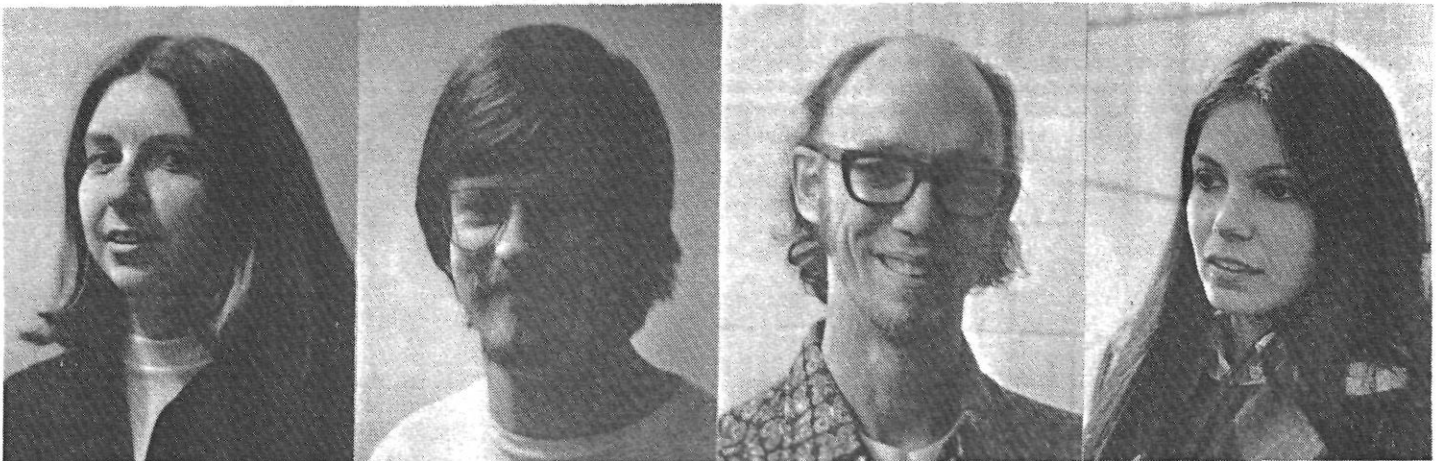


der bayerische

February - Newsletter of the National Capital Chapter of the BMW Car Club of America - volume 6, number 2

A CLOSER LOOK AT OUR 1976 OFFICERS



Estelle

Dave

Bob

Carol

A new and very important year is ahead of us. As you well know, 1976 is the nation's Bicentennial and the year that the National Capital Chapter hosts Oktoberfest '76.

I am happy to introduce to you the capable team who will handle the club's operation and Oktoberfest '76.

PRESIDENT: ESTELLE WATTS

Estelle has been a member of the Chapter since October 1973 when she specifically joined to attend O'Fest '73. Since then, she has been an avid BMW supporter. Credit should be properly given to John Stavar, one of our best BMW autocrossers, who swayed Estelle toward the little German touring car. After autocrossing "John's car," she soon became the owner of a 1973 2002. Estelle soon became a regular BMW team autocrosser and was later appointed the 1975 club representative for the Metropolitan Washington Council of Sports Car Clubs (otherwise known as "The Council"). Many IMSA and SCCA races have also seen Estelle Watts participating in many forms of BMW racing. Outside of her BMW activities, Estelle is currently employed as an NIH illustrator.

VICE PRESIDENT: DAVE TOY

Like Estelle, Dave also got his start with BMWs as an autocrosser. Believe it or not, he first autocrossed the ex-class

champion (72 and 73) and rather quick Corvair. In May, 1973, Dave finally succumbed to the mystic of Bavaria's motorcar and began autocrossing a 1971 2002 owned by yours truly. Since then, Dave has owned three 2002s, one 1600, a 700 Sport and, his latest toy (no pun intended), a 1955 BMW 501.

In 1973-74, Dave participated in TEC Racing's IMSA effort. Dave has been the Club's Tech Chairman and has drawn many members to his elementary, basic tech sessions. This year, Dave will be handling the Oktoberfest '76 Drivers School at Summit Point. Dave is an electrical engineer, in addition to recently starting a distributorship of various performance and competition components for BMWs and other performance automobiles.

SECRETARY: BOB CRITCHLOW

Bob bought his first BMW in 1972 and, in 1973, joined the Club with his new 1973 2002. After hearing about the car's reputation and reading road tests, he decided to trade his Fiat 124 coupe (which, he stated, was on its last leg after only 7 months) for a BMW. Bob is now a Senior Rallyist and has been on the club rally team for the past two years. In 1975 Bob served as secretary and helped keep the club moving. He has been a loyal worker for rallies and autocrosses and was last

year's Captain of Controls for the BMWCCA Championship Rally. He got his roots in automobiles when he was a member of his high school's Hot Rod Club when he owned a 1949 Ford. Bob is currently employed by the Federal Government as an economist.

