promotional work, and workers are still needed.

Dave Roach plans to publish both October and November issues of the Bayerische.

Dave Toy gave a tech report. He will have an article in the next Bayerische on theoretical most-economical cruising speed for a car. He is also working on arranging a tech session at Tischer BMW, perhaps in mid or late November.

There was no old business.

New Business: The possibility of purchasing Castrol oil in large enough quantities to allow a club discount was mentioned, as was the problem of filtering dirt, etc., out of synthetic oil. Mel Morganstein stated that there was a Chrysler oil filter that would fit 4-cylinder BMW engines that has twice the filtering capacity of the stock BMW filters. Mel discussed alternate oil filtration systems that he believes

are superior to the stock system--call Mel for details. We need a private place--house, party room, etc.--for this year's club Christmas party. Volunteers should get in touch with Chet Kingsbury or Dave Toy. There will not be a December meeting or newsletter. PCA has suggested that we share two driving schools at Summit Point next year (presumably one day for PCA and one day for BMWCCA), splitting the expenses, which would be less than the cost to either club for a one-day rental. Chet Kingsbury rather thoroughly described the objectives and procedures of a drivers' school.

A slate of candidates for next year's club offices was proposed:

President	Chet Kingsbury
Vice President	Dave Toy
Secretary	George Wagner
Treasurer	Carol Kingsbury

Several nominations were made from the floor:

President	Jack Rolfe
Secretary	Bob Critchlow

Anyone who wishes to run for a club office should contact Ric Cavallero or Chet Kingsbury prior to the November meeting.

After a buy and sell, the business portion of the meeting was closed.

Nick Craw--BMW racer extraordinaire--was our guest for the evening. Nick showed the second half of a Goodrich movie of the 1974 IMSA RS sedan races, after which he answered many questions about BMWs and racing.

Bob Critchlow

Treasurer's Report

1 August balance			\$1,095.27
	IN	OUT	
Newsletter expenses		160.42	
Photographs		24.00	
Service charge		1.35	
	0	185.77	
1 September balance			909.50
Membership renewal	28.00		
Advertising	5.00		
Postcard expense		30.00	
Rally generals ptg.		18.46	
BMWCCA insurance, 1974		46.60	
	33.00	95.06	
1 October balance			847.44
Personal note*	400.00		
Summit Point raceway		1082.00	
BMWCCA rally	200.00		
Rally expenses:			
Rental hall		25.00	
Registrar		22.10	
Printed material		113.60	
Oktoberfest 76 printing		42.31	

Newsletter stamps
BMWCCA insurance, 1976

50.00
14.76

600.00 1349.77

1 November balance

\$ 97.67

* Note. A personal note for \$400 was received from the Kingsburys to help pay our bills. The note plus accrued interest will be repaid to the Kingsburys after the first of the year.

Our club will receive yearly renewals from BMWCCA after the first of the year. Until that time, the treasury will need money. Any members who have not yet paid for their gas at Summit Point, please do so. My address is 8414 Eureka Ct., Alexandria, VA 22309.

Ron Beavers

CHRISTMAS PARTY



Dave Toy has graciously volunteered his house for the club's annual Christmas party. His house is located at 10604 Democracy Lane, Potomac, Md. To get there, take Democracy Blvd. west to Seven Locks Rd., at which point it becomes Democracy Lane. Follow Democracy Lane for approximately three blocks to Dave's house, on the left.

The cost is \$2.50 per person or \$4.00 per couple. Beer, munchies, and mixers will be provided. Bring your own other stuff. To RSVP and find out the date, call Dave at 299-3363 evenings. It is imperative that you RSVP so we'll know how many people to expect.

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Elections

Elections will be held at the November meeting for officers for the National Capital Chapter for 1976. YOU MUST BE PRESENT AT THE MEETING TO VOTE. If you ever want to have a say in how the club is run, the November meeting, 18 November 1975, is the time to make your voice heard.

At the moment, only one slate of officers has been proposed. It is as follows:

President	Chet Kingsbury
Vice President	Dave Toy
Treasurer	Carol Kingsbury
Secretary	George Wagner

Anyone else wishing to have his or her name entered on the ballot should call Chet Kingsbury, 345-2915, by 9 p.m. on Monday, November 17.

Technical

Jumpy Fuel Gauge

If your fuel gauge is spastic, with the needle jumping about as you drive, it may be that the resistive wire in the sending unit in the fuel tank has broken loose. I tried to repair mine by resoldering the wire, which had broken loose at one end. I was not successful. The gauge would never read less than $\frac{1}{2}$ full. Apparently the float was hung up on the wire. While I have heard that the units can be made to work, I wasn't in a position to fiddle. I discovered that a new one costs \$41.50, which, if you have the time, is worth a lot of fiddling!

The sending unit is mounted through a hole in the top of the fuel tank, accessed by removing the accessory box and panel. To remove the sender I used two crossed screwdrivers, with the bits seated in slots around the edge of the unit, as a wrench. The unit is removed by turning it about an eighth of a turn counterclockwise. I learned the hard way that the spring clip on the outside of the new sending unit was to hold the float in place during shipping and should be removed prior to installation.

