

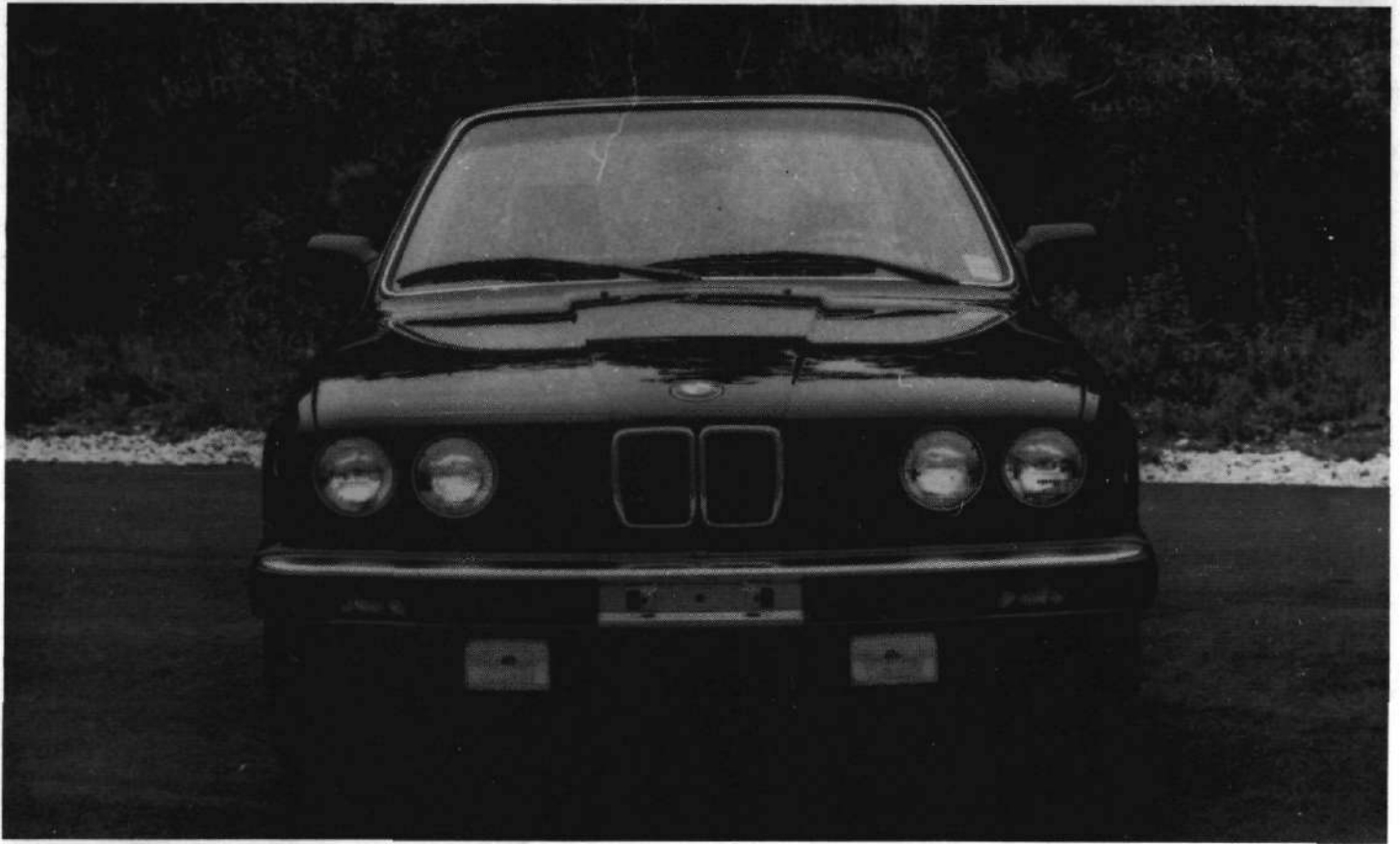
JULY/AUGUST 1983

NEWSLETTER OF THE NATIONAL



CAPITAL CHAPTER

# der bayerische



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**Four Ball Rally**  
**Rambling Ruminations**

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**The Charity Event**

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Articles submitted are subject to editing and slight revision. Contents may not be reproduced without permission in writing except by the BMWCCA and its chapters.

All copy submitted must be typed and received by the editor by the 20th of the month preceding the coming issue.

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## COMING EVENTS

### CHARITY FUND RALLY July 17, 1983

The BMW Car Club of America and the Mercedes Benz Club of America are sponsoring a road rally to benefit Children's Hospital National Medical Center. This rally will be held in Potomac, Maryland on Sunday, July 17, 1983, at 10:00 a.m. Listen to WMAL (63 AM) or Q107 (107 FM) radio at 9:00 am on the 17th for notice of postponement due to rain (rain date is July 24, 1983).

The Grand Prize Drawing will be held at 1:00 pm. For more details, see the article in this issue.

Directions: From 495, exit River Road to Potomac. Proceed 3.5 miles to Falls Road. Right onto Falls Road for 1.0 miles until Bullis School (10601 Falls Road). Some parking is available at the Normandy Farms Restaurant across from the School.

### CRAB FEAST August 6, 1983

Saturday, August 6 is the date for the annual National Capital Chapter family picnic. The picnic will again be held near Annapolis at the Bay Ridge community boat club grounds from 2 p.m. until 6 p.m. The Bay Ridge community is located just outside the city of Annapolis and is easy to reach from Route 50 via Parole Exit.

The picnic is a BYOB — bring your basket-affair. We suggest you pack a cooler with your traditional picnic foods and/or drinks. The Club will provide beer.

We will also have steamed crabs for those who like this Maryland favorite. The price of crabs, however, will require \$6 per person reservation fee to help defray the cost of crabs and to help to estimate the amount of crabs needed. If you wish to have crabs, please send your check in the amount of \$6.00 for each person made out to "NCC-BMWCCA", before July 20 to: Chuck Garrish, 185 West Lake Dr., Annapolis, MD 21403.

When you arrive at the picnic, you will receive a ticket to confirm your reservation for your crab feast.

Directions: Take Route 50 from the Washington area or Route 2 or Route 3 from Baltimore to Annapolis-Parole area. Take Route 665 Forest Drive and Bay Ridge Road for approximately 6.5 miles to the community of Bay Ridge. Follow Farragut Road to first left — East Lake Drive. Follow East Lake for four short blocks to picnic area — watch for signs on left. Turn left into picnic grounds parking lot — lots of room.

P.S.: Bring lawn chairs, if desired, and grill for hamburgers, if you prefer burgers to crabs.

### POLO, PICNIC & CAR SHOW August 14, 1983

The Potomac Polo Club has invited us to an antique car show, picnic, and afternoon of high-goal polo. More details are contained in this issue. We must make reservations for this event. Call Bill Ross by July 22, for reservations (see phone numbers this page).

Directions: The grounds are located on Hughes Road, off River Road, 12 miles West of Potomac. Additional directions available when you make your reservation.

## CHANGE OF ADDRESS

Please send this form and your old mailing label to:  
Bill Ross, NCC  
P.O. Box 685, Arlington, VA 22216

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NEW ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

## SUMMER NATIONAL RACE August 14, 1983

On Sunday, August 14, 1983, at The Summer Races at Summit Point, the Club will host a corral and a chance to take a controlled spin around the track (a parade lap). In addition to the refreshments, the Club will also, as an extra feature, provide a lunch.

Directions: Route 7; go past Leesburg, Berryville, Route 340, right off 7 at route 632; right at next two "T" intersections to track on right. Or, Route 270 North to 340 South (West) at Frederick to Charlestown, W. VA Follow 340 thru Charlestown, go straight on W. VA Route 51 for one block — bear left on to Route 13 (Summit Point Road). Stay on for 6 miles, track on the left, 1/2 mile past Town of Summit Point.

## TECH SESSION September 10, 1983

On Saturday, September 10, 1983, at 10 a.m. VOB Auto Sales will host a Tech Session at their facility. Members' cars will be tested by Electronical Diagnosis, free of charge. VOB is located off Rockville Pike at 11605 Old Georgetown Road, 770-6100.

Directions: From the Beltway follow Rockville Pike to Old Georgetown Road, make a left and VOB is almost immediately on your left.