TREASURER: CAROL KINGSBURY

Carol bought her first BMW under the advice of her then boyfriend Chet Kingsbury. Since 1971, she has been the proud owner of five 2002s and two 1600s and has participated in all championship autocrosses, rallies and other club functions. She has been following the BMW Motorsport team at various races on the east coast during the 1975 IMSA season and has been an official timer for SCCA, IMSA and the 1975 FIA Manufacturer's Championship at Watkins Glen, NY. Carol is an insurance administrator for a large insurance brokerage in Washington, D.C.

As you can see, we have a very capable and enthusiastic team to run the club this year. Along with myself as Oktoberfest Chairman, we promise to put together an interesting and productive year for the membership. With your help, we can make this the best year in our history and also host an Oktoberfest that will be remembered for the next 200 years.

Chet Kingsbury

der bayerische

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Editor's Note

January's meeting was interesting and fun. If you could not make it, you missed a good one.

EDITOR GETS PAID: This editor actually received a round of applause for the first issue of '76 at the January meeting. This is my pay! I accept it on behalf of the others who helped me as well. If anyone really wants to help our efforts please see if the requests below can be satisfied.

A REQUEST TO THE MEMBERS

In an attempt to improve this publication and to get as much mileage out of it for the members as possible I make this request:

Because we must keep within a budget to produce this newsletter, aid in certain areas will enhance our efforts by that much more.

Our primary "extra cost" items are the requirements to get our photography into printed form. We seem in fairly good hands for the photography itself, with myself and several other members of the club. Our main need therefore is someone who could make black and white photo prints (to size).

Film developing and half-tone making are needed also. Other offers of help in the area of paper and printing will be welcomed and considered in light of how we are doing it now. Contact me if you can aid us.--Editor

Letters to the Editor

AD BRINGS SATISFACTION TOO LATE

"Having just arrived from Miami, and being tired of "rip-offs" by the only BMW dealership in Miami, I was most pleased by the quality of work and reasonable prices I found at Motorsport International, whom I located through their ad in "der bayerische." I hope other members will give them a try and report their findings. I think they will be pleased."
S.H. Berk, M.D., Potomac, Md.

Members please note that advertising in der bayerische works, but does not guarantee a company will not cease business as did Motorsport International!--Editor

REFLECTIONS ON REFLECTIONS

In his article "Reflections on the Ultimate Driving Machine" in the October-November issue of the Roundel, Samuel Brooks (President of BMWCCA) made a very valid and interesting point that I feel is worth further discussion. Like the BMW drivers Mr. Brooks described, I am also extremely hard to deal with if my Bimmer becomes sick. Furthermore, it is even more difficult to keep in mind that this BMW I am driving is one of the most refined and sophisticated pieces of machinery on the roads today. One thing I do try to remember though, is that a cooperative and objective attitude on my part

when dealing with a BMW shop will usually get my car back on the road in good running order with minimal delay.

I realize that the intention of these BMW shop people is to keep my fine machine running smoothly and, like most of us, they probably dislike being verbally assaulted for no logical reason. So by our remaining calm and recounting, as accurately as possible, the symptoms that are noticed, the BMW servicemen will be able to diagnose the car's problem much faster and with a lot less mental anguish for all concerned.

And, who knows, that service writer or shop forman might not be such a bad guy after all!

Mike Anderson, Manassas, VA

WHERE'S THE FIRE, OFFICER?

This BMW owner wrote an interesting letter to South Carolina Governor James Edwards. (Letter shown here is in part.)--Editor

Dear Governor Edwards:

On May 23, 1975, I was stopped by officers of the Greeleyville, South Carolina, Police Department for the alleged offense of traveling at 50 mph in a 35 mph zone. I was informed that my wife and I would have to accompany the officers back to town, where the acceptability of my traveler's checks would be determined.

We were instructed to get into the back seat of the patrol car, which we did. The officer driving the car then proceeded to accelerate at full throttle to a speed which I clearly observed as 110 mph, without using either siren or flashing lights. We traveled at this speed back to the city limits, and then drove through the back streets to the town hall in a manner I can only describe as brutal, with very fast starts and very abrupt stops. My wife and I, needless to say, were extremely grateful to arrive at the town hall in one piece.

