

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



JULY-AUGUST 1985

der bayerische



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1,000 Mile Rally
Rambling Ruminations
Dear DeBbie
4 Wheel Friends
September Driving School

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All copy submitted must be received by the editor by the 5th of even numbered months.

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Cover Photo: German Carfest, Richmond by John Fowler

Coming Events

CRAB FEAST—JULY 20, 1985

Time: 10:00 am-6:00 pm

The annual National Capital Chapter family picnic will again be held by popular demand in historic Southern Maryland at COSCA REGIONAL PARK, Clinton, Maryland. Due to the large showing of last year, we have reserved the PAVILION this year. The park offers paddle boats, ballfields, horseshoes, volleyball, fishing, childrens' playgrounds, and walking trails.

The picnic is a BYOB (bring your basket-affair), therefore we suggest you pack a cooler with your traditional picnic foods. The CLUB will provide beer, soft drinks and charcoal. We will also have steam crabs at the price of \$6.00 per person. If you wish to have crabs, please send your check in the amount of \$6.00 per person made out to NCC-BMWCCA before July 13, to Mike Diggs, 2046 34th St. S.E. Wash. D.C., 20020.

Directions: From Washington Beltway, exit Route 5 South (Branch Ave.) go approximately 5 miles and make a right at Woodyard Rd., then left at Brandywine Rd. and right at Thrift Rd. The Park is one mile on the right but follow sign to the Pavilion.

DEUTSCHE MARQUE CONCOURS—August 4

Time: Sunday 11:00 a.m.-4:00 p.m.

The Second Annual Deutsche Marque Concours will be held at the Embassy of the Federal Republic of Germany in Washington, D.C. This concours will feature some of the finest maintained examples of the BMW, Mercedes Benz, and Porsche marques. The grounds of the German Embassy will provide a very attractive, picturesque setting for the concours. Up to 45 cars (15 from each marque) will be judged by teams from BMW-NA, PC-NA, Mercedes Benz-NA and their dealers. Personnel from the German Embassy will serve as overall judges. All members and their guests are invited to attend the Concours.

In addition to the Concours, a limited number of persons (50) will attend a wine and cheese reception with the German Ambassador. Advanced reservations are *required*. First preference will be given to those who enter a car. To make a reservation send a check (\$5 per person, payable to NCC-BMWCCA), day telephone and the names of attendees to the address below. To enter your prize BMW, 1) contact Bill Ross and 2) send your fee (\$8 per car, payable to NCC-BMWCCA) to the address below. This year we *plan* prizes in four classes of BMWs (4 cyl pre & post '82, 6 cyl pre & post '82), with a minimum of 3 in each class. The Ambassador will present the *Ambassador's Trophy* to the best overall car.

If the weather is questionable, call Bill Ross 469-9387. **MAILING ADDRESS:** Bill Ross 7258 Swansong Way Bethesda, MD 20817 **Directions:** The German Embassy is located at 4645 Reservoir Road, NW, between Foxhall Rd. and Mac Arthur Blvd. Limited parking on grounds, plus street parking. No RSVP to attend only Concours.

POTOMAC POLO CLUB TAILGATE SUNDAY—August 11

Time: 3:00 p.m.

Come join the club for this annual event. Watch an exciting polo match, participate in the contest for best tailgate luncheon, and then eat in the sublime surroundings on the

green at the Potomac Polo Club. Our car club has been invited again this year, and even without the horses, it's a lot of fun. And the club provides refreshments!

Prizes are awarded for most unique picnic in the following categories: Food, Theme, Style and Originality. The match starts at 4:00, gates open at 3:00. We must inform the Polo Club by August 3 of the number of participants to reserve spaces for parking trackside. Contact Seu Lim (301-839-9203) or Terry Forrest for reservations.

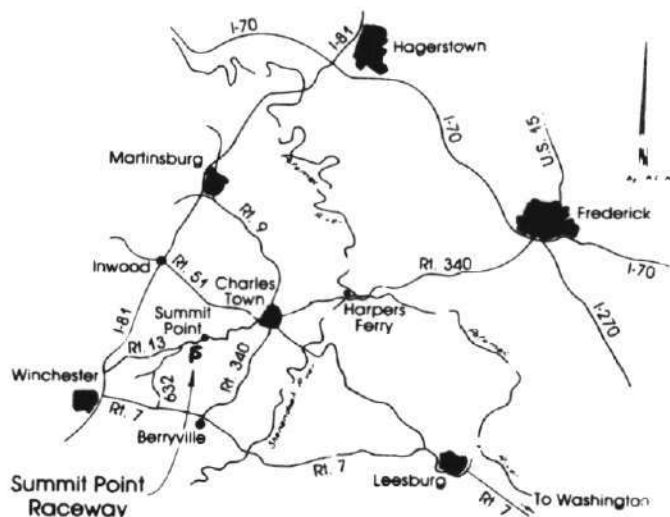
Directions: The grounds are located on Hughes Road off River Road, 12 miles west of Potomac, Maryland.

SUMMIT POINT CORRAL—August 11

Time: From 9 a.m., full day of racing.

Your final chance to see SCCA Nationals this year at Summit Point is also the chapter's final corral of the year. Park in the BMW corral (near Turn 7), watch a great series of races, take a parade lap with BMWs, have beer, soda and lunch on the club, and, of course, meet and chat with other BMW enthusiasts.

Directions: see map



BALTIMORE GERMAN FESTIVAL—August 17-18

The German Festival will be held at Canton Lots again this year. Two days of German merriment with dancing, music, food, and of course, beer. For proud Bimmer owners in the Baltimore area here's a chance for a mini-concours. There will also be a showing of new cars. Club members will be able to enjoy great food and refreshment courtesy of the club. Tickets will be available Sunday afternoon from the BMW Club booth on the East side of the festival grounds.

Directions: B.W. Parkway—exit downtown Russell St. continue to right on Pratt St. Go beyond the Aquarium and piers to the light at Presidents St. (just before Little Italy)—turn right and proceed 5-6 blocks to Aliceanna St. which merges into Boston St.—take Boston St. to Festival.

For those who would like to show their cars and/or help at the booth, please contact Karen Fairchild at (301) 665-6491 or (301) 337-1484.

For Washington area people who would like to "Rally" to Baltimore at 1:00 p.m. on Sunday, contact Bill Ross at (301) 469-9387.

EL CHEAPO DRIVING SCHOOL—September 13

Time: 7:30 a.m.

Why El Cheapo? Because we rent Summit Point at reduced rates on weekdays and pass the savings on to you. For the nominal sum of \$35 (cheap), you can come to West Virginia and improve your driving technique with our expert instructors. This school differs from our October Hotshoe school because we have plenty of instructors on hand in September to spend time with newcomers, while we reserve October for old hands with at least three prior driving schools under their seatbelts. You have to reserve early because the 40 spaces go fast. However, even if you don't drive, it's fun to come to the track and help out. Use the application in this issue and send it in fast. Remember to send a self addressed stamped envelope to receive your instructions and tech sheet. And remember to get your BMW inspected before you get to the track. See the map for instructions.

FALL TOUR AND OKTOBERFEST—September 15

Time: 9:30 a.m. Departure.

The Fall tour, a family outing, begins at 9:30 a.m. on Sunday, September 15, at the Greenbriar Shopping Center in Fairfax County, Virginia. The tour route, plotted by Bill Via, employs enjoyable back roads (all paved) to take us through some gorgeous countryside to Shepherdstown, West Virginia and Oktoberfest at the Bavarian Inn. The club has arranged to pick up the luncheon tab for the first 50 registrants. Easy-to-follow route instructions will be provided for each car. Departure will be rally-style, that is, one car at a time, rather than en masse. If you plan to run the tour, register between September 2 and 18 by calling either Terry Forrest (202) 382-4096 (days) or Les Adams (703) 569-2144 (evenings).

Directions: From the Capital Beltway (I-495), take I-66 West, then Route 50 West for about 3 miles to the West end of the Greenbriar Shopping Center on the left (near the Roy Rogers). Arrive before 9:30 a.m.

TECH SESSION—QUALITY CARS—September 21

Time: 10:00 a.m.

Quality Car Service will host a tech session from 10 a.m. to 2 p.m. The topic of this session is to discuss and review 'Engine, Suspension and Brakes,' in other words, "how to best balance your car for the type of driving you do." This is an opportunity for those interested not only in modifications to your current Bimmer, but also in the basics of how each type of modification affects the handling.

Directions: Quality Cars is located one block north of the Rockville Metro station on 210 N. Stonestreet Avenue. To get there take 270 to Rt. 28 East, follow Rt. 28 to East Montgomery Ave. (3 lights) make a left and go on to the next light (Washington St.) turn left. Continue to the next street and make a right at the light. Follow on across 355 and under the Metro underpass then make a left on Stonestreet and look for the Bimmers on the left.

FOXFIELD RACES—September 28

Time: 10:00 a.m.

You are cordially invited by Berlin BMW of Charlottesville and BMW of North America to attend an afternoon of Grand National Steeplechase racing (think of it as autocross for horses) at Foxfield Race Course in Charlottesville, Virginia.

