

# der bayerische

MAY — Newsletter of the National Capital Chapter of the BMW Car Club of America — Volume 6 Number 5



Illustration by Mike Sullivan

## OKTOBERFEST '76

# der bayerische

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## Editor's Note

Now it is May and the countdown is only five months to Oktoberfest '76, the BMWCCA's big event of the year and it's ONLY Bicentennial one ever.

If you would like to join in with this chapter's efforts as host chapter, read Chet Kingsbury's article herein and then contact him - (301) 464-1946.

As a personal note, I'm saddened to report that I damaged the front end of my 1975 "Bimmer" as I expertly dodged to avoid a three car collision only to find a well placed utility pole in my way. I did manage to save a new Datsun 240Z (of all things) Alan Bridge of Beacon Auto Body in Silver Spring is now in the process of mending its wounds; so far he has been a very reasonable person to deal with. I'll report on the results next month.--Editor.

Remember, the first of each month is the deadline to get articles, letters, classifieds and reports to me to ensure their insertion in that month's issue.

Also, for quicker results, send copy directly to me, Jay Williams, 11919 Franklin Street, Beltsville, MD 20705.

## Letters to the Editor

### BAYOU CHAPTER CHALLENGES 55 SPEED LIMIT

Enclosed is the original editorial we ran on the 55 speed limit. (see page 7 after our "55" article-Editor)

Also enclosed is a copy of the letter we wrote to our senators. (see below) We sent them a copy of our newsletter with the editorial and the percentages of the replies. We explained that we were not a race oriented club, but that we would like to drive our cars as they were meant to be driven on Interstate Highways. We also asked them to let us know truthfully if they and the members of their immediate families observed the 55 speed limit at all times.

I am enclosing copies of a few of the replies - they mostly all said exactly nothing! Hope you have better luck with your politicians. I hope to come to Oktoberfest and I know Harmon Fischer is planning to come, as well as several others of our members. We would also be happy to have you visit our famous city.

Gwen Goodrich, Editor  
Bayou Chapter  
Jefferson, LA.

(Harmon Fischer's letter to their local representatives)

The Honorable F. Edward Hebert, House of Representatives, New Orleans, Louisiana. Sir:

The Bayou Chapter of the BMW Car Club of America is a local group of some forty-five BMW owners, part of a national organization of nearly five thousand owners of fine automobiles. We are not a racing oriented group - the thrusts of our efforts are to enable our members to keep their cars in good condition, purchase normal replacement parts at savings, and enjoy a bit of socializing.

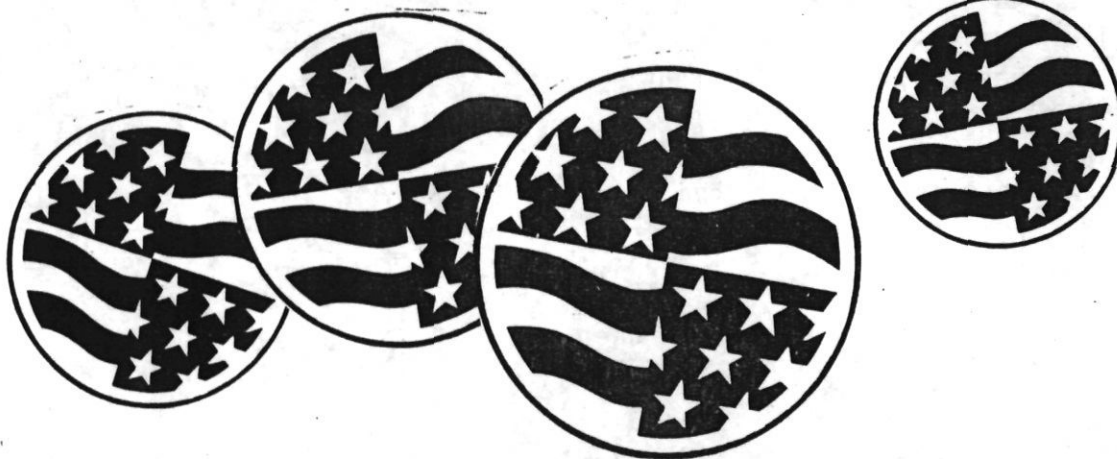
However, as owners of automobiles designed to safely and efficiently travel at high speeds, we feel unduly restricted by the current 55 mph limits, which were irrationally enacted during a period of national hysteria.

