

NOVEMBER/DECEMBER 1983

NEWSLETTER OF THE NATIONAL



CAPITAL CHAPTER

der bayerische



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der bayerische

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All copy submitted must be typed and received by the editor by the 10th of the month preceding the coming issue.

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COMING EVENTS

ANNUAL ELECTIONS November 18, 1983

The annual election of your Chapter officers will be held at 7:30 p.m., at the Golden Bull Restaurant, 9107 Riggs Road, Adelphi, MD. The slate includes a President, Vice President, Treasurer, Secretary, Committee Chairpersons, an Executive Committee to the Board of Directors and Members-At-Large. Nominations will remain open until the election. To run for office, contact any Club officer (see page 2).

The menu consists of a buffet dinner including sirloin, chicken, shrimp creole, wine and beer (cash bar for mixed drinks). There will be door prizes for every table. The cost is only \$5.00 per person. You will pay at the door, but reservations are required. Call Terry Forrest (D 202 382-5680, E 202 397-8541) or Bill Ross (D 202 382-4642, E 301 654-7987) by 11/16 for reservations.

Directions: From the Beltway, use Exit 28 B New Hampshire Avenue to Tokama Park, two lights and Left onto Adelphi Road, next light Right onto Riggs Road, restaurant in Metzerott Plaza on Left. Parking is available around the restaurant.

WINE AND CHEESE PARTY December 2, 1983

This year's annual wine and cheese party will feature video tape shows from recent driving schools and slides of the recent Frankfurt Auto Show. If you have photos of an auto event of interest and are willing to pass them around or have them in a suitable display, please bring them. The location, as in the past, is the party room at the Grosvenor Park Apartment complex. The time is 8:00 pm.

Directions: Just north of the Beltway on Rockville Pike (Route 355) at 10500 Rockville Pike, the party room in the northernmost building in the complex.

TECH SESSION January 28, 1984

J & F Motors hosts the first tech session of the new year. The time is 9:30 to 1:30 pm. The subject is engine modification — good or bad? The BMW specialists at J & F will also discuss rebuilding or replacing A/C units. J & F is at 4076 South Four Mile Run Drive in Arlington.

Directions: From D.C. take 395 South to Glebe Road/Shirlington, follow signs to Shirlington, turn right at the light onto Shirlington Road, left at South Four Mile Run Drive, approximately 1.6 miles on your left.

WANTED

Elbow or track type drafting machine for use in the production and layout of future issues of Der Bayerischer.
Ira Winthrop W.-(202) 275-6766 H-(301) 249-5813

PRESIDENT'S MESSAGE

December brings to an end the term of your 1983 club officers. My personal thanks to Gordon Kimpel, Dave Bowers, Dan Lim and the other elected officers for a most successful and productive year. We tried many new things, had fun in the process and decided not to try some of them again. The efforts of many resulted in a tremendous growth in membership and in the number and nature of activities we sponsored. The efforts of Don Kellam, who promoted membership; Bill Riblett, who operated the club store; and Raine Mantysalo, who masterfully edited our newsletter, greatly enhanced the National Capital Chapter's place in BMWCCA. The Executive Committee to the Board, consisting of Chuck Garrish, Klaus Hirtes, Cory Laws, Bill Loftin, Bill Riblett, Lothar Schuettler, Bernice Winthrop and Ira Winthrop, helped in resolving policy issues and in charting the direction of the chapter.

A special thanks to the Members-At-Large who volunteered to coordinate activities throughout the year: Dave Dunmire who handled the fire extinguisher purchase and has many new ideas for 1984; Terry Forrest who planned next year's calendar; John Hartge who stepped in as Associate Editor for the newsletter; Mike Kensler and John Nitzke who worked with Gordon and Bill on our tremendous driving schools. I am pleased to announce that most of these individuals have agreed to serve in equally challenging positions for 1984.

The success of events hosted by the club and our many advertisers and supporters throughout the Washington/Baltimore area was due in large part to the efforts of those of you who worked as spotters, coordinators, writers, photographers instructors, etc. The attendance records which we have set this year were due to the many of you who came out to see first-hand what this club is all about. I thank you for your support and participation. To the others, you know who you are, sure we have a great newsletter, full of information, but there are many other benefits to membership. Come on out — just walk up and say "Hello!"

You and your guest will have two opportunities before the end of the year — the Annual Dinner Meeting and the Wine & Cheese Party. There will be interesting guests, good food and many door prizes. The club will heavily subsidize the dinner and refreshments on November 18 and the December 2 party is free. Don't forget to bring to the Party those prize photos you have taken during club or other activities of interest. We will display them and show video tapes of the driving school and slides of the Frankfurt Auto Show.

My thanks to Lothar Schuettler and VOB for their recent Tech Session, Bill Via for a "brisk" fall tour, Dave Toy for his Oktoberfest, Gordon Kimpel for the driving school (see articles in this issue) and Les Adams for organizing the Flea Market at BMW of Fairfax (article in next issue). We will continue to accept nominations for officers until the balloting at the Dinner. Until next year (yes, I will run again).

Bill Ross

EDITOR'S FAREWELL

The '83 events are just about over, a couple of functions remaining and giving us a chance to get together and share about our BMWs.

It has been a great year for the Club and an interesting one for me as the Editor of this newsletter. A lot of you seem to care what you drive and how you drive. Many of the events I have attended have shown the enthusiasm that there is among the members towards their cars and the Club.

I have had the opportunity to meet a lot of you by attending a great many of the various events or by just talking to you about the cars on the track or on the phone.

I want to thank each one of you who have volunteered their time and effort by contributing to this newsletter. I also want to extend my thanks to the great typesetters who painstakingly have tried to make sense of all the technical data and handwritten copy. Thanks for all the good articles, tech tips and information, keep it coming. I hope that the newsletter will continue to keep its form and good content in the hands of the new Editors. Good luck.

Please note new address for sending in your material. I'll see you around, stay in tune.

Raine Mantysalo

NEW SHOP OPENS UP

Alex Podpaly, formerly with Autowerke in Rockville, has opened a new service center at 4406 Crain Highway in Mitchellville, Maryland. We recommend Alex for great service and care for your BMW. Call him at (301) 464-9866 for further information and your next appointment.

Editor



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could be expected, the tires had lost most of their tread by the end of the day. A great majority of the fastest times were achieved during the 3rd and 4th heats as a result.

The fastest official run was 70.021 seconds in the Honda. The fastest VW time was 70.362 seconds (4th overall) and the best BMW run was 70.512 seconds (7th overall out of 195 runs). Each of these bests was by a different driver. The fastest times by cars in the separately timed portions of the runs were: Right Skid Pad — Honda 6.64 seconds, VW 6.66, BMW 6.85 (our own Jim Miner in the Honda and BMW); Left Skid Pad — VW 6.57 seconds, Honda and BMW 6.67; Slalom — Honda 7.387 seconds, BMW 7.461 (surprise), and VW at 7.660. Statistics that might be of greater interest would be the average times for each car. This was not provided with the results and I'm not about to do the calculations. One entrant, Rich West, had the fastest VW and Honda times in the first heat. Paying another \$10, he ran a set of "fun" runs in the 3rd heat. His times by car were: VW 69.708 (1.443 seconds better), Honda 69.508 (1.416 seconds improvement) and BMW 70.584 (3.673 seconds better). These fun run times would have been good for fastest VW, fastest Honda, and fastest total overall (by 2.794 seconds). A little familiarity with a car and course (as well as "shaved" tires) does help.

For an interesting comparison, regular autocrosser Steve Graalman made one run in his B Stock Mazda RX-7 (Yokohama A001-R tires — size unknown). His time of 66.132 was 3.376 seconds faster than Rich West's fun run in the truly stock Honda.

In conclusion, I think everyone felt he/she could do better with a little familiarization with the cars. Many drivers had never sat in these models before starting their run. The GTI's low end torque was impressive and I plan to take a Prelude on a more complete test drive (like using 3rd, 4th and maybe 5th gear). The last time I checked, they were selling so well the dealers in Virginia did not have demos available. The 318i was more softly sprung than the other two but would be my choice for that long trip on any type road. Autohaus Tischer is to be commended for sacrificing these three desirable cars to so much abuse. Everyone agreed it was a great concept and well run by AJSTC. Now if they could get a Ferrari dealer and a Porsche dealer and a...

