

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



NOV.-DEC. 1985

der bayerische



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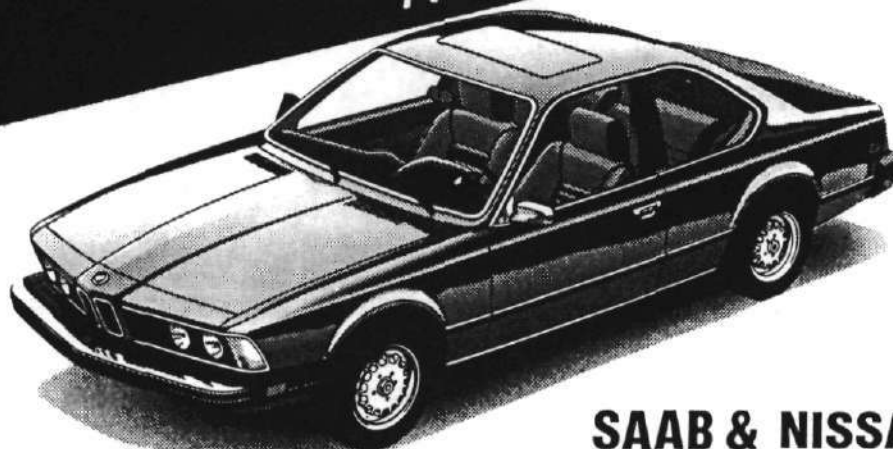
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All copy submitted must be received by the editor by the 5th of even numbered months.

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Cover Photo: Which came first, the chicken or . . . the Isetta, by Raine Mantysalo

Coming Events

ANNUAL ELECTION AND AWARDS

DINNER—November 15, 1985

The annual election and awards dinner will be held at 7:30 p.m. at the Mustache Cafe, 6723 Richmond Highway (Rt. 1 South), Alexandria, VA. Nominations will remain open until the night of the election.

The menu consists of a buffet dinner including fish, chicken, beef, desert, wine, beer and champagne (Cash Bar for mixed drinks). Door prizes, just like last year, will be plentiful. The cost is only \$10.00 per person. You will pay at the door, but advanced reservations are required. Contact Terry Forrest (202-382-4096 days; 202-397-8541 eves) or Les Adams (202-252-4387 days; 703-569-2144 eves). Reservations can be made up to the day of the event.

Directions: Take Beltway 495 to the Richmond Highway (Rt. 1 South) exit, go south on Route 1 for approximately 4 miles. The Mustache Cafe is on the left across from the Beacon Mall.

DO IT YOURSELF TECH SESSION—

November 30, 1985

Time: 10:00 am

Once again TISCHER AUTOPARK is opening its doors to us to perform a DO IT YOURSELF TECH. This is an opportunity to work on your car in a very modern facility while being assisted by some of the very competent staff at TISCHER's.

The process this time will be the same as the last. That is, we are going to assign bays based on the type of work you want to perform. Those of you that have simple things to do will be separated from those whose jobs will require more time.

Because this event is so popular, I advise you to be early, so that you can start working right away. Those of you who will be waiting in line for a bay, will probably be asked to assist others. This is a great opportunity to get to know not only other club members but also how to do certain mechanical work.

I will be there early to meet you and find out what you plan to do. If someone needs me to assist in a particular type of work, please let me know ahead of time, so that I can plan ahead.

See you there.

Max Rodriguez

ANNUAL WINE AND CHEESE PARTY—

December 6

Time: 7:30 pm

This annual year-end event has become so popular that we have outgrown our old location at Grosvenor Towers, so come to our new improved party at Post Hall, Mount Vernon College in Northwest Washington, just outside Georgetown. Post Hall is an elegantly decorated Federalist period room complete with a fireplace. We will be serving German wine and beers, as well as a case of wine from our recent tour of the Ingleside Plantation Winery. There will also be cheese and snacks, slides and pictures of the year's events, door prizes, special guests and more. No reservations needed, just come on out.