## PRESIDENT'S MESSAGE

The months of May and June saw our Driving School, two races at Summit Point, and the Technical Session come and go — hope you took advantage of these events. The Driving School was well organized and great fun. This issue contains more of my impressions and great pictures by Joseph and others. The May corral was good, but the June corral was great. At the June race, Gordon Kimpel arranged a corral, complete with a tent; chairs; a lunch of knockwurst, bratwurst, and saurkraut; and parade laps. By all reports, the tent was "most impressive" and "20 degrees cooler." My thanks to Gordon and to BMWNA for helping to defray the costs. The next corral is coming up at the Summer Nationals in August. See Coming Events for details.

Thirty to forty members, including Adrian Abineri in his red 323i with the new body style, attended the tour of the multi-million dollar VOB Body Shop in Rockville on June 18. My thanks to Ed Gillespie for hosting and Lothar Schuettler for arranging the Tech Session. An article on this space-age facility will appear in the next issue. I regret that I am unable to report on a successful car show to benefit the Northern Virginia Hotline. I am sure that the late arrival of your last newsletter is the reason why interest was low — insufficient time to prepare those Bimmers for "show" performance. My thanks to Terry Forrest for his efforts in organizing the event for us; perhaps next year we can get a running start.

The Chapter Officers listing on page two contains a new name — Max Rodriguez. Max has accepted responsibility for the Club Store. We talked, following his return from participating in the Four Ball Rally, about his plans for the Store. Details on new and existing merchandise will appear in the next issue. If you have ideas on what you would like us to carry in the Store, give Max a call.

I am pleased that Bill Riblett, outgoing Club Store Chairman, will be helping Max with the transition and will continue to serve on the Executive Committee to the Board. If others would like to join Max and Dave Dunmire on this Committee, give either of them a call.

The Charity Road Rally to benefit Children's Hospital promises to be successful. Thanks to the efforts of my Co-Chair, Mary Krempasky, Vice President, Greater Washington Section, Mercedes Benz Club of America (MBCA), and Bill Cobert, local President, things are running very smoothly. Without the help of our Chapter Rally Masters, Woody Hair and Bill Via, and Mr. & Mrs. Fred Leonhardt and Tom Robertson of the MBCA, we would not have five of the most challenging courses I have read. Twelve BMW dealers in the Washington/Baltimore area are allowing the general public to make contributions at their dealerships and among other support, have made contributions to cover the costs of refreshments. An update on prizes and the special generosity of Ralph Knieriem and John Jaffee of BMW of Fairfax is contained in this issue. Time, place and directions are contained in Coming Events.

The North and South Atlantic Zone Congress was held in Charlottesville, Virginia on July 9 and 10. Gordon and I attended as Chapter Delegates and the discussion items included a dues increase and the location of the 1984 Octoberfest. More details in the next issue. You should also note that the Calendar contains a Lunch/Dinner planned for Baltimore. Let's turn Baltimore out for this event! We have also scheduled our Annual Elections Dinner. Now what we need is the slate of officers.

Bill Ross

## FROM THE EDITOR

Hi there! This summer seems to be already half gone; I can't believe how fast they go by! This is your actual Summer Newsletter and some special effort has been been put into it trying to get it out on time. I believe that if we ALL work on ourselves, the end result will be worth it (and also on time).

I have been involved in quite a few activities during the past few months; first came the Driving School, an autocross, two races at Summit Point (as a spectator), test driving the M1 and last month the new 318i. I also missed one race since I decided to go up to BMW NA's Open House. All together, it has been one activity-filled time for me.

Now I am sitting here and wondering whether I should make plans to go to the Oktoberfest in Colorado. It sounds like a very exciting idea. I will keep you up to date just in case some of you are thinking about similar plans.

I hope we will see you at the Crab Feast, and finally, don't forget to send in your Raffle money!

Raine Mantysalo



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## SUMMIT POINT RACES

The National Capital Chapter hosted corrals at the May 15 Trans Am/Marrs and the SCCA National Races, June 12, at Summit Point Raceway, located one hour from Washington, D.C. outside of Charlestown, West Virginia.

Both events were extremely successful providing a safe place to park, eat, drink and talk with fellow BMW enthusiasts. The Trans Am Race was FAST, with the leaders achieving 140+ mph down the straight. Our own Jim Harrison finished first in his class, GT 3! Well done Jim, John and Terry Luxford. (Jim also won his class at the most recent race on July 3; Editor's note.) A monsoon that Sunday afternoon failed to dampen the spirits of the supporting BMW crowd.

The SCCA Nationals Race was truly first cabin. A huge tent to keep off the roasting sun, complete with tables and chairs provided the members with a comfortable place to totally enjoy the Club-provided knockwurst, bratwurst, kraut and cold beer.

Best of all, BMWs finished 1-2-3 in the GT 3 Class!!! Tom Howen in the MacDonald's 320i, Kermit Upton and Jim Harrison in 2002s swept the field.

Of note was the parade lap during which the Club members had a chance to take a lap or two around the race track, supposedly at "controlled" speeds. Wouldn't you just guess, a silver (no name) 2002 got swept up in the racing atmosphere and spun out at Turn 1! Possibly a candidate for the October 14 Driving School? There's never a dull moment at Summit Point.

Plan now to come to the SCCA Nationals, Sunday August 14.

Gordon Kimpel

## MORE PRIZES AND EXCITEMENT CHARITY FUN RALLY

The local chapters of the BMW Car Club of America and the Mercedes Benz Club of America are sponsoring a road rally to benefit Children's Hospital National Medical Center. The rally will be held on Sunday, July 17, 1983, at 10:00 a.m. Listen to WMAL (63 AM) or Q107 (107 FM) radio at 9:00 am on the 17th for notice of postponement due to rain (rain date is July 24, 1983).

Thanks to an increase in support and the special generosity of BMW of Fairfax and others, we have more prizes than ever for the Charity Road Rally. Instead of only four winners for rally performance, there will be ten winners. Five drivers can win Osram Mobil spot lights (contributed by Electrodyn, Inc.) and five navigators can win \$50 U.S. Savings Bonds. In addition to our grand prize drawing for a \$100 W. Bell gift certificate, sponsors and contributors will be eligible to win one of four pen sets (contributed by BMW NA and Mercedes Benz NA).

BMW of Fairfax has contributed several thousand dollars in merchandise which will be sold at a special "Flea Market" in September — all funds received will be contributed to Children's Hospital. More information on their generosity and the sale will appear later. Our thanks to John Jaffee and BMW of Fairfax for this outstanding contribution.

If you have not signed up to drive or help, there is little time left. Don't forget the drivers can also win W. Bell gift certificates in the following amounts:

1st Prize	Largest total of contributions from individuals	\$75 certificate
2nd Prize	Second largest total of contributions from individuals	\$50 certificate
1st Prize	Largest total of contributions from firms	\$75 certificate
2nd Prize	Second largest total of contributions from firms	\$50 certificate

Prizes are furnished by Madison National Bank; Electrodyn, Inc.; W. Bell, Inc.; BMW of North America; Mercedes Benz of North America; and the Clubs.

Workers will be invited to a special breakfast and will receive a "BMW" cap — all this for helping at the event. Sorry! Limited to the first ten who sign up.

This event will be held at Bullis School — 10601 Falls Road, Potomac, MD (see Coming Events for directions). The rally will consist of 50 vehicles — half Mercedes Benz and the other half BMWs. The navigators, to the extent possible, will be current or former patients of Children's Hospital. They'll direct the drivers through a preselected course and pick up designated items (balloons, toys, etc.).

The goals of the event are: a fun time; and over \$3,000 in contributions for Children's Hospital. This family event will offer a challenge to the driver, navigator and community. You are cordially invited to come out and join the fun. Refreshments will be supplied by local area dealers and service facilities, whose names will appear in the program.