1985 Calendar of Events

JANUARY

2-6 **Auto Show** (Bill Ross)

26 **J & F Tech Session**
(Gordon Kimpel)

FEBRUARY

16 **Radial Tire Tech Session**
(Max Rodriguez)

23 **Blob's Park Beer Hall**
(Terry Forrest)

MARCH

9 **Excluservice Tech Session**
(Terry Forrest)

27 **Car Stereo Tech Session**
(John Sanders)

29 **(Friday)-Highway Safety School**
(Gordon Kimpel)

APRIL

6 **Tischer Do-it-yourself Tech**
(Terry Forrest)

13 **Swap Meet**
(Bill Riblet)

21 **(Sunday)—Autocross**
(Kay Heatherly)

27 **Driving School Inspection/Heishman**
(John Hartge)

MAY

4-5 **Weekend Driving School/Tour**

11 **Car Brite Tech Session**
(Cory Laws)

18 **Children's Hospital Charity Auction**
(Bill Ross)

25 **Memorial Day—Blue Ridge
Rendevous—Tidewater Chapter**

JUNE

1-2 **Children's Hospital Telethon**
(Bill Ross & Karen Fairchild)

5 **Der Bayerische Deadline for July/August**

8 **German Car Fest—Shockoe Chapter**
(Les Adams)

9 **(Sunday)—Summit Point Corral**
SCCA Nationals

15-16 **Landover Mall**
Father's Day Car Show
(John Fowler)

23 **(Sunday)—Autocross**
(Mike Vincenty)

JULY

7 **(Sunday)—Summit Point Corral**
Trans-Am Races

20† **Crab Feast**

AUGUST

4† **Tri-Marque Concours**

5 **Der Bayerische deadline for September/October**

11† **(Sunday)—Polo Match**
(Seu Lim)

11† **(Sunday)—Summit Point Corral**

17-18† **German Festival/Baltimore**

SEPTEMBER

13† **(Friday)—El Cheapo Driving School**

15† **(Sunday)—Bavarian Inn Tour**

21† **Quality Car Tech Session**

28† **Foxfield Races—Blue Ridge Chapter**

OCTOBER

2-8 **Oktoberfest, Monterey, California**

5 **Der Bayerische deadline for
November/December**

13 **(Sunday)—Winery Tour**

20 **(Sunday)—Autocross**

25 **(Friday)—Hotshoe Driving School**

NOVEMBER

15 **(Friday)—Election Dinner**

30 **Do-it-yourself Tech session**

DECEMBER

5 **Der Bayerische deadline for
January/February 1986**

6 **(Friday) Wine & Cheese Party**

† See COMING EVENTS on pages 1 & 2
All dates are Saturdays unless indicated

Other Events of Interest

October 5

Autoy's Annual OktoberFest

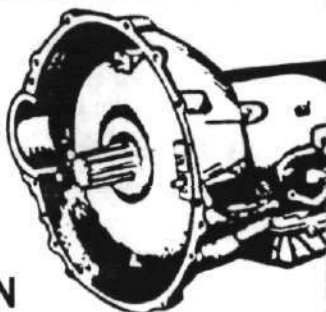
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Fairfax, Va. 2995 Prosperity Ave. (703) 696-7770
Alexandria, Va. 2000 Eisenhower Ave. (703) 683-6660
Gaithersburg, Md. 9025 Comprint Ct. (301) 948-3050
Rockville, Md. 12241 Nebel St. (301) 881-6134
Beltville, Md. 5640 Sunnyside (301) 441-3445
Forestville, Md. 7701 Penn Belt Dr. (301) 420-1155
Columbia, Md. 6610 Oakhall Lane (301) 596-0880
Washington, D.C. 67 K Street, S.W. (202) 554-4605
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Saturdays

Featured race is the BMW Foxfield Cup. Our sponsors will provide a parking corral, a tent and buffet luncheon. Other Virginia chapters will also be in attendance. Admission to the BMW area will be by pass only and we are limited to 50 passes (100 people) so please contact Les Adams or Terry Forrest quickly. There is an admission fee to the racecourse of around \$5 (unspecified as we go to press).

We will caravan down Route 29 to the track, leaving at 10 a.m. to arrive early and beat the traffic in the vicinity on race days. We will leave from Fair Oaks Mall at the junction of Routes 50 and 66 in Virginia. Please be there by 9:45. We will be in the parking lot adjacent to Route 50.

President's Message

GLORIOUS SUMMER And do we know how to celebrate it in the National Capital Chapter! Are you ready for the annual Crab Feast picnic? Bushel after bushel of hot, spicy Maryland crabs, kegs of cold draft beer, a great site at Cosca Regional Park and a lot of club members and their families to enjoy it with. Now technically, it's probably too late to order crabs by sending your \$6 to Mike Diggs, but pack your lunch, grab your frisbee and join us anyway. Last year, it rained some but that did little to dampen the spirits of the mob who showed up. This year, we have reserved a new pavilion which will give us more space and protection if it does rain on our parade. And if it is sunny, we can try volleyball, softball, horse shoes, fishing ("you won't get those smelly things in my car") and, of course, the usual parking lot clean car standoff. Be there.

GERMAN EMBASSY That's right. This year's Deutsche Marque Concours will be held at the German Embassy on Reservoir Road in Northwest Washington, thanks to the efforts of Bill Ross and Lothar Scheuttler. Bill has provided the details elsewhere but I want to highlight the date, August 4, for your calendars. The embassy should provide a spectacular, as well as highly appropriate site for a display of the cleanest BMWs, Porsches and Mercedes Benz the Washington area has to offer. Check the details and plan to be in town on the fourth.

NOTE Other items of interest and packing no less potential for Summer Fun: the Baltimore German Festival on August 18; the Potomac Polo Club's annual tailgate Sunday on August 11; and the last corral of the season at the Point on August 11. That's right, you have a tough choice to make on August 11: whether to see the SCCA nationals at Summit Point as the contenders for the year-end run-offs get serious, or to go to Potomac to see thundering hooves and the sport of kings. The tailgate judging is an event in itself—antique Bentleys and silver tea services! The club provides refreshments at both, each suitable to the event: beer at the Point and champagne in Potomac. It's a choice I wish I didn't have to make, but the motorsports world has enough trouble coordinating among themselves without checking in on the polo activity, too!

In September, some date changes and a wide variety of events: the El Cheapo Driving School (\$35) is Friday September 13. The application is in this issue—send it now! The Bavarian Inn Tour is on the 15th, not the 22nd as previously indicated. The Quality Car Tech Session is now on the 21st to make room for the Foxfield races in Charlottesville on the 28th. Check Coming Events for details on how to get there.

RENEWAL Renew your spirit by remembering to renew your membership. If you're not coming out to enjoy events now, you'll never know what you are missing if you let your membership lapse. If you don't renew, you can't participate.

Are you about to buy tires? Your club discount will pay for your membership. Now, what reason could you possibly have not to renew?

For those of you who have been around a while, the chapter is sending our renewal letters to get former members to return to the fold. If you know of any and you think a friendly letter might convince them, let me know.

NEW FACES John Hartge has been telling us he needs a break from his labors as Co-Editor of this esteemed publication, and this issue represents his last (for the time being, right John?) effort to make us all look better in print. John's contribution to the quality of *DB* can't be overestimated. He has edited every word, scouted up articles, written some himself, and steered the newsletter to higher and higher aspirations.

John is breaking in another old club hand to assist on the newsletter staff. Cory Laws has been active in the chapter for a long time, particularly in tours and driving events, frequently in his Porsche 944. He just recently completed restoration of his '75 530i and it is immaculate. Best of luck to both John and Cory.

OLD GUARD It may be summer but it is not too soon to think about the coming elections and the changing of the guard. Several committee positions are likely to open as some of the elected and appointed officers play musical chairs. If you think you might be interested in becoming a big wheel in the car club, here is what you might do.

With so many events to plan, coordinate and staff, the club officers are busy all the time. To make sure things don't get out of hand, and to be sure we are ready for the newsletter with instructions on coming events, changes in the calendar, and any articles we might write in our "spare time," we hold business meetings every two months, just before the *DB* deadline. These are customarily held on a Wednesday night approximately two weeks before the fifth day of even numbered months (in addition to this challenging brain teaser, you will also have to learn a secret code. . .). To accommodate our far flung officers within the greater Washington area, we move the meeting around the area and provide a light dinner. It still makes for a rushed evening in order to cover all the club business. If you would like to come out and see how we function, lend a hand and get involved, give me a call.

BITTEN Last year, I drove in my first autocross. This year, I again drove in the season opener, then I found one in Baltimore and another in Springfield. I've been bitten by the autocross bug. Did I do well? Nah, but I had a blast, and that's the whole point.

Well, part of the point. Autocrossing also teaches you how to maneuver in tight situations, brings you to the limits of adhesion in controlled circumstances, and lets you learn a sense of balance in your car you probably didn't know was there. There's also a great bunch of people involved, including a lot of club members. At the Memorial Day Weekend event in Springfield, I ran into Woody Hair, Cory Laws, Karl Hoffman, Raine Mantysalo, Tom and Sue Baruch, and of course, Kay Heatherly. The event was sponsored by the Lotus Club and they had models from 7 through 41 on hand. And a Cobra, Porsches, and all manner of other sports cars and sports sedans, exotic to mundane. The funny thing is that only few seconds separated most competitors, and it's not that difficult to turn in a respectable time.

The NCC will have run the second autocross in the series by the time you read this. Our third and last has been moved to October 20 in deference to the great many people on vacation

in August (not to mention the tropical conditions hereabouts). We have enlarged our autocross committee and are trying to implement some improvements to speed things up and assure consistent events. They are reported elsewhere. We'd like to increase your participation, both driving and helping. It's an exciting way to spend a few hours. You may be bitten, too.

ABNORMAL Our good friends at Quality Car Service have never been known to be what you'd call conformists, and it's always been fun to stop by there on a Saturday afternoon and see what's going on. Well, an era has past as Terry and Neil go to an incredibly normal Monday through Friday work week. Next thing you know, they'll shave off their beards, stop drinking beer, and stop producing fast cars. Terry and Neil, this is a warning. We all need a good dose of abnormality to make the world spin properly. You have been providing our fix for too long. Watch out.