Enclosed is a copy of our last newsletter, which included a questionnaire to determine our members' current reaction to the 55 mph limit, and the survey results. Please note that the questions regarding speed limits are keyed to Interstate Highways, not secondary roads.

We ask you to reply, stating whether you would now vote to rescind the current 55 mph limits. Before you answer, ask yourself the question: Do you and the members of your immediate family consistently observe the current speed limit on Interstate Highways?

Harmon W. Fischer  
President, Bayou Chapter  
Jefferson, LA.

Our results from over 300 members should have some sort of effect. Bring your vote to the May meeting - See questionnaire on page 7. -- Editor.



## Oktoberfest '76 Calendar of Events

- 
- |          |   |                            |
|----------|---|----------------------------|
| July 1st | - | Registration by mail opens |
|----------|---|----------------------------|
- 
- |                      |   |                                                                                  |
|----------------------|---|----------------------------------------------------------------------------------|
| October 20<br>(Wed.) | - | Registration at Washingtonian Country Club,<br>Gaithersburg, Maryland 6:00-12:00 |
|----------------------|---|----------------------------------------------------------------------------------|
- 
- |                        |   |                                                                  |
|------------------------|---|------------------------------------------------------------------|
| October 21<br>(Thurs.) | - | Advanced Drivers School conducted by Bill Scott<br>Racing School |
|                        | - | Bicentennial Tours into D.C. & various points of<br>interest     |
- 
- |                      |   |                              |
|----------------------|---|------------------------------|
| October 22<br>(Fri.) | - | Novice Driving School        |
|                      | - | Bicentennial Tours           |
|                      | - | Beer Fest 8:00pm Door Prizes |
- 
- |                      |   |                                                   |
|----------------------|---|---------------------------------------------------|
| October 23<br>(Sat.) | - | Concours d'Elegance & Vintage Car 9:30 til finish |
|                      | - | Bicentennial Tours                                |
|                      | - | Rally - 6 hours, starting at 1:00 pm              |
|                      | - | Tennis & Golf Tournaments                         |
|                      | - | Bavarian Buffet Door Prizes                       |
- 
- |                      |   |                                      |
|----------------------|---|--------------------------------------|
| October 24<br>(Sun.) | - | Autocross 10 to 4.                   |
|                      | - | Awards Banquet 5:00 pm (530i raffle) |
- 

Also scheduled: Tech sessions, movies and events.

Any questions: contact Chet Kingsbury, Oktoberfest Chairman

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## Meeting Notice

Meetings are held on the third Tuesday of each month.

FIRST ANNUAL SYMPOSIUM on how a Bavarian Motor Works. A panel discussion devoted to technical questions presented by members attending. Please bring your problems to the next meeting on Tuesday, May 18, at the Diamondhead Restaurant at 8:00 pm, 600 Wisconsin Avenue, Bethesda, Maryland. (Between Bradley Lane and East-West Highway)



# Technical Report

Spring Tech Session: On April 10, a tech session was held at VOB Datsun/BMW. The turnout of approximately 18 attendees was disappointingly light, a fact we hope to change in the near future. Featured in this session were the following: Dave Toy's presentation on basic maintenance information and chassis layout; Lothar Schuttler's presentation on the electrical system and guided tour of the VOB service facility; and my presentation/demonstration on tuneup procedures. The session was well-received by the attendees. One outgrowth of this was the preparation of a printed guide for four-cylinder service procedures, which covers the items constituting a "major service" in sufficient detail for the do-it-yourselfer. This outstanding document, which is currently being expanded and updated, is only available to you if you attend the tech sessions (hint). Special thanks are extended to Dave Toy for helping make this event possible, and to Lothar Schuttler for his presentation and for making his facilities available to us for this purpose.

Summer Tech Session: Sometime in late June or early July, we will conduct another tech session of the same general format as this past session. An announcement will appear in der bayerische when details have been firmed up. In order to motivate you to attend, I have to express some concern about the apparent attitude many members have about mechanical knowledge. We make an effort in these sessions to present material for any member's level of interest. For the hard-core enthusiast, detailed topics are presented. For the newcomer, we give a very basic explanation of what the various parts of the vehicle are and how they function. It is this latter group we wish to concentrate upon.

