

der bayerische

NOV. -NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER OF THE BMW CAR CLUB OF AMERICA—VOL.6 NO.10



der bayerische

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Editor's Notes

BMW's to the left of me, BMW's to the right of me... that was the scene I had when shooting the cover photo at OKTOBERFEST '76, BMWCCA's National event.

BMW's of every color of the rainbow, some very stock...some very un-stock. The Turbo...Customized exteriors and interiors...a place and time to be if you ever wanted to see what you could do for your beloved Bimmer.

OKTOBERFEST '76 was a real experience for those who were there either as a guest or as a host. There was a "ghost", which is a guest who helped out as a host for a while...I'm thinking of Jay Elliot of the Sandpiper chapter...maybe ~~mm~~ there were others but I didn't see any.

NO complaints were heard from any guest for any event but a few from some of the over-worked host chapter that could have had a little more help from other fellow chapter members of which there is 350+.

Eventhough only a handfull of us did pitch in, the National Event went extremely well for those who came from their home chapters to enjoy themselves here.

Well, now the more peaceful times are ahead for our chapter and the nominations for next year's officers are coming up at the November meeting. So come on in and really join us. See what you can do WITH us.....EDITOR

BMW SILVER ANNIVERSARY BOOKS.

They sold out at Oktoberfest, but I plan to order more if enough members show interest or place their orders at \$15.00 each. Send me a check to secure your spot. Sample issue will be on display at the November meeting.

The following members are still to pick up their copies being held for them:

Walter Light, Jeff Randall and Dean Merrell.
They can be picked up at the November meeting!
Editor...937-8910.

LETTER TO THE EDITOR

FRIENDS OF BMW DIRECTORY We need your help.

"We need your help. I am compiling a directory of BMW owners across the country, to whom stranded members could go for help if they are stuck someplace with which they are not familiar.

The "Friends of BMW" should turn out to be a very helpful aid for any member who travels - and what BMW driver doesn't! We have had good response so far, but are aiming for a more thorough saturation of the country. Therefore, I would greatly appreciate it if you could put the following announcement in your newsletter as the first step in contacting members:

"FRIENDS OF BMW. Want to help some of your fellow BMW drivers? The directory for the "Friends of BMW" network is being compiled and we want you in it! Our goal is to have enough people included so that if a member is stranded while travelling in a part of the country with which he is unfamiliar, he will be able to call a "network" contact who is close enough to help the member or direct him to help.

We need only your name, town and phone contact, both day and evenings if possible. The "Friends of BMW" should turn out to be a very helpful aid for any member who travels - and what BMW driver doesn't!

Please send the information to me at 10 Hibernia Road, Rockaway, NJ 07866. Availability of the finished directory will be announced through the Roundel.

Thanks for your help.

Holly Lenhardt
National Secretary"

POST OKTOBERFEST '76 REPORT

THE ROOM AT THE END OF THE HALL.....

The What!!!!!! You know, the place filled with wish books and marvelous Bimmer goodies....the display room. Most local members and convention guests found their way to the room at the end of the hall at least once during the week-end. One could ogle the DFRE turbocharged engine which came all the way down from Marblehead, Massachusetts or just pick up various leaflets and catalogues.

Karzundpartz from Greensboro, North Carolina was featuring a tee-shirt. The shirt was for sale and the parts firm was giving away some fancy posters which advertised the shirt displayed on a lovely 2002. (The car was orange, in case you didn't look past the tee-shirt.)

Another North Carolina firm however, attracted even more attention with their display of beautiful Alpina accessories.

MILLER AND NORBURN

There were audible gasps from time to time over some of the prices of the Alpina items but at least for some Bimmer enthusiasts the Alpina label might be worth the cost. The Miller/Norburn people brought along sweaters, jackets, wheels, shift knobs, and logo decals to illustrate the beauty of the Alpina line of products which they carry. There was even an umbrella with a miniature shift knob handle which featured the Alpina trademark--price---just under forty dollars. However, the cosmetic gimmicks are just a superficial part of the Alpina line of products which Russ Norburn discussed with various BMW lovers during the Oktoberfest.

M & N and Alpina

Norburn told Dave Toy, "We're setting back now and moving more into Alpina stuff that's been thoroughly tested. We've got to Americanize a lot of it. Their suspension kits won't work on the U.S. cars because of the weight difference. Our cars have air-conditioning, smog equipment, and impact bumpers."

I was at Alpina about 6 weeks ago and drove one of the 528's, the 320's, the 2002's and so forth. They really have an impressive combination of ride, comfort, and handling. The new 320 car apparently has a tendency to oversteer and they disguised it...by putting 6½ inch wheels on the rear and 5½'s on the front of the car. It sticks real well on

the bumpy Bavarian roads and is still very comfortable. " (Don't you wish you'd been along for the test drive?)

On the subject of oversteering, Dave Toy said, "Oversteering is a joy when you get used to it and work it to your advantage. I enjoy over-steering personally. Norburn's response: "For autocrossing, or racing or whatever, oversteering is much more preferable for control. Understeering is much more forgiving which I guess is why American cars are engineered that way. Most people's tendency is to let off the gas which is the last thing you want to do when you get the back of the car in an oversteering situation."