Directions: Mount Vernon College is located on W Street NW, between Foxhall Road and MacArthur Boulevard.

From the North: Beltway 495 in Montgomery County to

Glen Echo exit; Glen Echo Parkway to MacArthur Blvd. exit; right on MacArthur Blvd. 4 miles to left on W Street; right into campus.

From the South: 395 North to Memorial Bridge exit; follow route 50 west signs to Rosslyn exit (first right after merge from left); right at stop and proceed across Key Bridge; left at light onto Canal Road; bear right onto Foxhall; left onto W Street.

TECH SESSION—CAR STEREO

January 11, 1985

Time: 8:30 a.m.

Introducing the world of Makamichi, Alpine, Harmon Kardon, and Sony, courtesy of MyerEmco. It's been some time since the chapter has had a stereo review. Come out Saturday, January 11 to learn the latest features in hitech stereo components. MyerEmco is known as the premier purveyor of hiline stereo components for your home and automobile. MyerEmco, a new advertiser in *Der Bayerische*, has three locations in the Washington area. We will be meeting at their Rockville location at 11611 Old Georgetown Road.

Join us at 8:30 a.m. for coffee and donuts, presentation from 9 to 10 a.m. and the showroom opening at 10:00.

Directions: From Baltimore, Exit I495 at Rockville Pike (Rt. 355N). Go 2 miles to left onto Old Georgetown Road. From Northern Virginia, Exit I495 at Old Georgetown Road towards Rockville.

AUTO SHOW—January 15-20, 1986

The 1986 Auto Show will again be held at the D.C. Convention Center. The National Capital Chapter will again be represented with a booth where we will display promotional materials for the club as well as pictures and slides from our yearlong activities. Last year we ran a very successful recruiting drive at the show. Let's all get out and help in the effort.

With a five day show to cover we need all the booth help we can get. If you have some time to commit to this worthy cause, please call Bill Ross for scheduling. His number is in the front of the newsletter. As an added benefit, anyone who works the show gets a free pass to see all the latest and greatest from all over the world.

1986 Calendar

Well, here is another exercise in optimism, a calendar for all of 1986. Many of these dates are very tentative, and more in the nature of target dates and estimates for planning purposes. However, you can get an idea of what's ahead and start making plans to attend. Some highlights: After the fun at Blob's Park last year, we decided to find another place for a dinner and get together, so we're working on a trip to Baltimore's Power Plant. May will be very busy with Maifest at Summit Point and a return to the German Embassy for the Tri Marque Concours. We also plan to have the usual driving schools, more autocrosses, more tech sessions, and events with speakers. If you thought we kept you busy this year, just wait 'til next. If you have any comments, please give me a call.

Les Adams

President's Message

MAIFEST National Capital Chapter style. Our May driving school weekend was so successful this year that we decided to expand it for next year. The school itself was "a great experience" for all who drove or helped out. The group who took Woody Hair's tour route had a scenic drive to Summit Point and a parade of the track, and all who came had a fantastic evening at Hillbrook Inn. So next year, we're going to call it our Maifest, and start organizing now.

This is where you come in. What would you like to see? In addition to what we enjoyed last year, we are considering a concours, an autocross, an extended weekend, and lodging. We will also draw the winner for our membership contest (see Bill Ross' article elsewhere—great prizes!) and the winner for our charity raffle (more great prizes—more later). We're also going to invite the other area chapters to come and enjoy. What more should we offer? What can you assist us with? If you have any ideas, call an officer now. It may only be November, but it will take a lot of planning long before May. In any event, this will be next year's premier event. That thought should help you get through the months ahead. concalls; auto shows; and the Concours at the German Embassy. And more to come. The membership has grown to almost 1500 people. The club store has sold more than \$13,000 in merchandise so far this year. The newsletter keeps getting better. New members get more involved in the club and their cars. How can you not get excited? This year has brought information, discounts, thrills, rewards, education and lots of good times.