Woody Hair

TISCHER AUTOCROSS

On Saturday, July 30, a most unusual autocross was put on by the Annapolis Junction Sports and Touring Club at the NSA lot, Fort Meade, Maryland. Each of 65 drivers were given one run in each of three new cars provided by Autohaus Tischer of Laurel. The three cars were a BMW 318i, Honda Prelude and VW Rabbit GTI.

The three cars, all having 1.8 liter engines, carried the following rubber (in new condition at the start of the first heat); BMW — Continental CS41 195/60 x 14; Prelude — Bridgestone RD 116 185/70 x 13; and VW Pirelli P6 185/60 x 14. Early speculation gave the edge to the VW due to its already proven performance in autocrosses. The Honda was an unknown quantity to most entrants but based on recent magazine road tests of this completely revised model it figured to do well also. The Bimmer was not given much chance on this 2nd gear circuit that included two separately timed 360 degree skid pads and a separately timed slalom. The runs were organized so each car was used equally as the 1st, 2nd or 3rd vehicle for each driver.

Several club members competed including Dan Lim, Raine Mantysalo, and myself in the first heat. In our combined total of 9 runs we managed to get disqualified on 6 of them for going off course. Who said experience counts in autocrossing? Jim Miner ran in the 4th heat and his three runs combined were good for 18th overall against a lot of full-time autocrossers.

Despite the thrashing these cars put up with on a very hot day, they ran without fault or overheating. As



Photo: R. Mantysalo.

CALENDAR OF EVENTS

January 28	Tech Session (Eng. Mods/AC) — J&F Motors 4076 S Four Mile Run Drive, Arlington, VA 9:30 — 1:30 pm
February 11	Tech Session (Tune-Ups) — Quality Car 210 N. Stonestreet Ave., Rockville, MD 10:00 — 1:30 pm
February 23	Meeting w/Speaker (Terry Forrest)
March 3	Tech Session (Restoration) — London Auto 7718 Lee Highway Falls Church, VA 10:00 — 1:30 pm
March 17	Tour: G.W. Motors & VDO Factory — Winchester, VA
March 31	Tech Session (Tires) — NTW (T. Forrest)
April 14	Tech Session (Do-it-yourself)* Tischer BMW — Silver Spring, MD Russel BMW — Baltimore, MD Tour: Harbor Place & Aquarium (Tim Dougan) Joint BMW/Mercedes Driving School — Summit Point Tech Inspection — Heishman BMW
May	NCC Driving School Summit Point Corral Tour: BMW NA — Montvale, NJ
May 26-28	Spring Tour: Blue Ridge Rendezvous
June	Tech Session (Body Repair)* VOB BMW — Rockville, MD Schwing BMW — Baltimore, MD Corral — British Car Day (Loftin) Tech Session (Suspensions) — Quality Car Service (Ross) Summit Point Corral

NOTE: Dates and events scheduled for other than the first quarter are tentative. Notify Activities Chairman of schedule conflicts as soon as possible.

RECALL

1982-83 BMW 528e. In some cars, a bolt that supports the rear of the differential may have been over-tightened, which may cause the nut to crack. That could cause a vibration and rattling and the rear axle could come loose and contact suspension, causing difficulty in maintaining control. **MODELS:** 1347 1982-83 BMW 528e cars made from July through September 1982. Return car to dealer for inspection and, if necessary replacement of hardware.

1983 BMW 528e, 533i, and 633csi. In some cars, certain steering column fasteners may come loose, causing loss of steering and a possible crash. (Driver would probably have advance warning through excessive play in steering.) **MODELS:** 1012 BMW 528e, 533i, and 633csi cars made from September through November 1982. Return car to dealer for proper fastening.

Windy City Chapter

July 14	Tech Session (Audio Systems) — Voyager Sound 15615 Frederick Road, Rockville, MD (Ross) Crab Feast — (Mike Diggs) Tech Session (318 Race Car) Genderson BMW (Ross)
August 12	Polo, Picnic, Car Show (SeuLim)
August 17-19	Baltimore's German Fest. (Karen Fairchild) National Oktoberfest Boston, MA Autocross/Gymkhana Summit Point Corral
September	Tech Session (Emissions) — VOB Auto Sales (Ross) Annual Elections (T. Forrest) Gunston Hall Car Show (Skip Marsh) Fall Tour: Bavarian Inn — W VA (Bill Via)
October	Tech Session (Brakes) — Quality Car Service (Ross) El Cheapo Driving School Winery Tour
November	Meeting w/Speaker Tour: Precision BMW & Goodyear Factory — MD
December	Wine & Cheese Party

*Concurrent sessions in Washington and Baltimore.

Events of Interest:

October 6 — Autoy's Oktoberfest

ADDENDUM — The Ultimate Auto Security System

To find out more information about the auto alarms described in the previous BAYERISCHE such as the Clifford or Multi-Gard, the correct phone number for Randall Vlahos at RV&A Auto Security is 591-9400 in Fairfax.

RAMBLING RUMINATIONS

Change — Writing in the August issue of the British magazine *CAR*, Georg Kacher ponders why, after a ten-year career that saw BMW surge in popularity, chief engineer Karlheinz Radermacher suddenly quit (or was "pushed" into leaving). Kacher writes that the conflict between the strong-minded Radermacher and his "unbending" boss, chairman Eberhard von Kuenheim, began with the launch of the current five-series cars. This model, it is said, turned out to have less interior room and to be less sophisticated than Radermacher's original concept, and was promptly criticized by the press for its lack of innovative design. To the chagrin of the chief engineer, even the chairman made some negative comments about the car — and in public. Thus, Radermacher reportedly said: "The management of a company must remain loyal to its own decisions and its products. Nobody can dissociate himself from a responsibility he agreed to share in the first place."

According to Kacher, this "bad blood" situation was worsened with the introduction of the present three-series cars, which "received acid reviews in *Auto Motor and Sport* and *Der Spiegel*, two opinion leaders of the German media." The car was criticized for poor aerodynamics, lack of interior space and disappointing fuel economy, yet it has sold exceedingly well.

A principal problem for Radermacher at BMW was apparently a perceived lack of appropriate freedom, for he reportedly said: "I simply was no longer prepared to subordinate and adapt myself to the given conditions. It should be important to a company like BMW to see the liberty of its development department curtailed as little as possible." According to Kacher, some employees are glad to see their former boss depart. They assertedly criticize him for his non-existent relationship with lower echelon engineers and shopfloor workers, and for his alleged "Mercedes-Benz complex" (or conservative approach).

Radermacher is now deputy chairman of ZF, a supplier of components to BMW, among others. His replacement at BMW had not been named at the time of Kacher's article.

Plans — In a sidebar to the piece on Radermacher's departure, Kacher discusses present BMW plans for model developments, engineering trends and engines. According to him, in addition to introducing the 275 hp (DIN) 635CSiM2 later this year, BMW will introduce the 218 hp 535i. Early in 1984 the six-series will get minor cosmetic changes and a much revised, more luxurious interior. Late in 1984, there will be a 325i of 170 hp, using 2.7 litre small block six; in 1985 there will be 325iM3, using a 24-valve, 200 hp version of the 2.7 litre six.

The new seven-series cars are scheduled to appear in the spring of 1986, and it is said that they will be lighter, more aerodynamic, faster and considerably more economical (or, fuel efficient, I assume). The top of the range will be the 736i, powered by a 230 hp 3.6 litre six, replacing the turbocharged 745i. There will also be, in 1986, a 736td, a turbocharged 3.6 litre diesel, with inter-cooler, of 165 hp. In 1985, the eta-engine family will be expanded to include a 3.4 litre, 175 hp unit, which will

power the 732e. There is already a European 525e (2.7 litre, 125 hp); in 1986, BMW will introduce a 320e (4 cylinder, 2.2 litre, 110 hp).

Contrary to what we had earlier been led to believe, the four-cylinder engine is not on the way out at BMW. A "new generation" four is scheduled for introduction 1986, and current plans call for versions of 1.6 litres (80 hp), 1.8 litres (95 hp) and 2.0 litres (110 hp).