WHAT'S HAPPENING AT M/N'S DURHAM HOME?

Russ says: " We're remodeling the building, expanding our shop and parts departments, building another engine dynamometer and probably after the IMSA race in Daytona on November 27th, we'll be more settled."

For that race, nearly half a dozen tii's will be running M/N engines--- "We have Nick's car, Jim Comer has a tii engine, G.H. Sharp, Jim Kendrick, Clint Abernathy....are all running tii's with our engines. We have a few carbureted engines running. Jerry Cohen had a carbureted one running but I think he's pulled out of the race and is selling his car. I think there is only one car in the IMSA R.S. series which doesn't at least buy pieces from us and most of them have complete engines from us."

FOR DAYTONA....A PREDICTION:

Norburn says: "The situation is going to improve for us. I think you'll see much more competitive cars because Kreston (as in Miller) has been able to solve the head gasjet problem, the injection pump problem, and he's been able to get back to getting the car competitive again. Like Nick's win in Atlanta and some good close seconds in places like Sears point. So, we're encouraged finally. It's been a long haul."

If we had it to do over again, I think for the first few races this year we would've stuck to the acrburated engine. It was a U.S. street injection system that we've had to make into a racing system. The Europeans of course, had the advantage of the multiple butterfly throttle. Then, we had the restrictions too. Neverthe-less, with the tii we were going 2 seconds a lap faster than last year when we were at Daytona."

THE COMPETITION:

Norburn's analysis: " Walt Bohren was doing an excellent job with the Mazda---but even the Devendorf Datsun was unbelievable. What's been a surprise has been the amount of horse power it seems to have to keep up with the other cars going around the banking at Daytona for example."

Toy asked Russ: "What kind of head configuration is he running, do you know?" "We don't know. You hear rumors about it being some kind of Japanese head but we don't know if there is any foundation for that. We think basically, with the free carburation Devendorf and Neff have just done a super engineering job. Neff used to be with BRE and a lot of BRE people were involved with the project and they've done a beautiful job. They concentrated on just that one part. Maybe we've spread ourselves a little too thin."

M/N and the 320:

Norburn says as soon as they get a car, they will begin preparing a 320(and some folks say they already have and are!) For the record here's what Russ has to say: " It depends to a great extent on what BMW of North America does with contingency

award programs and this kind of thing...and IMSA R.S. racing. In our plans for next year we will consider it, but at this time our racing plans for next season are just completely unsettled. We do hope we'll be doing some BMW work and that Nick will be driving, regardless of which series we'll be driving in, which car."

"We're anxious for November 27th to come around because BMW of North America is supposed to announce their racing plans for next year. There are all these rumors going around and we know as little as anyone."

TURBOCHARGING DIFFERENCES: M/N v. DFRE

Why does Norburn think theirs is better? "The biggest difference is that the turbo charger unit itself which sits on top of a cast iron exhaust manifold. A fellow club member became interested in this project and cast the manifold for us. This reduces the pipe length on the intake side because the carburetor is right on the front of the turbocharging unit and then the pressure pipe into the stock manifold is much shorter. We seem to have less lag and it's a little easier installation in terms of throttle linkage and all of the details. But there are certain advantages to the Doug Fraser system which Preston mentioned in the Sunday afternoon tech session.

RALLY

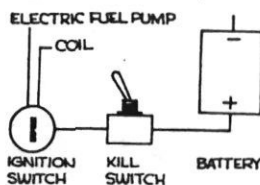
For MANY of the O'fest '76 participants---the rally was the high point. The Gods of Beer and Bimmers could not have arranged for a more beautiful autumn day for a ride through the leaves of Washington region. And, the rally sponsor, VOB is here by given special thanks for supporting this event. Dave Roach, Mike Leeper, and the many others who participated on the work-end of the event also deserve special recognition for their efforts. The instructions were well done and the route was delightful. If anyone missed the opportunity to take the drive, I recommend getting your hands on a copy of the instructions and taking the trip just for fun!

SATURDAY

was a great day for a tech session inside, and a wet day for an autocross outside. It would be poetic to think that the nation's capitol was crying at the thought of seeing all of those beautiful Bimmers leaving after a long week-end of autumnal automobile activities. Nevertheless, the rain may have caused a lot of people to back out of the autocross and to have forced the event to run behind schedule---but there were still plenty of people who found their way to the memco parking lot. Our club members who worked that event really deserve a lot of credit, especially Ken Wright and his wife who ran the tech station. I mean, it is fun to fondle Bimmers---but handling dozens of cold wet ones can get to be less than a joy filled experience, I'm sure.

