



der bayerische



INSIDE

Driving School
Nuts and Bolts
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Club Store

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NEXT MEETING

SATURDAY JANUARY 30, 10:00 a.m.

Protect your investment! Our next meeting will be a tech session dealing with your friend and mine, RUST. Tom Baruch of London Auto Service will discuss the causes of rust, ways to prevent it from forming, and methods to remove rust once it has started. There will be some cars to see in different stages of restoration. The meeting will focus on older cars, but all members should find the session very informative.

London Auto Service is located at 7718 Lee Highway in Falls Church, near the intersection of Gallows Road (Rt 50W exit off I-495). Call 560-6975 for directions.

▶ Advertising a car related product or service in Der Bayerische may be the best, most selective ad-bargain anywhere. You can reach almost 600 BMW owners. Contact Gordon Kimpel for charges and details.

▶ YOU are the staff of Der Bayerische. Please write for it. Anything to do with the car, from wax to transmissions, service problems or solutions. Articles sent to the editors by the 15th of the month will be printed in the next issue.

▶ Sell, Swap and Trade, the classified ad section is open and free to all members. Send legible copy to the editors by the 15th of the month. Include name and membership number. Non-members are encouraged to advertise. Contact Gordon Kimpel for rates.

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der bayerische

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President's Message

When I first started writing for the newsletter two years ago, my first two columns were a plea for members to get involved in club activities. I didn't get any volunteers! I gave up on the plea and started face-to-face arm twisting with some success but not enough. The last three or four activities that we have put on have been attended by the chapter officers and very few others. Our wine and cheese party in December was attended by less than twenty people. Our beer party in November was less than twenty members and the killer was the tour in October with four cars. There are now 650 members in this chapter and this kind of participation says to me that all you want a chapter to give you is a newsletter. I am sorry that I have been pushing for the last two years to get you out to join in the fun. Clearly you are not interested.

It is someone else's turn to figure out how to motivate you now. When we have elections in March, I will not be running for office. The chapter needs new leadership that is more attuned to what the members want. This election is your change to get involved. I intend to remain active in the chapter helping every way that I can, I plan to put on two driving schools this year and write a few words for the newsletter now and again.

I hope to take a more active roll in the national club in the future. I will be running for South Atlantic Zone Governor in March. I believe that a Zone Governor should be very active and communicate with the chapters as frequently as possible. It is not only his responsibility to keep the chapters informed of national activities but also to be informed of chapter activities. I feel that I am well qualified for this job so when your ballot comes in the mail, don't throw it away, vote.

Last month I described in detail the efforts to pave the Summit Point race track and what it would mean to our chapter. So far, I have not received one single donation. You would think that a bunch of BMW owners would be a rather affluent

group. I am sure that there are a lot of you out there who can afford \$5 or \$10 and even some who can afford \$50 to \$100. So make your checks payable to "BMWCCA-Pave The Point Fund" and mail them to Bill Loftin, 12509 Millstream Drive, Bowie, Maryland 20715 before April 10th. Please!!

Bill Loftin

Driving School

Once again the National Capital Chapter presents a driving school at Summit Point Raceway in Summit Point, West Virginia. The dates for this event are May 8th and 9th. The cost will be \$60 per driver. Each driver will drive only one day. Early entrants can choose which day they want to drive. Each car entered must pass a tech inspection at least one week but not more than one month before the event. The chapter will put on a free tech inspection one week before the event. For those who can't make this, a dealer or other qualified BMW service center may perform the inspection. Each driver must have a seat belt and a crash helmet. For two drivers in the same car, one will drive on Saturday and the other on Sunday. For drivers who drive on Saturday and wish to drive on Sunday also, they may sign up for both days for \$100. Please remember, this is a high speed event to your car.

Bill Loftin

Summit Point Party

Our May 8th we will have a big party at the racetrack like we did last year. There will be a steak dinner with all the trimmings and all the beer, wine or pop you can drink for the whole evening. Unlike last year, there will be a cost of \$8/person for the dinner. I think that anyone who was there last year can tell you that they had a great meal and a great time around the campfire and certainly \$8 is cheap for what we are offering.