You, your spouse, your kids - anyone who drives your car - ought to be familiarized with what each subsystem does, at least in very general terms. This knowledge can save you time and money when you have something repaired, and can help you understand what work is performed and why at the service intervals. And, knowing how to replace a failed distributor motor, for example, can profit you much more than that if you get stranded on the Jersey Turnpike some rainy night. Technical sessions are open to all members & their families; besides, they're free!

Oktoberfest Requirements: Any members willing to help inspect participants' cars at the Oktoberfest Driving School and Autocross, please contact the Tech Chairman.

Next month: Rebuilding the single throat flex. -- Ken Wright, Tech Chairman



The most important factor contributing to the success of Oktoberfest '76 is you, the general membership. Without people getting involved, an event the caliber of O'Fest '76 could not even be initiated. The following article will give you a breakdown on the different committees and their functions. We need volunteers to help stuff and work on these committees to ensure that Oktoberfest '76 will be remembered for the next 100 years.

Promotion and Advertisement: This group is basically concerned with art work, copy and promotional materials for O'Fest. Also, the coordination of press releases and other official articles & statements concerning the event. Dave Roach is the press secretary; Mike Sullivan is handling artwork; Jay Williams the Chairman and he's the one to contact if you have a little creative ability - 937-8910.

Autocross: The committee chairmen are Ric Cavallero, Rick Price, and Dave Toy. The most important thing we need for the autocross is a lot. If anyone knows of an expanse of macadam in the general area of Montgomery County, please call Ric Cavallero - 460-6676. Also, during the event we will need people for registration and course workers. Again, call Ric Cavallero.

Driving School: Dave Toy, Bill Scott and myself are handling this element. We will need volunteers in three main areas: Course workers, a flagging session instructed by the SCCA will be provided for all flag and communication personnel. This job is extremely important in running an event which is safe. Pit, this position deals with management of the autos, getting them out and in on time. Tech, checking the autos before they get on the track. Call Ken Wright - 560-6224 if you would like to work Tech and Dave Toy - 428-3930 concern-

ing any other aspect of this event.

**Rallye:** Mike Ieper is the O.D. of this event with the able assistance of Dave Roach and Bob Critchlow. Here we need checkpoint workers. A seminar in the operation of a checkpoint will be given before the event. Call Bob if you'd like to learn more about the internal workings of a rallye - 578-1367.

**Registration:** The official Registrar for O'Fest '76 is Dr. K, otherwise known as Elizabeth Kingsbury. This position deals with the paperwork of O'Fest and registration the day of the event. If you enjoy meeting and talking with other BMW fanatics from across the country, this would be the place for you. Call Dr. E. Kingsbury at 530-2841.

**Concours:** Rick Price is Chairman of this committee. He needs people in all aspects of this clean machine event! 349-5172.

**Activities:** Denise Price, Steve Durovic and Estelle Watts Torpy are on this team. Again, they need interested people to work on the many faceted aspects of the Bicentennial and entertainment activities. Call Denise or Estelle.

Well, that's about it. As you can see we will need your support in running a successful Oktoberfest. If you could work on more than one event it would be great. So if you are interested and want to get involved with the club, call the above people. -- Chet Kingsbury

## IF THE SHOE FITS....

To all of you that are reading this column, congratulations! It means that you have paid your dues for 1976 membership in BMWCCA.

This club is no different than local, state and federal government. You're gonna get out of it exactly what you put into it. If you want to sit at home staring at the "boob-tube" with your Bimmer in the garage, fine! We active members appreciate your "\$10 donation" and will use it gratefully. We promise to send out as many issues of the monthly newsletter as possible telling you what a good time we're having.

Believe me, I've heard all the rationalizations! Things like: "none of the events interest me...your activities are too expensive...I don't like to drive long distances...why can't you have something closer to me...the club is run by a clique of people...I'm not a technical whiz kid about my car and I just don't want to go to one of those things and show my ignorance...I'm too old for that foolishness...I just don't care to get into my car and abuse it..." Had enough? Had enough?