Possibly more Post Oktoberfest '76 Reports in the next issue. Marion Brewer-Reporter

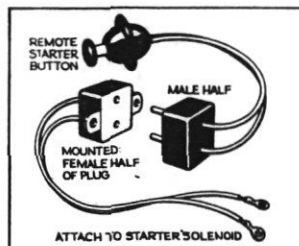
TECHNICAL -- Ken Wright



They always say an ounce of prevention is worth... Well, a positive engine shutoff (kill switch) is, to our way of thinking, absolutely essential in either a race- or high-performance-type vehicle. And it's also a great theft preventer in a bone-stock car, as long as you hide the toggle switch. Of course if it's hidden, it should not be considered a quick kill switch, because when you need it you can't go fumbling around and reaching for some out-of-the-way location. Figure out your own reasons for the necessity of a kill switch; then mount the toggle.

Late-model cars equipped with lockable steering wheels (ignition switch mounted on steering column) could benefit from the installation of a kill switch, as you can shut off the engine and still steer the vehicle. It's also a good idea to wire the electric fuel pump, if so equipped, so that it too automatically turns off with the flip of the switch.

Total cost of installation depends on how much you spend for a micro-switch, as there are many different grades available. To mount the switch, simply disconnect the battery and splice its two terminals between the main lead from the positive side of the battery and the ignition switch (see illustration). The rest is at your fingertips. ■■



Remote starter buttons have been the salvation of more than one hot rodder, as they make working on an engine quite easy, especially when you're without help. If you want to "bump" the engine over so you can adjust valves, take a compression check or set the ignition timing, they let you do it alone.

Unfortunately, a lot of cars feature starter solenoids attached to the starter (like GM cars). These machines can be a bear when it comes to hooking up the remote starter button terminals when the car is fitted with headers though, especially when the headers are hot.

The solution to this problem is to install a firewall or bulkhead-type plug somewhere on a fender panel, away from the headers and engine. Marine hardware stores are a good source of such items, and they usually come with a dust (or water) cover to protect the installed half of the plug when disconnected.

With the plug attached to the vehicle, attach the terminal ends of the remote starter button to the solenoid terminals. Run the wire leads up to the mounted plug and cut the wires. Strip the ends back and attach them to the mounted half of the plug. Next, strip the ends of the other half of the remote starter leads, the end with the button attached, and connect them to the removable part of the plug.

With this plug inserted in the mounted plug, all you need do is push the hand-held button to turn the engine over, or start it with the ignition switch in the on position. Cover the plug opening when the job's finished, and store the button in your toolbox. ■■

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service manager

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fairfax, virginia 22030

NOMINATIONS FOR 1977 OFFICERS OF NATIONAL CAPITAL CHAPTER BMWCCA

The November meeting will be the time for nominations to the following positions for the coming year:

PRESIDENT - Office duties are conducting executive and monthly meetings of the National Capital Chapter and corresponding with the National Board where executive matters are concerned.

VICE PRESIDENT - Office duties are substituting for the President when not available, arranging for a meeting place, obtaining a guest speaker for monthly meetings, and making arrangements for the annual Christmas party.

SECRETARY - Office duties are recording the minutes of the executive and monthly meetings and corresponding with the National and other chapters.

TREASURER - Office duties are maintaining the Club treasury and handling all monies incoming and outgoing.

ACTIVITIES - Duties are to set up and maintain a calendar of events for the Club for one whole year, delegate event duties to interested members and oversee organization plans for said events.

COUNCIL - Duties are to attend, or make arrangements for the alternate to attend each monthly meeting of the Metropolitan Washington Council of Sports Car Clubs and report back to the Club membership; also, set up dates for the Club's championship rally and autocross.

TECHNICAL - Duties are to set up tech sessions periodically throughout the year and occasionally have short informal talks about tech problems and solutions at the monthly meetings.

MEMBERSHIP - Duties are to maintain a running list of active members, mailing of information to prospective members, sending out renewals for local dues, and maintaining the mailing list.

SERVICE REPORTS - Duties are to compile data on local established businesses doing work on BMW's and to keep the membership informed on said businesses.

RACING - Duties are to keep close tabs on the racing circuit and to keep the Club membership informed about BMW's in racing.

STOREKEEPER - Duties are to maintain a sufficient supply of BMW parts and accessories, handle the Club store at monthly meetings and tech sessions, and keep the membership informed on new items being added to the inventory.

AUTOCROSS - Duties are seeing that there is a team at each championship autocross and maintaining a running list of championship points for BMWCCA autocrossers and the BMWCCA team.

RALLY - Duties are to see that there is a team at each championship rally and organizing crews for rallies throughout the year.

EDITOR of der bayerische - Duties are to produce this newsletter on time each month to local chapter members. To write, edit and organize advertisements and articles from officers, chairpersons, reporters, writers and other sources. I will continue it as long as I possibly can or until a competent replacement is found. ---Editor.

CATALYTIC ON A HOT TIN ROOF

Various companies have set-up rules and regulations regarding cars equipped with catalytic converters (sic) all the new junk on the roads!