There will be free camping at the track and there are a lot of motels in Winchester, Va. or Charlestown, W. Va. available. This is the premier event of this chapter. We use the driving school as an excuse for this party. Last year we had 140 members for dinner. I would really like to see 400 this year. This is your chance to see what the club is all about and meet a lot of fellow members in a very relaxed atmosphere. The track is less than 60 miles from Washington or Baltimore and there is superhighway except for the last 8 miles. You don't have an excuse not to come.

Bill Loftin

From the Editors

Hi!

Well, a year has gone by since we became editors of the newsletter. Strangely enough, we are looking forward to our second year as editors - despite the work it takes to put one together. We hope you like the changes we've made in the format and content. Also, we hope we are meeting your needs in terms of articles.

Again, we ask for your input regarding topics...and if you're the gift of gab when it comes to your Bimmer, how about writing an article or two. Articles don't have to show your expertise—or lack thereof—under the hood, you can write just about anything and we'll publish it.

We'd also like to thank our regular contributions, Bill Via, Jim Ryland, Gordon Kimpel and Bill Loftin. These guys come through with articles each and every month. So out of a club of 650 members we must have more than 4 that know how to push a pencil - Enough said about brow beating you to write for us.

Bernice

Hi Folks

As my wife has already mentioned, we are getting desperate for material to publish. No one out there in membershipland has anything to contribute? This month's issue is already sparse; we will probably go to twelve pages from our present sixteen unless we get more material to print.

We drove to Florida over the Christmas holiday, to visit friends and relatives. How sweet it is to have in-laws living in the sunny south! For this trip we experimented with the dark plastic film that many people are applying to their car windows. Don't do it. Whatever advantage you gain in a cooler interior is greatly offset by the serious disadvantage of not being able to see people or cars at dusk or at night. The stuff is a serious impediment to visibility and should not be used. I think the film is already illegal in Maryland.

I've read some of the road tests of the new BMW 528e. No one appears to be impressed with the new model. BMW is apparently relying on their new found reputation of being an expensive, well-made luxury car, and forsaking the attributes that made BMW a success; performance, reliability, style, and (originally) price. The new "e" engine was designed for the American market with the emphasis on economy, at the sacrifice of performance. It seems strange that the rest of the automotive world is reviving performance cars while BMW is moving in the other direction. Pardon me, but if I want an economy car, I'll buy a Honda Accord. In fact, the 528e looks more like a Honda than a BMW anyways. The 320i is soon scheduled for replacement, I hope that BMW will learn a lesson from the lack of enthusiasm that the 528e is generating and produce a performance machine rather than an expensive economy car.

Ira

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Rambling Ruminations

Caveat reader - The failure of Road & Track to name a single BMW to its list of the ten best cars for the 1980s has been cited, in effect, as a message that should be heeded in Montvale and Munich. I agree that BMWs--especially the presently anemic three-series cars--are becoming increasingly less attractive in comparison with the current offerings of certain other manufacturers. I agree also that BMW would be well-advised to take corrective action while there is still time, and not be lulled into complacency by its present sales success in the United States. However, I wouldn't want to rest my case for these propositions on the wisdom or judgement of the editors of Road & Track. After all, this is the same group, for example, that named to its 1978 list of the world's ten best cars those forgettable and unlamentable corporate twins, the Ford Fairmont and Mercury Zephyr. Evidence of fallibility could hardly be more decisive.

In 1981, the Road & Track editors purportedly set for themselves the task of listing the ten best cars, regardless of price, and then defining the categories into which they fit. This approach, which would seem to facilitate quality choices by eliminating the hampering and distorting effect of first arbitrarily contriving the categories, makes the selection of the Fiat X1/9 all the more cause for wonderment. Except for owners of the Rover, as I recall, a smaller percentage of X1/9 owners indicated that they would buy another automobile of the same make than is true for any other car evaluated to date in the owner's surveys conducted and published by--you guessed it--Road & Track.