How many of the above hit home? Let me set something straight. We are trying to vary our events and want them to appeal to the largest possible cross-section of club membership. If you don't like the kind of events we are running, then volunteer to put on an event that you would like. I guarantee we'll take you up on it. As far as the activities are concerned, have you been to a movie lately? Unless you go to a "midnight special", it's gonna cost you \$5/couple, not counting popcorn and Coke. Dinner at an average restaurant these days will set you back \$10/couple and it won't even be a memorable occasion. Why not try us for a combination of economy and a good time?

The so-called "clique" just happens to be a few fanatical BMW owners and members of the BMWCCA that love their cars, enjoy the company of those that do and want to see everyone else derive the same amount of pleasure from their "Bimmers".

Do you think that every active member of this club was born knowing what a Lobro half shaft is or that everyone of us can tear down a Solex carb and put it back together blindfolded? My point is this: Maybe you aren't technically oriented, maybe you don't want to be--it's not necessary in order to enjoy the company of some real nice people (the writer excluded). But, if you want to learn, the club affords the opportunity to do it painlessly. There are any number of people in this Chapter that will be only too happy to start you out with the very basics. You go and grow from there at your own speed. All it takes is an inquisitive mind and a few tools. Please remember a very appropriate statement, "What one fool can do, so can another."

Too old you say? Well troops, I ain't no spring chicken. Do you know that our last survey indicated the average age of our membership was something around 37 years old? Our members come from a wide and varied composite: Students, lawyers, bankers, doctors, sales and marketing types, retirees, retailers, teachers, secretaries, government, ad infinitum. Point: You're going to meet a lot more diverse and fairly interesting folks in our organization than most any other I know. If you feel as though you're in a rut, try us for a change of pace. You may be pleasantly surprised.

Our automobiles come from a long lineage of racing throughout the world. They are the result of a continual refining process that has developed the "Ultimate Driving Machine." Do you honestly think that you're gonna "hurt" your baby "Bimmer" if you drive it on a rallye or exercise it up to red line a few times in an afternoon of autocrossing? If you feel this way, you're copping out. Your car can take it, but can you? One of the best and least expensive ways to become a more

alert, competent driver is to participate in an autocross. If you have any Walter Mitty blood in your veins, this is the perfect opportunity to become a Sunday afternoon Nick Craw or Sam Posey. Even running a little observation rallye can literally transport you to the Alps on the Monte Carlo rallye.

So there! I've said it! Go ahead and sit in front of that T.V. and listen to your arteries harden if you want, but as for me I'll take a nice stretch of deserted backroads on a pretty day with one hand on the shift lever listening to the whine of fine machinery and enjoying the fit and feel of the coach work that surrounds me. Thank God they still build cars like these.

This was the address of Stan Simm, President of the Tarheel Chapter, Greensboro, N.C., to his membership. Seems as though it could apply well to all Chapter memberships--Editor.

# "55"

## INHIBITS AUTOMOTIVE TECHNOLOGY

One factor completely programed out of E.P.A. laboratory fuel economy tests is the wind resistance of the automobile. Wind resistance is a design factor measured by the coefficient of aerodynamic drag. A car with less wind resistance will not show as great a decrease in fuel economy as speed is increased. A speed limit as low as 55 mph is no incentive for aerodynamic design. Moreover, if one takes an efficient two liter four (or three liter six) of overhead cam design, the entire engine should be run for long sustained use at a minimum of 2,500 RPM and an engine speed of 3000 - 3500 RPM suits them better. An overdrive fifth ratio will allow the motor to turn the optimum engine speed at speeds in excess of 65 mph. Hence some cars sold here (Volvo 144 GL, Alfa Romero Alfetta) cannot obtain their best fuel economy at 55. Some European manufacturers offer a five speed gearbox with an overdrive fifth in Europe, but because of the 'dumbest law since prohibition' are not going to put it on their option lists for the United States because a speed limit that even a two cylinder 600cc Fiat 126 can exceed will not allow this option to be used. Hence, Mercedes has (unfortunately) not built an American export model with a stick since 1971 or 1972.

Automotive Safety - A well-designed small car with "Knautschzonen" (controlled crush zones) is safer in an accident than a larger one not designed this way. Moreover, a driver of a nimble small car can avoid the crash an awkward large one would lumber into. An important component of agility is a good rear suspension.