The regulations usually require any car so equipped be identified with a decal, potentially dangerous and that dangerous areas similarly be identified and that a distance of not less than 50 feet be kept between the two. These areas include aircraft, fuel storage areas, explosive storage areas, etc. Also it is advised to let your converter cool before placing it in a typically junk-filled garage. You owners of 76 BMW's rejoice in the fact you don't have this built-in danger!

FIFTY DOLLAR FLASH

Next time you pass Smokey and he has his calibrated eyeball out, think before you flash to oncoming traffic. In most states and cities this is considered "Obstruction of Justice" and is punishable by a typical \$50.00 fine!!!! Smokey, you can't do this to us!

BMW has recalled certain 1972 through mid-1974 models to give owners small seatbelt extensions for relief of neck chafing. If you don't get a notice soon, or if you bought your BMW used, a stop at your dealer might be in order.

Brian Redman, who drives fast BMWs for a living, recently picked a 320i for his personal transportation at home in England. Austrian downhill skiing champion Franz Klammer also has a 320i.

In the August 12 issue of ROLLING STONE, of all places, is a shot of a Bavaria in front of the home of rock star Bob Marley. When asked what BMW stands for, he replied: "Bob Marley and the Wailers."

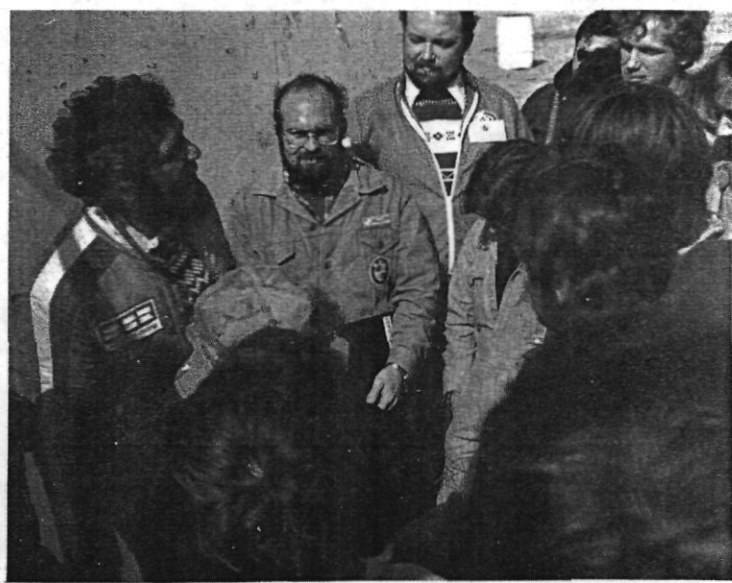
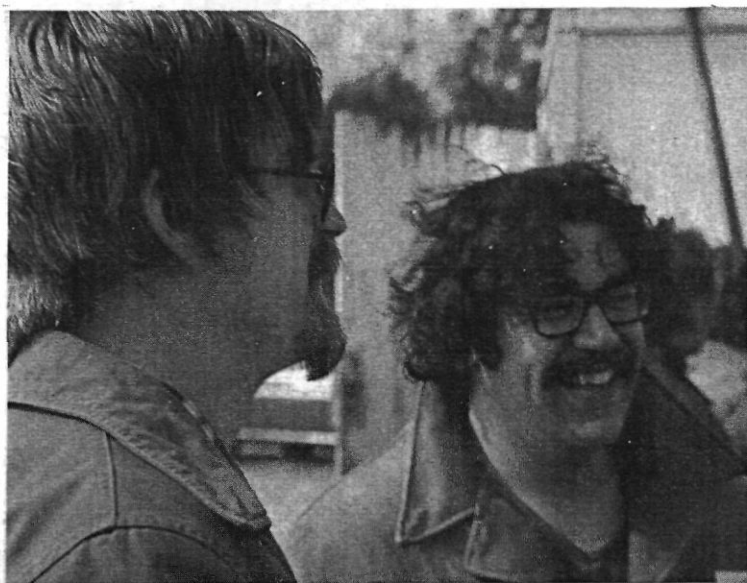
Germans, by the way, do not market cars in their homeland in the American manner. Dealers do not stock cars; they are ordered as sold, with six months being the typical waiting period for BMW or Mercedes. Imagine that here.

The French Auto Club is using the 320i for its advanced driver education course. And they're said to be so nationalistic.

Hans Joachim Stuck, reknown BMW and Formula One racing driver, married Barbara Noack, a Lufthansa stewardess, on June 5th. They met only the year before on a flight from the Bahamas to Frankfurt.

This was their unique wedding announcement.