Note also that the Road & Track editors, disdaining the front-wheel drive Honda Civic and Mazda GLC, among others, selected the Toyota Starlet as the commuter car of choice for the 1980s, and a principal reason they

gave for doing so is the contention that the Starlet's conventional front-engine, rear-wheel drive arrangement is significantly cheaper to service and repair than is a front-wheel drive setup. Moving right along, these same "experts" then named, as winners, four front-wheel drive cars--the Audi 5000 Turbo, the Audi Coupe, the Honda Accord and the Saab 900 Turbo--but with nary a word about a meaningful service and repair cost disadvantage because of their front-wheel drive configuration. Further, with price ostensibly irrelevant, in selecting the Toyota Starlet, they made favorable reference to its "initial cost;" they cited the Honda Accord's "better value per dollar" as a factor in its selection; and, in the case of the Audi 5000 Turbo, they somehow overcame their "concern about the price."

There are other serious flaws in Road & Track's amorphous, and essentially subjective, evaluation and selection process, all suggesting that you can send people to engineering school and you can let them play with other people's cars and write about their experiences as a vocation, but it does not necessarily follow that they will acquire a superior knowledge about automobiles, or even the ability to discuss the subject with a consistent rationality. BMW, however, should take little solace from any of this.

Turbocharging, a case with dual significance - Another example of the questionable cost-effectiveness and dubious benefits of the turbocharging of gasoline engines by manufacturers, a subject discussed here in the October issue, is provided by comparing recent tests by Road & Track of the Fiat Spider in normal and turbocharged form. These two tests, read together, also constitute another example of the desirability of heeding the maxim, caveat reader.

Club Store

Alan Price has been busy these past months collecting catalogs and information from suppliers of parts and accessories. Members should now be able to buy their automotive needs through the club store at the lowest prices available.

The club is interested in buying Escort radar detectors at a discount. We can purchase the detectors in bulk quantities directly from the company if enough members are interested. Buy through the club store and save.

The store has a new supply of oil, gas and air filters for the 2002, 320i and 6 cylinder cars. Sorry, no parts yet for the turbo or diesel. Parts will be for sale at more meetings and events, or can be purchased directly from Alan.

We still have a bunch of miscellaneous parts from a couple of years ago. If you need a wizbang for a 1602, or a racing mudflap for an Isetta, check with the store.

Alan can be reached during the day at (301) 796-6226/6227, or at home at (301) 674-5355.

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The turbocharged 2-litre Fiat Spider, running 6 pounds of boost, develops 120 bhp @ 6000 rpm and torque of 130 lb-ft @ 3600 rpm, compared to 102 bhp @ 5500 rpm and torque of 110 lb-ft @ 3000 rpm for the same United States engine without a blower. The gearing of the two cars is identical. Excerpts from the performance data do not exactly make an overwhelming case for the turbo.

The turbocharged version travelled from rest to 60 mph in 9.4 seconds, which is only one-half second faster than the normal edition; the turbocharged car turned the quarter mile in 17.1 seconds with a terminal speed of 80 mph, which is only two-tenths of a second quicker, and one mph faster, than its less muscular sibling. More surprisingly, the normal version reached a top speed of 115 mph, or 11 mph more than the turbocharged edition could muster. The fuel consumption experienced by the testers for the two cars was, respectively, 22 mpg and 26 mpg, with the 18% advantage going, as might be expected, to the normal car. The turbocharged car was found to have a slight edge on the skidpad and in the slalom, but it was equipped with superior wheels and tires, which could, of course, be fitted on the normal car.

The turbocharged version of the Fiat Spider is base-priced at \$12,995, which is \$3,096, or 31%, more than the normal edition. This hefty premium, considered in light of the respective performance figures for the two cars, ought to raise a serious question in the rational mind about value received for the additional cost of the turbocharged car. There is also to be considered the probability that the turbocharged engine (whose innards are apparently not beefed-up) will not be as reliable and durable as the normal engine, although Road & Track sloughed this off on the ground that the European version of this engine in normal form develops the same power as the United States turbocharged engine, yet the European engine is very reliable, according to a Fiat spokesman! Two

important questions not treated by Road & Track are, (i) which of these two engines is necessarily more complex and (ii) does not the American turbocharged engine operate at higher temperatures and under greater stress, than does the nonturbocharged European engine of equal power?