Bill Ross

## CALENDAR OF EVENTS

April 2.	Working Tech Session at Tischer BMW in Laurel, Maryland. 9:30 a.m. to 12:30 p.m. "Do-it-yourself".	Aug 6	Crab Feast, Bayridge Yachtclub
April 16	Spring Tour. Warner's German Restaurant Cumberland, Maryland.	August 14	SCCA Summer National Races at Summit Point, corral laps
April 23	Mandatory pre-inspection for Summit Point driving school at Heishman BMW, Arlington, Virginia. 9:00 a.m. to 12:00 p.m., free inspection! \$20 at the gate otherwise!	August 24-27	BMWCCA National Octoberfest in Colorado Springs.
May 7-8	National Capital Chapter driving school at Summit Point Raceway.	September 18	Fall Tour: To Bavarian Inn
May 15	MARRS Races at Summit Point, corral laps.	September 24	Lunch/Dinner in Baltimore
June 12	SCCA National Races at Summit Point, corral laps.	September 10	Tech Session at VOB Auto Sales, in Rockville, Maryland. Subject: Electronic Diagnosis. Members' cars will be put to test.
June 18	Tech Session at VOB Body Shop, in Rockville, Maryland. Subject: Bodywork	October 1	Octoberfest at Autoy.
July 17	Charity Road Rally	October -	Fun Gymkhana
		October 23	Winery Tour
		October 14	El Cheapo driving school.
		November	Augustfest-Annual Elections
		December	Wine and Cheese Party.

## OTHER EVENTS OF INTEREST

Bill Scott Racing School schedule: June 5, July 23-24, and October 15. For your "hands-on" training call (304) 725-6512.

Tischer BMW, in conjunction with AJSPG, will sponsor an Autocross, tentatively scheduled for July 30, 1983. A BMW 318i, VW Rabbit GTI and a Honda Prelude will be supplied by Tischer. Contact Tom Weil for details.



Photo: Joseph Hirschfeld

**May 7-8 Summit Point Driving School**

## RAMBLING RUMINATIONS

According to a report in the *Wall St. Journal* (3-4-83), Polyglycoat World Enterprises Ltd. filed a petition for protection against its creditors and for reorganization under chapter 11 of the Bankruptcy Act, principally so that the company "could handle numerous legal claims" against it. The largest of these claims appears to be a \$29 million suit by Southeast Toyota Distributors, Inc., Deerfield Beach, Florida, charging that Polyglycoat failed to honor its product warranties. Polyglycoat claims that the product was improperly applied by Southeast Toyota.

This causes me to remember that sometime after World War II (I had automotive precocity) car dealers offering a highly touted treatment for new car finishes that I believe was called Plasti-coat, in keeping with the fad of the times. It cost about \$25, a significant figure when translated into today's inflated dollars and when considered in juxtaposition with the typical price of a new car in those days. It was the hot set up in automotive cosmetics in the minds and eyes of many, for awhile — a fairly short while, actually.

I never learned anything about the Polyglycoat warranty and remember nothing about the Plasti-coat warranty, or even if it had one, but I can't forget the warranties that some aftermarket automobile "rustproofers" used to offer to new car owners. The essence of the "rustproof" warranty was that if your car developed rust during the term of your ownership, the money you paid for the "rustproof" treatment would be (cheerfully) refunded. You can see at once that under such an arrangement, the purveyor of the "rustproofing" could hardly lose and the purchaser thereof couldn't win, albeit no one can deny that the latter got a "treatment" *nonpariel*.

The central advantage for the "rustproof" was that he faced no potential liability for repairing the portions of a treated car that developed rust — his liability could never exceed the price he received for applying whatever substance was applied to the treated automobile. So, in the worst case scenario, the "rustproof" enjoyed the free use of his customer's money (net after costs) from the time the car was treated until it developed rust (if it ever did), during which time, of course, the funds could be assiduously employed in earning additional money for the "rustproof". And, the largest cost for the treatment was doubtlessly the unskilled and relatively cheap labor required for spraying on the substance that was used, which substance was of the "rustproof's" own devising. Further, the "rustproof's" prospects were considerably enhanced by the fact that in those days, people replaced their cars every three years on average.

While I have not examined them, I understand that "rustproofers" now offer to new car owners warranties that are, on their face, at least, better than the warranties of yore, although some still offer the latter type for used cars. You would, in any case, obviously be well-advised to analyze any "rustproof" warranty most carefully before plunking down your money for "rustproofing". Moreover, is their reliable (i.e., scientifically derived) evidence verifying the claim that cars "rustproofed" in the aftermarket are less prone to develop rust than are non-treated, but otherwise identical, cars when they all are operated and maintained under the same conditions? Remember, anecd-

otes do not constitute reliable evidence. Bear in mind, too, that automobile manufacturers have begun to attack the rust problem in what appears to be the most promising fashion, that is, at the design and material selection levels. If the longstanding problem of automobile rust could be resolved effectively by spraying some oily glop thither and yon, would the manufacturers be pursuing this more complex and more costly solution?

Saab, apparently feeling its oats these days, is sniping more and more at BMW in its ads. One ad lists among the consequences of Saab's turbocharging in the claim that it will "cause the owners of so-called ultimate driving machines to reconsider that appellation".

According to figures published in the *Wall St. Journal*, Saab sold 10,633 cars in the U.S. during the first five months of 1983, which is an increase of nearly 52% over the same period a year earlier. Several publications have reported that Saab has fitted its 2.0 litre, four-cylinder APC turbo engine with twin-cams and 16 valves. The revised engine is said to produce 160 hp (DIN, I assume), and 180 hp with an intercooler. The APC system, it is said, allows each engine to develop an additional 20 hp for brief periods, which is useful if quick acceleration is needed. Test cars equipped with the 180 hp engine reportedly have topped 130 mph, yet delivered better overall fuel economy than the present 150 hp European production version. The new engine is scheduled for volume production early next year.

BMW sold 20,647 cars in the U.S. during the first five months of 1983, an increase of about 3.5% compared to 1982. The new 318i was introduced in May, of course, and the anticipation of that introduction may have slowed sales during the first four months of 1983. BMW sales in the U.S. in April 1983 were, in fact, down 21.3% from April 1982. Time will tell how well the 318i is received in the U.S. market. The July issue of *Road & Track* suggests that the car is priced too high.

Figures on new car registrations in the first three months of 1983 gathered by R. L. Polk & Co. and reported by the *Wall St. Journal* (5-24-83) reveal that the percentage of imports registered during this period was 56.1 in Hawaii, the leader among all the states in this respect. Michigan, not unexpectedly, had the lowest figure, at 15.8%. Other high percentage states include California (51.9), Oregon (49.4), Washington (46.9), Connecticut (42.5) and Colorado (42.5). Our own District of Columbia ranked fifth highest, with 43.0%. Other low percentage states include South Dakota (16.9), Minnesota (18.3), Iowa (18.4), Arkansas (20.2), Nebraska (20.4) and Indiana (20.4).

The rubber anti-roll bar bushings on my 530i were replaced by the polyurethane type some months ago at the non-too-subtle suggestion of Gordon Fletcher when new shock absorbers were being fitted at J & F Motors. If you want to improve the handling of your car for a relative pittance, have the polyurethane bushings installed. Why, I wonder, doesn't BMW use them as standard equipment? But, I also wonder why Bilstein shock absorbers aren't standard equipment on BMWs.

Bill Via



## **FUN GYMKHANA MERCEDES STYLE**

It all started one sunny morning in Calverton, Maryland, where the Mercedes Club of Greater Washington was sponsoring a fun gymkhana and had on short notice invited the BMW Club along. (After all, we all drive German automobiles.)

We started the morning with an orientation of the course by the organizer, Tom Sheppard. After that was the practice run. A good showing of some of the finest Mercedes I have ever seen — from 220D to 300 Turbo Diesels, they were all there. We also had a good showing of BMW's with such short notice. Bill Ross was there with his 733i, Bill Riblett and Nancy O'Hareh driving Bill's 3.0CS and myself driving the Red Baron 2002.

The idea of the Gymkhana is to pick up off the starting table a jar with two sparkplugs inside and run this back to your car and give it to your navigator. You then start your car and drive to the first bucket, as fast as you can, your navigator must throw the first plug out into the bucket. The driver would then proceed quickly around a pole and around some pylons to the next bucket. (Have you ever seen a Mercedes Diesel spin its tires around a pole and throw pylons and then lock up the wheels so the navigator could toss the next plug? — those Mercedes guys are rough on their little babies!) Once you got the last plug in the bucket, you had to toss the plastic jar into the final bucket. Then, you must straddle stop your car and pull up your parking brake, jump out of the car and

go and get three tennis balls and get back to the car and run the course again.