Plans for a 635CSi Cabriolet have apparently been dropped due to cost and production capacity problems. However, BMW may produce a three-series convertible (no roll bar) in the spring of 1985. BMW will attempt to improve the drag coefficients of both the six and five-series cars without major cosmetic changes. Good luck.

More advanced electronics are under study or development, including a refined Motronic engine management system, an improved on-board computer and check control system, a reasonably priced anti-locking braking system and an electronically controlled traction system (including alternative four-wheel drive systems). Electronically controlled air spring and hydraulic systems, to ensure constant ride height, may replace conventional suspension systems on BMWs in the not-to-distant future, according to Kacher. Shades of Citroen.

Which of the new high-performance models, especially in the three-series, will be brought into the U.S.? How about the 325iM3? Ask Montvale. My prediction is no, unless, perhaps, Mercedes brings us the performance version of its new little car, which is said to be unlikely. Meanwhile, watch for the Japanese manufacturers to strengthen their position in the performance oriented small car segment of the market, while Mercedes and BMW offer mostly advertising hyperbole and arrogance in pricing.

Autocross — Tischer Volkswagen Honda & BMW offered sixty area autocrossers a new GTI, Prelude and 318i for a run off at Fort Meade this past summer. According to an article in the (August 5) *Stopwatcher*, a local enthusiasts' newspaper, most of the participants were surprised when the Honda, shod with Bridgestone tires, outperformed the VW, which was on Pirelli P6 tires. No one was surprised that the BMW placed third, as it is considered to be a good road car but not a strong autocrosser. However, many participants were impressed with the BMW's showing, as the best times in each of the three cars were within a half-second of each other. That is, in fact, a large difference in autocrossing contests, but respectable for a conventional small sedan against front-drive competition.

M Style — See the BMW ad for its new line of clothing and accessories. See the preening narcissistic couple and their 318i. See the hucksters with hubris. See them looking and waiting for the tow truck.

Seriously, folks, this ad seems to me to be aimed at people with an inadequate self-image who can be led to believe that owning snobby (overpriced) apparel will bring relief. Of course, there is an element of that tack in current BMW automobile ads, and perhaps it is effective. Given a choice, I would prefer not to be associated with people of that ilk. In fact, I find even red-necks, especially if they are at least a bit insightful and aspiring, to be less of a pain in the derriere.

Bill Via

WHY MEMBERSHIP DRIVES?

O.K. You enjoy the *Roundel* and get useful information from *Der Bayerische*. You have used your Club card to get discounts and have taken in some of the tours and tech sessions. But you ask yourself, "Why should I be concerned about finding new members — I enjoy myself and the people I have met in the chapter, but it seems large enough." Let me offer several reasons: altruistic, social, practical and financial.

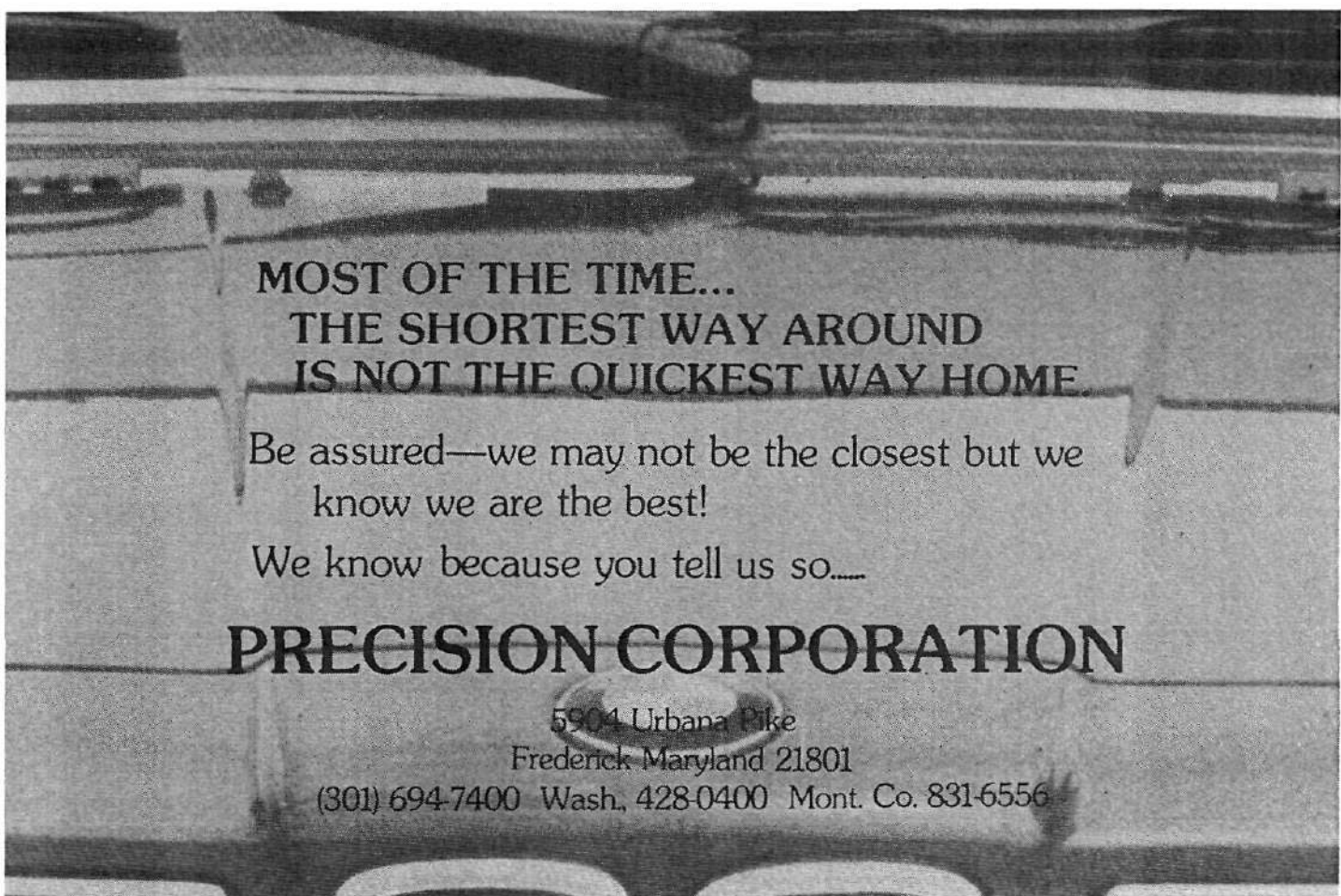
You have had it happen time and again. Your car attracts attention and you find yourself in conversation with other enthusiasts. The Club gives us the opportunity to locate that type of person. New members add to our wealth of experience, provide fresh ideas to help operate the Club, and to staff the functions. New members also add to chapter revenues to publish *Der Bayerische* and fund events.

Most importantly, new membership means more people to share the good times the Club events deliver. Anyone on the fall tour to the Bavarian Inn could not help but be impressed by the sight of the immense parade of Bimmers snaking through the towns and countryside. We all learn from each others' experiences: where to shop, get the best service, find enthusiasts' roads. The events we run offer rich opportunities to enjoy our cars and friends more, to meet new and interesting people.

Like new members. Share your enjoyment with a friend. Tell other Bimmer owners of the Club activities. In the end, it's not just the new member who benefits, we all do.

Still not convinced? Now the bribe. To the individual who signs the most members between November 1, 1983 and January 31, 1984, a surprise. That's right — even I don't know what it is but even in comparison to your excitement over signing all those new members, we'll make it worth your while. Consolation prizes to the two runners up. Times awastin'.

Les Adams
Membership



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CHILDREN'S HOSPITAL FLEA MARKET

On October 15, the sun was bright, the sky was blue for the first time in a week, and our blue and white banner heralded the Flea Market at BMW of Fairfax. With Gordon Kimpel, Dan and Seu Lim, Ira Winthrop and myself, we hustled all comers in the name of Children's Hospital.

John Jaffe, General Manager of BMW of Fairfax, came through with a truckload of parts and accessories. With interest generated through calls to other area car clubs and an advertisement in the Post, we had plenty of traffic. To make a long story short, in our two hour sale, we raised over \$280. John Jaffe generously offered to match the proceeds of the sale, for a total of over \$560 to Children's Hospital.