I believe that I never would have consented in advance to such a thrilling ride, or the obvious risks to the safety of my wife and myself. As a licensed pilot and longtime (BMW) car buff, the idea of speed in the abstract does not necessarily frighten me; going 110 mph at night with an unfamiliar driver and without seat belts certainly does.

I believe that this situation constituted an abuse of authority which cannot be condoned. If I am an alleged danger to myself and others going 50 in a 35 zone in my car, what is a 5000 pound Ford at 110? This is hardly the way to instill respect for the law in general and speed limits in particular.

I would appreciate any action you might take to ensure that other citizens are not similarly imperiled in the future by the Greeleyville police force. I believe that this officer needs to be reminded that a position of authority is also a position of trust which should not be so needlessly violated.

Sincerely, Gary W. Allen

cc: Senator Strom Thurmond

President's Message

February Greetings! What a great month for happenings. I hope you all check with your local ground hog on February 2nd for the weather situation. Note on February 8th in 1910 the Boy Scouts of America was founded. On the 11th Thomas Edison was born (1847) and Abraham Lincoln's birthday (1809) is the 12th. That brings us romantics to Valentine's day the 14th, which I will remember from now on as my wedding day and Carol Kingsbury has to remember as Chet's birthday. I hope the rest of you will remember it as a day to tell someone you love them as well as your BMW. Next, we have our regular meeting at the Diamondhead Restaurant on Tuesday the 17th, over which our Vice President Dave Toy will preside. (Only because my husband-to-be won't go on the honeymoon by himself. Nice man!) Moving right along, in 1962 the USA launched its first orbital space flight with John Glenn on February 20th. Followed by the National Capital Chapter's birthday party on Saturday the 21st at Chet Kingsbury's house (details will be available). Then George Washington's birthday (the real one) on the 22nd. Finally, the extra day for leap year the 29th of February (good luck, gals!). Well, that's a pretty busy month. You all have a good time and I will see you in March. Remember our autocross March 28th.--Estelle Watts

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CONTRATULATIONS ESTELLE & DAN!

The National Capital Chapter extends their warm wishes for Estelle and Dan to have a great future together. Dan Torpy, even though he races a Lola Formula Ford, owns a bright red Bavaria. He can't be all bad!

"24 HOURS AT DAYTONA"

February 1, 1976. In the beginning, three BMW CSL's entered (in a field of 70 cars) and qualified first, second, and third. In the end, BMW 3.0CSL #59, driven by Peter Gregg and co-driver Brian Redman, finished as winner, 14 laps ahead of Al Holbert's Porsche.

Good start for the Bimmers this year!
-- Dave Roach.

LINE UP OF BMW DRIVERS

Drivers Hans Stuck, Sam Posey, Brian Redman and Ronnie Peterson will drive 3.0SL coups in FIA World Manufacturers Race.

David Hobbs and Benny Parsons under Coca-Cola sponsorship will be BMW drivers at Daytona and Sebring. Also another factory car entered with drivers John Fitzpatrick and Tom Walkinshaw.

-- Editor

"55"

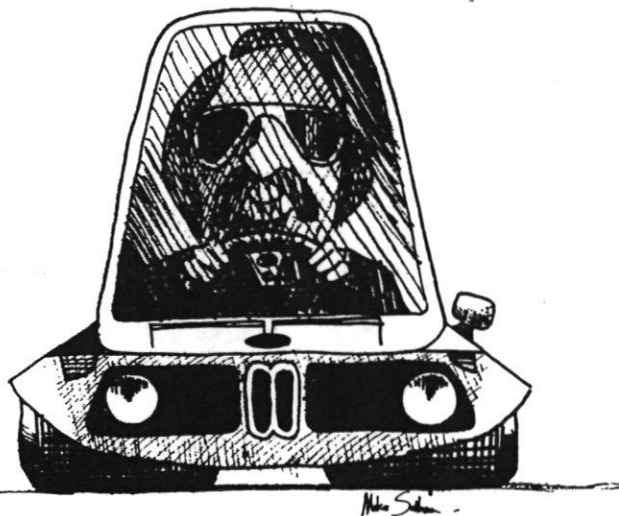
A Bad Substitute for Responsible Legislation

Wishful thinking bureaucrats, journalists, and politicians, who lack a substantive knowledge of automotive technology feel that the 55 speed limit is working wonders. It is curious that the press, which judiciously censured the former presidential administration for corruption, has canonized the Nixonian speed limit as a partial if not total solution to the energy crisis.

Foreign cars are only mentioned in the American press in the context of capturing an ever increasing share of the American market; that something is amiss with an industry that can only export 500,000 cars out of a total production of approximately 10 million never seems to occur to anybody. The experience of other technically advanced societies with

displacement four and six cylinder engines of overhead camshaft design, aerodynamically styled bodies, five speed fully synchromesh transmissions with an overdrive ratio, coil spring rear suspensions of semi-trailing arm, de Dion or Panhard rod design, and a 'greenhouse' approach to visibility.