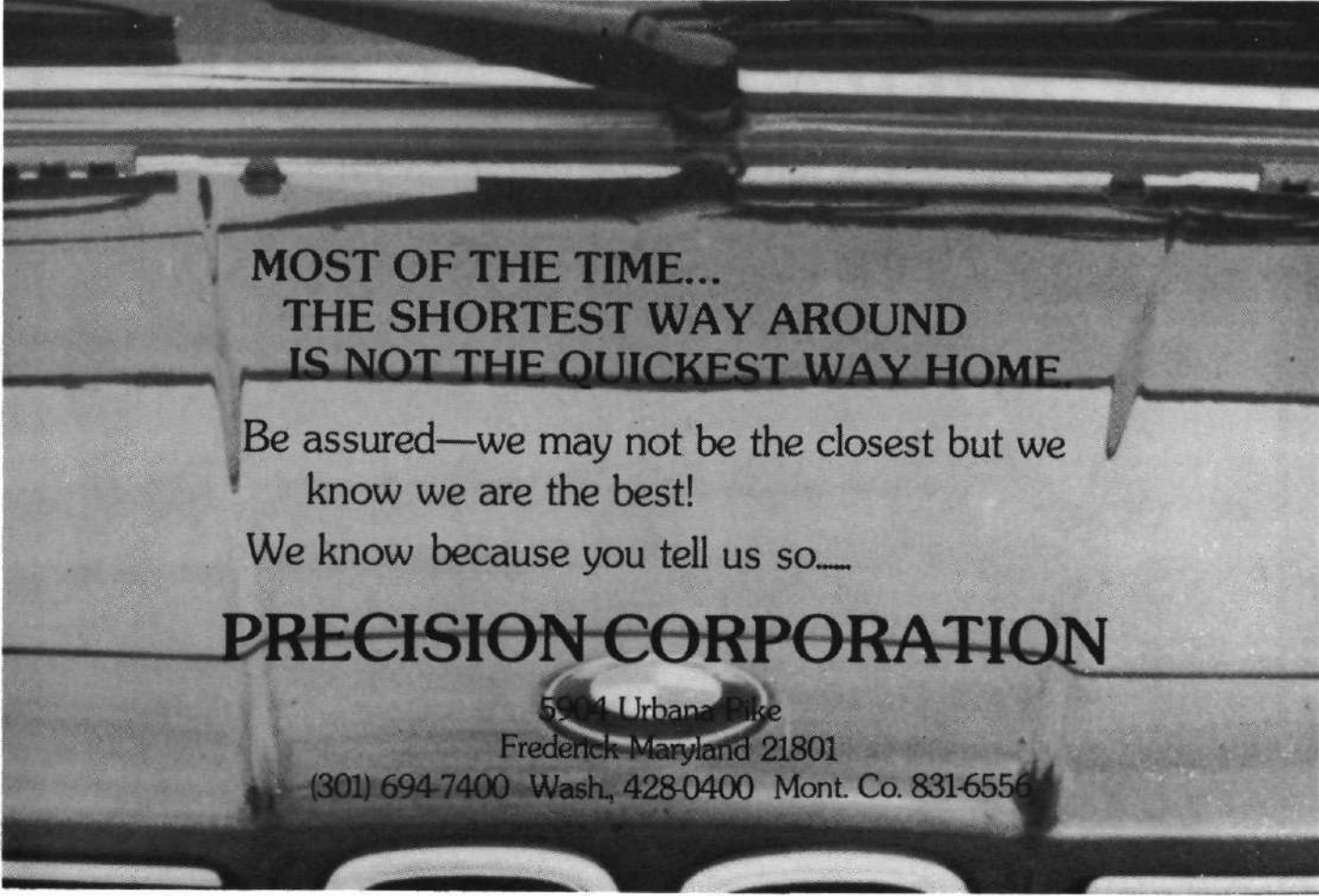
In round one, Bill Ross with his 733i was ready with his wife navigating. Bill was doing well until he went off course and was disqualified from round 1. Next, it was Bill Riblett with his co-driver Nancy O'Hareh as his navigator. They did a nice job. I was the third driver out with Bill Ross as my navigator. The little Red Baron got off to a good start and made the first bucket and then, around the first pole, the car made an awful noise. Thinking my car was about to crumble into hundreds of small parts, I slowed down and got disoriented and went off course.

Round 2 shaped up much better for the Bimmers. Bill Ross started us off and almost completed the course, but went off course and was disqualified. Next Bill Riblett in his 3.0CS went and did real well. Then, it was Nancy O'Hareh's run but unfortunately Bill discovered that his 3.0CS fuel tank was leaking and he had to go home. It was my turn and the 2002 got off to a good start, but the awful noise caused me to lay off on speed, but I did complete the course.

Round 3 shaped up real well for us. Bill Ross had the fastest course time which gave him a second place. On my third try the car made its funny noise again, but I just ignored it and ended up with a fair time.

The first place winner was a 230SC which seemed unfair since the top was down.

Afterwards, the Mercedes people had a dinner which from what I understand was quite good.



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I would like to propose that our club do something along the same lines. I would be the first one to sign up after I get new shocks for the Red Baron.

I would like to thank the Mercedes people for the invitation to a well run and friendly event.

Christopher Frank Verdi

## **SOMETHING DIFFERENT FROM AUTOHAUS TISCHER**

For about the last three years, Tischer BMW new car customers have been invited to a New Car Clinic sponsored by Autohaus Tischer. The basic idea behind this is to familiarize Tischer customers with their recent purchase. No one leaves this three hour session with a Masters Degree in BMW technology, but everyone drives home with a little extra knowledge of how to better care for their recent investment. In recent years, our female customers, in particular, have stated that the sessions to "Get to Know Your BMW Better" are extremely helpful.

Our BMW New Car Clinics are held on a regular basis. We meet on a given Saturday at 10:30 am and conclude about 1:30 pm. Since this is a BMW community service, we at Autohaus Tischer invite BMWCCA members to attend any of our future Clinics. Just contact me, Tom Weil, BMW Sales Manager, to schedule your participation.

You are cordially invited to Autohaus Tischer anytime you are in our area, and let us show you our ultra-modern facility. Our shop is fully air conditioned and we dare say its the cleanest-- second to none. We are currently building a new facility, scheduled to open late this year, in the Montgomery Auto Park. This facility, complete with the latest in electronic diagnostic equipment, will enable us to continue our tradition of service excellence.

Tischer's BMW technicians have been trained on the latest test equipment and are always available for free consultation. It is quality that you bought, and it is quality that you will get, here at Autohaus Tischer.