TOOLS AND PARTS Max Rodriguez, intrepid V.P. and Store Manager, lays down the law on using the club store in this issue. It bears repeating that all the club officers find time to run the club and the events while earning a living, attending to family matters and taking out the garbage. Please bear with us. If you can't reach us, try again. And if you'd like to help out, give us a call.

Also give us a call if you would like to suggest some tools for the club tool box. We have a spring compressor and a timing light. It was recently suggested that we invest in some essential factory tools to make life easier for do-it-yourselfers. If you have any suggestions or would like to volunteer as custodian, call me or Max.

THE SHIRT OFF MY BACK (Or a new way to wear your colors.) The chapter has ordered quality, knit cotton sport shirts with the BMWCCA logo. They really look sharp and are priced so as not to dent your budget. For details keep reading.

FLASHING If a black 533 flashes its light at you twice in succession, that's me saying "Hi." Unfortunately, it seems to be a one-sided greeting these days. Indoctrinate those new BMW owners into the fraternity. Entice them into membership, but moreover, let them know they bought more than a car. To be sure you are flashing properly, turn to Dear DeBbie. She tells you everything you need to know.

Les Adams

From the Editors

This is John Hartge's final issue as co-editor of DB. His dedicated efforts for our newsletter have resulted in DB becoming the most professional club publication in BMWCCA. It has been a pleasure working with John; maybe someday we'll each take back our respective positions and team up again!

Speaking of retirement, we are rapidly approaching the end of our second year with DB, and it is time to move onto other things. New faces with fresh ideas are required to keep DB the best newsletter, since we all know that we comprise the best chapter.

Our co-editor is responsible for the content of the newsletter, delivering to us all of the coming events, want ads, articles, photos and driving school applications, while we design and produce each issue. We work with a typesetter to produce the typeset copy, article headings and photo captions. The resulting copy and photos must be organized and



A bit of wishful thinking

neatly arranged onto sheets capable of being photographed for the printing process. Schedules are arranged with the printer and our mailing label "sticker-onner" so that we can distribute in time for the upcoming events. Sounds difficult? Not really, we have a smooth running system in place, and we plan to assist with the first issue. If you are interested in more details give us a call.

I'd like to thank Nick Saridakis of Heishman BMW for letting us chaperone the beautiful black 535i shown at the Landover Mall Auto Show; it is quite a car!

Last, but not least, we are planning to move to Columbia, Maryland (at about the time that you read this). Since this might impact upon the next issue's delivery, we have added additional coming events in this issue. We take great pride in releasing DB on schedule, but the next issue might slip a bit. If we slip . . . our apologies.

Till next time,

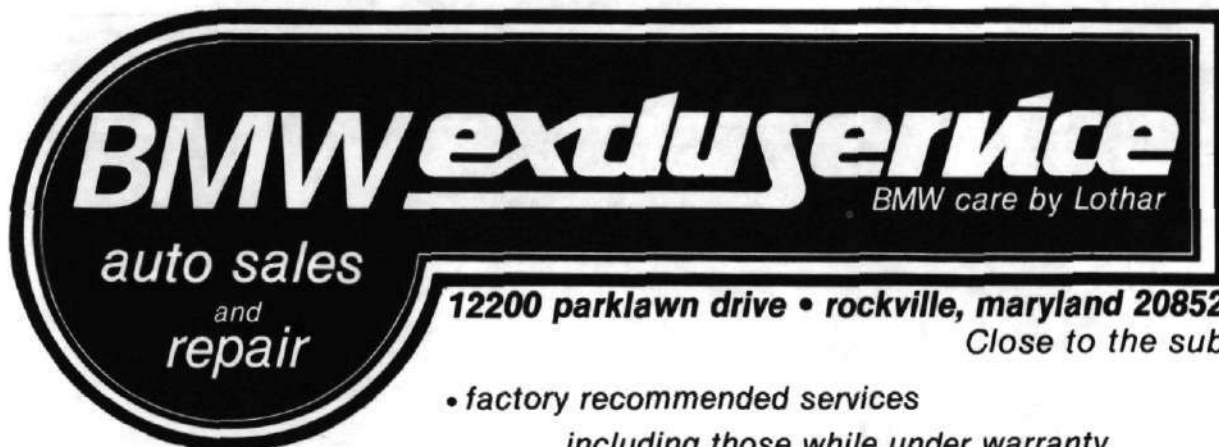
Bernice and Ira Winthrop

Clean Car Tech

Car-Brite owner Brian Colbus took time out on a May Saturday to show club members there's more to car care than washing and waxing. If you've let your car go a little, his workers can bring it back. Services include hand washing and waxing, engine cleaning and detailing. Whether its concours time or whether the weather has done a number on your Bimmer, Brian showed us that Car-Brite is equipped to make your car look like new again.



Photo by John Hartge



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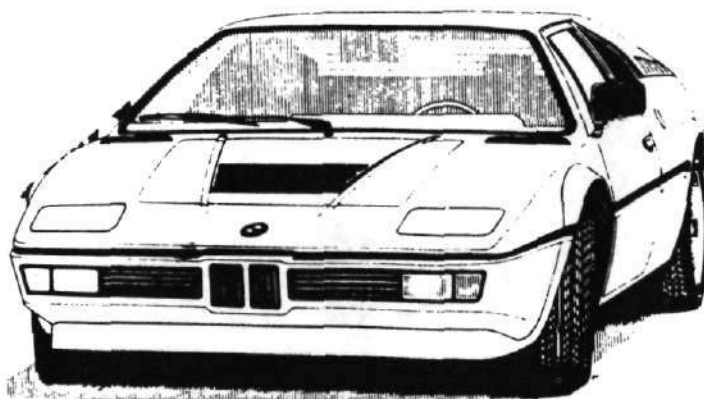
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Driving School Photos Contributed by Raine Mantysalo, Rick Foster, Bill Ross, Karen Fairchild

Driving School Weekend

The National Capital Chapter's 5th Annual May Driving School at the Summit Point Raceway was very successful. Over 80 drivers safely increased their driving expertise while having a blast. (Les Adams, for example, claims to have logged over 150 miles on the track Sunday.)

About 15 members took advantage of Woody Hair's back road route to the track from Washington's Virginia suburbs. The weather was perfect. The winding country roads were a perfect match for a BMW's road handling.

The dinner Saturday night at the Hillbrook Inn (which looked very Bavarian) near the track was nothing short of spectacular. Club members were treated to salmon mousse, humus, marinated beef, roast green beans, German beer, wine, desserts and more. During the bonfire afterward, many door prizes donated by our generous sponsors were awarded.

This photo spread should give you an idea of what you missed, if you weren't there, and some good memories, if you were.





A Thank You to Driving School Helpers

A driving school takes a *lot* of work. Many people volunteer their time and considerable energy. Many thanks go to the following members:

The two OD's John Nitzke and Gary Smith did a great job of keeping the school on schedule and running smoothly.

Jerry Culik—Flag Chief both days.

Les Adams gets 3 stars for a *lot* of work getting the sumptuous Saturday night dinner together. Les also helped in the pits in the mornings, and served on the Door Prize Committee. (A committee of two; Les and Bill Ross, thanks Bill!).

Bill Loftin gathered excellent instructors: Ian Fosler, Mike Yaskin, Steve Zapol, John Weaver, Jim Epting, Chris Kendall, Jim Harrison and Tom Wallick from Ohio.

Dave Sossamon helped gather equipment in the morning, and was exciting to watch in the afternoon. Have those new springs and shocks come in yet, Dave?

Some people like Terry Donohue, Terry and John Luxford and Jim Harrison area always there bright and early—teching cars and helping where needed.

Heishman BMW shop foreman Kevin Halsey and technicians Mike Bartosiewicz and Harry Pasluke gave their assistance the weekend before the school to help in the initial teching of a couple dozen cars.

Don Miller, Eva Keister, Rick (Race Car) Foster, Mike Thorpe, John Hartge and Woody Hair are always willing to be of assistance.

Lastly, but most important, Kay Heatherley, our Registrar, kept track of lunches, dinners, drivers and helpers. Much time was spent by Kay to insure a well run school.

To all the People who worked and helped out whom I haven't mentioned, a BIG THANK YOU.

If you would like to volunteer for driving events—schools, corrals or autocrosses—please call. The club needs your help *and* will have fun. We are interviewing for the following positions: driving events coordinator, korral king, officers of the day for driving schools for 1986. Please call me, or any officer. GET INVOLVED!

Gordon M. Kimpel



German Car Fest, Richmond

Despite the forboding clouds and threat of rain, it turned out to be a tremendous day. About 15 cars made quick work of the trip to Richmond's Shockhoe Slip. What fun it is to drive with a group of enthusiasts who help each other through traffic! We managed to stay very close together for most of the drive.

Upon arrival, the sun began to beat down on us, and I was thankful I had brought shorts. Glenn Sims found the water source, and soon all buckets were full and detailing began. After about an hour or so, most of us decided that enough was enough, and started sampling some of the liquid refreshments. There were too many beautiful cars to mention, but some of the highlights included the Berlin Imports M1, Lothar's 327, various assortments of '02s, 3's, 5's, 6's and 7's, plus Cabriolets, etc. Of course the other marques were suitably represented, including last year's 'best of show', the Mercedes 600 Limo. It did not fare quite so well this year, ousted as best by a gorgeous 300SL Gullwing.