OKTOBERFEST '76

TOP ROW:

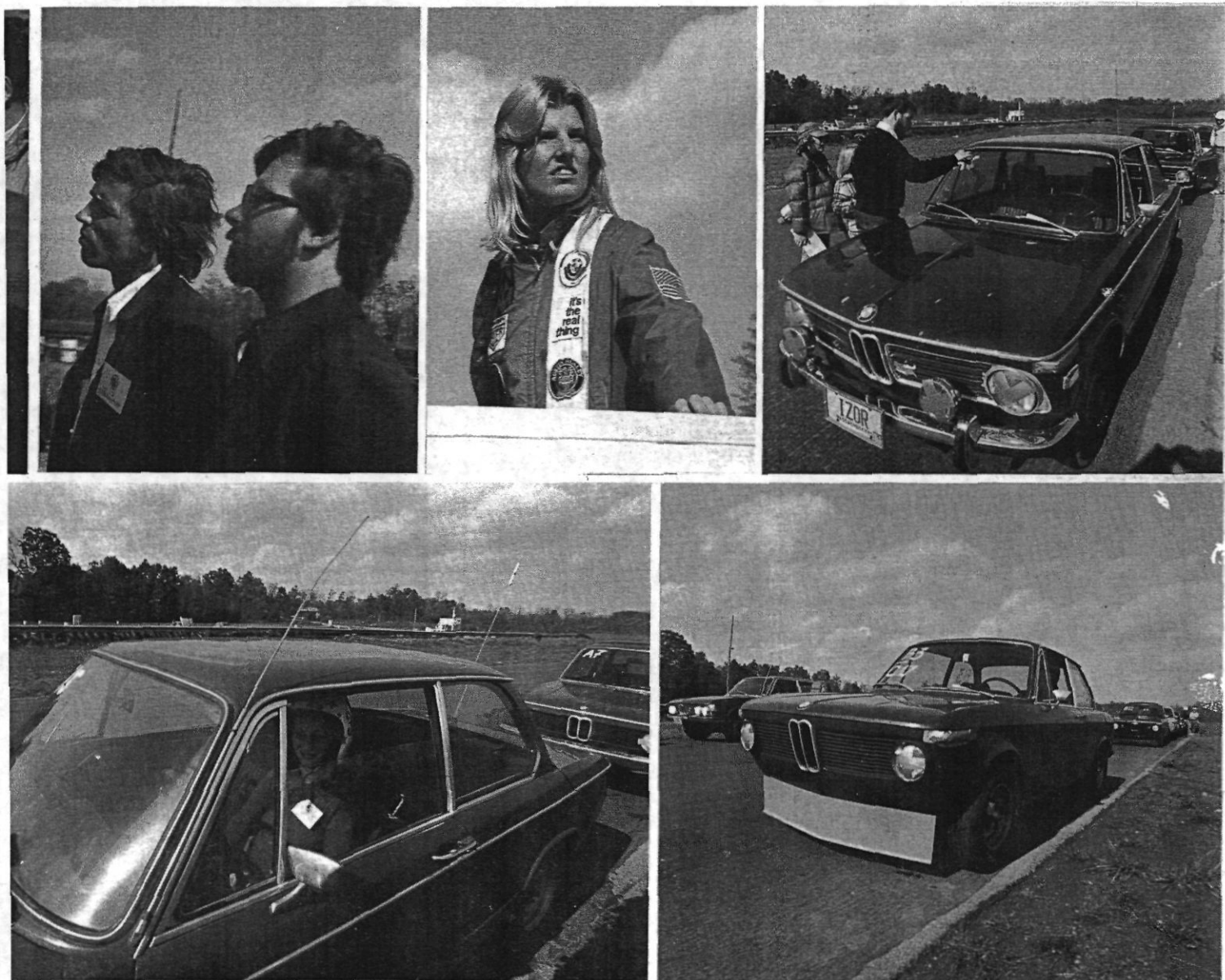
Dave Toy (Driver's School Chairman and Director of Oktoberfest '76) discusses the successful event with Michael Izor (President of BMWCCA).

Bill Scott, Chief Instructor of Bill Scott Racing, dispenses invaluable driver information to eager-to-learn participants.

Paul Broyles and Dick Schiavone of SKODA USA also listen in on Bill Scott after completing technical inspections organized by Ken Wright.

The REAL thing!

Michael (not Mike) Izor's freckle-faced Bimmer, gets its numbers.



DRIVER'S SCHOOL

BOTTOM ROW:

IMA-BMW receives starting information by Tip Franklin.

Dan Torpy (Estelle's husband) helps out directing these many vehicles of identical make.

Nadja Toy (Quick & Consistent award winner) readies to start in a star studded helmet.

A mean looking, steel plated Bimmer was an ominous sight on the track.

Photos by Jay Williams

Sponsors - We are deeply indebted to these organizations for their sponsorship and assistance.

BMW of North America, Inc.
Montvale, New Jersey

Manhattan Auto, Inc.
8427 Lee Highway
Fairfax, Virginia

VOB Auto Sales
BMW and Datsun
11605 Old Georgetown Rd.
Rockville, Maryland 20852
Tony Schmidt and Lothar Schuettler

Donors - the donations of these people and organizations made Oktoberfest a success.