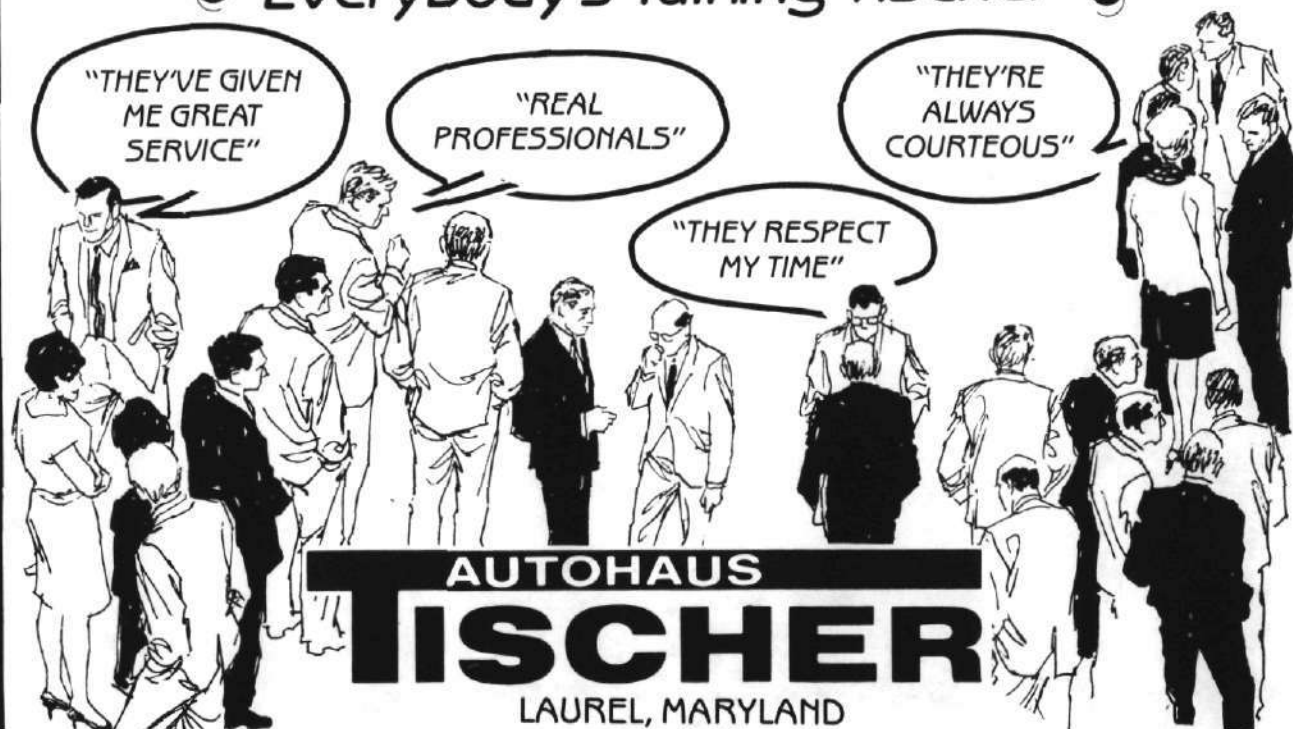
Tom Weil

BMW Sales Manager

Autohaus Tischer

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## LOCAL DEALER SPONSORS CLUB MEMBERSHIPS

Barry Genderson of Genderson BMW has announced that he will offer a FREE membership in BMWCCA and our Chapter to individuals who purchase a new BMW from his firm. On behalf of the NCC, I wish to thank Mr. Genderson for this innovative and progressive idea.

Genderson BMW, located at 138 Revell Highway, Annapolis, Maryland (Metro- 261-2552, Annapolis- 757-6300, Baltimore- 974-6500), is an authorized BMW sales and service facility, with BMW trained technicians. In addition to their stock of BMWs, Genderson specializes in the special order of European BMWs for U.S. delivery.

Through the efforts of Jim Harrison, long time member and Club supporter, Genderson BMW made this offer. Jim Harrison's GT3 race car, a BMW 2002, is principally sponsored by Genderson BMW (engine and suspension engineering is by Quality Car Services). Jim is currently in the running for the MARRS, DC Region, and the Northeast Region National Championships. I wish him the best of luck -- Go BMW!



Photos: Raine Mantysalo

As Membership Chairman, my interest in Mr. Genderson's promotion of BMWCCA is obvious. This Chapter, with over 850 members, is really growing -- Look out San Francisco Chapter. I hope that other dealers will view this as the first step and will join with Genderson BMW and BMWCCA in promoting interest in motoring and touring activities which encourage safe, skillful and informed driving.

Don Kellam



P.S. This Florida 320i was recently spotted on Route 50 towards Annapolis. Makes one wonder whether the guy really is a horse lover or just didn't believe in BMW's philosophy of placing the priority to things under the hood.



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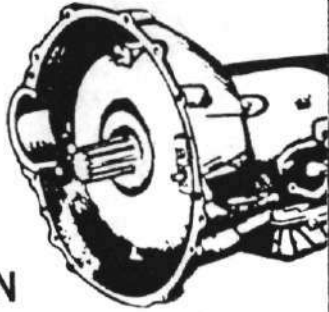
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Dear Editor and Members of the National Capital Chapter Members:

This letter is a long time in coming, but better late than never. I just wanted to thank you all for being so friendly and helpful during my stay in the Virginia area. I thoroughly enjoyed the outings to the Oktoberfest at Autoy's, the wine tour and the Augustfest at Blob's Park. For all those who might still be curious, I was the tall dark stranger in the 2002 with Colorado tags who eventually caught up with you'all in Shepardstown.

In any event, you are now advised that I have moved back West to Colorful Colorado, the land of sunshine, blue skies and all the powder one could ever want. It just so happens that this year we will be hosting the Oktoberfest, so I am now extending my time and little space that I have to your members who are interested in attending this summers festivities. I live about one hour from Colorado Springs and would be happy to help out in any way I can. Just be sure to give me ample time.

In the meantime, you'all have a nice spring and keep those Bimmers humming!!

Put the pedal to the metal,

Mark P. Miller



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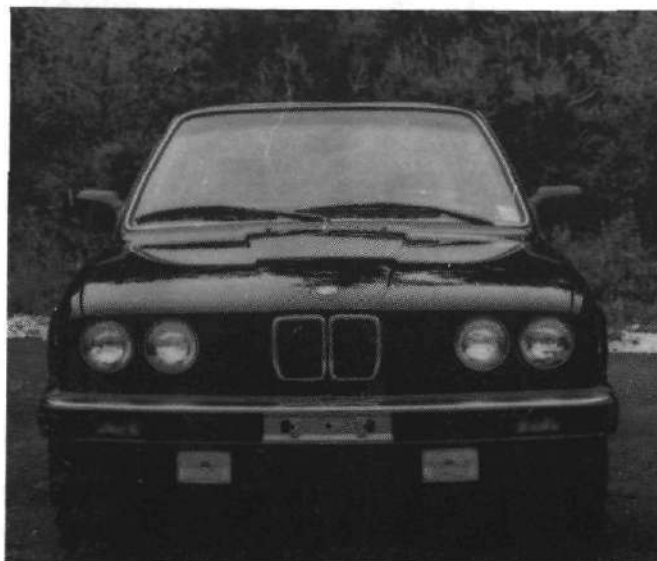
## BETTER HANDLING, MORE MILEAGE, MORE MONEY

On a fine Saturday morning, fearless Editor Raine Mantysalo and I descended upon Autohaus Tischer in Laurel, Maryland, to testdrive the new BMW 318i. We were greeted by sales rep Tom Weil who briefed us on the new model, gave us his personal 318i demonstrator, and advised us to drive quickly enough to appreciate the car!

First we looked the car over, admiring the excellent assembly and material quality, as well as the handsome new 14-inch alloy wheels. At first glance the car looks remarkably like the 320i, despite the fact the every single panel is new. A nicely integrated air dam is now featured, along with a more wedge-shaped profile resulting from a lower hood line, more steeply-rank windshield, and raised rear deck. Not so appreciated were the rubber bumper surrounds, rear panel styling, and rather Alfa-like vertical front grill area. We noted that the rear edge of the hood sweeps up and over the cowl area below the windshield, creating an unusual (but pleasing) parallel-surface design. Overall, the styling of the new model is very attractive.

The 318i has far too many new features, improvements, and mechanical changes to describe them all. The engine, transmission, differential, suspension, etc. have all received significant revisions. A very desirable change has been made to 195/60-14 tires — your choice of Pirelli P-6's, Continental CS41's, or Goodyear NCT's. Unconfirmed rumor has it, incidentally, that the Continentals are exact duplicates of the Phoenix 3011. If so, the choice between the three varieties will not be easy. Our test car had the P-6's and we thought they were tremendous.

Power steering and air conditioning are now standard on all 318i's. Other luxurious equipment is available as options for the first time, including power windows, central locking systems, and leather upholstery. A sunroof and an excellent AM/FM/cassette stereo system are "mandatory options", although the radio can be deleted for credit. There are several little changes that are very desirable: the wiper control now has a convenient, spring-loaded, "single sweep" position, the front seats are adjustable for height and will scoot forward for easier access to the rear seat when the seatback is tilted forward, and remarkably entertaining miles-per-gallon gauge has been added. Dual electric mirrors and the 3-year warranty have been carried over from the prior 320i model. No "S package" is available but a limited slip differential is optional.



Well, what was it like to drive? In many respects, not unlike my own 1981 320i. Acceleration in the first 3 gears felt almost identical (complete with excellent shifting, but also the same canyon-like gap between 1st and 2nd gears). The engine was significantly quieter, however, mostly due to the new viscous drive on the cooling fan. Acceleration in 4th and 5th is leisurely at best as a result of a change to taller gearing for better highway gas mileage. At all speeds, cruising was very quiet and (three cheers!) there was not the slightest trace of front-end shimmy. Raine and I felt that the power steering would be great to have around town, but that on the highway it was too light and lacked adequate feel. Surprisingly, the steering ratio is unchanged from the rather slow ratio on the nonpower 320i's. In spirited cornering, the steering feel actually seemed to improve, perhaps because it is a variable-assist system and gives less assist at higher speeds.