The European experience strongly suggests that fuel efficient cars are a product of taxation on the parameters that control fuel economy; specifically engine displacement, weight, and gasoline itself. Since General Motors, Ford, and Chrysler are all active competitors in the European market, each has developed an entire range of automobiles which include BMW-size family sedans and Mercedes-size six cylinder luxury cars as well as



"a greenhouse approach to visibility"

automobiles, whether Japan, Europe, or Australia, doesn't seem to count.

When subjected to a more thorough analysis, the uniquely American solution of '55' comes down to a last ditch effort to preserve the status quo.

For the domestic automobile to become truly efficient, will require philosophical commitment on the part of the domestic manufacturer to "Europeanize" its offerings. The design concepts Detroit has honored for the last two decades: the pushrod V-8 and L-6, solid rear axles softly sprung on leaf springs, the equation of wheelbase and mass with prestige, and styling exercises that have run the gamut from tail-fins to formal sheet metal and opera windows, are painfully obsolete. If long term gains of fuel economy are to be realized, cars will feature compact dimensions and packaging efficiency, small

"econoboxes." Few Americans realize that the Opel division of General Motors builds a diesel-powered sedan the size of an Audi 100LS, for example. Were the United States to initiate similar automobile-based taxes, these models could be in production here within three years. Moreover, these taxes would generate revenue that could, as in Europe, finance good rail and mass transit systems and make our society less dependent upon cars.

Craig T. Reisser, of the "Badger Bimmers," Milwaukee, Wis., owner of a BMW 2002 as well as a Falcon bike for basic urban transportation.

"der bayerische" will continue with more of Craig's observations in our upcoming issues: "55 Saves Lives Is Erroneous" and "55 Inhibits Automotive Technology."

Meeting Minutes

BMWCCA MONTHLY MEETING
January 20, 1976

The meeting was called to order at 8:30 p.m. by President Estelle Watts.

Denise Price gave an activities report. After introducing the people heading the various committees, she announced that the club's championship autocross will be on March 28th. In an effort to raise money for the club's treasury, a bake sale and flea market may be held in conjunction with the autocross. Other possible activities over the next several months include a spring tour being set up by Dave Roach and a driver's school in May, to be shared with the Porsche club (which will cost about \$800 for our club).

Dave Roach gave a rally report, noting the WRC Winter Series currently under way and the first championship rally of the season which is scheduled for April 4th.

Jay Williams has suggested the use of club business cards, listing club activities, in lieu of BMWCCA flyers. Jay presented a sample design for the cards and samples of new Chapter and O'Fest '76 stationery. No final decision was made about the cards and stationery because there is not presently enough money in the club treasury to pay printing costs for these goodies even if we do want them.

Chet Kingsbury gave an O'Fest report: The driver's school will be a 2-day event run by Bill Scott and granting probationary IMSA racing licenses. Chet still needs a few people to run committees and, of course, plenty of workers.

Ken Wright announced the possibility of a tech session at VOB in the near future - perhaps including info on setting a BMW up for autocrossing.

Other committee reports given: Treasurer's report--Carol Kingsbury; Autocross report--Ric Cavallero.

Dave Toy informed us of a request by Diamondhead Restaurant: that we patronize the bar enough to justify their keeping it open for us - else we will not be able to continue using the meeting room free of charge.

There was a buy-and-sell session and a break, followed by Chet Kingsbury enthusiastically auctioning off a number of unclaimed trophies from past club autocrosses (the proceeds of which fattened the club's treasury).

The meeting was adjourned after a slide show, provided by Estelle Watts, of old BMW's, new BMW's, the Austrian grand prix and some funny looking motorcycles.

Bob Critchlow, Secretary

BMW Etiquette Part One

SOCIAL RECOGNITION

If you're reading this, chances are you own a BMW automobile of some sort. This means, among other things, that you have achieved a certain amount of status, at least among sports-car aficionados. Along with this status comes the responsibility of making your automotive accouterments known. By the marque's tradition of quality and obscurity, you exude the self-confidence of one who cares not a hoot for the recognition of the common folk, since most American-car owners don't even know what a BMW is. Therefore, you should have learned by now to take the cocktail-party comments of the uninformed in stride. But it does not pay to allow your position to go completely unknown. When attending appropriate social occasions, you should steer the conversation from some outlandish topic, such as football or the weather, to automobiles and, at the right moment, drop the bomb:

"I own a BMW."