In addition to donating the accessories, BMW of Fairfax was a gracious host. David Bohn, Parts Manager, was very helpful in getting us set up, assisting the sale and turning the place over to us on the 15th.

Dave also took some time to describe the expansion plans of the dealership. The current showroom will become an accessories store featuring the M-1 line by

BMW. Meanwhile, the cars will be displayed in a new two story facility to be built next year. The addition will enable BMW of Fairfax, which became an exclusive BMW dealership on September 1, the opportunity to sell as many as 500 BMW's a year. Dave Bohn is excited about the increased parts and accessories showroom space. He particularly invited club members to come in and discuss their parts needs and club discount with him.

All in all, an eventful day, and over \$500 more for Children's Hospital. (And watch for the Cibie spots on Max's coupe!)

Les Adams

OILY FINGERS AND ELBOWS

Working on my own Bimmer alone gets very lonely and frustrating as I often need a 3rd or 4th hand or foot or stronger muscles. I propose that do-it-yourselfers get together monthly to work on our own cars, help each other, share expertise and kibbitz. Max Rodrigues has volunteered his garage (2 small and 1 large car sized). I invite interested mechanics, actual or intending to be, to call Max Rodriguez H (301) 530-4697, W (301) 775-3308 or me, Christina Chambreau H (703) 768-1459.

Maybe as we get organized someone at one of the big shops will open up on a Sunday so we can work inside on a lot of cars at once.

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VOB TECH SESSION

On Saturday, September 10, VOB Auto Sales in Rockville hosted a tech session on Electronic Diagnosis. Approximately 50 BMWs were diagnosed by VOB mechanics, Siegfried Krause, Tracy Maatsch, Mike Bartosiewicz, and Dan Martin. This was my first experience with the Siemens Electronic Auto Analyzer. I was amazed at what the gadget can do. It is actually a mini-computer which can test everything from electrical starting conditions to exhaust gas analysis. The computer communicates with the mechanic in a question and answer format through the C.R.T. (TV Screen). The mechanic responds by typing on the keyboard. The results of each test appear on the screen. A paper copy of the results can be printed for record. Dan Martin did point out that the analyzer gives results but it still takes a qualified mechanic to read the results and interpret them correctly; so the machine will not replace the mechanic.

This session began about 10 AM with complimentary coffee, donuts and VOB caps and ended with the last car departing about 3 PM. All that remained were four exhausted mechanics. On behalf of the Club, we extended our great appreciation to Lothar Schuettler, Service Manager, and the fine mechanics who donated their time and knowledge on a very hot 90 degree + Saturday, which I am sure they would much rather have spent at the beach or in an air conditioned place with a cold one. Of course, Gordon Kimpel came through, as always, and supplied us with the badly needed beer.

Dan Lim



Photos: The Mantysalo.



Photo: Glenn Sims.

A "BRISK" FALL TOUR

The early morning air was cool, but the day promised to be sunny and warm. Thirty-eight BMWs, all polished and in top condition, arrived at the Greenbriar Shopping Center in Northern Virginia for our annual fall tour. Our destination was the Bavarian Inn in Shepherdstown, West Virginia. Over eighty members and their guests were on hand to navigate and drive the intricate, but scenic route mapped out by Bill Via.

All the current officers and their families were there either to greet the members or join the tour. Many of the proposed club executives and a representative number of new members also came out for the "brisk" tour. The increase of thirty participants over last year was readily apparent — especially to other BMWs which approached our caravan along the highway.

Our route, with one rest stop, covered almost one hundred miles of often winding, but always paved Virginia, Maryland and West Virginia roads. Because of the size of the gathering, two groups were formed: the fast drivers; and the not so fast drivers. As a part of the second group, our speed was kept below the point where the needle stops for **most** of the trip! The first group remarked when we caught up to them at the rest stop "How did you pull in right behind us?"

Once we arrived, we were pleasantly surprised to find that this year tables were reserved for the BMW Club. Last year such arrangements were not possible and the Club was seated on a space-available basis. Our thanks to Carol Asam, Proprietress of the Bavarian Inn, for her help with the special arrangements. Now all we need is a banner so that members who come on their own can find us. Again this year the Inn provided an appetizing and filling lunch of various sausages, sauerkraut, German potato salad and other dishes.

Our special thanks to Bill Via for another fine tour. Many of us are aware of the effort and numerous trips you made to plan the varied and scenic route. For those of you who missed it, better luck next year. Lunch on the Club may have been an inducement in the past, but I think the enjoyment of the tour has taken us well beyond that point. Anyone in favor of the Club taking over the entire Inn for a weekend stay?

Dee Ross

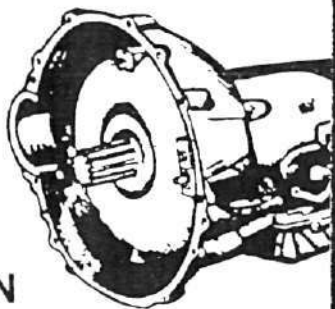
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POTOMAC POLO MATCH

On Sunday, August 14, the BMWCCA National Capital Chapter was invited to attend a tailgate picnic and polo match at the Potomac Polo grounds in Potomac, Maryland, along with other car clubs in our area. The polo match was sponsored by the Rolls Royce Club. Attending were the Rolls Royce, Mercedes, Austin Healey, Jaguar and Porsche clubs. Approximately 12 BMWs represented our Club including a M1. The trip to the polo grounds was a long one but well worth it. It was interesting to walk the grounds and inspect the cars, people and especially the tailgate picnics. The picnics ranged from an igloo and a blanket to a 12' table complete with linens, silver, candleabras, crystal and guests in formal wear. The antique cars which showed up were worth seeing, especially an antique Ford "Woodie".

The polo match was an exciting event since it was our first. The match was between Potomac and Middleburg Polo Clubs. The winner was Middleburg. The players were all dressed in their outfits sitting on their horses, just like the ones you see on your Ralph Lauren Polo shirts. We hope to be invited again next year. Maybe the Club can put together a tailgate picnic that could win first prize.

Dan & Seu Lim



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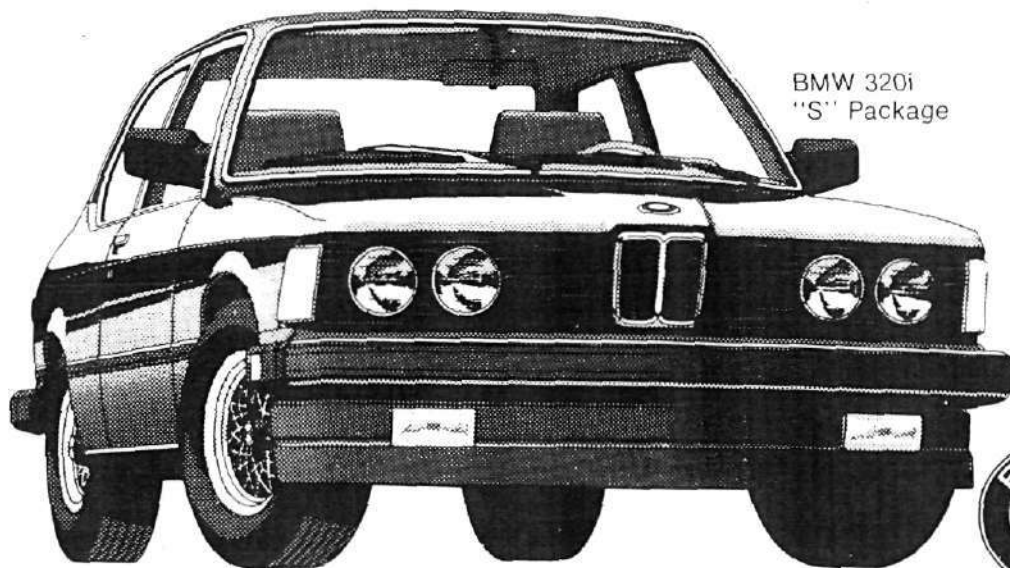
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BMWs IN THEIR NATIVE BAVARIA

You think BMWs are commonplace in Washington? Try Munich. I have been hooked on BMWs for more than 8-years — and finally I made it to Munich this fall. This, of course, is BMW's headquarters city, so you expect to see BMW police cars, fire cars, taxis, etc. I saw a 5-series taxi, for example, in full spoiler and plus-1 alloy wheel trim, drifting through a traffic circle. I saw 2 Isettas in superb condition. These make great city cars. No need to squeeze into a parking space parallel to the curb. Just pull head-in. After all, the door is still parallel to the curb.