In addition to its failure to deal objectively with the reliability and durability issue, Road & Track failed to point up the significance of the comparative performance and price factors for the potential purchaser of one of these Fiats. Instead, the Road & Track writer offered this: "But there's more to the Fiat Spider Turbo than numbers and its the subjective impression one forms while driving this car in traffic or down a meandering country road. That's when the turbocharger's flexibility and power really shine and bring out the Villeneuve in every driver."

As automobile enthusiasts residing in the United States, we can be expected to read Road & Track and similar publications. However, it behooves us to do our reading mindful of the fact that the opinions of the editors and other writers are merely the opinions of fellow enthusiasts, whose perception and analytical abilities may, in some instances, be seriously deficient.

Bill Via

Scramble by Jim Ryland

How about a little low pressure brain work. The following are popular cars of course we all know which one is most popular. Answers on page 10.

1. RAMEFLA00
2. WBM
3. SUBDONTARTU
4. SEROPCH
5. BANLATCIEA
6. STIMERAA
7. DORF
8. LEEDNOAR
9. RATNATSOIMN
10. Tervotce

Nuts & Bolts

Out of balance rear tires can cause your BMW to wonder left or right (usually right - probably a sign of the times). The probable culprit is front end alignment, but when all else fails, balance those rear wheels-----If you're looking for a set of new tires, the Kleber's perform very well and the price is right. Others also speak highly of the Kleber's - it might be one of those good things that just comes along every now and then-----Don't forget to turn the air conditioner on at least once a week during the winter to keep the system seals well lubricated, you will be glad you did come July-----It's time for the St. Valentine's Day Massache road atlas rallye, the annual scamper through the Rand McNally to an interesting and challenging set of route instructions. Great fun! Check the ads in Road & Track on Games magazines. -----If your car is making an irritating vibration and raspy sound not coming from the rear end, check the center support bearing in the driveshaft. A replacement costs about 60 bucks but its well worth while ----- 2002 owners should thoroughly hose out the wheel wells after a salty snow. This can save the front fenders and headlight wells from rust for many years-----Happy new year!

Jim Ryland

Scramble Answers - 2 points for each correct answer. Score 0 - indicates you are totally burned out from the holidays and not ready to do income taxes. Score 2 or more and you know everything you need to know about cars.

1. ALPHA ROMEO
2. BMW
3. DATSUN TURBO
4. PORSCHE
5. LANCIA BETA
6. MASERATI
7. FORD
8. DELOREAN
9. ASTON MARTIN
10. CORVETTE

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4 Cylinder Parts - 75 degree thermostat (new \$8.00), Bosch WR9DS spark plugs for 1980-82 320i (new 4 for \$10.00)
Used air pump, diverter valve and hoses, thermal reactor - make offer.

Call John Hartge 202-483-6905 before 2pm.

For Sale

Misc. parts from older BMW 4 cyls for sale cheap, including 1600 engine, head, block, 2002 block, transmissions with weak 2nd gear synchros, 3.64 and 4.11 long neck differentials, complete 6V electricals, wheels, etc. Also 4 Goodyear racing tires on 5" steel rims for 2002, ideal for auto-cross, \$125; 2 front Bilstein sports for 2002, almost new, \$100; 4.10 rear for a 2000, \$100; 2 new hydrophilic Semperit snow tires, 175 x 14 on 5½" rims for a 1800/2000/CS, \$110.

Wanted: Hubcaps for 2000/CS; 3.45/3.36 rear for a 2002.

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DON'T LET IT RUB YOU THE WRONG WAY

One item that should receive every owner's attention is the chrome and rubber rub strip that adorns the side of most every BMW. Although this rub strip was intended to protect the side of BMWs from the onslaught of door wielding motorists it is a natural breeding ground for rust.

Even though it may appear to be firmly attached to your cars' exterior, chances are that the trim clips that hold it can and will eventually loosen and allow dirt and other debris to collect inside the strip. Once this has occurred moisture will collect and rust will then form behind the strip and usually this will go unnoticed by the car owner until the surrounding sheet metal and paint begin to "bubble" out from the strip or the metal end clips rust and break off.