Goodyear Tire and Rubber Company
Akron, Ohio
Ben Price

Becker Autoradio U.S.A.
613-19 South 24th Street
Philadelphia, Pennsylvania 19146

Bill Scott Racing School
1420 Springhill Road
McLean, Virginia 22101
Bill Scott

BAP/GEON Imported Car Parts
2723 Dorr Avenue
Merrifield, Virginia

Heishman BMW, Inc.
3154 Jefferson Davis Highway
Arlington, Virginia
Steve Feiler

Miller and Norburn, Inc.
2002 East Peabody St.
Durham, North Carolina 27703
Ruus Norburn & Preston Miller

Universal Imports
14622 Southlawn Lane
Rockville, Maryland 20850

Robert Bosch Corporation
2800 South 25th Avenue
Broadview, Illinois 60153

High Performance Auto Enterprises,
40 Oser Ave.
Hauppauge, New York 11787

Turtle Wax Corporation
5655 West 73rd Street
Chicago, Illinois 60638
Carl F. Schmid, President

Apogee Enterprises

Autotronics, Inc.
603 Business Parkway
Richardson, Texas 75080

Circle Tire Company, Inc.
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Natick, Massachusetts 01760
Michel & Margo Potheau

Da'lan, Inc.
North Main Street
Graniteville, Massachusetts 08129
Mark B. Peterson

EFPS Company
33195 Harper Avenue
St. Clair Shores, Michigan 48082

Electrodyne, Inc.
2316 Jefferson Davis Highway
Alexandria, Virginia 22313
Thester Vincentz

Mantapart/TRM
Box 2733
Youngstown, Ohio 44507

Performance Automotive, Inc.
1696 New London Turnpike
Glastonbury, Connecticut 06033
John Bisset, President

Semperit of America, Inc.
165 Ludlow Ave.
Northvale, New Jersey 08647

BMWCCA/Golden Gate Chapter
Box 4127
Fremont, California 94538

BMWCCA/National Capital Chapter
Box 466
Bowie, Maryland

BMWCCA/New York Chapter
Box 312
Bayside, New York 11361

Drew Gregg
Custom Walnut Dash Trim
511 Raven Ave.
Miami Springs, Florida 33166

Kensington Products Corporation
150 Green Street
Hackensack, New Jersey 07601

Littlefield's
P.O. Box 86
Watertown, Massachusetts 02172

Paul Reitz, BMWCCA member
Rt. #2
Box 243E
Orefield, Pennsylvania 18069

Thurlo Leather World
521 North Laburnum, #3
Richmond, Virginia 23223
Charlie Richardson

Auto World, Inc.
701 North Keyser Ave.
Scranton, Pennsylvania 18508
Oscar Koveleski

Vilém B. Haan, Inc.
International Motoring Accessories
10305-07 Santa Monica Boulevard
Los Angeles, California 90025
Mrs. Vilém B. Haan

OKTOBERFEST WORKER'S PARTY

November 20th, Saturday 8:00pm-till,
Dave Toy's. So come on you O'Fest workers,
you know who I mean!

AUCTION NEXT MEETING (November 16th)

An auction will be held of various left over Oktoberfest door prizes. The proceeds will go for a party for the workers of Oktoberfest. Bring your check book and save on many interesting and useful items.

EXTRA BLACK & WHITE FILM 10% OFF.

Save 10% on 35mm Tri-X 36exposure film which is left over from Oktoberfest that was purchased by the chapter in bulk. Available at our November meeting!

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TISCHER

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NEW CHAPTER LOGO PROPOSED

The November Meeting will have a motion made to adopt the OKTOBERFEST '76 logo (Understood to be a constant reminder of a most successful OKTOBERFEST).

The adaptation variation shown, the existing one can be seen on the back cover.

COME IN EARTH!

Has your Blaupunkt been giving you reception lately like the station was in the Sea of Tranquility? Well, try investing about \$10.00 in an antenna booster. The unit works much better than expected. The radio now receives most of the FM radio stations. Before, performance like that was only a dream. The unit works so well and is so strong that when you're within several blocks of a transmitter, you merely push the volume knob in on your receiver and you switch off the booster. Try one if you're having problems--it's worth the price, and probably available for less. Prudent telephone shopping will tell.

This advice comes from the Kansas City newsletter. I have this problem--does anyone here know about this solution? --Editor.

LUCKY 13

As of March 1976, BMW was in 13th place in sales on the foreign car chart. Sales were up 1,320 cars over the previous March. With the introduction of the new 320 and 630/633 series, sales will keep climbing. Too bad increased sales doesn't translate into decreased price...

CIBIE has developed a new double function quartz iodine flame thrower and fog light. The BiOscar will have two reflectors and will be equipped with two QI bulbs. Watch for them at dealers this fall. A unique companion for your z-beams.

We understand that the long-awaited 320 series will be made in a hatchback model also, along the lines of the 2002 Touring that was available in Europe a few years ago. Wonder if this one will reach our shores?

Used Car Advertisements We'd Like To See

'72 Triumph TR-6, not very much rust, not too many rattles & squeaks, interior good (in summer), most elec. equip. working, runs fine this week. \$3.00.