The Germans love to take care of their cars. In the rain, water bubbled up on the waxed surfaces of virtually every car I saw. The Germans love to customize their cars. It seemed that at least a third to half of the Bimmers had spoilers, side flares, wheel and tire options, custom striping and painting, and even custom grill and headlight assemblies. The Germans love to drive seriously. Seeing first hand the opportunity for serious driving on the autobahns, rolling Bavarian hillsides, and Alps tells you why a Munich carmaker would make a driver's car; not just a sedan.

If you go to Munich, it is worth setting aside a day for the BMW facility across from the Olympic grounds. There's the museum, factory, and parts outlet. You might also put in a friendly greeting from America at the International Council of BMW Clubs' office.

There's been lots of comment in the *ROUNDEL* about the museum. For what it's worth, I was impressed with the museum. It is NOT a collection of BMW models, past and present. It IS sort of a social history lesson of this century pointing out BMW's activities in the context of that history. The history is told along a walkway spiraling up the path of history using BMW models, mannequins, lights, sound, and video displays. This history is told from the German viewpoint and I found it most interesting. You must rent (for a nominal charge) headphones which you plug in at various stages of the walkway. The narrative is in Deutsch and English. With the exception of certain holidays, you can expect the BMW museum to be opened most weekdays.

To see the Munich factory, you should telephone first. The factory is closed certain holidays and the month of August. Cameras and young children are forbidden. Also, don't forget this is Germany. Don't expect English tours every day, although they are rather frequent. Best advice is to call the BMW Museum when you get in town and ask when the next English language factory tour is. I did all that (in fact I had phoned Montvale and written Munich months in advance to make sure that I had the procedure down) but when I showed up at the museum at the scheduled time, I was told that the 2 English speaking guides were ill. Would I be interested in a German language tour? Just my luck. My German is good enough to order beer und wurst but that's about it. Fortunately the German tour guide was very accomodating, spoke good English, answered my questions along the route, and gave me brief translations of the production procedures. So, while I did not get the full English explanations, I have a pretting good idea of how the 3-series BMW is built. Much is done by robots (especially welding and painting) and there are a fair number of quality inspectors. About two-thirds of the BMWs are exported and there are slight variations to meet the various governments regulations. I could only chuckle at the most obvious variations — the U.S. cars with big bumpers and catalytic converters. I am used to those cars, but I wonder what the Germans in my tour group thought of people who buy BMWs intentionally made to burn more gas and run slower than they're supposed to. And what if they knew our 318i costs as much as their 323i?

John Hartge



Photos: John Hartge.

BIMMER CARE

Now that we are approaching winter, we need to get our automobiles ready so we can continue on to enjoy our Bimmers without problems.

In this issue I will outline for you a pre-winter care guide, on items that you should check and do or if unable to do it yourself for a service facility to do it.

Cooling System:

Begin with a check of the belts and hoses. Examine the hoses carefully for signs of cracking, swelling or oil grease contamination. Take a particularly good look at the area just behind the clamp. Sometimes you'll find that the clamp has started to work its way through the hose. Black flecks in the coolant or in the top of the radiator may be a sign of hose deterioration.

Defective fan belts are not as easy to spot. These belts can snap without warning. Check for cracking on the bottom of the belt or glazing on the sides.

Pressure Testing:

Install a pressure tester onto the filler neck of the radiator and pump up to the specified pressure. Then carefully check all connections, the heater control valve and the thermostat housing. If these checks fail to uncover the source of the pressure leakage, use a flashlight and mirror to check the vent hole and seal of the water pump. If further checks are necessary, support the front of the car on jackstands and check all core plugs.

Flushing The System:

Add cooling system flush treatment to the radiator and run the engine until it's warm again, then shut it off and drain all the water. Repeat this step, using plain water three or four times until the drain water runs clear. Remove the recovery tank and clean it out.

Reinstall the recovery tank and fill the system with enough antifreeze to provide at least 50 percent but no more than 70 percent of antifreeze. Remember, use an antifreeze that is approved by BMW. I know that dealers and most other service shops use Peak antifreeze.

If your cooling system has not been flushed on an annual basis, ask your service shop to do a power backflush.



Battery Maintenance:

The battery that is capable of starting your car in the summer may not be able to do the job when temperatures drop and oil thickens. However a little bit of pre-winter maintenance and testing can help ensure fast cranking on cold mornings (so you can get to work on time).

Clean the posts, terminals and case of your battery with a small brush and a paste made with baking soda. If corrosion is allowed to build up on electrical connections, the resistance created will limit the amount of juice available.

With the help of a voltmeter, measure the voltage with all accessories turned off and the engine not running. The voltage should be more than 12. Disconnect the coil wire from the distributor cap and attach it to the ground. With the assistance of a helper crank the engine for at least 15 seconds while watching the voltmeter. The cranking voltage of a fully charged battery should be at least 9.6 volts and a battery that is in good condition and fully charged should be able to sustain that voltage for at least 15 seconds. If this test fails bring your battery to a full charge and try again. If after all this it fails to pass the test, you may have an accessory current drain sapping battery power.

If the testing suggests that the battery is incapable of holding a charge and you don't want to attempt a test of the alternator and regulator condition, take it to Sears where they will do this testing as part of every purchase.

Body and Paint:

If you remember the first article of this series, I mentioned the different things you can do to make your Bimmer look good. Well winter can really do nasty things to the finish on your car, not to mention body rust. (Remember the Tech Session at London Auto on rust?)

Don't stop caring during the winter since it would require more attention due to slush, road salt and grime. Whenever possible, specially after a snow storm, take your water hose and spray water underneath the car. This will remove any salt and grime that has accumulated during your tour of the snow stricken streets.

I for one do the above and also if it's not too cold I would take a bucket of warm water and soap and wash and dry the car inside a garage one section at a time. Use dishwashing gloves to protect your hands from the cold.

Also now it's time to give your car a good wax job which will protect it during this time and make caring for your Bimmer a lot easier.

If you do not have the time to do the washing and waxing of your car, there are several places that do this type of work from a simple wash to a full detailing of the automobile. One of these places is Autowerke. The reason I know was from attending the Oktoberfest over at Autoy & Autowerke on October 1. If you want to know more give them a call.

Do you want to know what you can do for 60 hours a year? Read next issue for a complete do-it-yourself preventive maintenance schedule.

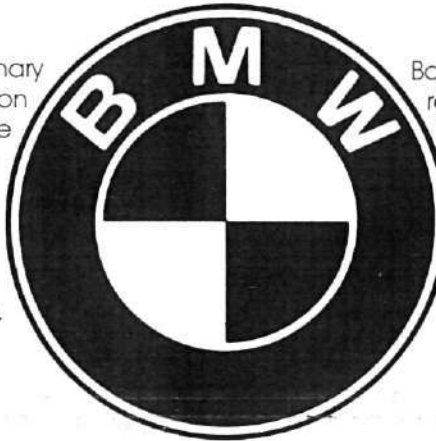
That is all. . .

Max Rodriguez

BMW

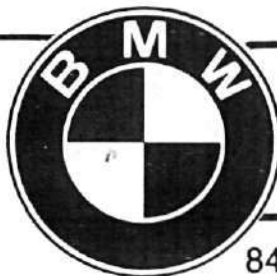
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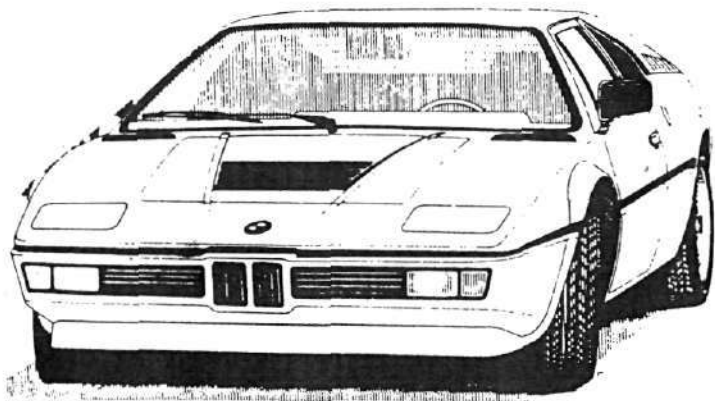
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Silicone brake fluid.