Our chapter was very successful in the popularity contest. A proud tip of the hat to all winners. Let's keep those cars gleaming and walk away with some more prizes at the Tri-Marque Concours in August!

Many thanks to Peter Evans, Tom Hancock and Jim Glisson of the Shockoe Chapter for their hospitality, the party after the show and an all around great day.

Report by Cory Laws

Photos by Cory Laws and John Fowler

BMW Winners

Pre '77	1st Christopher Carey (Richmond) 3.0CS
	2nd Charlie Richardson 3.0CS
	3rd Max Rodriguez 3.0CS
'77 & up	1st Frank Spellman 633CSi
	2nd Les Adams 533i
Special	1st Lothar Schuettler 327
	2nd Berlin Imports M1

Benefit for Children's Hospital

The National Capital Chapter and the Washington Area Authorized BMW Dealers co-sponsored a Charity Auction to benefit Children's Hospital National Medical Center on Saturday, May 18. Donations from many area merchants, BMW dealers, several members and newsletter advertisers, WBMW/B 106.7, and BMW of North America enabled us to exceed our \$2,000 goal. Over 100 items were offered through silent and live auctions. The items included: BMW luggage and a brief case; jewelry (e.g., watch, pearls, onyx and gold necklace); meals at area restaurants (e.g., Clyde's, Blackie's); fun and entertainment (e.g., weekend use of a 3-series, theater tickets, theater tickets w/limousine service, Nautilus membership); meals and overnight accommodations (e.g., Bavarian Inn, Hillbrook Inn); gift certificates from fashionable stores (e.g., Lord & Taylor, Hecht's, Britches); gift items (e.g., vase from Neiman-Marcus); sports and enthusiasm (e.g., Trans-Am tickets, polo match tickets, driving in Refrigerator Bowl), car care (e.g., executive cleaning, oil changes for a year, major service), children's items (e.g., video games, transformers, G.I. Joes) and BMW accessories (e.g., first-aid kit, floor mats, travel bags, jacket, umbrella).

Successful bidders had some work-out. The silent auction got quite lively. The air-conditioned facilities at the Bullis School are large. Items were on either side of the room. Considerable quickness and agility were required to stay ahead of Gordon and several other members who always seemed to be ready to raise the bid. As the time ran out, it was necessary to dash from one side of the room to the other in an effort to make sure that your chosen item did not get away. Can this much fun be legal? The live auction was conducted by Michael J. Weschler, of Adam A. Weschler and Sons, Inc., of Washington, DC. The pace was quick. Careful! The nod of a head, a gesture to a friend could signal a bid. Now, the item I want. What will be my opening bid? Did he see my bid, or someone behind me? How high should I bid? Why don't the others stop bidding! At last the item is mine. Several of the most highly contested items included: use of the 3-series from Heishman, lodging at the Bavarian Inn and Hillbrook Inn, the crystal vase from Neiman-Marcus (we won), the necklace and bracelet from Chas. Schwartz & Son, Warner Theater tickets for four, National Theater tickets for 4 with limousine service (we won), the signed, numbered print by Jaquays and the major service at Quality Car (I lost).

Bullis School was an excellent site, the food was good and plentiful and the jazz band, Straight Ahead, set the mood. The sunny afternoon was beautiful. Perhaps too beautiful! What are we going to do with all those extra sodas? Our next item was to total each person's bid. All checks were made payable to the Hospital and cash contributors were issued receipts. By the end of the day we had taken in close to \$2,200. Les threw in the money we collected from the sale of tickets. With this gesture of support, the Chapter picked-up all the expenses for the auction. We next contacted the dealers, who had already contributed items for auction, and asked if they would increase their support. The dealers generously donated an additional \$700. Our special thanks to Jim Delgado for Martens BMW donation of \$250. Our total now stood at \$2,900. The final step was presentation of the funds to the Hospital.

The Children's Miracle Network Telethon was conducted on June 1-2. Again this year we had offered to supply

volunteers to answer the telephones and take pledges. The presentation of the funds raised in May occurred Sunday morning June 2. By earlier agreement, the dealer representative who would join the Club in making the presentation would be determined by lot. Genderson BMW, Evergreen Motors and Anton BMW were drawn. Barry Genderson, President of Genderson BMW in Annapolis, selected Shirley Smith of the sales department to represent all the sponsoring dealers. Ms. Smith and Bill Ross, on behalf of the Club and sponsoring dealers, made the presentation and thanked area merchants and supporters.



Photo by Raine Mantysalo

I also wish to acknowledge the support of the volunteers who participated that Sunday morning and the members and dealer representatives who called but whose schedules conflicted with the time slot. Those who attended, many for the second year, were: Les Adams; Angela Agnew; Elva Bankin; Lewis Baskerville; Terry Forrest; Mary Lee and Woody Hair; Gordon Kimpel; Cory Laws; Raine Mantysalo; Dee Ross; Randy Sese; Glenn Sims; David Sossamon; Chris, Ginny and Patricia Verdi; and Bernice and Ira Winthrop.

Our thanks to the Washington Authorized BMW Dealers: Anton BMW, BMW of Fairfax, Evergreen Motors, Genderson BMW, Heishman BMW, Martens BMW, Tischer Autopark, and VOB BMW, and to Carla Harmon of BMW of North America. Without their support this charity drive would not have been possible. Perhaps CCA and NA will raise funds and support the telethon nationwide next year!

Paul Woehrle of the Development Office, Children's Hospital, asked that I extend his personal thanks and congratulations on a job well done.

Bill Ross

April Autocross

Well kids, if you missed our first 1985 NCC Autocross, you really blew it. We topped our last year entry numbers by doubling the amount and boy was it fun!

April 21st turned out to be one of those warm, fun in the sun, nitty-gritty race days. The morning started for Kay at about 8:00 a.m. on the lot, removing barriers and setting up registration. Terry Forrest then arrived with wild "last night" stories and got instructions on last minute necessity items. Then, on the lot horizon, streaked a gorgeous red 2002 and we knew Michael Vincenty was arriving to rescue us autocross freaks from course devising and set-up.

What a course it was! Tight, difficult, challenging and very gratifying to master. (Not Mike, the course). A little bird informed me that Michael cared enough to spend several days before the event, experimenting with the course set-up, at the lot. That's dedication. Thanks Mike.

Other cars began rolling in about 10:00 and my adrenalin told me, it was going to be an interesting day to try to control.

Also about this time, our computer specialist and timer Bill Erskine cruised in, in his stealthy black 16-valve Saab to aid Lynn Bremer and Terry Forrest in programming entrant times and read-out results.



Club members oversee the April Autocross at Landover Mall. (Photos by Raine Mantysalo)

As Mike teched incoming entrants, Kay ran around like a Perdue chicken, registering and recruiting help for such tasks as scorekeeping, course working, coke gophers and line-up organizing. Thank heavens for Mrs. Julia Ishmael who picked

up instantly on the scoring needs at hand and took over the job all day with friendly smiles and superb efficiency. Also many thanks to those who worked the course to help make the event more safe. Our esteemed President Les Adams was one of these expert course workers. Perched on the base of a light pole, Bill Ross wanted to place bets on how fast Les would climb the pole if a car came at him. Luckily there was no occasion to bet on.

At this point I would like to apologize for the course map drawing I did. Someone asked me if I had been on drugs when I did it. The map came out looking like the rerouting of D.C. roads during "Resurrection City." We could certainly use a resident artist for that task at future autocrosses. Leonardo, where are you when I need you?

Registration closed at 11:45 with 29 entrants. Be sure and get to future autocrosses early because things can fill up fast.

Next we had a driver's meeting with rules read and warnings issued on proper perspective.

Then there was a walk through the course with instruction by Mike Vincenty. Following this, each driver was allowed two practice runs through the course, untimed.

After some controversy on which I would like more feedback, we decided to run one *large* heat with about 45 minutes between each entrants' three timed runs.

Hey, are you sorry you missed it? Well never fear, there's one more this season. Like the lottery, you gotta drive to win. You've evidently got the car that can handle it, so come on out!

Kay Heatherley

The results were as follows:

BMW Stock Class

Doug Wachholz	50.378/323i
John Hartge	50.806/325e
Dave Sossaman	50.993/320i
Curtis Warner	52.065/318i
Bill Riblett	53.587/320i
Jerry Ishmael	55.266/528i
Everton Murray	55.386/318i
Nancy O'Hara	56.120/320i
Greg Booth	57.412/

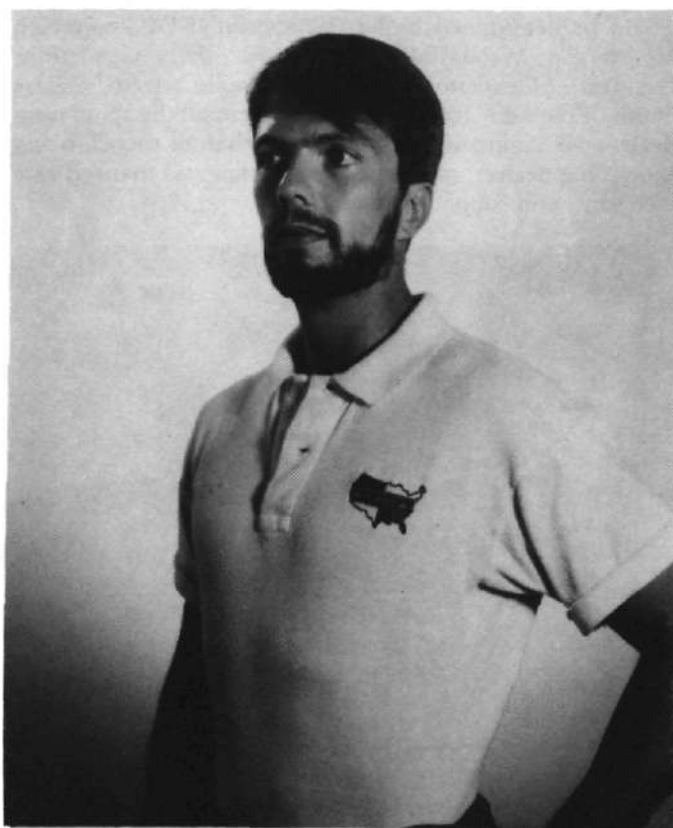
BMW Modified Class

Chuck Branscomb	47.485/Bavaria
Stephen Dull	48.139/2002ti
Les Adams	48.205/2002
Max Rodriguez	48.617/3.0CS
Mike Vincenty	48.780/2002
Cory Laws	49.059/530i
Gary Toyama	49.234/2002
Woody Hair	49.495/320i
Ed Buchanan	51.001/2002
Raine Mantysalo	51.531/320
John Fowler	55.070/2002