This is also a good time to thank all the people who make the club happen. Your elected officers: Max "Speed" Rodriguez, Vice President; Woody "Numbers" Hair, Treasurer; Dan "Wanna buy a name tag?" Lim, Secretary. Committees: Bill "We're Number One!" Ross, Membership; Gordon Kimpel ("Honestly, officer, I was only doing —"), Driving Events; Terry "If it's Sunday it must be —" Forrest, Activities; Karen "Let's go to Baltimore" Fairchild, Baltimore Activities (What else?); Max "Speed" Rodriguez, Club Store (Speed gets around); Bill "Zero your odometer" Via, Tourmeister; Kay "Screech" Heatherley, Autocross. The *Der Bayerische* staff: John Hartge, Bernice and Ira Winthrop, and now Cory Laws, editors; Karl Hoffman, Coming Events; Mike Diggs; Ad manager; and Raine Mantysalo, Photographer/Public Relations. These people worked hard all year long to produce all the club functions mentioned above. Other individuals of note: John Fowler, auto show and graphic artist; Jim Ryland, columnist; Mike Vincenty, autocross; Jerry Culik, Summit Point safety; Seu Lim, polo match. And if I haven't mentioned your name, I apologize. One of the more rewarding aspects of belonging to this chapter is the number of active members we have, members who organize, participate, write and enjoy. If this sounds good to you, come on out.

REPRISE The months just past weren't too shabby. My personal thanks to Bill Via for a Fall Tour to the Bavarian Inn that may have been the best yet. What was all that talk about being airborne? More thanks, this time to Phil Marx and the other ringleaders of the Blue Ridge Chapter, for inviting us to Charlottesville for the steeplechase at the Foxfield Races. Thanks too, to Berlin Imports for the invitations to their hospitality tent. Let me tell you, they know how to entertain in horse country! What was that crab dish anyway?

We have another tourmeister in the making. Woody Hair, hard working, unsung treasurer, gave us a tour to Ingleside

1985 Calendar of Events

NOVEMBER

- 3 Excluservice Bavarian Day
- 15† (Friday)—Election Dinner
- 30† Do-it-yourself Tech session

DECEMBER

- 5 DB Deadline
- 6† (Friday) Wine & Cheese Party

1986 Calendar of Events

All Dates VERY Tentative

JANUARY

- 11† Car Stereo
- 15-20† Auto Show

FEBRUARY

- 5 DB Deadline
- 6 Speaker
- 15 Tech Session
- 22 Baltimore Power Plant

MARCH

- 1 Tech Session
- 9 Tour
- Highway Safety School

APRIL

- 5 Do-it-yourself
- DB Deadline
- 13 Autocross School
- 26 School Inspection

MAY

- MAIFEST
- Summit Point
- Tri-Marques Concours
- German Embassy
- 24-26 Blue Ridge Rendezvous
- (Tidewater Chapter)
- 31-Ju 1 Children's Hospital Telethon

JUNE

- 5 DB Deadline
- 7 Schockoe Slip German Car Fest
- (Shockoe Chapter)
- 14-15 Fathers Day Car Show
- 22 Autocross

JULY

- Summit Point Corral
- 12 Tech Session
- 19 Crab Feast

AUGUST

- 5 DB Deadline
- Summit Point Corral
- Potomac Polo Club Tailgate Sunday
- 16-17 German Festival Baltimore
- 23 Tech Session

SEPTEMBER

- El Cheapo Driving School
- Bavarian Inn Tour
- Autocross
- 28 Foxfield Races
- Blue Ridge Chapter

OCTOBER

- 5 DB Deadline
- 12 Autocross
- 19 Winery Tour
- Hotshoe Driving School

NOVEMBER

- 1 Excluservice Bavarian Day
- 8 Tech Session
- 14 Election Dinner
- 20 Speaker

DECEMBER

- 5 DB Deadline
- 6 Do-it-yourself
- 12 Wine and Cheese Party

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

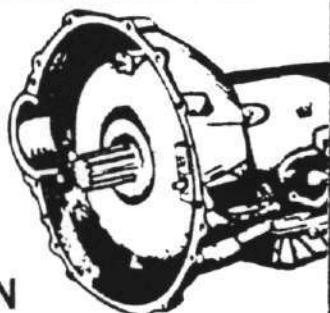
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David Toy
President, Autoy, Inc. & AutoWerke, Inc.