For prices on all of these items or any items not listed use the Circle Tire price. On some items the prices are the same and some of them will be lower. Call for details.

Dave Dunmire has available halon fire extinguishers, please call him at (301) 565-2970

You might have seen our Club secretary Dan Lim and his wife Seu selling license plate frames at the Club events. These frames are finished in black and have our Club chapter name imprinted in white letters. For more information call Dan or Seu at (301) 839-9203

OIL CONNECTION

I was notified by our fearless leader (Bill Ross) on where to buy oil in Virginia. The Company name is:

Quarler Robertson Oil Inc.

8219 Terminal Road

Newington, Virginia 22122

They are located south of Springfield off I-95. Prices for Valvoline 20W50 all climate is \$13.32 per 1/2 case. 20W50 racing is \$13.59 per 1/2 case.

For those of you in Maryland who do not feel like driving down there you may purchase your oil from Quality Car Service for \$27.60 per case. Note these prices are for over the counter per case only.

Autoy has an offer on oil filter combination. This offer consists of buying 1/2 case of 20W50 Valvoline all climate oil, two oil filters (Purolator made in Germany), two oil seal rings (for those required) and two metal oil plug rings at the following prices:

All 4 cylinder up to 1982 \$19.50 + tax

All 6 cylinder up to 1977 21.50 + tax

All 6 cylinder 1978 on 22.20 + tax

If you decide to buy any of the above oil filter combinations, please give Dave Toy a call two days in advance.

Please be aware that all parts that you buy from the Club store are basically for the Do-it-yourselfers. However there are some service shops which will allow you to supply your own parts. Please check before you buy.

Max Rodriguez

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OKTOBERFEST TRAVELOGUE

Saturday August 20 6 PM — I waive goodbye to my family and I'm on my journey to Colorado Springs. I feel guilty: the kids were not as angelic today as they should have been to celebrate my departure. But what type of man would leave his wife with 2 kids (2 and 4 years old) for 8 or 9 days? A BMW enthusiast! I'm sure the guilt will pass with miles.

The plan is to meet Tom Wallick in the morning at I-70 and I-77 near Cambridge Ohio, then motor out west together. Tom has a topaz 320 (Schrack cam, P7s, and great suspension). Thanks to J & F Motors and Precision Corporation, my 530i is in fine fettle and ready for the western adventure.

As I enter the GW Parkway, a park policeman with a "camera" rolls by. I hope it is not a bad omen. I've got a spare Escort and K40 antenna — also a healthy supply of cash for "green stamps." On the Beltway, traffic is slow. Don't they know I've got a long way to go before I sleep, as Robert Frost once said. On 270, it's amazing how slow these American drivers are, especially Dart Swingers, etc. At this rate I'll never come close to Max Rodriguez' time on the Four Ball rally. These nerds are going 60-65 in the hammer lane. I'd better have a beer and a cigar.

This 5-speed is really terrific. At 80 mph, I'm only turning 3,300 rpm instead of 4,000 rpm with the 4-speed. I highly recommend the 5-speed conversion

for the 530i. Traffic has been heavy on 270 for a Saturday evening. I finally reach Pennsylvania, now going 90 to 95 mph. The new 25 mm sway bar is excellent for high speed stability. Finally, Breezewood, the "town of motels." I got here in an hour and 45 minutes from Arlington. Personally I can't stand Breezewood. Where else does the junction of two major interstates force you to drive through a flea bitten town?

I know the Pennsylvania Turnpike rather well (I'm from Pittsburgh, wife from Cleveland). These Pennsylvania bears are rather lazy — always at the same mile markers — 162, 154, 115, etc. The suspension is really doing great on the turnpike sweepers. When there's no traffic, the Pennsylvania turnpike is a great touring road.

I'm almost to my Route 70 exit. At least ten bears are out earning their pay between Breezewood and 70.

There's a lot of traffic on 70 and it's a very dark night. Better take more vitamin A. Outside of Washington, Pa. — before Wheeling West Virginia — there's a thick fog. Reminds me of the Cape Cod "pea soupers" I've always loved.

I arrive at Cambridge, Ohio at 11PM and plan to sleep in the car at a rest area.

Sunday August 21 7:15AM — Tom Wallick shows up to start our 2 BMW caravan to Colorado. Motoring across Ohio is good — no traffic/no bears — an easy 90-95 mph across flat land. The road is much smoother than two years ago. Our tax dollars are being well spent.

I have my first near accident outside of Indianapolis. The road splits because of construction in the slow lane. Some nerd in a big American V-8 was not paying atten-

tion and jerked into the lane currently occupied by a red BMW. I locked-up all four wheels and had that sickening feeling that I had bought the farm. Somehow we missed by inches. I am HOT! I shake my fist, etc. and shout lots of obscenities. But I can't get in view of the driver. I'm still in a single lane behind him. Finally, after 4-miles the construction ends. Time for a face-to-face confrontation. I drive next to the low life and he's very apologetic, saying I'm sorry (through the window) and acting generally very sincere. I now have a twinge of remorse. I firmly believe the driving school experience saved me from a very bad wreck.

11AM Indiana — what a boring flat state. Lots of traffic. Cars with roof-top carriers. The smaller cars mean families can't fit all their junk in the car so they use the unsightly luggage carriers. Haven't seen any on BMWs yet. These car top folks drive very slowly.

12:30PM Illinois — more flat land and a couple of bears-in-the-air. The CB K-40 antenna provides plenty of warning. More flat country. I don't think I'd live here. Outside Saint Louis, lots of traffic. Only 280 miles to Kansas City, our goal. We see a couple of Bimmers and form a 100 mph caravan for 20-miles. A white 528 with New Hampshire tags and a red 320 from Massachusetts. I wonder if they're going to Colorado?

Missouri is a *real boring* state, slow. I don't like it. Lousy drivers are the norm — some of the worst I've ever seen — plus I'm getting tired. Not to mention my A/C stopped blowing cold. This is bad news. It is 98 degrees.

5PM Eastern Kansas City, finally, and the Red Roof Inn, a welcome reward for road-weary travelers. We drove 750 miles today.

Monday August 22 5:30AM — We leave lovely Kansas City. The air is thick and 90 degrees-plus. We've got 560 miles to go and hope to beat the rush-hour and blast into Kansas. Tom and I are doing 80 to 100 mph and it's taking forever. I can't imagine driving 55 — 60mph out west.

This is a great state. It's just getting light and Tom and I are blasting along at 100 to 110 with no traffic/ no cops. And gently rolling hills to relieve the boredom. This is the most fun of the trip — no hassles — this is grand — how I pictured the whole trip. It's unfortunate we enthusiasts can not experience this mode of driving on the East Coast. The new 5-speed is becoming a true friend — 110 mph and only 4,500 rpm — with a Chris Cross tape ("Fly Like the Wind"). How apropos!

But, now a big scare. Attempting my top speed run at 125 mph — blue smoke in my rear view mirror. I very quickly pull over, grab my halon extinguisher, pop the hood. . . and no smoke. It seems my differential was overflowing onto the hot exhaust. (Later I learned such an overflow is normal). I feel I need a tranquilizer. I thought I blew a seal or gasket.

Only 320 miles to Denver. I have dropped down to 90mph and the oil is no longer overflowing onto the exhaust. I'm rather disappointed. How many times does one get to try a real top speed run in an almost ticket-free environment? I was going for 135mph. Five hours from Kansas City we finally reach Colorado. Only 160 miles to go. The air is fresh. Tom and I feel the end is near. There have been lots of signs — "Turn right to see

the two-headed cow," "Watch a rattlesnake eat a rabbit", etc. Good family fun out west.

Route 24, the cutoff from I-70 to Colorado Springs is a welcome sight. Now seven hours from Kansas city and 73 miles to go. It's Miller time, finally off the Interstate. Billy Joel is doing Zanzabar, one of my favorites. The mountains are coming into view. Route 24 is a two-lane, where you actually shift gears, pass other cars, and enjoy driving. This is great after being in 5th gear for two-days. The Rockies appear in the distance — an overwhelming sight.