Other than BMW

Bob Guthrie	46.356/Civic S
Kay Heatherley	47.870/CRXSi
Klaus Hirtes	50.059/300SD
Barry Mile	50.140/GTI
Reggie Sims	50.247/Z28
Arthur Scott	51.475/Corvette
Joe Luonga	DNR/GTI

Hey, buddy, wanna buy a shirt?



The National Capital Chapter is selling first quality all cotton polo shirts with the club logo *embroidered* on the chest! Throw away your alligators, warhogs, polo ponies and foxes. Don't be golden fleeced. Wear a quality sport shirt with the club colors at a fraction of the price charged by your other sources: \$15! The shirt features a long tail, (perfect for tennis, Mike) and knit collar and sleeves. Colors available are navy blue and white, in sizes small, medium, large and extra large. You'll never be at a loss for "appropriate attire" again. Send your check, (include \$1.50 for postage and handling for mail delivery), payable to "BMWCCA-NCC" (with color and size, right?) to Les Adams, 6500 Park View Court, Springfield VA 22152, or contact any club officer.

PS. You can still get license plate frames and name tags through Dan and Seu Lim.

Restoration Recommendation

I'm writing to recommend the work of Master Crafters in Rockville, Maryland. I entrusted them with my 1973 2002 for restoration, and they have done an excellent job. They replaced both doors and the trunk lid, repaired structural rust around the rear inner wheel wells, and even found and repaired rust underneath a patch panel over the rear wheel. They then stripped the car and painted it a very close match to its original Inka. Their body, paint, and detail work is excellent. It was an expensive proposition, but I feel like I have a brand new 2002.

David Roach

Other Events



A new twist. An autocross inside the mall! Details next issue.



At the June SCCA Nationals at Summit Point, club members gathered at the BMW Corral and viewed a BMW pace car lead the pack, until the race got started, that is.

(Photos by John Fowler)



Need a Widget? Three were for sale at the swap meet. (Photos by Woody Hair)



Vanity Plates

Glenn Simms acts as our official "Vanity Plate" spotter, and has compiled the following list of local plates. If you have an interesting plate (or bumper sticker) please send them in.

Ed

Here are a few vanity license plates in the NCC/BMWCCA:

- 3XXIS—on an 83 white 3209S
- TUNDRA—on a hot 72 green 3.0CS
- BIMMER—on an 81 silver 320iS (I guess BIMMER was already taken)
- A BMUU—on a 78 beige 320i
- BMUU—on an 83 white 320iS
- BMDUBB—on a 77 topaz braun 320
- FIN AIR—on a hot 78 red 320S
- WOR—on an 80 cashmere gold 733i
- DONNR—on a 75 burgandy 2002
- BLITZEN—on an 84 black 533i (1st place in the 1984 German carfest)
- SKINS—on a beautiful blue 76 2002
- NICE—on a black 78 320i
- GAS BMW—on a baltic blue 83 320i
- STEW—on a red 84 318i
- BMW PWR—on a hot blue 76 2002
- JFF BMW—on a red 74 2002
- 4 TEXAS—on a white 82 320i
- T EYEE—on a silver 74 2002ti

Rambling Ruminations

Aunt Mary, a semi-retired nurse, who still works Saturday nights in the local hospital's emergency room just to keep active, includes bird watching and foreign travel among her numerous pursuits. She owns a small tractor which she drives about in the course of maintaining her lake front property where she lives with her little dog, Peg. Some rascal stole her canoe, so canoeing is out for the moment. She is a bone slim, healthy, vigorous person and an upright citizen, as well.

Aunt Mary owns a 1980 VW Rabbit, equipped with a manual transmission, naturally, which, from time to time, she drives to visit her nephew, who lives about 300 miles away. She recently told us by telephone, in her high pitched yet soft voice, that on the latest such trip she was stopped by a "copper" for speeding. It seems that as she had crested a hill and started the descent she spotted the cruiser and quickly applied the brakes, but hadn't scrubbed off enough speed in time. This occurred near the end of her journey, on a two-lane rural road. She told the officer that she was on her way to visit her nephew and his family, and that she was nearly there. "Rob is a dentist," she said to him, "do you know Rob?" The officer replied, "No mam, but when you get there, tell them you got stopped for speeding. They'll laugh." Peg, who was riding shotgun, kept a straight muzzle throughout, we surmise.

The officer didn't issue a ticket, but told Aunt Mary to slow down. This is remarkable since he had clocked her and Peg and the blue VW at 70 mph. She did then observe the posted speed limit of 55 mph, she said, until she was out of the view of the officer, whereupon she crept up to a more agreeable rate because she was bored and getting tired and wanted to finish the trip. Looking ahead, we are thinking that a radar detector might be a nice gift for her. Aunt Mary is 77 years old.

The June issue of *Consumer Reports* contains test results and evaluations of four 1985 sport sedans, these being the Audi 4000S Quattro, the Merkur XR4Ti (the only 2-door in the group), the Saab 900 Turbo and the BMW 318i. Surprise! The Audi is the car of choice for CR among this group. The 318i (like the Saab) is among the best cars sold, but it is not among the best of the best, say the CR people.

A point worth noting is that, according to CR, while the 1979-83 320i enjoyed a better-than-average record for frequency-of-repairs, owners of 1984 318i models have reported "significantly more troubles, and in some serious areas. Those results bear watching to see if BMW quality has indeed slipped." And, how many, I wonder, can relate to this CR assessment? "The BMW handled well most of the time. But on snow or ice, traction is so bad that BMW is best left safely garaged." It is also reported that a 1985 318i (2-door) is scheduled to undergo the Federal government's current series of 35 mph crash tests. Let us hope for the best. Frankly, I would like to see all cars pass this test with colors flying.

According to *AutoWeek*, Alfa Romeo's new sport sedan, called the 75 in Europe and to be known as the Milano in the U.S., will arrive here in April 1986. As expected, it will bear the powertrain of the GTV-6 2.5, which should make it a snappy performer. It will be about the size of a Mazda 626 and very well equipped, it is said, but—now get this—will be priced at under \$15,000.

Bill Via

Dear DeBbie

Dear DeBbie

I don't know about you, but the buttons on my European slacks are removed when I enter and leave the seats in my BMW. What can I do?

Tight Pants

Dear Tight Pants:

DeBbie doesn't have *that* problem. I treat my soft, supple leather seats with Clausen's Rejuvenator Oil. Then when I enter and exit, I just slide my . . . uh . . . seat in and out. Anyway, my buttons are never removed. You don't think your slacks are too . . . European, do you?

DeB

Dear DeB:

I'm new to the club. On the tour to Richmond, other members were talking about flashing their lights. What's up?

In the Dark

Dear Future Flasher:

Flashing is the accepted way of greeting other Bimmerphiles on the road. Just pull in on the signal stalk and the brights go on. Here is a complete rundown of the lights you'll see coming at you:

—Everyone's lights are on.

Response—It's dark. Yours should be on, too.

—It's daylight and one car is driving with its lights on.

Response—It's a station wagon from New York or a Cadillac from Florida. They think having their lights on gives them better mileage by ionizing wind resistance or something.

—A 733 is coming up behind you with other-worldly bright lights.

Response—That's Bill Ross. You must be in the left lane. Pull over.

—A Mustang is coming up behind you with alternately flashing lights.

Response—That's the Virginia State Police. Next time, use your radar detector.

—A Bimmer coming from the other direction gives you two quick flashes.

Response—He is saying Hi. Give him one quick flash in return.

—A Bimmer gives you eight quick flashes.

Response—There's radar around the bend. Slow down. There. Now you know. If you see a Bimmer coming, give him two quick flashes and say Hi. Unless there's a radar trap ahead. . . .

DeBbie

Dear DeBbie

I just installed a BEL Micro Eye radar receiver in my BMW and I want to share the experience with DB readers. The head unit is very compact and fits inside the ash tray. In my limited experience with it, the unit's performance deserves the top rating it won in a recent *Car & Driver* test. All is not perfect though. You'd think a firm with the smarts to design such a unit could design a bracket to make installing the antenna easier, and include an on/off switch. Of all places, Hechinger and Radio Shack supplied the missing pieces. Still, a nicely built, compact unit with first rate performance.

Baron von Ubermensch

Dear Baron

Ubermensch? Is that as in "faster than a speeding bullet?"

DeB

Got a problem? Feeling incorrect? Mad as Hell, etc.? Write Dear DeBbie at PO Box 685, Arlington, Virginia 22216.