"IT'S NOT HOW SMALL YOU MAKE IT, IT'S HOW YOU MAKE IT SMALL!"

This concludes our series of "55" articles by Craig T. Reisser, of the Badger Bimmers, Milwaukee, Wisconsin.

The Bayou Chapter in Louisiana ran an interesting questionnaire to it's members about the old "55". (see LETTERS TO THE EDITOR) I thought we should have your reply by vote at the up-coming May meeting to see how our chapter feels. Also it seems an appro-



priate way to conclude this series by Craig Reisser on "55".

Read over this questionnaire and bring your answers to the May meeting. Notes will be taken as to Yes or No, then we will have an open discussion and maybe forward this poll (as did the Bayou Chapter) to our U.S. Senators and Representatives, along with reprints of the past three "55" articles. -- Editor.

- |                                                                                                                                                                                                                                                                 | <u>YES</u> | <u>NO</u> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-----------|
| 1. The current 55 mph limit on Interstate highways should be maintained.                                                                                                                                                                                        | ___        | ___       |
| 2. The current 55 mph limit on Interstate highways should be raised to 60 mph.                                                                                                                                                                                  | ___        | ___       |
| 3. The current 55 mph limit on Interstate highways should be raised to 65 mph.                                                                                                                                                                                  | ___        | ___       |
| 4. The current 55 mph limit on Interstate highways should be restored to 70 mph.                                                                                                                                                                                | ___        | ___       |
| 5. More efficient cars should be allowed to travel faster than those which are less efficient.                                                                                                                                                                  | ___        | ___       |
| 6. Less efficient cars should bear a graduated higher federal use tax, based upon their efficiency.                                                                                                                                                             | ___        | ___       |
| 7. I feel that at least some of the EPA published figures are a gross misrepresentation to the buying public, because they are not based upon actual driving experience, but rather upon mathematical calculations which do not take into account all variables | ___        | ___       |

BAYOU CHAPTER EDITORIAL: IS 55 MPH RIGHT OR WRONG?

In the past year or so, millions of words have been written regarding the energy shortage and one of its most controversial results, the national 55 mph speed limit. Rarely, however, have I seen any logical samplings of the reaction of the citizens of this country to the arbitrary imposition of what I regard as the idiotic restriction that cars not be allowed to travel faster than 55 mph on Interstate Highways.

Having owned smaller, more efficient (read: foreign) cars since 1960, I feel that I am being made to pay for something at least partially caused by the many Americans who either wanted a gross vehicle to satisfy their ego curves which demanded largeness, or who blindly bought whatever Detroit decided to foist upon them. It is my feeling that if enough car buyers had resisted what was generally offered by Detroit as I did, design changes would have been made before it was too late. Let me say now that I did not buy only foreign: there are fond memories of a 1963 Corvair Monza coupe which was a lot of fun once you learned to drive it with a heavy foot and my wife still drives and is happy with a 1967 Mustang with auto, air, p/s, and two barrel carb. Hardly a muscle car!

It is my thought that if you feel as I do, some reporting of your combined replies should be forwarded to those who helped enact the current legislation - the duly elected congressional representatives from the New Orleans area, and the Senators from this state. One of them (mine) has a Triumph TR-6 in his carport!

Harmon Fischer  
President, Bayou Chapter

## BMW Etiquette Part Three ON THE HIGHWAY

To come out best on the road when encountering other cars, it is generally a good idea to keep your car clean. If you own a CS or a newer six-cylinder sedan, this will cause you little pain as you can probably order your butler to go outside in sub-freezing January weather and wash it for you. If you aren't that fortunate, a trip to the local car wash once a week should pay for itself in turned heads.

Most cars that you pass can be safely ignored. Avoid the temptation to gaze at lesser sports cars, such as Capris and MGs, unless you do so with disdain. A respectful nod to cars of equal position, such as Alfas, Porsches, and Mercedes, is usually a gentlemanly or ladylike gesture. It is acceptable to stare enviously at Rolls Royces, Maseratis, Lamborghinis, and Ferraris, but to drool is to go too far. It is marginally acceptable to run Cadillac Sevilles off the road. Do not allow yourself to be passed by cars of lesser status--get off at the upcoming exit if necessary, or put on your flashers and pull over to the side of the road. On being passed by a vehicle of equal position, reach up and adjust your radar detector and hope for a radar trap around the next bend. Don't worry about being passed by cars of higher position; they'll probably go past too fast for you to see.