Plantation Winery that was an eye opener. After eleven years in the area, I was totally unaware of the beautiful, historic sites on the "P.G. County" side of the Potomac, not to mention some great traveling roads. Now that the secret is out, I suspect we'll be back. (You can read about the great wines we tasted elsewhere).

Three tours in four weekends may seem excessive, but if you attended any, you're probably ready for more now. If you think of them as opportunities, three tours make more sense. We were blessed with incredible fall weather for each tour, a number of families turned out each time, and we had three diverse events; German Oktoberfest, Steeplechase, and Winery Tour. I managed to do all three (I tell Joyce it's a responsibility of office), but even if you only made one, you had a great time. Ask anyone who came.

I want to mention one other event that's becoming a favorite of mine, Dave Toy's Oktoberfest. Dave, a long time club member, runs Autoy and Autowerke, and puts on a party every October. He provides food gratis, and beer and wine in return for a donation to Children's Hospital. What I like most, though, is that it's just an afternoon of sitting around meeting new people, looking at cars, and talking to friends. The day is never long enough. Thanks Dave!

While I'm in a reflecting frame of mind, the year's last newsletter is an opportune time to sit back and remember what the club accomplished last year. We had tech sessions at J&F Motors, Quality Car Service, Excluservice, Tischer, Heishman BMW (including a swap meet); our first Highway Safety School, our biggest May driving school weekend yet; a Children's Hospital Benefit Auction that brought a \$2900 donation presented on the Children's Miracle Network Telethon; autocrosses; polo; crab feast; tours, tours, tours, **YET TO COME** If I've given you the impression that the year is over, let me correct myself. The election dinner should be occurring right about now, we have a do-it-yourself session coming up, and a new site for our wine and cheese party. This year, the party will be held at Post Hall at Mount Vernon College on Foxhall Road in Northwest Washington. If you are unfamiliar with this "neighborhood", this location just outside Georgetown will be revelation. This college is nestled in the middle of mansion country, Washington's high rent district. All the more reason to come out for the end of year festivities.

55 The Washington Post recently published an article concerning the states' efforts at compliance with the National Maximum Speed Limit. In terms of average speeds, Maryland was *second highest*, while Virginia was *second lowest*! Now I've driven in both states, and I don't change my habits when I cross the Cabin John or Wilson Bridges, or if I do, it's to watch for the radar traps which I find more regularly in Maryland. With all the press that Maryland gives its efforts, and the relative silence in Virginia, and with all the tactics that Maryland has attempted, I don't notice that much difference in the way people drive. If there is a reason for the different results, it's probably due to the relative lack of congestion on Maryland's roads. Even then, I personally know of a Virginia BMW pilot rarely found below 80 and he's not unique. So I just want the world to know, we ladies and gentlemen of the Old Dominion don't cotton to the dictates of the federalists in that northern capital. I trust our reputation is safe.

CITATION The wrong kind, those issued by the local constabulary. Back in June, I drove down a broad residential street in Springfield after 10 PM and was cited for doing 40 in a 25 zone. I have the officer's paperwork to prove it. He had

set up a radar trap because of complaints from the neighborhood. I went to court in August to fight it. And won. Nothing mysterious, the officer simply didn't have the calibration papers for the radar unit. I bring this to your attention to let you know that this contest can be won. Now I don't believe that I was doing 40 and that's why I fought the ticket. Even if I had, the road is a major artery to a local shopping center and the limit is grossly underrated for the conditions. If you get caught on your favorite stretch of interstate, however, or snaking down some back road, don't think you have to throw in the towel.