Steve Vandivere

Speedometer Cable Fix

I have found a very inexpensive way to repair a broken speedometer cable. Rather than buy the complete cable you can replace just the core, available at any well-stocked domestic auto parts shop. I paid \$2.50 for my core. I have found it to work well, though it was a bit noisy at first.

The speedometer is easily removed. One end is accessible after removing the panel under the steering wheel, while the other end enters the transmission at the lower left rear corner and is held in place by a 13 mm bolt. I learned that the cable must be pulled in through the car, since the knurled nut which fastens the cable to the speedometer is too large to fit through the hole in the firewall. To replace the core I had to file away the crimped edges of the fitting at the transmission end in order to draw the core out. After cutting the new core to the correct length and crimping on the square end, I had to prepare a couple of washers to hold the core in place. Then I crimped the edges of the transmission fitting. This solution will only work once, since you run out of crimpable edges.

Steve Vandivere

Tech session

The novice tech session held at Heishman BMW on Saturday August 23 was a huge success. A big thank-you goes to Heishman BMW for taking the time to open up their shop to us.

27 members came to the tech session and were very interested in learning about their Bimmers. Dave Toy did the main presentation with very able assistance from Terry Baker of Heishman BMW and our own Vice President. Dave went into the very basic aspects of the BMW. We started on the underneath and showed everyone trouble spots that might arise. Next we went to oil levels in both the differential and gear box. Dave showed how and where to check oil levels and how and what kind of oil one should use. While under the car we examined the disc brakes (with the wheel off, of course) and found the location of the disc pads. After lunch Dave went to the engine compartment. He explained the ignition system and located all the important parts. He explained their basic functions. After a discussion of the cooling system and troubles that might occur, Chet did a tune-up and explained the step-by-step process. All 27 people there were asking questions and were learning a great deal. For those of you who weren't there, you missed a very informative day.

Nancy Stutsman

ANOTHER TECH SESSION IS AROUND THE CORNER !!!

Tischer BMW has offered their facility for this session to be held Saturday, 6 December. Tischer BMW (and VW) is located on Rte 138 (3225 Fr. Meade Rd.) in Laurel, Maryland. The topics will essentially be a continuation of the last tech session in that it will be a learning session for everyone. It won't be an opportunity to practice your engine rebuilding skills. For those who were not at the last session (see above), there will be a preliminary inspection of the car if enough people request it. Hopefully, we will be able to cover a tuneup, valve adjustment, and a minor brake service. Any suggestions or volunteers are most welcome.

If you would like to attend, please call me for the schedule and details. I would like to know how many intend to participate. My phone numbers are scattered throughout this issue.

Dave Toy

The present 55 mile per hour speed limit has proven to be a cause for some and a nemesis for others. Apparently, the majority of BMW owners in general consider the 55 mph limit a pain in the butt. The major justification for this limit has been fuel conservation and the "fact" that most cars are most efficient at or under 55 mph. (I won't take this golden opportunity to discuss the "efficiency" of such Detroit innovations as the 454cid engine with dual 4bbl carbs.)

The following discussion will elaborate on how to compute a particular car's theoretical most economical cruising speed (henceforth referred to as TMEC speed for brevity). It should be noted that wind resistance, tire slip, inclines, curves and other variances are not taken into consideration. Note also that wind resistance generally starts to have a considerable impact on the TMEC speed over 50 mph.

When computing a car's TMEC speed, three major factors must be accounted for. These are 1) the point (in RPM) of maximum engine torque, 2) the rear differential ratio (adjusted to account for overdrive if the final gear ratio is other than 1:1) and 3) the effective rolling radius of the driven tires. If a car's engine has a "flat torque curve" (that is its engine is capable of maximum torque over a range of RPM instead of just at one point) then the TMEC speed will be a range of speeds instead of just one particular speed. Many factors affect the torque curve of an engine. Changing almost anything major in the engine to a non-stock configuration (cam, bore, compression ratio, etc) will alter its torque curve.

To make a long story short, the equation is as follows:

$$\text{TMEC speed (in MPH)} = \frac{\text{Pt. of max torque} \times \text{Eff radius}}{168 \times \text{Diff ratio}}$$

The following is a table of TMEC speeds that I computed to illustrate how it varies from model to model:

Model	TMEC spd	Particulars
700 Normal	37.04	
700 Sport	43.57-59.91	note flat torque curve
1602	55.76	
1802	51.05	4.11 rear
1802	53.80	3.90 rear
2002	62.96	stock tire size
2002	63.31	Borrane whls & CN36 tires
2002tii	85.40	3.45 rear
2002tii	80.95	3.64 rear
Bavaria 2500	71.09	3.64 rear
Bavaria 2800&3.0	75.00	3.45 rear
Coupe 2800 & 3.0	75.00	
1000A IH truck	65.07	LR78-15 tires & 3.41 rear

For drill, I computed the TMEC speed for Terry Wyban's Dodge Power Wagon. Would you believe 20.52 mph! That's what you call a stump-puller.