Monday August 22 1:30PM — We finally arrive at the Four Seasons hotel 8 hours from Kansas City. We've earned some fun!

OKTOBERFEST WRAP-UP

It was a great experience. The driving school had the absolute best track I've experienced. There were sharp uphill sweepers with a blind turn at the top, 2.7 miles of elevations changes, including a downhill right turn after the straight, which I was told could be taken flat out. But I found myself braking.

The B.F. Goodrich folks gave us a chance to try their Comp T/A's. *Great Tires.*

The rally was well laid out over beautiful scenery. Phil Marx from Charlottesville was my skilled navigator. We managed to come in second to Harmon Fischer in the unlimited equipment class. His equipment was far more unlimited than ours.

I urge everyone to experience a national Oktoberfest. Next year the Boston area is the location. I'll be there. Will you?

Gordon Kimpel



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SUMMIT POINT DRIVERS SCHOOL

I recently drove in a local autocross. The entry fee was \$10. I got 3 runs — about 6/10 mile each. That's \$5.55 per mile. Keep that figure in mind.

On Friday, October 14, I participated in my second National Capital Chapter Fall Driving School at the 2 mile circuit of Summit Point Raceway in nearby West Virginia. Arriving shortly after sunrise, I emptied the trunk, boosted the tires to 40 psi, and my car was given a final tech inspection. A review of the typed entry list showed the following mix of cars: Nineteen 02 series (including a 1600 and the first factory Turbo I had seen in person); Nineteen 320s; one '84 318i; three 3.0CS coupes; three 6 series coupes; one 733i, three 5 series; Rick Foster's Datsun 510 and Sue Baruch's autocross prepared '61 Sprite. Several of these cars did not show up. The replacements included a Mercedes 450 SLC. A stroll up and down pit lane revealed several 2002s equipped with Weber carbs, either a single downdraft or dual side drafts, and one turbocharged 320. Among the instructors' cars that got in some laps were Bill Loftin's Porsche 944, Gary Smith's 733i, Rick Meltzer's 2002 and Jim Harrison's full-race 2002ti.

As usual, the fifty drivers were split into 2 groups based on experience. Before going on the track Bill Loftin and Gary Smith gave us novices, an informative talk about safety, flag signals, passing and pit procedures, and the proper "line" through the various turns. During one of the experienced group's sessions I rode shotgun with Gordon Kimpel in his 530i. His greater power was most noticeable exiting turns 1 and 9. I also noticed his use of 2nd gear for turns 1 and 5. I had never bothered to use other than 3rd gear for these tight turns. I timed Gordon in 1:44.72. He thinks that is his best ever.

Why don't we take a lap now. Heading down the 3,000 foot straight flat out in 3rd, I give a wave to the flagman at the pit exit. Shifting to 4th as the road dips slightly down hill, I peak at the water gauge and check my mirror. Most passing occurs here. Staying on the left side of the track, I glance at the speedometer as the end of the straight approaches — only 95 mph — should have had Carl at J&F check the timing again. Just past the first wire marker its hard on the brakes, shift down to 3rd, then 2nd and back on the throttle as I enter turn 1, a 40 mph sweeping 180 degree hairpin to the right. Just touch the apex and after the car seems to stop drifting to the outside of the track shift up to 3rd. It's up hill now past an unnoticeable kink that is officially turn 2. More power would certainly help here. Still in 3rd, I tap the brakes and turn left through #3. Seems like we're really moving now and as the car drifts to the right edge of the track the pavement disappears over a hill. Moving over to the left edge to set up for turn 4, the combination of the down slope and the power band in 3rd give me the feeling we are going too fast for the turn that looked so insignificant as a race spectator. Overcoming the urge to lift off the gas, I keep my foot down and just clip the raised curb at the apex of the turn. I am too busy to check the speedometer — must be over 80. Just after getting the car aimed straight again I get on brake and check the flagman on the high bank inside turn 5 (The bank completely hides the turn and the potential for spins

is great). When the car has slowed sufficiently it's a quick shift down to second and power through this tight curve of over 90 degrees. The car is barely straight before it's hard right into turn 6 — 180 degrees and known as the Carousel (not banked like its namesake at the Nurburgring tho). Exiting the Carousel the car is slipping toward the outer edge of the track, the tachometer is approaching 6,000 rpm and centrifugal force is trying to throw me against the door. Drive right through turn 7 hitting the inside edge past the apex so I am properly set up for turn 8. In that brief second of straight between 7 and 8 I snap the shift knob from 2nd to 3rd and the car seems to leap forward with its newfound torque. Another late apex for the slight left that is turn 8 and, still accelerating, I stay on the left edge of the track until throwing the car to the right trying to catch the apex of turn 9 without scrubbing off any speed. Again centrifugal force drifts the car back to the left edge. We're going uphill now and my lack of power reveals the importance of exiting turn 9 as fast as possible. Aiming to go under the "D" of the *Electrodyn*e bridge, I'm nearing red line in 3rd gear. Again on the left edge of the track, I tap the brake pedal (their first use since before turn 5) and power through #10, another sweeping 90 degrees right. Once again the car drifts to the left edge of the track across from the pits. We are now back on the main straight and ready for another attempt to do it smoother and faster.

The lunch break comes much too soon, but the bratwurst, knachwurst, sauerkraut, baked beans, potato salad, drink and cake satisfy my hunger until 9:00 pm. And it's all included in the entry fee.

After lunch each group had one more practice session on the track and then TIME TRIALS — 2 timed laps without other traffic to determine how consistent you are and how you compare with other drivers. I had my October '82 time of 1:51.7 to shoot for. For the second school in a row John Weaver had the fastest time in his 2002 equipped with Webers, suspension mods and shaved NCTs — 1:37.55 (his first lap was 1:37.71). Second was Jeremy Manning-Smith in the Factory 2002 Turbo at 1:40.63 and third, David Bryan, '77 320i turbo at 1:41.07. I was happy with my 1:49.47 — over 2 seconds faster than last year. For comparison, Garth Ullom holds the Showroom Stock B class record at 1:38.55 and the overall track record is 1:10.09 set by Eric Lang in a Ralt Formula Atlantic single seater.

After the time trials the track was open to all entrants. I had Gary Smith instruct me from the passenger seat and then drive for several laps while I held on tight. Despite fading brakes he turned a 1:45.81 lap. Near the end of the day, with a bit of self-timing, I clocked 1:48.40. New goals for next year.

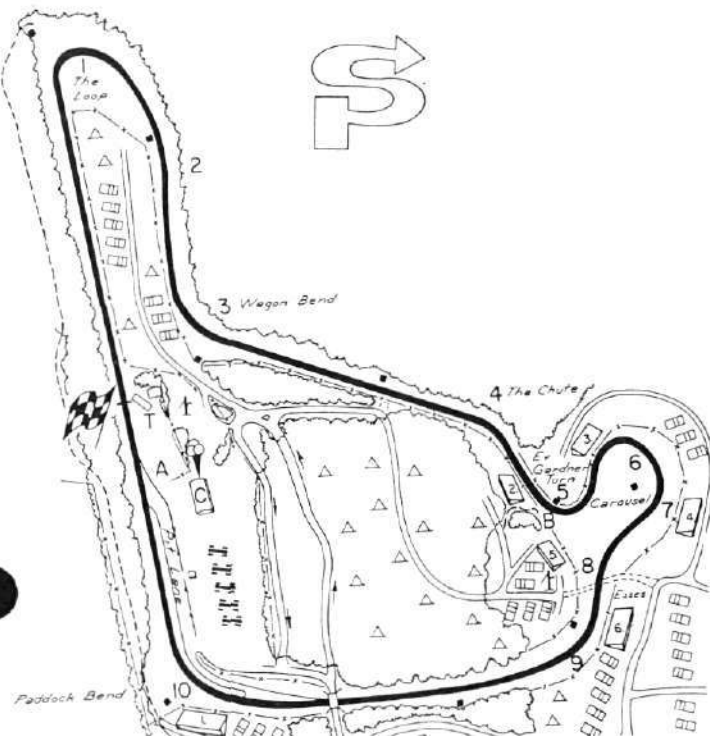
As usual the event was well run and safe thanks to Gordon Kimpel, the instructors and corner workers. I urge all readers to come out next spring to observe, better yet volunteer to work one of the flag stations, or better still DRIVE. That's what BMWs are ULTIMATELY for aren't they?