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WELCOME FIRST TIMERS: All are welcome to come and observe the driving school.

CORNER WORKERS NEEDED: Take off a beautiful Fall Friday and come to wonderful Summit Point.

WHERE: Summit Point Raceway, Summit Point, West Virginia—only 1-1½ Hrs. from Washington

WHEN: Friday, September 13, 1985—7:30 a.m. Tech Inspection.

HOW MUCH: \$35 per driver—includes lunch.

Please Check:

___ \$35 enclosed—one driver

___ \$70 enclosed—two club members sharing same BMW—one person must be experienced

—3 schools or more.

Name(s):1) _____ Club _____

Name :2) _____ Club _____

Membership #'s _____

Address _____

City _____ State _____ Zip _____

BMW Model _____ Color _____ Year _____

Modifications _____

Previous driving school experience 1st Driver _____ 2nd Driver _____

Number of people in your group (+ YOU) _____ Phone (H) _____ (W) _____

MAKE CHECK PAYABLE TO: NATIONAL CAPITAL CHAPTER

MAIL CHECK TO: KAY HEATHERLEY

12732 VIERS MILL RD. #204

ROCKVILLE, MD. 20853

QUESTIONS TO: GORDON KIMPEL, (703) 790-8008 (work) or KAY HEATHERLEY 301-949-1326 (H)

-----IMPORTANT-----

You must have the tech sheet completely filled out by a recognized mechanic,
with any problems corrected, *before* you arrive at the track.

COMPLETE AND MAIL THE APPLICATION FOR DRIVING AND HELPING

HELPERS URGENTLY NEEDED!!

I will help _____

I am bringing _____ people to help

-----IMPORTANT-----

A self-addressed legal sized envelope, with \$.39 postage, *must* accompany your check and application so you can be mailed your tech sheet. No S.A.S.E., no drive! This tech sheet will confirm your registration or place on the waiting list. *Maximum 40 drivers.*

Workers will be enjoying lunch on the club.

BMW's given first opportunity to register.

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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
June 21, 1985

NHTSA 21-85
Contact: Hal Paris
Judy Petty
Tel. No. 202-426-9550

NHTSA ALERTS OWNERS
TO DEFECTIVE WHEELS
ON SOME 1985 BMWs

The National Highway Traffic Safety Administration (NHTSA) issued the following consumer advisory today to alert owners of 1985 BMW vehicles that some models may be equipped with defective wheels.

NHTSA said at least 18 different models of 1985 BMW vehicles could have defective wheels. The safety agency said the defect involves one or more wheels per automobile. BMW notified NHTSA that the defect, discovered during quality control inspections, is caused by incorrect machining of the wheel. In time, the wheel could loosen while the car is being driven and a crash could occur.

BMW owners are being warned not to drive their cars until they have inspected the wheels. Owners should check the manufacturer's trademark located on the outside surface of the wheel. They should look for the word "ALCOA" or a stylized foxhead logo. Wheels marked with the stylized foxhead logo are defective and need to be replaced immediately. Wheels marked with the word "ALCOA" are not defective and no further action is necessary. It is not necessary to remove the wheel from the car, or the spare tire from the trunk, to perform this inspection.

BMW of North America, Inc., has notified owners of vehicles imported from the parent company in West Germany and sold through authorized BMW dealerships in the United States. It will replace wheels free of charge on these vehicles. In addition, NHTSA is notifying "gray market" importers of the defect.

"Gray market" vehicles are imported cars that are not manufactured to U.S. specifications. These vehicles, however, must be modified to meet all federal motor vehicle safety and emission standards before they can be driven in this country.

NHTSA said the recall involves 40 automobiles imported into this country by authorized BMW dealerships and an additional 43 that were imported via the "gray market".

A list of BMW models affected and their vehicle identification numbers can be obtained by calling the agency's toll-free Auto Safety Hotline at 800-424-9393 from anywhere in the United States. The number to call in the Washington, D.C. metropolitan area is 426-0123.

The safety agency also reminds commercial importers of "gray market" vehicles of their obligations under the National Traffic and Motor Vehicle Safety Act to notify owners of these vehicles regarding this defect and to replace the wheels free of charge.

The Thrill Goes On

Remember the first club you joined? You mailed off a few gum wrappers and a buck, and eight weeks later, on Saturday morning, it arrived. Your official membership card, a decal, and the secret decoder ring. Very exciting! But as soon as you decoded the first secret message, "Trust a Pal", the thrill was gone.

Not so with the BMW Club and Chapter membership. The thrill goes on. And your membership fee repays itself many times over in valuable information about your BMW as well as interesting and enjoyable club events.

A big advantage is the amount of money and inconvenience you can save shopping *Roundel* and *Der Bayerische* advertisers. I think there are a few members who don't take full advantage of these opportunities, but believe me, a

P M W

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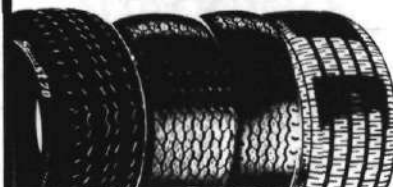
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phone call to one of these folks can sometimes make your day.

So be on the lookout for BMW owners who haven't joined yet and sign them up! Meanwhile, decode this.

EVT WATFZYDT CG SDRIRKH JCYD LQX XRAA AFZE
ACKH FGETD EVT WFRK CG EVT WFJQTKE LCCB RZ
HCKT!

Jim Ryland

Club Store News

Since we started an 'ALMOST FULL SERVICE' club store in the summer of 1983, there have been many of you who have taken advantage of the prices the club store can offer.

Last year alone the club store, to my surprise, did over \$10,000 dollars worth of business which showed us that it was a very useful club benefit. Because of the increase in business, I had decided to ask for volunteers from the Northern Virginia area so that we could split the responsibilities and the area of service. Unfortunately, those of you that showed some interest could not afford to spend the amount of time that it really takes to handle the store.

Lately, I must agree some of you may be upset, because I have been unable to provide you with all the things you need thus forcing you to buy elsewhere at perhaps a little higher price. To those of you, I must apologize.

Rather than going into specifics, I am going to give you *the new policies of the club store*.

1. Parts purchases will be performed 'ONCE PER MONTH'. I will secure Club funds to have an extensive inventory of most common items. In an emergency, I will make an exception and take care of your needs.

2. Special order items which will cost over \$50.00, will have to be paid in advance. This is a new policy and it stems from a recent incident where a member ordered a very expensive part and two days later he cancelled the order. This is unacceptable since the club is responsible for the purchases and if the order is cancelled after it is shipped from the supplier, the club must pay shipping and a 15% re-stocking fee. I apologize for this inconvenience, but we can not use the club funds to subsidize this type of situation.

3. Parts pick-up will have to be done in Gaithersburg, Maryland or at a club function where I may be attending. Again, other arrangements can be made to suit a particular situation.

4. Telephone calls. You can call me between the hours of 7 p.m. and 10 p.m. Monday through Friday. No calls on Saturdays or Sundays. Please do not call me at the office.

5. Payment must be made by check and it must be written out to the club: "BMWCCA-NCC". In the past you have paid in cash and that was fine, except that now it has become a real problem. The only exception to this rule are items that are being delivered COD which I must have cash on hand to pay. Normally these are purchases of carburetors, cams and Electrodyne goods.

Now for those interested, I have recently made a large purchase of the P21S wheel cleaner, THE ABSORBER towels and Silicone spark plug wires for 4 and 6 cyls. Prices for the above are as follows:

P21S—\$9.00

ABSORBER—\$9.00

4 cyl wires—\$14.50 up to 1981

6 cyl wires—\$21.50 up to 1981

Note on wires . . . Supplies are limited.

Till next time. . .

Max Rodriguez

My Four Wheeled Friends

I've been into foreign cars for a long time. My father got me started in the mid sixties with the purchase of a Renault Dauphine.

The first BMW I remember seeing was also in the mid '60s. We used to play in an alley, and there was this little old lady who drove the craziest car we'd ever seen. We seemed to always be in her way, and she threatened to run us over. We laughed at the prospect at being hit by an Isetta 300. I remember us saying something like "We'll kick your only door in!" My next BMW encounter was in early 1972. I was in college at the time, and had made a friend of an upperclassperson named Liza, who had purchased a 1969 2002 when new. At that time, any foreign car of that approximate size was automatically assumed to be a Toyota. All I knew, was that it was definitely no Toyota. The car was great!! It ran well, had enough room for me, [no small feat], and was bunches of fun to drive.

Later that year, I had a bit more direct experience with a friend who had been running his own pool service business, and was bringing home about \$20K every summer. He decided to buy a car, and was trying to decide between a '69 280SL and a new '73 2002 Tii, both for about \$6500. We went out, drove both cars, and it was NO CONTEST!!! I was really disappointed in the SL. It was not as fast as I thought it would be, and handled, well, let's just say not as well as the Tii. He ended up with the Tii, and didn't regret it until he realized that while the Tii has only held its value, the SL's resale value has tripled. I don't know if he still has the Tii, but I can vouch for some very spirited driving through the back roads of Pennsylvania. I had gotten myself a Datsun 240Z, and another guy had an Alfa Spyder. The three of us had some hair-raising Sunday drives!

I sold the Z after a year, and got into Austin Healeys. Don't laugh, I actually had very good luck with them (except for the time I got tricky and replaced the "bad" Lucas electric fuel pump with a "reliable" Bendix). However, after graduation I started working for IBM, and needed a more appropriate conveyance. I looked at all sorts of dual purpose cars, and decided that the best would be a 4-door BMW.