Do not be dismayed when this awesome revelation is met with dead silence. Take comfort in the knowledge that somewhere in the crowd there is at least one person who is suitably impressed. As the echoes of your statement sink in, his eyes will widen and his sharp intake of breath will let everyone know they should be impressed. If he should go on to say "Wow!" or "Hey, that's a nice car," rest assured that a lot of people will spend the next day doing considerable research at a local dealer.

Dave Roach

Next month: BMW Etiquette, Part Two:
Peer-Group Recognition

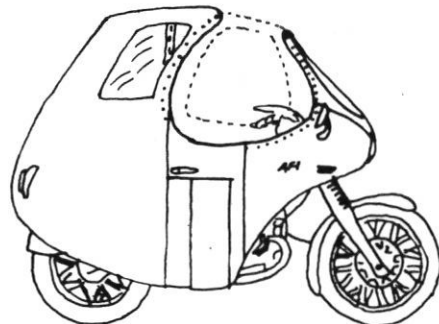
der WHAT?

New members and possibly some existing ones may ask, as I had to, "What does der bayerische mean?" I was informed that the direct translation is "the bavarian." This publication was not named for the now discontinued model of BMW called the Bavaria, but for the southern area of Germany, where you would find the city of Munich, home of the Bayerische Motoren Werke. Neither this publication nor this club is affiliated with this manufacturer or its dealers. --Editor

BMWMOA May Aid in O'Fest '76

I addressed the January meeting of the BMW Motorcycle Owners of America, discussing our club and its upcoming O'Fest '76. They seemed receptive to the idea of doing some display or event at O'Fest '76. Details will be worked out between our O'Fest chairman Chet Kingsbury and Susan Stout, President of BMW Bikers of Metropolitan Washington.

At our February meeting will be an issue of their February newsletter "Between the Spokes" for anyone interested to see. In this issue you can see such items as the tongue-in-cheek "AUTO-FAIRING," a BMW bike option for attempting to convert the bike into the more comfortable configuration of a car!



"AUTOFAIRING"

Also a handy article for those BMW bike owners who are still having cold start problems. Problems? I've been told that BMW bikes don't have problems. In any event, while I was there I did interest a BMW bike & car owner, who has respect for both of the Ultimate Driving Machines, to come to one of our meetings. He is discovering that one is capable of enjoying the best of both worlds. If you are interested in the same, contact Susan Stout at 549-5436.--Editor

Treasurer's Report

JANUARY 1 BALANCE \$132.70

Income:

Beer Mug Auction	\$ 28.00	
Membership Dues	\$380.00	
		\$408.00

Expenses:

January Newsletter	\$100.00	
P.O. Box Rental Fee	\$ 8.00	
Autocross Sanction Fee	\$ 25.00	
Rally Trophies	\$103.88	
Autocross Trophies	\$ 55.00	
(Dash Plaques)		
February Newsletter	\$100.00	
		\$391.88

FEBRUARY 1 BALANCE \$148.82

Carol Kingsbury, Treasurer

BMWCCA Membership

Please contact me regarding any changes in addresses and/or phone numbers.--Patti Cavallero, Membership



Service Reports

VOB BODY: The mysterious "WB" mentioned last month had his car repaired in VOB's body shop. He found the body work satisfactory. However, for some reason, they again painted half of a door, as they had done with another member. In this case, also, the half-job could not be attributed to a cheapskate insurance company since this was a "cash and carry" job. Hmmm!

VOB SERVICE: Old Georgetown Rd., Rockville, MD. WB bought his car at VOB and had good service. Lothar took good care of the car--until he became so overworked when they moved, so WB says. He thinks their prices are high.

Bill Tate had his 1970 2002 served at VOB as well. They did a fast and excellent job of replacing the master cylinder and one of the CV joints. Bill, too, felt that the prices were a little too high at VOB.

At 58,000 miles (2½ years old) Bruce Cranford took his '72 2002tii into VOB to correct a transmission leak, replace the FW bearing and the shock toers, as well as a tuneup. They did good work on everything but the tuneup. The shock towers were replaced under warrantee but Bruce had to pay for the wheel bearing and transmission rebuild. While the work on the bearings seems to be reasonable at this mileage, the transmission rebuild was not, it appears. The fault was a broken spline which apparently has been happening to a few BMW's. If this is the case, the warrantee should in some manner cover it, despite the car's mileage. The parts were \$176 and the labor \$280.