Oh Yeah — remember the \$5.55 per mile at the autocross? At Summit Point my trip odometer showed 107.5 miles (54 laps). With the \$20 entry fee that's 18½¢ per mile on the track plus a great lunch and refreshments after the track closed.

Woody Hair

October Driving School — Time Trial Results

John Weaver	2002ti	1:37.55
Jeremy Manning-Smith	2002 Turbo	1:40.63
David Bryan	320i Turbo	1:41.07
Rick Foster	Datsun 510	1:42.05
Rick Meltzer	2002	1:42.38
Stephen Henriksen	2002ti	1:43.02
Peter Klein	2002ti	1:43.30
Gary Smith	733i	1:45.28
Tom Baruch	3.0CS	1:45.45
Larry Masten	633CSi	1:45.62
Bill Loftin	Porsche 944	1:45.84
Gary Toyama	2002	1:45.91
Gordon Kimpel	530i	1:45.98
Stephen Dull	2002ti	1:46.26
Dave Johnston	2002	1:46.06
Dan Sherron	528i	1:47.82
Raine Mantysalo	2002	1:48.27
Darryl Barger	320i	1:48.87
Phil Marx	318i	1:48.93
Stephen White	2002	1:49.33
Gary Burdette	320i (1.8)	1:49.45
Wood Hair	320i	1:49.47
Terry Donohue	2002ti	1:49.50
Jon Miller	2002	1:49.71
Sue Baruck	Sprite	1:49.93
Curtis Andrews	MB 450 SLC	1:50.66
Susan Stouffer	320i (1.8)	1:51.04
Max Rodriguez	3.0 CS	1:52.20
Alexander Matini	320i (1.8)	1:52.38
George Murnaghan	1602	1:52.81
Doug Wachholtz	2002	1:53.26
Steve Mayer	2002	1:54.28
Paul Cluck	320i (1.8)	1:56.94
John Borthwick	320i	1:57.17
Kenneth Kelly	2002	2:00.43
Robert Fink	2002	2:06.03
Diane Marcus	320i (1.8)	2:09.55
Charles Galloway	320i (1.8)	2:03.57
Ed Donohue	2002	2:02.13



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SOMETHING NEW: The Driver's Store

Ric Cavallero, one of the three original founders of the National Capital Chapter, Two-Time President, Former National Activities Chairman, and Chairman of Oktoberfest '71, has joined in partnership with Stan Mandel of Adler-Mandel Custom Upholstery to form The Driver's Store. This new store, is located in a large showroom in the front of Adler-Mandel's store at 111 Congressional Lane in Rockville, Maryland — next to Congressional Plaza Shopping Center, will be offering the finest quality auto accessories, with a special emphasis toward BMW owners.

Ric will be offering special discounts on all products to BMWCCA Members.

As a special promotion to club members, they will be offered at 35% discount on any one of the following items: Konig, Raid, Dino, Car Jeans, Seat Jeans, Michelotti, KYB, Porsche Design, or Prima-Flow Exhausts. This offer ends December 1st, and is limited to one item per member.

Ric also owns and operates Motorvation, a mail order company you may have seen advertised in The Roundel for the past few years.

Stop by or give them a call at 301-881-2230.

Ric Cavallero

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Year

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NEW MEMBERS

Nicholas Saridakis	1973	2002
Jack A. Blum	1983	528e
Bill Wear	1983	528e
James Owens	1983	533i
Leonard M. Harrell	1974	2002
Steven G. Gevas	1984	318i
Martin A. Zimelis	1983	320i
Thomas S. Stepka	1980	320i
Kenny R. Bluteau	1982	320i
Frank R. McLaughlin	1977	320i
Timothy J. Harroun	1983	320i
B.J. Vickers	1972	2002
Bart P. Hogan	1973	2002
Steven L. Brown	1972	2002
Joe Hambrick	1982	320i
Eugene Moriarty	1980	320i
Walter W. Cook	1983	528e
Paul B. McCartney	1972	Bavaria
Chuck Rudwall	1981	320i
Michael Coleman	1980	320S
Ed Segal		
Mark J. Strumolo	1971	2002
Irving W. McConnell	1976	2002A
George Meredith	1977	320i
Tonia H. Bernard	1983	320i
Warren W. McDaniel, Jr	1978	320i
R.W. Sonnen, Jr		
Tony Tomasello	1970	2002
Mark B. Geisler	1982	320S
Jamil Abunassar	1983	533i
Douglas Durham	1983	733i
Gorge Ciappi		
Stephanie J. Becker	1984	318i
Mike Dunn	1972	2002
Tony Mangerie	1984	318i
Bernard E. Tabarini	1983	320i
James R. Coulter	1977	320S
Christian H. Fink	1979	528i
Curtis A. Andrews	1977	630CSI
Joe Schubert	1975	2002
Mark S. Litke	1976	2002
Wesley Hordge	1980	528i
Thomas R. Goodwin	1975	2002
Frampton E. Ellis	1984	318i
Keith S. Hahn	1981	320i
Wayne Rodgers	1969	2500
Morris Liebman	1980	320i
Michael Byrnes	1976	2002
Alan Douglas	1978	320i
Raymond T. Sullivan Jr	1980	320S
Robert Bersani	1979	320i
Keith G. Regan	1974	3.0S
Ramon J. Quisumbing	1975 530i	1969 2002
Douglas Lauw	1977 320i	1974 2002ii
Amr Y. Eissa	1978 320i	1970 1600
Glenn & Linda Love	1981 323i	1976 3.0S
William & Christine Wiesand	1983 320i	1983 320i
Weston & Elizabeth Bruner	1980 528i	1980 320i
John & Martha Gelder	1983 733i	1978 320i
James Griffin/Donna Valtri	1983 528e	1978 320i
Ronald & Judy Johnson	1975	2002
Bill & Stacey Reddick	1977	320i
Robert & Linda Gammache	1981	320S
Douglas & Martha Lutz	1976	530i
Gary & Alice Nuckols	1975	2002
Jack & Mary Ogg	1977	320i
John & Barbara Sanders	1982	528e
Joseph & Mary Schiavone	1974	2002ii
Owen & Shirley Shifflett	1984	318i
Joseph & Margaret Yu	1984	318i
Robert & Camille Moore	1981	320i
Marilyn & Roger Bookmyer	1984	318i
Winnie & Vester McQueen	1984	318i
Sterling & Lynn Williams	1984	318i
William & Anne Poad	1982	320i
Patrick & Joan Baskwell	1979	320i
David & Kay Burks	1983	528e

Leonard & Katherine Schneider	1984	318i
Milton & Rhonda Schultz	1984	733i
Charles & Jean Brown	1982	733i
Richard & Carol Margolis	1983	733i
Douglas & Rebecca Rhodes	1983	528e
Antonio & Pricilla Arenas	1980	733i
Lara Contente/Steven Kraft	1976	2002
Jan Steven & Kathy Sumner	1983	528e
W. Porter & Alice Wilson	1983	533i
Charles & Carol Carrington	1978	320i
David Evans/Janet Karro	1972	2002ti
Ronald McClelland/Kathleen Royal	1979	320i
Shahid & Ruhi Saeed	1984	318i
Jack & Janet Richards	1982	320i
Floyd & Sharon White	1983	533i
Laura & Bill Anderson	1984	318i
John R McWilliams, Jr	(Tennessee)	
Hugh & D Schralwieser	(Texas)	
Robert Leinen	(New York)	
Les L. Wright	(Texas)	
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'73 2002. Downdraft Weber, new battery, new front suspension, new Nardi Wheel, sunroof, AC, 320i wheels, 185/70 Vredesteins, Supersprint, Kamei, 320S Recaros, very strong engine, Bilsteins, must sell due to financial reasons. W(301) 953-2600, H(301) 953-7293

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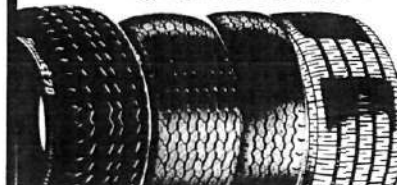
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