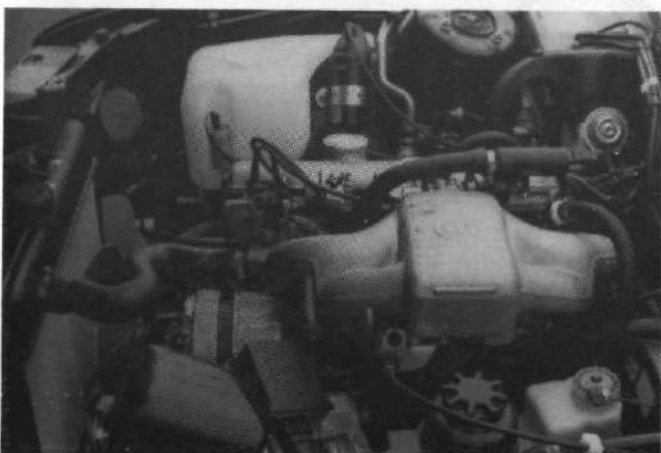
Speaking of spirited cornering, the new 318i has a clear advantage over its predecessor, at least in capability if not in feel. The P-6's on our test car had a tenacious grip and the revised front and rear suspension geometry inspired confidence. The *nature* of the car's handling, however, is different. There is more understeer, and less of the initial responsiveness that most people characterize as "that BMW feel". In exchange for this loss, the car feels much more stable when cornering vigorously and power is applied to the ground much better than before. I expect that in the rain, the new car would have a distinct advantage. Raine tried his favorite on-ramp at a speed only slightly less than what normally results in a controlled 4-wheel drift in his 2002. The 318i tracked around the turn nicely, with only mild protesting noises from the tires.

We also gave the brakes a thorough trial and found that stopping from high speeds was both rapid and stable, again attributable in part to the excellent tires. In normal driving, however, the pedal seemed to have an unduly long travel and a very nonlinear response. In other words, the first inch of travel does nothing, the next 1/2 inch a little, and the next 1/4 inch a lot! Coupled with a greater level of vacuum assist than before, it made the brakes feel unnatural and slightly clumsy. Acclimation would probably not be difficult.

The car exhibited the usual BMW ability to tackle rough roads at unreasonable speeds in complete comfort and control. Why is it that only the Germans and the French can accomplish such designs?

We found the miles-per-gallon gauge to be great fun. Highway cruising at moderate speeds put the needle above 40 mpg, although it would drop quickly to about 25 on moderate uphill inclines. Full-bore acceleration at 60 mph in 3rd gear resulted in about 10 mpg. And the best that we could do at a resting idle was only 2 1/2 mpg (no, I don't know why the needle doesn't rest on 0). All cars should have gauges like this one, even if Gordon Kimpel was offended by the one in the 533i!

In conclusion, the new 318i exhibits an outstanding balance between power and economy, and between ride and handling. There are numerous detail improvements over the 320i plus a major improvement in handling *capability* even though the day-to-day handling will feel more "normal" and less "BMW-like". As with the 320i, this car has no single area that could be considered deficient (although highway acceleration in the upper gears comes close). Is the car worth the \$18,000 that it will typically sell for? For all the "nouveau conducteurs", I think the answer is clearly "yes". Compared to their American or Japanese trade-in's, the 318i will be a revelation. For old-line BMW enthusiasts who want a sport sedan emphasizing performance, the answer is probably "no". And for the many of us who fall in between the extremes, only time and marketplace will tell.



Photos: Raine Mantysalo



Our thanks once again to Tom Weil and Autohaus Tischer for the opportunity to test the new model. This dealership has demonstrated its courtesy and competence to me on numerous occasions, and their continuing enthusiasm is most impressive.

Rick Foster

## FOUR BALL RALLY

### Unfinished Business

Most of you are probably wondering, what is this all about and what does he mean by "unfinished business". Well, most club members are always eager to read our monthly copy of the *ROUNDEL*, and if you are anything like myself, I read every single article that is published. One particular story caught my eye in the December issue which was titled "Michael A. Preston Memorial -Four Ball Rally". As I read about it, I felt as if I was part of it. The adrenalin began to pump to the extent that I could not resist entering the 1983 Four Ball Rally.

After a short discussion with my partner in crime (Marty Kelly), we rushed for the checkbook and wrote out a check for the registration in the amount of \$750.00.

The Four Ball Rally or FBR for short is an imitation of the Cannonball Run. It starts around the Boston area and finishes in San Diego. Needless to say it's a long way, 3000 miles long. This year the event was held on Friday, June 10th.

Being the owner of a 1972 3.0 CS, I decided that this car would be a very strong contender. We knew, of course, that there would be other cars which were faster, but we were counting on the reliability, semi-low profile, fuel consumption and, of course, four months of careful planning.

The bimmer was basically stock with the following modifications; WEBER carburetors, European distributor, Bosch Blue Coil, Hardy & Beck springs, Bilstein shocks and Autoy sway bars. In addition, I designed a 30 gallon auxiliary fuel tank which fed into the main tank by the use of a Facet electric fuel pump. This was controlled by an ON/OFF switch from the passenger compartment.

Our journey took us from Arlington, VA to Newton, MA, on the outskirts of Boston. On the way to the Rally we lost the brake booster unit which we had to replace Thursday night. A quick call to Circle Tire took care of that with the installation being done by Peter's Auto Service. Total cost, parts and labor \$200.00 (we threw in \$35.00 for beer and other incidentals to the mechanics)

We finally arrived at the hotel around 9:30 PM, missing the banquet plus the drawing for the starting line (we had to settle for the 45th spot).

After a good night's rest, we were ready for the "long, fast journey" ahead of us.

Car after car left the starting line. A NBC-news helicopter hovered above us trying to capture the cars as they left and sped down the Massachusetts Turnpike. Then all of a sudden it was our turn. I suddenly had the desire of going to the bathroom but it was too late. Believe it or not, after getting off the starting line, I was able to hold out for 8 hours.

Our journey was an exciting one. We zoomed thru the pike at speeds in excess of 100 MPH and within 30 minutes we had caught up to two earlier cars. After about 45 minutes of high speed driving, the windshield wipers and washer began to operate on their own. You can just imagine the look on our faces when we saw this happening at 100 MPH. We pulled over and began to trace the problem. After about 5 minutes we noticed that the



washer pump bracket had come loose and was making contact with the frame. After fastening the bracket in its place, we continued on. After this point, we could no longer go as fast as we wanted due to traffic and highway construction. Our average speed came down from 100 to 75.

I cannot describe how beautiful the countryside was since I can only remember the road surface on which I was traveling. I think they call this "WHITE LINE FEVER".

As the day went on we got closer to our destination. Equipped with front and rear radar detectors, CB radio, and a total capacity of 48 gallons of fuel; we were cooking.

We were averaging thru Ohio 85 MPH. As we got to Indiana things began to calm down. There were State Troopers everywhere. In short, they were waiting for us. Taking notice of what was happening, we had no other choice but to slow down to 60 MPH.

As we drove thru Indiana, we saw several of our friends being ticketed. One in particular, Mike Dignonis, was caught speeding in excess of 130 MPH in a highly modified Pantera. His car was impounded and he required \$1500.00 in cash to get out of jail. Rumor has it that after leaving the jail he rented a car and continued on.

Thru Indiana into Illinois we made up for lost speed. At this time we had a convoy of about 4 cars including a 1959 Cadillac Limo. Don't laugh, this car was fast, very fast.

With no bears in sight, my partner decided to "punch-it". We crossed Illinois at an average speed of 110 MPH! Thru Missouri we were averaging the same speed until we were notified by radio of BEARS ahead. Even though we were cautious, we got hit by a hand-held radar gun over an exit ramp. My partner got caught at 89 MPH which cost us \$153.00 and one hour of lost time.

At this point, it was my turn to drive. Knowing that I had to make up for the lost time, I ZOOMED thru the Ozarks at speeds in excess of 115 MPH. Although this was more than twice the speed limit, we did not reach a higher speed until Oklahoma where we were going 128 MPH.