Dave Toy

Side-Marker Light Replacement

Here's a way to save a few bucks if you've had the unfortunate pleasure of having one of your side-marker lenses broken by some parking-lot idiot. After you've kicked in the other guy's quarter panel, you will find that the new lens can only be purchased as a unit with the light, rubber backing, and wire. This will set you back about \$14.98. Its part number is 63 14 1 352 989 left/63 14 1 352 990 right.

However, since you only need the lens, you're stuck with the rest of the junk. To save a little bit of your hard-earned money, buy the rear reflector assembly, which contains no light (it's located just above the bumper and just inside the bumper guards). The cost here is only (?) \$10.94. The part numbers are 63 14 1 353 055 left/63 14 1 353 056 right. It isn't much, but at least you can congratulate yourself on outsmarting BMW in one small area.

Dave Roach

for sale

WANTED: Gas tank for 1971 Bavaria or information about repair of same. I have a leak in mine caused by rusting. Call Carl Spaulding, (703) 528-7024.

WANTED: White or green springs for rear of 1972 Bavaria. Postcard to S. Vandiver, 309 Maple Rd., Lexington, Park, Md. 20653; or call (301) 862-2453 evenings.

FOR SALE: 2 crankshafts and flywheels, 6-bolt type. Standard size. \$75 for one each. BMW 364 cam with Crower regrind, new (never been run), \$100. Venolia aluminum pistons for 2 liter, \$25 each. Long neck rear, 4.375 to one, locked, \$75. Call Earl Fellin, (301) 424-5708 days.

FOR SALE: Two twin-choke, side-draft Solex 40 PPH carburetors (for European ti conversion). Part linkage, no manifolds. Excellent condition. \$50. One rear stock muffler for 2002. New. \$20. One police scanner, 10 channels, 3 bands, with crystals and mobile antenna. AC/DC operation. 14 months old. Cost new \$250, sell for \$160. Jack Rolfe, (301) 565-0615.

WANTED: Four 5 1/2 X 13 BWA or Borrani wheels for 2002. Call Jack Rolfe, 565-0615.

BILSTEIN - THE ULTIMATE SHOCK ABSORBER - Available for all BMW models. I'm now stocking street and sport settings for all 1600, 2002, Bavaria and CS models. Bilsteins are also available for other imports, domestic cars and trucks and motorhomes. Please call me for prices and applicability. All orders placed before December save an extra 10%. Installation available and these shocks are guaranteed for as long as you own the car. Please call Dave Toy 299-3363 eves & wkends 979-3613 wkdays

STABILIZER (SWAY) BARS - The best available aftermarket stabilizer bars custom made for BMW's. These bars mount with existing brackets and hardware unlike some that cost much more. Additional hardware kits and bushings are available. Sizes: 1600/2002 - 19 and 22 mm front or rear. Bavaria - 19mm rear with all hardware. These bars will clear the existing (?) smog pump and A/C compressor. Prices are very reasonable (and the lowest anywhere). Installation available. Call Dave Toy at the above numbers.

ANYONE interested in purchasing alloy wheels? I am putting together a selection and will be placing orders as soon as enough people are interested. Call Dave Toy at above numbers.

WANTED - A new or almost new 2002 engine complete. Will pay reasonable price or can swap ?? Dave Toy above nrs.



**box 41046
bethesda
md 20014**

first class



James Miner, Jr.
1909 Everglade Ct.
Crofton, MD 21113

ncc calendar

next meeting

November

- 16 MGCC Stopwatcher Challenge Cup autocross will be held at Montgomery Mall, Bethesda, Md. FCO 9 a.m. To find out who to preregister to, call Chet Kingsbury, 345-2915.
- 18 BMWCCA monthly meeting, Diamondhead Restaurant, Bethesda, Md. 8:00 p.m.
- 22 USCC/Bill Scott Racing Autocross Drivers' School, Summit Point, W. VA. Call John Knox, 933-0427



December

- 7 SCCA "Five Minutes of Maryland" autocross starts 8:30 a.m. at Landover Mall. For more info, call Chet Kingsbury, 345-2915
- ?? BMWCCA Christmas Party, Dave Toy's house, Potomac, Md. See article elsewhere in this issue.

January

- 6 BMWCCA executive meeting, Chet Kingsbury's house, 5909 Cherrywood Terr., Apt. 302, Greenbelt, Md. All executive committee members and any other interested persons, please attend.
- 20 BMWCCA monthly meeting, Diamondhead Restaurant, 8:00 p.m.

The November meeting will be held on Tuesday, 18 November, at 8:00 p.m. at the Diamondhead Restaurant, 6900 Wisconsin Ave., Bethesda, Md. It's on the west side of the street, between Bradley Lane and East-West Highway. At this meeting, we will ELECT NEW OFFICERS FOR 1976. Please come.