Bob Critchlow, on the other hand, had both his faulty heater fan and front oil seals repaired under warrantee. The fan required two trips, when, after the first servicing, it was decided by the mechanic, Paul, that the motor had a flat spot. This was the only time that Paul had done a less than totally satisfactory job, also doing a somewhat sloppy job on the installation of the console. Paul has worked on Bob's car several times and Bob has a very high regard for Paul's work, and considers him both friendly and quite competent. Lothar, as always, says Bob is a pleasure to do business with. Lothar took 45 minutes of his time to hook up some special wiring for Bob, and, at no charge. On both the seal, which was replaced properly and quickly, and the fan motor, the work was done under warrantee without any hassle. Bob also had an 8000 mile service at VOB. The job was done perfectly and the cost was \$53.20 labor and \$28.70 parts (\$81.90 total).

Bob again took the car back for the 12,000 mile service. The parts and oil were \$11.35 and the labor \$25.20. As was typical, the work was excellent. Bob has been having the car serviced at VOB since he bought it there and has always been more than satisfied with their work.

Andy Pettis, however, had a very poor experience with VOB. He sent to Bernie Sachs, one of the owners of VOB, a letter describing his problems, along with copies of two bills. One bill, for \$388, was from VOB for a large amount of work and parts. Of this, however, only about

\$37.00 pertained directly to the problem. It seems that shortly after a tuneup at VOB, Andy's Bavaria pooped out to the point where it had to be towed in by "Call Carl." Call Carl serviced the car, charging Andy as follows: Road service, \$7.50; Replace the plugs, adjust the dwell and carbs at 1.1 hours for \$13.20; and a set of plugs (Atlas) at \$9.00. The total cost was \$32.20 with tax, etc., and the car ran great! Andy also pointed out to Mr. Sachs that this was the second time that his car required emergency road service after being tuned by VOB, and, each time, a relatively simple set of adjustments corrected the problem.

I don't know what the answer is. It appears that VOB has some really excellent and competent mechanics, along with some rather not so competent ones; hence the great variability in work. This is, of course, not really acceptable. Lothar will, without question, take care of the problem if apprised of it. (This, of course, would not solve Andy's problem when he was out on some lonely dark road and the car crapped out.) After a recent poor review, when the BMW Car Club member had taken his car back 6 times to VOB, Lothar called me personally to find out who the fellow was and what he could do to solve his problem. Lothar and I both agreed that it was totally unrealistic for the fellow to have brought back the car that many times without once dealing with the service manager, Lothar, about the problem. At the time, however, the club address records were a little messed up and we couldn't get hold of the fellow. However, I think the incident is quite indicative of Lothar's interest in getting good work out of his shop.

--Mel Morganstein

Service Reports are open to anyone to pass information to other members. Contact Mel Morganstein, (301) 384-5858.

Technical Report

The fate of the CSLS at Daytona was an extreme example of what happens to any car when the fuel being burned contains a large proportion of water: the combustion process does not take place efficiently or, in the worst case, not at all. To be sure, a certain amount of water in the air/fuel mixture is harmless and certainly inevitable. The atmosphere contains water in its gaseous state, in various concentrations, obviously. Since this is uncontrollable, engine designers have allowed for this, and engine performance does not vary much with changes in humidity. This fact is used by certain "economy" devices which mix metered amounts of atomized water with the fuel to achieve lower gasoline consumption.

However, a certain threshold exists for the water concentration; beyond this point the fuel mixture will not burn, all else being equal. This threshold is easily passed when the gasoline supplied is mixed with inordinate amounts of water. The gasoline you buy at your local service station does contain some water, but generally in small proportion so problems will not arise. Because of the method in which gas is stored and handled, some contamination is unavoidable. In a storage tank, the water molecules and other contaminants will settle to a lower level than the gasoline, so the supplier can check the water level when filling the tanks to ensure the integrity of the fuel. For any number of reasons, however, you can end up with a tankful of bad gas.

The screen filters in the sending unit and the fuel pump are effective in trapping large foreign particles but are useless in keeping water out. The addition of an in-line fuel filter may be of some use, but if the water concentration is high enough, the filter will get loaded up and fuel delivery will cease. If you are unlucky enough to get such bad gas that this happens, and the author has witnessed this several times, the only cure is to drain the entire fuel system. This entails the removal of the fuel tank and draining it, cleaning the fuel lines, filters and jets with compressed air, and reassembly. This is a straightforward but time-consuming job.--Ken Wright



TISCHER

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FOR YOUR PERSONAL BMW NEEDS
CONTACT MIKE ANDERSON

Last Issue of der bayerische?