About ten minutes into Oklahoma, we caught up with the rest of the pack and we were up front leading the way. Next thing we noticed was an airplane flying low and slow. Just as a precaution, in case it was a BEAR IN THE AIR, we slowed down. Sure enough, it was a BEAR. We were flagged up ahead where we were informed that we had been clocked at 107 MPH along with another BIMMER, a black 320i from Michigan.



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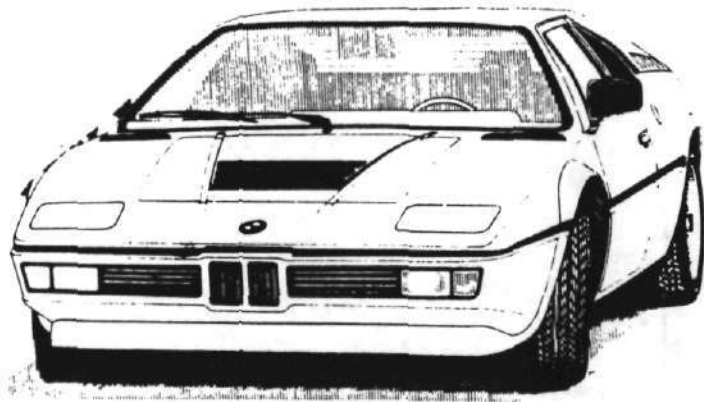
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After hearing a SERMON from Officer Chappell and being ticketed \$107.00 for speeding, I heard a noise from the transmission. We decided to stop at a gas station and checked the transmission fluid as well as the engine oil. To our surprise, we had no reading on our engine oil and we were one pint low on the transmission fluid. After some research, we concluded that the rear oil seal had been blown, and at higher speeds, the oil would be pushed out by the high pressure. Rather than fix the seal and continue, we figured that with the time lost due to my chat with Officer Chappell and the time to replace the seal would have taken us out of the prize money. So we turned back and headed home.

All things considered, we had a great time — the Bimmer's performance was in all respects excellent. A truly ULTIMATE DRIVING MACHINE. I also would have to say that our planning was indeed very accurate — right down to our pit stops!

As the title stated FOUR BALL RALLY - UNFINISHED BUSINESS, it's just that. I intend to do it again next year in order to consummate the business in question.

I would like to thank all of the people who made our preparation and journey a little easier! KELCO FDS for sponsoring us, Jay from Electrodyne, Bill from Peter's Auto Service (Mass.), Michell from Circle Tire, the Preston and Fay gang (the organizers) and a very special thanks to Frank of VOB and Terry of Quality Car Service for their time, effort and advice.

Max Rodriguez



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## SUMMIT POINT — DRIVING SCHOOL AT ITS BEST

I could tell by the light coming in around the windows that it was still very early. Yet, I could hear the sound of highly tuned, track prepared engines approaching in the distance and passing on either side. The alarm had not sounded, so it could not be 7:00 am. As the apparant numbers of cars increased, I could wait no longer. This day was the culmination of many weeks of preparation. I am uncertain whether it was enthusiasm, or anxiety, but I knew I could wait no longer — it was my first Driving School.



Photo: Max Rodriguez

### 7:30 am — Inspection and Registration — Pit Lane

With one or two exceptions, cars had been inspected at Heishman BMW in advance of the School. Terry Luxford and other inspectors checked each car again to look for modifications, repairs required based on the earlier inspection and final preparations for the track. Who's that on the bullhorn? It's Gordon, must be time to assemble for instructions.

### 8:00 am — Drivers/Instructions Meeting

Bill Loftin introduced the instructors: Tam Fosler, Jim Epting, Mike Carrol, Jim Harrison, Bob McKeithen, Gary Smith, Max Rubin, Steve Niner, and Peter Lissiuk. They went over the order of the day, what each instructor would be looking for in terms of proficiency, and things to avoid. Bill next explained the infamous "Blue Dot" which would be used to ensure that individuals did not solo on the track without adequate instruction. It's Gordon's bullhorn, must be time to move out.

### 8:30 am — Drivers Meeting

The drivers assembled for a chalkboard session and track "walk-through". The layout of the track, the numbering systems for turn and the use of the flags by corner workers were carefully explained. We were given an update on track conditions, proper tire pressure and the necessary check of fluid levels after each run. There were a lot of questions, Max Rubin came over to generally brief us on technique and then we were ready for dual instruction. Where is Gordon?

### 9:15 am — Dual Instruction

We each ran to our cars. Wasn't it time to go. No! Gordon referred us to the printed schedule handed out earlier and we noted that group A — Experts would take the track first — that was fine with me. As students enrolled in March and April we were classified as "Expert" or "Novice". Those with two or three schools under their belts were expert. The rest of us were — well eager. The reasons for this were obvious, the more experienced drivers would likely drive at higher speeds and, though there was a delay in starts, were more likely to overtake each other. The checkered flag is out! It's time for group A to leave the track.



Photo: John Hartge



Photo: Raine Mantysalo

### 10:00 am — Dual Instruction — B

The twenty or so expert cars line up on one side of the pit and the eager B's were ready to go. Bill Loftin walked up to me and said "you will follow me in that 633, do what we do and stay close". I climbed into my car, checked the strap on my helmet, fastened my seatbelt,

snapped on my gloves, started the engine and off we went. This is fun, I thought — a two mile long track, three lanes wide, with grass and tires to stop me if I go off — what could be simpler! Bill's first lap was at moderate speeds, he seemed to move to one side or the other in advance of the curves. I knew he wanted me to follow, so I did the same. As we came around again, he signaled and pulled into the pit lane. He approached the car — it was time for him to take me around. As Bill drove he explained what he was doing and why, where he was on the track, the need to be aware of things around me, and not to be concerned about any car that might want to overtake me — passing was his/her responsibility. We

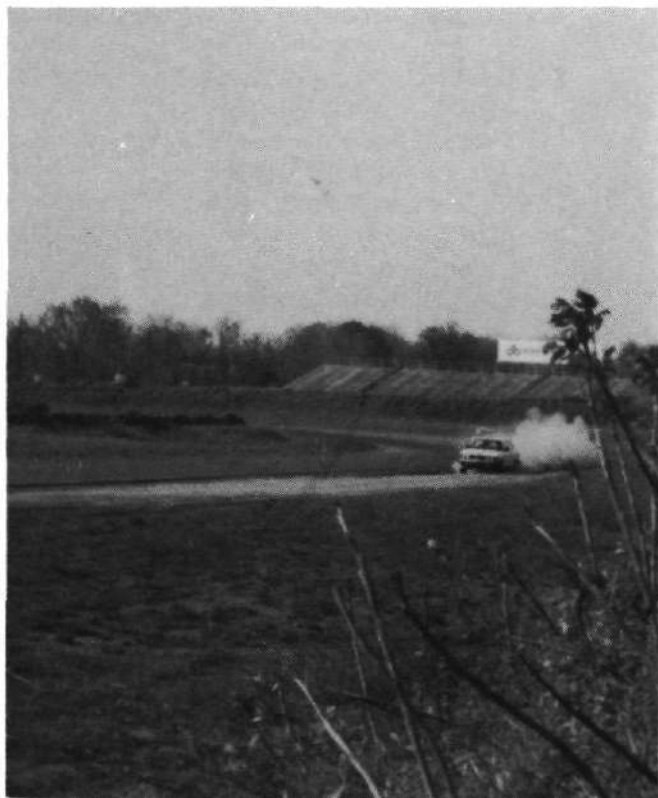
came around again, this time I got behind the wheel — some how it seemed easier when he did it — *"Wrong side of track," "Appexed too far out," "Was I breaking too soon — not hard enough."* I learned so much with each lap, I only wish I could have learned things one at a time — next lap no steering or accelerating, just breaking okay? It doesn't work that way.

During the course of the morning, I had four instructors. Sometimes one would tell me something and it would not seem to register until the next one said it. I remember having trouble with Turn 5 trying to get ready for Turn 6. Max Rubin asked me why I was where I was. I answered because I was told to be there — he said *"not that far over"*. What I learned was that my car handled the curves differently from a 2002, 3, 5 or 6 series and that it was alright for me to be more toward the center of the track. Each subsequent solo lap was better and better. Checkered flag — time to stop.