When encountering a car coming from the opposite direction, you may desire to use your headlight flasher. First make sure it is daylight, especially if you possess quartz-iodine headlights hooked directly to large round driving lights. Then use the following guide. It is simply not done to flash your lights at other makes of cars. Once you have ascertained that the oncoming car is indeed a BMW and not a Volkswagen Rabbit, flash your lights and await a similar response. Should this not come, the extension of your tongue or middle finger at the other car's driver as it passes should suffice as a response. If you drive a CS or other status BMW, do not be the first to flash if encountering a lesser car, and when returning the flash, flash once, no matter how many times the other car flashes. A good system of flashes is this: once to BMWs of lesser rank, twice to peers, and three times to BMWs of superior rank. Remember that it is very rude to fail to return a flash or wave and that some slighted enthusiasts may actually turn around, give chase, and demand satisfaction when they catch you.

David Roach

Next month: BMW Etiquette, Part Four: Performance Encounters.

## Meeting Minutes APRIL 20, 1976

The meeting was called to order shortly after 8:00 pm by President Estelle Torpy.

Bill Scott spoke about his driving school at Summit Point and showed an excellent film of a Canadian Formula Atlantic race - a racing series in which Mr. Scott is successfully engaged.

There was a buy and sell session, followed by the business portion of the meeting.

Minutes of the March meeting were accepted as printed in der bayerische.

BMWCCA "business cards" were displayed. These cards can be used in lieu of the old flyers to advertise the existence of the club. A charge of \$1.00 per 20 cards is being levied to pay for printing costs.

Denise Price gave an activities report: The Volvo Marque Club



of Baltimore has invited BMW club members to participate in their June rally. A photo contest is being organized for club members.

Dave Roach gave a whole bunch of reports: The Council has announced that there presently are no parking lots available for autocrossing. SCCA is offering season tickets for their Summit Point races. BMW's are doing only so-so in their various racing efforts this year.

Other reports given: Service Report - Mel Morganstein; Tech Report - Ken Wright; O'Fest Report - Chet Kingsbury.

New Business: A suggestion was made that the chapter provide a "hot line" for BMWCCA members visiting the Washington area during the Bicentennial year. Thus, if a visitor's BMW became ill, he could call someone here and get help. We could inform other chapters that we are doing this through the Roundel.

The meeting was adjourned at 10:00 p.m.

Bob Critchlow, Secretary

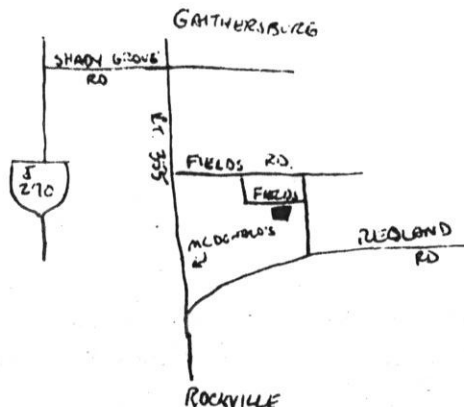


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AUTODYNAMICS is an independent repair shop specializing in BMW. We offer maintenance and repair as well as performance work and a motor and transmission exchange program.

As a special invitation to BMWCCA members, we offer a once only special deal on Bilstein shock absorbers. From now until May 31 you can save 25% on a set of 4 Bilsteins (this amounts to a savings of \$57.20 on a set of street shocks for four cylinder BMWs) This is a special club discount available through May 31 only. All we ask is that you have the shocks installed by us for the usual installation fee.

Give us a call or stop in & see us. AUTODYNAMICS, 15862 Somerville Drive, Rockville, MD 20850 (301) 977-2220.



"I couldn't help it officer, I got caught in the draft of a semi and couldn't get out!"

## CLUB PROMOTION CARDS NOW ON SALE

Help promote your club, help get more members. More members = more membership dues; more membership dues = more funds for club activities; more club activities FOR YOU!