In late 1976 I bought a '70 Euro spec 2800. What a screamer! It had lots of room, would carry four adults comfortably, and got 25-28MPG on the road. It would also do 120mph in third gear and bury the speedometer past 140. I was in love! If only I had gotten into driving schools back then! After a year or so, the 2800 was having some mechanical problems and had begun to show rust. In addition, a very good friend had gotten a 530i, and made the mistake of letting me drive it. I had to have one. I had decided that of all the cars on the road, the only one I truly wanted was a 530i. How's that for being smitten?!!

I scouted the major papers (NY Times, Washington Post, Philadelphia Inquirer) for the proper car. In addition, since I was selling to auto dealers as a specialty for IBM, I called all the dealers in the area, and told them what I was looking for. As it turned out, the first hit came from Cumberland Valley Motors (home of Garth and Ed Ullom). I had specified any used 530i with a sunroof and 4-speed. They got the sunroof part, but had an automatic for me to look at. When I went to look, I found an awful looking spring green 1976 demonstrator. I borrowed it for the afternoon, and went to visit the other dealers I had called.

One dealer said he had a car coming in that had been bought a month earlier. Supposedly a very nice guy had

bought one for his wife, and she couldn't get the hang of driving a stick, so he was trading it in for a Cadillac. This almost new '77 was going to be delivered for the same price CVM had quoted for the '76. However, time passed, the car was not available, and I went back to the papers.

Finally, I saw what I was looking for. The ad was in the Times, and described an immaculate car with 4 mounted snow tires plus the requisite sunroof and 4-speed. I left early from work one day to check it out. I was greeted by a very nice German named Gunter, who had been driving only BMWs since 1968. He was in sales, and was selling the '75 530i to buy a '78 model. The car was as described. In a word, perfect. Not a ding, scratch, chip or anything on the entire car (and I did go over it with a fine toothed comb). We agreed on \$7800 as the selling price, and closed the deal. As added incentive on my part, the manufacture date for the car was October '74, and the serial number is 5000041, making it the 41st 530i ever made. With two Healeys and a 2800 at home and considering myself a car collector, I couldn't resist.

The car has been an absolute delight! In the almost 8 years that I've had the pleasure of owning it, I have driven it 130,000 miles, and still enjoy it as much as day one. Anyone who knows me well knows the way I maintain a car. I strongly believe in two things; preventive maintenance, and in the event of a problem, doing the job correctly the first time. I would much rather spend a little more now, than to spend much more later. I have also been blessed with a good mechanic (Bill Shook of Kraftwagen) to keep things purring (growling?).

Over the years, I have had surprisingly few serious problems. Of course I replaced the head; the problem was that I replaced it just before the new design was available. As a result, I bought my second (and hopefully last) head last summer. At the same time, I replaced all the valves, rockers, springs, cam etc., and expect no further repair work from that part of the engine. A few years back, I spun a rod bearing while on a sales call. The crankshaft was damaged and had to come out, so I took that opportunity to rebuild the lower end. New rings and bearings were fitted, rods were reconditioned, and everything from the crankshaft pulley through the flywheel was individually balanced. Stahl headers were added to improve the "respiration."

Most recently, I've just had my favorite car restored. That's right I said my favorite car. My 944 is a tremendous car, but it's so smooth and well balanced it could make an old lady look good. I like the fact that the 530i requires more driving skill. By the time you read this, it will have made its debut appearance at the German Car Fest in Richmond. I could go on about the restoration, but think I've written enough for now. So, in part 2 of this series, I will discuss the restoration in detail, and include some pictures. Too bad the newsletter is in black and white!!!

Cory Laws

Service Indicators: Care and Feeding

There seems to be much confusion over the BMW Service Interval Indicator, its parameters, description, usefulness and the proper method for resetting.

The BMW Service Interval Indicator or Service Indicator (SI) interprets the following four parameters:

1. Mileage traveled (i.e. short trips vs. long trips)
2. Engine speed (i.e. low RPM vs. high RPM)



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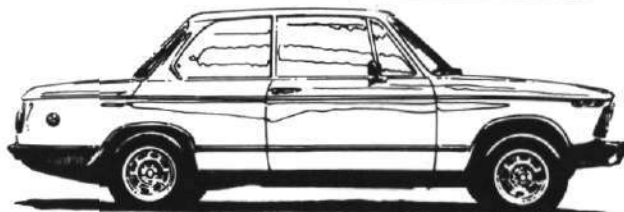
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3. Engine temperature (i.e. is the car brought to operating temperature?)

4. Number of engine starts

Using these parameters, you would require shorter maintenance intervals if you drove your BMW under worst case conditions (i.e. short trips with a cold engine at high RPM). Your interval would be optimized (longest) at the best care conditions of longer trips with a warm engine at moderate RPM.

The SI is located in the lower part of your instrument cluster and consists of nine LEDs (light emitting diodes). The colors being from left to right—five green, one yellow and three red. There are also two panels above the LEDs. The one of the left is marked oil service. The one on the right is marked inspection.

The green LEDs come on only when you first turn the ignition switch to on, they go off when the car starts. When you first took delivery of your BMW, you should have seen all five green LEDs on. (If you did not have ANY green LEDs when you took delivery, the SI was not set initially by your dealer during your predelivery inspection, so you should do an oil service at 7500 miles and your "Inspection I" at 15,000 miles. Reset the SI at the time.)

As you accumulate mileage, the green LEDs will go off one at a time from left to right. Your first oil service will be due when the "oil service" panel lights up. Reset the SI with the BMW reset tool only! Reset ONLY the oil service button (the yellow one.) DO NOT, repeat DO NOT, reset the inspection button (the recessed red one). Check the SI, you will have at least one green LED on and must have at least one more green LED than before. The yellow/red LEDs should be off along with the "oil service" light.

NOTE! You do not have to have all FIVE green LEDs come back on, they only come on when you reset the inspection service. If you change your oil more frequently than the SI calls for, reset the SI with the oil service button each time.

As you continue to accumulate mileage past the oil service, the green LEDs will continue to go off. In concert with the yellow LED, the inspection panel will light. These lights will stay on all the time, even with the car running. At this time, even with the car running. At this time, have the "Inspection" done. You should not wait for the red LEDs to come on. They mean you've passed the inspection interval.

At the Inspection, reset the inspection button. This will reset all of the memory and put all of the green LEDs back on.

Finally, you do not have to follow the recommendations of the SI. You can use the past BMW maintenance schedule of:

1. Oil service at 7,500 miles (We recommend a 2-3,000 mile oil service interval)
2. BMW Inspection I at 15,000 miles
3. BMW Inspection II at 30,000 miles
4. Oxygen sensor at 30,000 miles (this has not changed)

NOTE: Owners of European model BMWs should be leary of "importers/federalizers" who disable/remove the diagnostic plug and/or harness. You will not be able to reset the SI Or perform any diagnostics. I would also refrain from the use of "jumpers", paper clips, etc. as a means of resetting the SI.

by Phil Teves
Boston Chapter

Editor's Note: As Phil Teves recommends in his article, many mechanics stick to the old theory that oil changes are cheap maintenance and should be done frequently, on the order of 2,000 to 4,000 miles. Every BMW mechanic I've talked with suggests that the old factory recommended oil change interval

of 7,500 miles is the *longest* you should go, even if your OIL SERVICE light has not lit up yet. Mechanics say these service indicators are letting some cars go 9,800 miles before OIL SERVICE Lights up. No mechanic I know thinks that is a good idea. Look at it this way, in 100,000 miles you'd do about 33 oil changes using the "old theory" and perhaps just 11 using your Service Indicator. The 22 extra oil changes might cost you an extra \$300 over the 100,000 miles. But that's only about 1/10th what an engine job would cost. Besides, with all the electronics on the new cars, oil changes are one of the few things us "do-it-yourselfers" can still do.

John Hartge

Do you have four days, no sense, and a BMW you'd like to destroy on the back roads of Canada?

Well, I have just the rally for you—the 33rd annual MG 1000 International Road Rally. It's 1,000 miles of back country roads (about 50% paved, 50% dirt) through New York and Ontario at speeds that are . . . well . . . "brisk" is the word they like to use. "Brisk," as in an average speed of 40 mph down a one-lane gravel path. Mike Leeper, a member and former president of the National Capital Chapter, and I ran the Thousand last year for a vacation. This year, we're doing it again. Why? Why risk life and limb by rocketing down a rocky road, calculator in hand, pencil clenched in teeth, trying to figure our key time to the next instruction? And, above all, why consider it fun? I haven't a clue. But here's what it's like:

We took The Trout, Mike's 1972 2002tii, which he equipped with a brand new Zeron 880 rally computer (\$800), two brand new Recaro seats (\$1,000), a brand new instruction roller board (built by me, free, and worth every penny), and half a gallon of George Dickel sour mash whisky (I don't remember the price, but it was our wisest investment) up to the starting point in Syracuse, New York, on a hot August day last summer. Jim Miner, a regular on the Thousand, had been trying to get us to go for years, and we finally succumbed.

We were ready. Sort of. We'd installed the computer the week before and tested it by running a rally the day before. Even though the computer is very accurate, showing a readout of the hundredths of a minute (.6 seconds) early or late. I had decided we needed to run a complete backup on a hand-held computer.

On Tuesday morning, in a light rain, we set off, car 14 of 28, on our way to Canada and adventure. We knew we were in trouble about five miles into the rally as we slid through an intersection, brakes locked, car pointed halfway between our two choices of roads. We backed up, turned, and took off again, a local in a pickup truck waiting patiently for us to finish, shaking his head in disbelief.