This may be your last issue if you are not a paid-up member. Our membership roster is now being reviewed and checked with the National headquarters in Boston to see who is in for 1976. Don't be left out.--Editor

Calendar of Events

February:

- 14 - Estelle & Dan Wed
Valentine's Day
- 15 - WRC Winter Rally #3 (D.C.)
- 16 - Washington's Birthday
- 17 - February BMW Monthly Meeting
- 29 - WRC Winter Rally #4 (D.C.)
- 29 - VMSC TSD Rally (Richmond)

March:

- 7 - BASCC Rally School and Rally
(Baltimore)
- 14 - VMC Team Trophy Championship
Rally (Baltimore)
- 16 - March BMW Monthly Meeting
- 27-28 - SCCA Driver's School
Summit Pt. (D.C.)
- 28 - BMW Autocross

April:

- 4 - Barnded MWCSCC Championship
Rally #1 (D.C.)
- 10-11 - WRC Bob Ridges Memorial
Rally (BRM) (D.C.)
- 18 - Easter
- 20 - April BMW Monthly Meeting
- 24-25 - Mid-Atlantic Regional
Race - Summit Pt. (D.C.)
- 25 - CSCC Team Trophy Championship
Rally (Baltimore)

Monies \$\$\$

FOR 2002 BMW RS WINNERS

BMW North America has a support program of contingency money and technical assistance for BMW 2002 drivers in IMSA Goodrich RS events. \$60,000 is presently funded and more if additional races are developed.

Payouts of \$1,000, \$700, \$500, \$250 and \$100 for overall finishing positions through fifth place in each event. And an additional \$300 to the highest finishing BMW, \$200 to the second and \$100 to the third BMW, regardless of overall position.

There is also the end-of-season purse of \$5,000 to the driver if he is behind the wheel of a BMW as he crosses over the finish line in first place, \$2,500 if second and \$1,500 if third.

Any takers? If you need a 2002 RS sedan, see our classifieds. --Editor

ADVERTISING RATES

"der bayerische" accepts commercial advertising and classified advertising. Along with our new 3-column layout for the Bicentennial year, we are publishing new advertising rates.

In this, the year that the National Capital Chapter hosts Oktoberfest (the nationwide gathering of the BMW Car Club of America), commercial advertising will yield even better publicity. In addition to this chapter's growing membership (approaching 350), each of the nineteen other chapters nationwide will pay particular notice to "der bayerische" for information concerning Oktoberfest '76. "der bayerische" remains the most widely read publication for BMW owners in the Washington area, and thus is the best way to reach the Washington BMW owner.

Commercial rates are as follows: Full page (7"W x 10"D) \$20; Half page (7"W x 5"D) \$11; one-third page (horizontal 7"W x 3 3/8"D, vertical 2 1/2"W x 10"D, box 4 1/2"W x 5"D) \$8; one-sixth page (2 1/2"W x 5"D) \$4.50; business card, \$3.00. Frequency discounts are available.

Commercial classified ads and classified ads by nonmembers are \$3.00. Maximum length: 7 lines. Frequency discounts do not apply to classified ads.

Please contact me for further information.

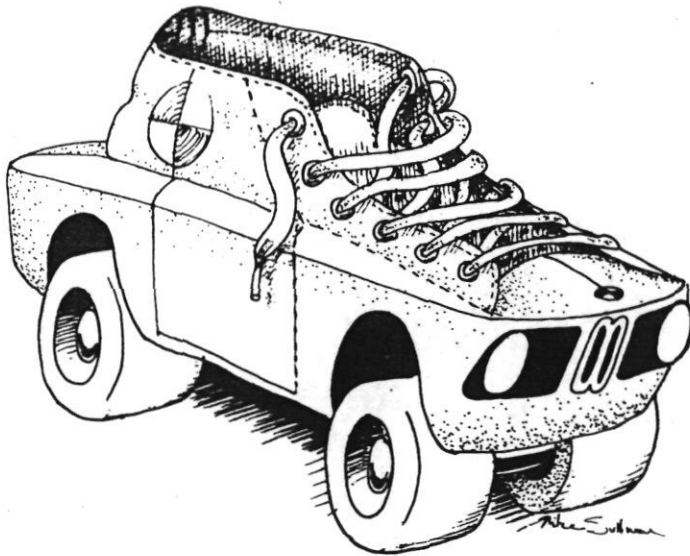
Dave Roach, Advertising Manager, at 10425 Edgewood Ave., Silver Spring, MD 20901, or call (301) 593-1875.

Note to would-be advertisers:

Remember, BMW owners are a special breed of people who demand quality and obviously have good taste in any service or product they acquire. Therefore, any items in these categories are of interest to them.--Editor.

Meeting Notice

Meetings are held on the third Tuesday of each month.



"Hot foot it on over!"

The next meeting will be held on February 17th, 1976, at the Diamondhead Restaurant at 8:00 pm, 4600 Wisconsin Avenue, Bethesda, Maryland. (Between Bradley Lane and East-West Highway.