These cards make it easier to explain to another Bimmer owner what the club is all about, as well as promoting Oktoberfest '76 (card has three colors). They will obviously become souvenir pieces soon.

Another advantage is you could innocently write in your name and phone number and justifiably hand it to an "attractive" Bimmer owner you happen to meet. (Simply to promote the club of course!)

Get your order now while supply lasts. Contact Carol Kingsbury at (301) 464-1946 or come to the May 18th meeting. 20 for \$1

### REMEMBER



October 20-24, 1976  
Washingtonian Motel, Md.

For more information contact:

**CHET KINGSBURY**  
Oktoberfest Chairman  
(301) 464-1946

FRONT

### BMW

Car Club of America

#### National Capital Chapter

Meetings held every 3rd Tuesday of each month at 8:00 p.m.

- Social Get Togethers
- Technical Training Sessions
- BMW parts discounts
- National monthly magazine
- Local monthly newsletter
- Special Events, Tours, etc.
- Rallies, Races & Autocrosses
- Various talks on subjects of interest to owners of BMW automobiles.

For meeting locations or other information contact:

Or Write: BMWCCA  
Box 466, Bowie, Maryland 20715

BACK

WRITE OR  
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NAME & NUMBER

## Treasurer's Report

APRIL 1 BALANCE \$516.27

### EXPENSES:

April Newsletter	\$35.62
April Postage	30.00
Business Cards	96.00
Rally Map Printing	5.25
Service Charge 4/76	1.90
Printed Checks	8.01
<b>TOTAL EXPENSES</b>	<b>\$176.78</b>

### INCOME:

Membership Dues	\$328.00
<b>TOTAL INCOME</b>	<b>\$328.00</b>

MAY 1 BALANCE \$667.49

Carol Kingsbury, Treasurer

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 19540 Scenery Dr., Germantown,  
 MD 20767. Phone (eve. & week-  
 ends) (301) 428-3930.



Check out the Washington  
 Rally Club (202) 544-7546.

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Note to would-be advertisers:

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



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## Service Reports

No reports for this issue,  
 please use this guide and  
 send it in for any repair  
 job you've had done, good  
 or bad.

### SERVICE REPORT GUIDE

Please print or type infor-  
 mation requested on this guide.  
 Simply put down the number &  
 the answer (no need to write  
 the questions).

1. Your name.
2. Your phone number or num-  
 bers, include area codes.
3. Your address, including zip.
4. Type, model, & year of car  
 being reported on.
5. From where, when & how did  
 you obtain the car? (if  
 used, give mileage at date  
 of purchase.)
6. When you got it, did it have  
 any faults? if so, what?
7. During the warrantee period  
 (if new) did the car develop  
 any faults? Please give  
 mileage.
8. Service firm being reported  
 on. (include address and  
 phone number if possible)
9. Date of servicing or repair.
10. Mileage and age of car at  
 time of repair.
11. What do you think was wrong  
 with the car?
12. What did the dealer or ser-  
 vice manager say was wrong  
 with the car, if this dif-  
 ferred from you? If in agree-  
 ment, please state.
13. Was the car repaired properly?  
 If not, why do you think  
 not?
14. What should they have done  
 differently, if applicable?
15. Cost, breakdown parts and  
 labor (if you can.)
16. Was this cost reasonable?
17. Please state if you feel the  
 work should have been on  
 warrantee. Why?
18. Was there any unnecessary  
 parts or labor in your o-  
 pinion? If so, explain.
19. Was everything ultimately  
 done to your satisfaction?
20. Your overall impression of  
 service firm, also any other  
 comments.

For each defect, fault, etc.  
 repeat answers for questions  
 11 through 20. No need to  
 repeat 1 through 10 unless of  
 course you are reporting on a  
 different car or service firm.

Service reports are open to  
 anyone to pass information to  
 other members. Send in your  
 reports to: Mel Morganstein,  
 2048 Seattle Ave., Silver  
 Spring, MD 20904.

## Classifieds

**For Sale:** '66 2002CS New Paint  
 & Smooth Body, recent major  
 engine work, 4000 mi. on XAS  
 tires and exhaust system, new  
 brake pads/shoes, stereo AM/FM  
 CD unit, needs some interior  
 work to complete restoration.  
 Moving to Germany. \$3,000 for  
 this classic coupe. Dale Koch  
 office 688-6404, home 249-9215.