The old adage of an "ounce of prevention being worth a pound of cure" applies here as well. If an owner will only take the time to periodically remove the strip; clean it thoroughly; inspect/replace old, rusted or loose fitting trim clips; and then apply a light covering of something like white grease along the leading edges of the strip to form a moisture resistant barrier; then there is good chance that your BMW won't require extensive body and paint repair to correct this common malady.

Jim Robinson, Member-at-large
Lincoln, Nebraska

Tech Tips

Door maintenance before winter

As we approach winter, you might want to take off the inner door panel and the protective plastic film to check the inside workings. Cold weather is no time to be hassled with balky doors. Some items to check and lubricate as needed include:

- Window crank mechanisms, including the vent window.
- Window glide tracks.
- Door locks.
- Door locking mechanism.
- Door hinges and stop.

In all of the above, be sure to remove the old dried-up grease, etc., that has collected. The bottom of the door cavity should be cleared of dead leaves, sand, twigs, etc., that have collected, making sure that the drain holes are clean. Some rust may have to be sanded and primed.

When replacing the plastic film, it must not have holes in it, except for the door handle and vent window crank shafts. Make sure that you glue it securely along the bottom halves of all door openings. If you don't and you park on a slope, rain will leak into your car over the door sill.

After reassembly, your windows will work much easier. Needless to say, a window crank failure in cold weather is no fun!

Robert Yohe
Rocky Hill, Conn.

A LITE FIX

When the tiny light bulbs that illuminate your 2002 instruments burn out, they can be purchased from your smiling BMW dealer for 75¢.

Or you can buy GE#161 bulb, available at most auto parts stores for 43¢.

Or you can buy a GE#161 packaged as OMC part #122552 from your Evinrude or Johnson outboard motor dealer for 32¢.

Now you know why your BMW dealer is smiling.

ROCKY MT. CHAPTER

IMPORTANT NOTICE

Due to lack of member interest, detailed instructions for the installation of 1) swan hood ornament (illuminated plastic wing model), 2) flashing purple wheelwell lights, and 3) window-affixed "waving hand" will not be written up for any BMW models at this time. --ed.

GASSED (COONASS COURIER - Bayou Chapter)

Does your trunk smell like gas and you have checked the plastic tube that sometimes comes loose around the trunk wall? Pull up the floor cover and look on the tank. There is a black rubber hose with a small plastic sleeve in it that attaches to the tank. This sleeve is prone to crack and split and gas seeps out in that area. There is supposedly no replacement BMW sleeve so you have to find a piece of plastic, metal or rubber tubing the same size and replace it - using a hose clamp if needed.

Munich's Marvelous Museum of Motoring

Travel & Leisure Magazine / December 1981

An automaker's autobiography

by William Sertl

The history of a German automotive company doesn't seem like especially lively fare for a museum. So when Munich-based Bayerische Motoren Werke (Bavarian Motor Works) decided to tell its company story, it enlisted some help from a host of luminaries, including Marlene Dietrich and John F. Kennedy, who figured prominently in 20th-century German and world history.

The bowl-shaped museum is at the base of BMW's skyscraper headquarters, which itself is designed in the form of a four-cylinder engine. The museum opened in 1973 as a standard exhibition of the company's products, but then BMW decided it wanted something more than "do not touch" exhibits

with descriptions on bronze plaques. Since BMW grew up in this century, company officials decided its history should be integrated with the events of the era.

BMW hired two prominent German artists—composer-conductor Eberhard Schöner, noted for his work in electronic music, and Wilfried Minks, one of the country's most famous stage designers. The aim was to redo the museum, presenting the "direct and immediate influence technology has on our cultural life." The museum reopened in the spring of 1980—with striking results but not without some controversy.

While BMW products remain the stars of the show, there's a new atmosphere inside the darkened gallery,

where cars, motorcycles and aircraft engines share the stage with characters and scenes from the recent past. Audiovisual presentations, an integral part of the new museum, take the place of the descriptive blurbs that accompanied the old exhibits.