Mike managed to keep the car on the road for the rest of the day, and we figured we'd done pretty well. We spent the night in Peterborough, Ontario, went out for dinner, and went to bed, the level in the bottle of Dickel somewhat diminished, before the first day's scores were posted. It was just as well; we had 31 points for the day putting us in 9th position. We were a bit discouraged, but we vowed to improve our score on the second day.

Day two was shorter than the day one, taking us from Peterborough to Toronto over some of the finest dirt roads

I've ever seen. We finished the day with a smaller score than the first day, and most of it due to my error in forgetting to enter a speed change into the computer. That cost us 12 points, almost half of the day's total. We moved out of the top 10 and vowed to move back in the next day. First, however, we had the pleasure of an evening in Toronto and another visit with our friend George Dickel.

Day three was the most memorable, the longest, and the toughest. We were to go most of the way across Ontario, from Toronto to Ottawa, over some of the roads used on the last pro rally run through that part of Canada. It was Mike's day to make a mistake. You see, Mike has a problem with telling his left from his right, so when I told him the next instruction was left and then went back to calculating, he quietly turned right. I had this feeling something was wrong after a hundred yards. We turned around, put the computer in "off course" mode, and got back on time after about three miles of driving 90 to 100 miles an hour down a dirt road. The day ended early when one crew in a Jeep created a hill at 50 miles an hour to encounter a Pontiac Catalina coming the other way in the middle of the road. The navigator injured his knees pretty badly, but no one's life was threatened. The road was completely blocked, however, so while someone went to call an ambulance, the rest of us caravanned to the finish. That evening we ate Indian food, enjoyed some of the best scenery in the Ottawa-Hull area, and returned to the hotel to check our scores for the day. Ours was a 6. That meant we had a total error of about four seconds over the course of 250 miles of road rally. In spite of our unbelievable score, we were second best for the day; another car had a score of 4. In any case, we were suddenly eighth overall and in contention. We decided to go rest up for the gruelling last day, but not until we'd celebrated our score with our friend George.

The last day of the rally took us from Ottawa back to Syracuse for the awards banquet. This time, it was the rallymaster's turn to make a mistake. He had a speed change referenced to an official mileage and a physical object which were about a tenth of a mile apart. We decided to make the change at the object rather than the mileage, which was the wrong way to compensate for the rallymaster's error. This cost us 8 points. Still, we won sixth overall, the trophy for best team, and a "1000 Cup," awarded to those who are never more than a minute off at any of the controls for the four days. We were quite pleased with our performance.

When I try to describe what the rally is like to anyone, when I tell them I spent four days riding around the U.S. and Canada at breakneck speeds with my head buried in route instructions, performing calculations on a computer and missing the scenery, I don't know why I think it was fun. But overall, I'd say it was. We're going back this year, and we're not going to make any mistakes, which should put us in the top three. Who knows, we might even win it all.

David Roach

33rd Annual 1000 International Rally August 8-11, 1985

Itinerary

Information

Wednesday, August 7—Registration and tech inspection at rally headquarters in Horseheads, N.Y.

Thursday, August 8—Ceremonial start at Elmira, New York, cross into Canada, overnight at St. Catharine's, Ontario

Friday, August 9—All Ontario, from St. Catharine's to Georgian Bay and back again.

Saturday, August 10—Cross back into the U.S. at Buffalo, through western New York, overnight at Olean, N.Y.

Sunday, August 11—Morning run only from Olean to Elmira, then awards banquet.

Registration

Registration fee is \$175, I think. It was \$150 for early entrants and is more after June 1. This fee includes the event and the awards banquet only; other meals and lodging are extra. The registrar is:

Anne S. Humphrey
33rd International Road Rally
9 Gull Hill Drive
East Northport, NY 11731

New Members

Leon B. Staley	1984 318i	Mary Stuart Watson	1978 320i
Sholly Sokoya	Euro 318i	Eric & Karen Holmes	1984 318i
George Frederick Johnson	318i	Mike & Jeanie Syrdyk	1984 528e
Philip D. Zybaly	1969 1600-2	Tim & Ginny O'Connor	1980 320i
George A. Ragsdale	1970 2002	William & Susan Reinhart	1984 323i
Grady O. Tucker III	1979 320i	Mark & Jeanne Leckert	1979 323i
Kathryn Ann Larson	1969 2002	Charles & Carolyn Denton	1983 320i
Barry Anderson	— 320s	John & Melvina LeSane	1981 320i
Mark M. Katz	1976 2002	Michael & Catherine Goodman	325e
Peter M. Lorenzetti	1974 2002	John & Julie Kermond	1985 323i
Carlton Arrindell	1984 325e	Robert & Linda Davis	1982 528e
Miguel & Linda Savina	1980 528i	John & Betty Ann Fridinger	1985 325e
Berkeley M. Shervin	1976 2002	D.B. & S.K. Middleton	1978 530i
Tony Baker	1984 325e	Brooke & Sandra McCauley	1985 318i
Taylor Horst	1982 320s	Alex & Patricia Druash	1971 2800
J. Hargrove McKoy	1984 318i	Russell & Frances Parise	1985 325e
David P. Fox	1971 2002	M.L. & Patricia Schlotterbeck	1984 318i
J. Mitchell Boudreau	1974 2002iii	John & Jennifer Quinn	1984 533
David Bryant	1973 2002	Chester & Lyn Hanson	1976 2002
Eleanora J. Washington	1981 528i	Thomas & Karon Robinson	1984 318i
Gilbert W. Stange	1979 320i	Georg & Patricia Berger	1985 528e
Ledra G. Brady	1974 2002	Jack & Ursula Chandler	1976 2002
Kim Cathey	1985 325e	Richard & Maura Matzko	1984 733i



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Douglas & Carol Dismykes	1985 325e	Randy Coleman	1981 528i
Christopher & Caroline Leet	1983 533i	Charles H. Whitman	1985 318i
Elsie & Everett Riggs	1978 320i	Clarence Hope	1972 2002
Joseph & Phyllis Russo	1978 320i	Peter D. Van Sicksels	1982 320s
Robert & Elizabeth Johnson	1981 320s	T. Scott Beistel	1981 320i
Godfrey & Joan Hewitt	1983 320s	Jason Bohrer	1984 318i
Robert & OK-Yul Rowley	1984 318i	Lary Register	1974 2002
Al & Becky Konvicka	1984 325e	Herbert J. Gallagher	1972 Bavaria
Larry & Ruby Laverty	1984 533i	Todd K. Lane	1974 3.0CS
Patrick & Marcy Boacherding	1983 320i	Walt Sirene	1985 318i
Thomas & Dee Ann Buck	1980 320i	Joseph Tutine, Jr.	1977 530i
Gary Kilgore & Joanne Platt	1984 533i	Lucille J. McDonald	1979 320i
Carol & Terry Eisenberg	1982 528e	Robert H. Camp	1979 320 turbo
Remi & Judith Andriantsivahin	1974 2002	Robert L. Johnson	1977 320i
Howard & Patricia Brooks	1984 318i	Paul Donovan	1976 2002
L. Alan & Kathy Shearer	1984 318i	Jennifer R. Randolph	1984 318i
Nick & Edie Loughlin	1976 2002	Greg Beron	1984 318i
Denise Miller & David Brown	1973 2002	Eric Heydemann	1984 325e
Thomas Parker & Joan Williams	1980 320i	John Black, Jr.	1983 320i
Doug & Jackie Dangerfield	1984 633csi	Christina Yu	1984 318i
Frank & Mary Cungal	1974 2002	Richard Hoffman	1975 2002
David & Dale Stempler	1985 535i	Chris Cunningham	1984 325e

Lawrence & Cindy Nicholas (Iowa) Hunter & Deborah Mallhews (California)
David P. Frazier (Pennsylvania) Marvin C. Hansen (New York)
Vincent P. Pearce (New Jersey) Richard E. Creps (California)
George Bronsky (Mass) Nicholas Falvai (—)
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Marketplace

For Sale: '71 BMW 2002 parts: shortneck differential \$275.00, 1 barrel carburetor w/manifold, \$50.00, radiator \$25.00. Kenwood 8 KRC 929, AM-FM stereotuner, \$450.00 (Retail price \$799.00). KAC 901 pwr amp 100 watts/channel \$235.00 and KAC 887 pwr amp 15 watts/4 channels \$110.00. All Kenwood items are brand new. Please call Douglas 560-8274.






For Sale: 1977 320i, VIN 5426680. Light blue w/blue & black cloth, 4-speed, factory A/C & sunroof, Blaupunkt AM/FM stereo/cassette, BMW alloys w/Eagle NCT 215/60-13's, Kamei air dam, Autoy sport suspension w/Bilsteins. Desmogged engine (passes state emissions test) w/rebuilt head. Many new parts, 125K mostly highway miles w/careful and loving maintenance. Looks great, runs better than new. \$6000. Jeff Randall (#3313), 9554 Briar Glenn Way, Gaithersburg, Md 20879. 301-921-8255 evenings (6:30-10) & weekends.

For Sale: 1976 2002 parts: running engine, alternator, steering-box, camshaft, gas tank, brake master cylinder, brake booster, front calipers with lines, front & rear sway bars, front and rear springs, front struts with hubs, bearings & rotors, trailing arms with bushings, backing plates & wheel cylinders, radiator with fan, plastic shroud & thermostat, handbrake lever & ratchet with rubber boot, Frigiking a/c compressor, blower, & console panels. Make offer! Call Cyrus, eves: (703) 379-6825.

For Sale: One left! Match my 200/60VR390 TRX spare wheel and tire with yours and have half a set! Brand new, never used. \$200/best offer. Les Adams 703-569-2144

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