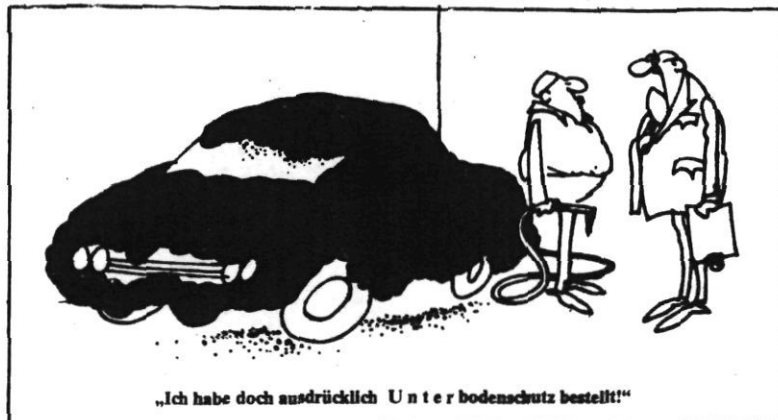
'73 Porsche 914, open exhaust (no tick-tick-tick to give away your secret!), optional "Porsche" badges front, rear, on hubcaps and steering wheel, Carrera decals, PCA club badges, rear vision mirror and upholstery firmly glued in place, 0-60 in under 30 sec. \$4000.99.

'70 Fiat 124 Spyder, eesa niza blue color, gottada black insida, shesa go like stinka. Makea me offa I canna refusa.

'76 Vette, red, white and blue, alum. mags, traction bars, McCreary white letter Thunderstreaks, tunnel tubes, 4 bbl. Holley, Hurst shifter, only 6 miles on clock, needs engine work. \$3500.

'75 BMW 2002, air, sunroof, Becker stereo, met. blue/blk. int., Mich. radials, alloy wheels, 7000 miles, still under warranty, received as graduation present, trade for Mustang II Cobra or other neat car.

From Driving Light, Buckeye Chapter



NICK CRAW AT OKTOBERFEST '76

Chapter member Nick Craw helped out at the Driver's School as an instructor, which helped Dave Toy's efforts out there a lot. At the awards banquet Nick introduced Page, his bride of three weeks, she met him at an IMSA race and has been going to each one since.

Nick made another interesting announcement. This was an offer to any BMWCCA member to receive a pit pass to IMSA races on Nick Craw's team. The cost would be around \$10 instead of the gate cost of \$12-\$15 plus paddock pass \$4-\$5. If interested you must get your request to Nick up to 2 weeks prior to the race, in writng!. For information on how to contact Nick Craw call Dave Roach 593-1875.

TURBO TIME

BMW will produce 400 mid-engined, gull-winged coupes based on its Turbo show car of several years ago. Under special agreement, Lamborghini (?) will begin assembling the new cars late next year. Early models will be powered by an in-line six, but later ones will have an optional all aluminum V-12. The designation is tentatively slated to be BMW 645.

Autoy

Specializing in quality components for BMW's
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BMW's & CB's



by Bill Haines

ANTENNAS:- More about them and their use.

The previous column discussed in general terms the design and function of mobile antennas. So now the problem arises as to where the @#&% thing goes on an automobile.

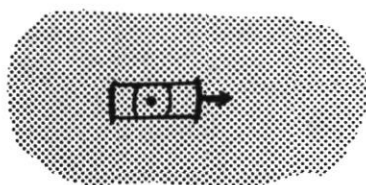
The antenna you buy is in effect a stick that radiates energy in the form of radio waves. It needs a horizontal plane to work properly and that is furnished by the metal portion of the automobile's body. Plastic, fiberglass, or canvas does not furnish the necessary plane.

Popular selection for antenna mounts include rear bumper, trunk edges, roof, cowl or there are those which can be adapted to almost any other place available or desired.

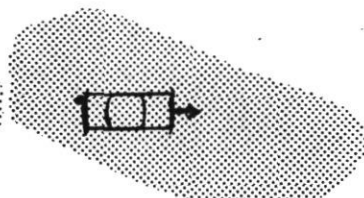
The most ideal place is in the geographic center of the vehicle with a metal body and that means the roof. A temporary installation can be had by the use of a magnetic base antenna which will stay tight at least up to legal speed limits even with a 102" whip screwed into it. This means that you can remove it to protect it against damage in garages or brush or, even more important, to prevent theft.

Probably the most popular place to mount an antenna is on the trunk lid with the antenna lead going into the trunk over the soft gasket that makes the lid water-tight.

There are other places for the antenna and it is usually up to the individual to decide what he wants to do in relation to what performance he desires or demands of his CB radio. An examination of the following diagrams indicate a pattern of radiation (not necessarily in scale to distance) of the different single antenna locations:

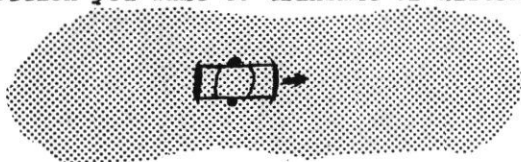


Roof Mount



Bumper Mount

Also becoming more and more popular is the use of two antennas on a matched harness usually on each side of the vehicle. These are called co-phased antennas. The radiation pattern changes drastically and as you notice on the drawing, the pattern becomes practically directional. Using this system of antennas, the best reception and transmission is found by pointing the vehicle at the direction you want to transmit or listen.