Walking Through History

A visitor notices immediately that this museum is different. At the base of the concrete bowl is a broad circular ramp leading off into the distance. The ramp makes a steady ascent, widening as it follows the expanding contours of the bowl to the top, where it is 68 feet high and 134 feet in diameter. The initial impression is almost eerie, as though the visitor were about to be led off into a dreamy, Alice-in-Wonderland world. But the ramp also suggests security; it is a safe path through unfamiliar terrain.

The terrain, at first, resembles a jungle, overgrown with vintage planes, motorcycles and automobiles. Vehicles hang out of reach, above and below the ramp. Other objects are set at strange angles, and tricks are played with mirrors, enhancing the nonlinear effect of the displays. There are glimpses of a model city in the center, visible through portholes from various points along the ramp. The brief peeks at the city from

continued on page 132

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 Men's White Fashion T-Shirt (S, M, L, XL)
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“The initial impression is almost eerie, as though the visitor were about to be led off into a dreamy, Alice-in-Wonderland world”

the changing perspectives make it difficult to fuse a total picture. The secret is revealed later.

But not everything is tantalizingly out of reach. At points along the ramp, the platform widens in a kind of oasis where the displays come to life. Visitors are invited to come close, to stare, to touch. There's a model of Marlene Dietrich, her legs propped up in the classic pose from *The Blue Angel*, Germany's first talking picture, made in 1930. She's sitting on the running board of a popular car of the era, the BMW Dixi. Nearby, the Tiller Girls, a well-known German dance troupe during the 1930s, kick their heels high above a sleek black-and-cream BMW 327. Straddling a BMW motorcycle is the driver who set the world speed record on that same machine in 1935. The driver is a model, but not the cycle.

Farther along the ramp, at another landing, Marilyn Monroe, in a flaming red dress, bursts from the single door of a tiny Isetta, the compact car that emerged as a family favorite during West Germany's postwar "economic miracle." Nearby is Ludwig Erhard, the former German chancellor who was the architect of the country's economic boom. John F. Kennedy stands next to an automotive contemporary, the BMW 502. There's also the motorcycle with the Wehrmacht sidecar that was used during World War II. It sits next to a wrecked airplane motor, a symbol of the destructive power of war.

As the visitor passes through each exhibit, he hears faint music from the era, or someone (such as Bertolt Brecht) reciting. But the sounds are deliberately soft and unobtrusive;

they are meant only to create a background mood, and one melody floats into another.

Watching the Past

Drawing the whole experience together are 100 video screens arranged in clusters of 10 along the ramp. Each grouping of screens represents a period of the 20th century, beginning with the founding of BMW in 1916. A five-minute broadcast is presented simultaneously on each of the 10 screens, which are arranged next to each other or stacked at varying heights so that everyone can see. In keeping with the museum's relaxed pace, programs are continuous; there's no need to rush to catch the beginning of the next one. Visitors simply plug their rented earphones into one of the German or English outlets at each station and move on when they've seen and heard enough.

There is a taped commentary for each presentation, but old film clips tell the stories more vividly: an early airplane, equipped with a BMW motor, takes off as an amazed crowd applauds. Listeners learn that the company logo—a circle divided into blue and white quadrants—represents the stroboscopic effect of an airplane propeller. Max Schmeling is proclaimed heavyweight champion; Adolf Hitler speaks from a balcony; BMW sidecar-motorcycles carry German officers off to war; Germany, including BMW's Munich plant, lies in ruins in 1945. And John F. Kennedy proclaims to postwar German allies: "Ich bin ein Berliner" (I am a Berliner).

Not surprisingly, some of the 1930s exhibits involving the Nazi era caused

controversy. In one display, Charlie Chaplin, in his role from the movie *The Great Dictator*, which spoofed Hitler, stands near a flock of sheep. When the museum first opened in early 1980, a Bavarian folk character that symbolizes Germany (much in the same way that Uncle Sam represents the United States) stood with Chaplin amid the sheep. BMW officials reportedly were displeased. The museum was closed, and, when it opened again, the folk figure was gone, which led to charges that art and politics still do not mix.