**1600 and Early 2002 Owners -**  
 Update your front suspension,  
 complete front struts & brakes:  
 4-piston calipers, struts,  
 hubs, discs, pads, with in-  
 stallation instructions.  
 \$100.00. Make your car stop  
 better and your front end  
 stronger. Dave Roach (301)  
 593-1875.

**For Sale:** Set of 4 XAS's for  
 Bavaria, mounted & balanced,  
 wheels, caps & trim rings.  
 Stock. Good condition. \$50.  
 Call Mike Meyer (202) 244-  
 6999.

Tired of paying list price for  
 accessories for your Bimmer?  
 C K TUNING is now offering  
 25% discount on Supersprint  
 exhaust systems, Marshal  
 lights, Bosch products and  
 all parts from Beck-Armley.  
 Also major and minor services  
 on your BMW plus speciality  
 work. Call Chester the K at  
 (301) 464-1946.

**For Sale:** Five 6 cylinder  
 factory BMW mag wheels new  
 condition, new cost: \$565,  
 your cost: \$250.

Becker Europa 4 band AM-  
 FM-SW-LW. Best radio avail-  
 able anywhere. Included with  
 the set, a solid black walnut  
 face plate for console of the  
 2002, new \$600, sale \$200.

PACE 123 CB radio, great  
 for traveling or just modu-  
 lating. Keep track of Smokey  
 and reduce your chances of  
 having your picture taken.  
 New \$170, sale \$140. Call  
 (301) 464-1946.

**WANTED:** Slotted wheel for 1975  
 2002 with new or almost new  
 XAS tire. 9378910 / 296-4860.

Commercial classified ads and classi-  
 fied ads by nonmembers are \$3.00. Maxi-  
 mum length: 7 lines. Frequency discounts  
 do not apply to classified ads.

Please contact me for further infor-  
 mation.

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





**BMWCCA**

National Capital Chapter  
Box 466, Bowie, Md 20715

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James A Miner Jr  
1909 Everglade Ct  
Crofton MD 21113

## REMEMBER Oktoberfest '76 OCTOBER 20-24

These are the firm dates, so plan  
your time off now!

### Calendar of Events

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MAY 15 - SCCA Virginia Reel National Rally (D.C.)  
16 - VMC TSD Rally, Baltimore  
16 - MGCC Cherished Date Autocross  
18 - BMW Monthly Meeting  
22-23 - Mid-Atlantic Regional, Summit Point  
23 - Branded Rally Summer Series #2  
28 - CCB Team Trophy Championship Rally, Baltimore  
31 - Memorial Day  
31 - Schaefer 350 Goodrich 100 & Camel GT Lime Rock Park, Conn.

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JUNE 6 - Twin 200 Camel GT, Mid-Ohio Raceway, Lexington, OH  
6 - Twin 200 Goodrich Radial Mid-Ohio  
6 - VMC Rally, Baltimore  
15 - BMW Monthly Meeting  
19 - Mosport Goodrich 100 and Camel GT Mosport, Bowmanville, Ont.  
20 - Father's Day  
20 - GRC MWCSCC Championship Rally (D.C.)  
26 - VMC TSD Rally, Baltimore  
27 - Branded Rally Summer Series #3

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JULY 1 - Oktoberfest '76 Registration opens (by mail)  
3 - Goodrich Radial 100 Road Race, Daytona Speedway, Daytona Beach, Florida  
4 - America's Birthday 1776-1976  
6 - Twin 200 Camel GT and Goodrich Radial, Mid-Ohio, Lexington, OH  
11 - SCCA Cherished Date Autocross  
11 - MCMC MWCSCC Championship Rally (D.C.)  
18 - Branded Summer Series Rally #4  
20 - BMW Monthly Meeting  
24-25 - Mid-Atlantic Regional Race, Summit Point  
25 - WRC MWCSCC Championship Rally #1  
25 - VMC TSD Rally, Baltimore

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OCTOBER 20-24 - Oktoberfest '76

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For insertions or corrections in the calendar of events, contact Denise Price, —Activities Chairman.