Everyone talks about standing wave ratio (SWR) but not many understand it. To put it as basically as possible, your transceiver, antenna lead (coax) and antenna are all designed to operate on 50 ohms of resistance. If all elements are at 50 ohms you have as good a match as you can get or one to one (1:1). Any deviation in any element lowers the SWR and transmissions and reception are affected. Some antennas can be adjusted to reduce SWR and some cannot. To adjust SWR you must remember that the vehicle will have to be isolated from large masses and power lines. An SWR meter costs from about \$20.00 and up. If you want to have one it is O.K. but the SWR will not change often enough to warrant the expense.

A warning about the purchase of an antenna. If you read the specifications claimed by the manufacturers and try to compare them, you will note a claim of a certain decible (db) gain over another antenna. Just remember that the testing of these antennas is done under conditions you cannot hope to duplicate. As a general rule, you get what you pay for and relying on tested design is the safest thing to do unless you enjoy experimenting. The average CB'er will enjoy his equipment more if there is less attention paid to the technical aspects and you keep the "wonder" that the thing works at all.

SPECIAL CB NEWS

RADIO-ELECTRONICS for November 1976 contained an article relative to the current stock of CB radios on the market stated:

"The unhappy side of the picture is that many sets now in the field do not even measure up to present standards. Manufacturers, first rushing to supply sets for the CB explosion; later to get the 23-channel sets now in production off the lines to prepare for the 40-channel line, have tended to cut corners and relax quality control. The result has been sets with splatter that creates adjacent-channel interference and other weakness that cause interference to TV and other services."

Because the author of this article has no way of determining the validity of this statement, it is given to you as information only. I do suggest, however, that you make sure that the dealer you purchase a set from be reputable and have the means to correct any problems in house. If you have problems and they cannot correct them locally, then you will be without the set for a fairly long time.

Both the defects outlined in the article are the responsible of the OPERATOR and against FCC rules.

(Reprint from Radio-Electronics, Nov. 1976.
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Bill Haines
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Classifieds

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Calendar of Events

NOVEMBER

- 14 - CSCC Team Trophy Championship Rally, Balto.
- 16 - November Meeting
Nominations for 1977 Club Officers.
8:00 pm Diamonhead Restaurant, 6900 Wisconsin Avenue, Chevy Chase, Maryland
- 20 - OKTOBERFEST WORKER'S Party, Dave Toy's 8pm+
- 21 - WRC MWCSCC Championship Rally #2, D.C.
978-8241



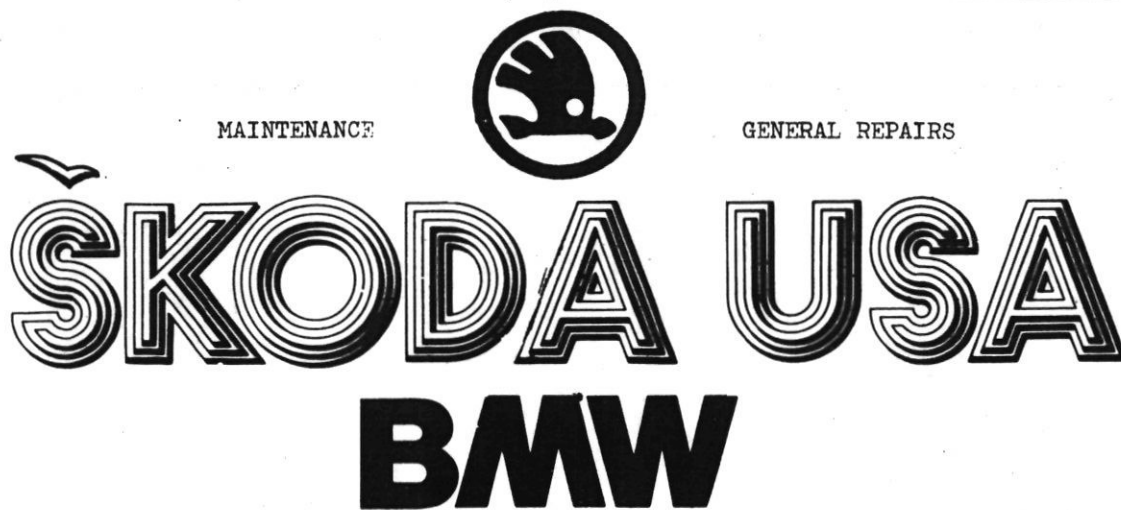
- 25 - Thanksgiving Day
- 28 - VMC TSD Rally, Baltimore

DECEMBER

- 5-- CCA Cherished Date TSD Rally, D.C.

Note: There is no monthly meeting in December
There will be a club Christmas or Early January Party instead..Date and place to be set later.

*** Send Calendar of events items to Virginia Van Poole, 2219 North Roosevelt Street, Arlington Virginia 22205



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