Finally, visitors reach the top of the bowl, where a spacious lounge awaits them. Although there is a multimedia slide show in progress, the lounge is primarily a resting place. Visitors may want to walk back down the ramp to revisit an exhibit or plug into a favorite audiovisual station. However, they can also leave by an escalator that runs down from the lounge to the lobby entrance, through the heart of the Utopian city that up until now has only been glimpsed. The city is not futuristic. It's merely a model of a thriving metropolis not unlike a typical postwar German city. It may represent one theme that the artistic creators of the museum had in mind. According to Eberhard Schöner, artistic project manager of the museum and the man responsible for the audiovisual displays, "It has been our intention to show that while mankind depends on and is shaped by technology, our modern technology can nevertheless be human in the effect and influence it has on mankind."

At the BMW museum, it is humanity as much as anything else that is on display. ■

How and Where

The BMW headquarters and museum are located across from Olympic Stadium, which was the site of the 1972 Summer Games in Munich. The stadium, which resembles large sheets draped over massive protruding poles, and the park surrounding it are good sightseeing attractions to combine with the BMW Museum. Both are easily reached on Munich's clean and efficient subway, the U-bahn, in about 10 minutes from the center of town. Line U-3, from Marienplatz, and Line U-8, from

the main railway station, go directly to Olympiazentrum, the last stop on both lines. Fare is 2.20 DM (about \$1). After you emerge from the subway, you will have no trouble spotting the distinctive BMW building and the stadium. A taxi to the museum will cost a few dollars from most central locations. Almost all taxis in Munich, by the way, are made by rival auto manufacturer Mercedes-Benz.

The museum is open from 9 to 5, Monday through Saturday; closed on

Sunday. Admission is free, but there is a 2.50 DM charge for earphones. At the main entrance, a limited number of souvenirs are sold, including postcards and BMW T-shirts. Before leaving the museum, visitors can compile their own computerized print-out, based on the information they submit on the exhibits that interested them most. Brochures with descriptions of each exhibit are also available. Address: Petuelring 130, 8000 Muenchen 40, Federal Republic of Germany.

Application for Summit Point Driving School May 8 and 9

Name _____ Membership # _____
 Address _____
 Home Phone _____ Work Phone _____ Age _____
 Codriver's Name _____
 Home Phone _____ Work Phone _____ Age _____
 Previous Driving Schools Driver _____ Codriver _____
 Choice of day Driver _____ Codriver _____
 My BMW is a _____ model of year _____ and _____ color _____
 I have the following modifications _____

Suspension
 Engine
 Tires
 Other _____

Count on me to help _____ ½ day _____ day _____ both days
 I will be bringing _____ guests and you can count on help from them Sat, Sun, Sat & Sun
 I will be at the party _____ along with _____ guests (fill out separate application for party)
 I will camp at the track _____
 I am staying at a motel in Charlestown _____ Winchester _____ (please provide me info on motels _____)
 _____ Enclosed is my check for at least \$60 made payable to BMWCCA
 _____ I don't have any money so I'll just help out

Mail to Bill Loftin, 12509 Millstream Drive, Bowie Md. 20715
 No Applications or Refunds After April 29th
 Bring Fire Wood

Application for May 8th Party at Summit Point

Name _____ Member _____
 Address _____
 Phone _____
 # In Party _____
 Am Entered in Driving School _____
 Will be camping at track _____ motel in _____
 My party requires _____ beer, _____ glasses of wine, _____ sodas or _____

I would rather have something other than a thick juicy charcoaled steak _____
 I will bring _____ dancing girls and my guitar for entertainment
 I will bring fire wood for the campfire (no choices on this one)
 In addition to having a great time, you can count on my help _____ before
 May 8th on _____ at the track.
 Enclosed is my payment of _____ at \$8.00 per person. Tickets will be mailed out.
 My payment is enclosed with my driving application _____

Mail to Bill Loftin, 12509 Millstream Drive, Bowie Md. 20715
 Reservations thru May 1st

For Bill's Use

Date Received _____ Car # _____ Class _____
 Day Driving _____ Codriver _____
 Total Payment _____ Cashed _____
 # Workers _____
 Date Package Mailed _____