After the lunch break, the classes alternated using the track. I remember thinking, how orderly things seemed — how smooth running. Gordon, Mike Kensler, Cory Laws, John and Marie Nitzke, Les Adams, Don Miller, Eva Oland, John Hartge, Rick Foster, Terry and John Luxford, Woody Hair, Larry Marston, Diana Marcus, and all the others who worked, made it possible for us to have safe, instructive and fun time. A special thanks to both Mike and Les who were especially adept at handling starting flags and Max Rubin who handled much of the time trials. Our hats (helmets) are off to each of you.

#### 2:00 pm — Time Trials

Time trials would give each driver an opportunity to gauge how much had been learned in the morning and afternoon laps. By using a time clock, each driver could determine his/her average speed around the track and determine if the lap which felt better, was better. Each driver would have four laps: 1) warm-up lap; 2) time-lap one; 3) time-lap two; and 4) cool-down lap. My times, while respectable for 495, were quite slow by comparison to others in my class. My second timed lap was however, better than my first.



Raising dust at the Summit Point Driving School



Photos: Joseph Hirschfeld

### 3:30 pm — The Great Runoff Challenge

A ladder was created to allow for eliminations. During the time trials, I was running only against the clock. If my times improved — that was great. Now, however, if I slipped-up, I would be eliminated. The first car I ran against was a 320i. He had the number 1 position and I was 3 or 4 car lengths behind him. I had my best start of the day. Starting in first, tires squeeling, I smoothly shifted to second, as I passed him on the straight. By Turn 1, I was well ahead of him and unless he could overtake me, I had won. I next ran against a 2002. This time I had the number 1 position. I managed to widen the distance as we went around the track, and ensured a victory. I next met Herb Steinmann in his 1974, Inca 2002tii.

This time I drew the number 2 position. Herb started out, I had a poor start. Herb preceeded smoothly into Turn 1, I had a little trouble. By Turn 6, Herb was in Turn 8 — I knew I had been eliminated. I had no idea how many heats remained, but as it turned out, there was only one more. Herb Steinmann took first place — Novice class, I can't remember who took second, and I took third place. Steinmann would next run against John Weaver who took first place Expert class.

Steinmann pitted his tii against the green 2002 driven by Weaver. Somewhere inside, I hoped that Herb would take another first — if you have to loose why not loose to the overall winnder. Weaver however had his own ideas. John Weaver took the day by winning first place overall. Gordon announced it was time for Open track — both A and B groups could now go out.

This session allowed workers and observers to go around the track with the, by now well-practiced, driver of their choice. My wife and I took a couple of laps around the track. She remarked upon exiting the car and removing a borrowed helmet "I don't like to go that fast." She later said that even with the skidding and the noise, the car appeared to be under control. At the conclusion of the Open Session, it was time for the instructions to take

to the track. Many of us however were ready for dinner. The day had been fantastic. Events were well organized and well run. The twenty or so drivers in each class had, for the most part, remarked how much they enjoyed the first day.

Following the steak dinner, attended by some 100 hungry enthusiasts, we had a bonfire and the drawing for door prizes. Our sincere thanks to the firms listed below for the prizes and congratulations to the winners:

*Alpine Speakers — Grand Prize — Voyager Sound Center*  
David Sossamon

*BMW Sweater — Precision BMW*  
Rick Foster

*\$50 Service Certificate — J & F Motors, Ltd*  
Ron Tindall

*\$50 Service Certificate — Quality Car Service*  
Bob Mead

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George Berke — John Weaver — Ira Winthrop

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Nigel Davenport

Day two, Sunday, started a little late, testimony to the fact that a good time was had by all the night before. The falling rain and my need for a front end alignment brought an early end to our most enjoyable weekend. My personal thanks to Gordon Kimpel, Bill Loftin and all the workers, instructors and guests who made my first School a success. You too may experience driving school on October 14, 1983, or view video tapes made by my Dad, Norm Ross, Don Kellam and Ron Tindall. Screening is scheduled for the Wine and Cheese Party in December.

Bill Ross



Photo: John Hartge



## O-O-O-O-P-S!!!

After such a hectic and otherwise controlled (although late) preparation of the MAY/JUNE Newsletter, a very embarrassing mix up with photos at the printer caused a few gray hairs and I suppose a lot more laughs. So, there you go! Here's the shot that I so much wanted to show you.

BEFORE



AFTER

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BMW Model

Year

Serial No.

BMW Model

Year

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## NEW MEMBERS

Donald H. Weinberg	1982	320i
Walter C. Phillips, III	1980	320i
Charles C. Cox	1983	320i
Kevin R. Gowen	1983	528e
Martin F. Malarkey	1973	3.0CS
Theodore R. Hagans, III	1977	530i
Guy M. Stefanelli, Jr.	1978	320i
Lloyd Needle	1977	630CSi
Ramesh R. Rassek	1982	320i
Wayne E. Beale	1983	320S
Peter Harrow	1983	533i
A. Wayne Six	1983	320i
Stuart F. Seides, MD	1983	633CSi
Douglas M. Roth	1977	320i
Robert S. McNeil	1981	320i
Val Lynch	1977	320i
Sonia Rivero	1981	320i
Fred H. Wellington	1981	320i
Carol D. Eldred	1974	2002tii
Katie Bowman	1982	320i
J. Alden Philbrick, IV	1983	320i
Patrick B. Trainor	1979	320i
Gary K. Toyama	1976	2002
William E. Toms, Jr.	1983	320i
Larry L. Grimes	1983	320i
Wade P. Sewell	1977	320i
Joseph L. Rutledge	1983	320s
Michael P. Vincent	1977-530i	1974-2002
Steven K. Heber	1980-320i	1972-2002tii
Daniel C. Crane	1980-320i	1973-2002tii
William W. Durland	1983-533i	1977-320i
John & JoAnn Stricker	1979-320i	1976-2002
Rocky & Donna Kuonen	1983-733i	1974-2002
Malcolm & Gabrielle Bracey	1973-Bavaria	1968-1600
Donald S. Heinze	1967-2002TiLux	1973-2002
Stanley & Rose-Barbara Neustadt	1978-530i	1972-Bavaria
Randal & Vicki Martines	1982-733i	1982-528e
Domingo & Dawn Martinez	1981-320i	1976-2002
Robert Carrier & Helen Ross	1982-733i 1983-633i	1983-533i
Kenneth E. Mohr	1983	533i
Mark T. Lowman	1978	320S
K. Warren Easley	1980	320i
Susan Nagy	1983	533i
Kurt L. Masse	1974	2002tii
John Handy	1978	320i
Carl F. Underwood	1983	320i
Sheldon C. Stewart	1983	320i
Joseph Simovics	1974	2002tii
John R. Holt	1972	Bavaria
Adrea Brier	1978	320i
Morris E. Jacob	1979	320i
Karen L. Fairchild	1981	528i
Lawrence Pennett	1977	320i
Sandra B. Vanterpool	1980	320i
Jeffrey W. Harab	1982	320i
Bruce J. Valliant	1978	320i
Elsie Fischer	1977	530i
Michael A. Leeper	1972	2002tii
Paul Moorconns	1974	2002
William & Carol Hickey	1976	2002
Stacey & Dean Ahner	1983	320S
Caleb & Mary Butler	1979	320i
David & Debby Buckingham	1980	320i

Doug & Kathy Knoblauch	1978	320i
Cray & Suzanne Merrill	1984	318i
Desmond & Paula Johnson	1983	533i
Jan Stuart &		
Janet Reaney Paper	1974	2002
Richard & Janet Hottell	1983	320i
C. Gerald & Barbara Buttram	1976	2002
John & Mary Troutman	1983	533i
Floyd & Melba White	1978	320i
Campbell & Ines Stubbs	1980	320i
Edward P. Becker		Texas
Bernice Abboud		(South Carolina)
William R. Vander Haar		(Arizona)
Stephen F. Polyak		(Pennsylvania)
David F. Johnston		(W. Virginia)
Darby G. Hand		(W. Virginia)
Adrian Abineri	1983-323i	(Massachusetts)
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For Sale — 4 WHEELS & TIRES off new 320i. P3's on stock steel wheels with lugs. \$320. Also steering wheel, springs and front bar off same — cheap. Call Mike (301)664-2412.

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