Illustration by Mike Sullivan

Classifieds

For Sale: '72 Bavaria. 4 speed, air cond., 28,000 mi., Green, \$6,000. Call Gene Dechert at (202) 275-5667 (days) or (703) 569-2877 (eve.).

BMW SERVICE: Autodynamics offers excellent BMW service at reasonable rates, motor & transmission exchange program, Bilstein, Superprint and other accessories. Located in Rockville, owned and operated by former mechanics of Motortech. Autodynamics, 15862 Somerville Drive, Rockville, MD 20850. (301) 977-2220.

For Sale: '71 JEEP COMMANDO, White, Air Cond., Power Steering, Heavy Duty Cooling, Locking Differential, Luggage Rack, Manual Hubs-4 Wheel Drive (something even the BMW doesn't have!) \$3,200 or best offer. Jay or Dianne (301) 464-2025.

(can be seen at the Feb. meeting)

Wanted: One pair of 2000/TI/CS/CA wheels 14"x5" or 14"x5½". Contact Alfred Rose, 3715 Porter St. N.W., DC 20016, phone 966-1752 (home) 245-0779 (office). (Please ask for me by name)

Suspension packages for BMWs are now available featuring Bilstein shocks (street or sport), DaLan stabilizer bars (19 or 22mm), bushings, hardware, etc. Installation instructions are available. Prices for members of BMWCCA are the lowest anywhere. Installation, suspension lowering and body work available at very reasonable rates. Also:

Fiberglass fenders, flairs and air dams are now in stock! Superior quality hand laid panels by Dietel Enterprises are aesthetically beautiful and will clear 8 inch wheels. Discount prices prevail for BMWCCA members. For information, please contact Dave Toy, 10604 Democracy Lane, Potomac, MD 20854. Phone (eve. & weekends) (301) 299-3363.

For Sale: 1973 2002tii, Riviera Blue, 43,000 miles. Heishman serviced. Perfect. \$5,000 firm. Jim Ryland, Sykesville, MD 21784 (301) 795-3736.

For Sale: BMW 2002 IMSA RS Sedan. (half prepared) Most necessary components available. Assembly & license required to compete for the contingency money offered by BMW of N.A. for 1976. Will consider trade or cash offers around \$5,000. New house forces sale. Serious inquiries to Dave Toy. (above address and phone no.)

CLASSIFIED & BUSINESS CARD AD FEE is \$3.00. Contact Dave Roach (301) 593-1875. Classifieds may be used by BMWCCA members at no cost and if there is available space.

REMEMBER



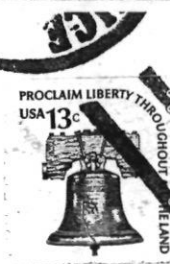
OCTOBER 25-28



BMWCCA

National Capital Chapter
Box 466, Bowie, Md 20715

FIRST CLASS



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

LET'S RALLY!!!

On January 10th, approximately 100 rallyists, generally beginners, got together for the Rally Seminar VIII put on by the Washington Rally Club. They listened intently to a series of speakers: WRC Chairman Dick Lieberman started off with the ABCs of rallying; Dave Kimberly explained the driver's responsibility, using interesting antidotes; Phil Davis spoke on the other half, the navigator, going into the calculations familiar to the seasoned rallyist. At this point came a lively speaker, Mike Leeper, with his dynamic and fun-filled presentation on "Tricks & Traps" which he billed as "How rallymasters' devious minds work to lead you down the garden path."

When asked, Mike indicated that he would be happy to give his talk to one of our monthly meetings, complete with his "Trap Line Bogus Rally" including general instructions, route instructions and "Cheesy road map" for you to follow the route, if you are able.

Mike is a BMW owner and has been associated with the National Capital Chapter for some time. (He was its President in 1973.) It is now planned that he will be setting up our Club's O'Fest '76 Rally.

The WRC seminar ended with a "Slide Rally" and a review of various electronic rally equipment. Following this seminar, the WRC Winter Rally Series begins with four straightforward low pressure (TSD) rallies designed with the beginners and novices in mind, yet enjoyable for the seasoned rallyist. By this "der bayerische" printing there will be 2 rallies to go, WRC winter rally #3 (Rallymaster Tom Abernathy) and #4 (Rallymaster Kerry Chesbro). See our Calendar of Events for dates. For more information call Mike Humphrey of WRC at 978-8241.

Rallying is great fun and it would be nice to see a big showing of BMWs at the up-coming rallies and possibly taking some of the winning places. How about it?

-- Editor

Mike Leeper (top)
Dick Lieberman (left)
Dave Kimberly (center)
Phil Davis (right)