I also want to mention Judge Waters of the Fairfax County District Court, a man with sense of humor and of justice. I enjoyed seeing him in action. That he drives a 528e shows he also has good judgement.

Les (Ed. Note: "Obviously a Lawyer Given the Length of This President's Message") Adams

We Quit!

That's right. Quit! Quit! Quit!

Well, how 'bout retire. Sometimes we imagine that as soon as one issue of DB is finished, it becomes time to start another. We have decided to take a break and concentrate our efforts on fixing up our new house, raising our kids, and enjoying the most enviable prospect of having spare time to do nothing at all! As much as we have enjoyed being involved with DB, we also feel that two years (actually 4 out of the last 5) are enough. David Sossamon has volunteered to take over our functions in producing Der Bayerische. Each new editor has improved the finished product by incorporating his own ideas, and we look forward to seeing David's first issue.

Your newsletter, or more appropriately, your *magazine* now compares very favorably to the Roundel. Since we draw almost exclusively from our membership for ideas and articles, the improvement over the past few years is due to the continuous efforts of our members. We would like to thank John Hartge and Cory Laws for their consistent efforts as part of the editorial team. DB has become too large of an enterprise for just one person to handle, and the Co-Editor concept has worked really well. Five years ago Bill Via and Jim Ryland responded to our plea for help and have continued to write articles on a regular basis. We consider Bill's Rambling Ruminations and Jim's collection of stories to be required reading. Thanks also to Bill Ross, Woody Hair and Max Rodriguez, and, of course, to everyone who has contributed to the newsletter.

While on the subject of contributions, some members might be wondering what has happened to their articles. We are in the enviable position of sometimes receiving too much material to print, as has been the case for the last few issues. As we swing into the Winter season with fewer events, all the articles that we now have should be able to be published.

I have to get back to the classified section of the newspaper now and find our dream car. Bernice wants a 5 series, and I'm torn between a 530i (my surrogate M5), or a 2002, which was my first BMW and in my opinion is the best BMW ever made. They were not the fastest, nor were they graced with classic styling (let's just say unique), but they were the closest thing on this side of the Atlantic to the 'Ultimate Driving Machine'. We'll just leave our decision a surprise and show up at some driving event in the future. See you at the Christmas Party.

Bernice and Ira Winthrop

Apologies

To all of you who came out for the scheduled "Learner-cross" on Sunday, October 20, our sincere apologies. We arrived at the lot at 8:00 a.m. to set up, and found the lot to be dangerously slick. With the forecast calling for continued rain, the decision was made to cancel the event for safety's sake.

This situation has demonstrated the need for better club communication procedures. Please be assured that we recognize the problem and have already discussed possible solutions.

Once again, our apologies.

From The Editor

Well, I have survived the production of my first newsletter, and am busily at work on the next issue. While I have been an active member for some time now, this is the first time I've had regular assigned duties, and I am very much enjoying my contribution to the Club. Over the last few years, I have had many wonderful experiences with the Club, and have made some very good friends.

Often, I am approached by those wondering what we do. In fact, at a barbeque at my house this summer, one of the guests noticed a couple of our newly available shirts, and asked 'What do you guys do in this club, stand around and gloat?' Well I guess at times some of us do stand around and gloat, but that's hardly our primary function. So, if any of you get asked the same question, I'm going to attempt a reasonable and accurate answer.

The BMW Car Club of America (BMWCCA) is dedicated to the enjoyment, education, and overall improvement of BMWs and their owners (both members and nonmembers). This translates into the types of activities that are put on by the National organization, and by the various chapters around the country. A glance at our Calendar of Events will show the variety of experiences offered for our members. Many of these events are driving events (autocrosses driving schools, tours etc.), but many are also socially or educationally oriented. In short, no matter if you're more interested in fast laps at Summit Point, spring and fall tours through the countryside, or discovering the latest and greatest car stereo equipment, the National Capital Chapter provides it all!

In my last From The Editor column, I mentioned that those of us who regularly attend club events have a great time doing so. We certainly do! On the other hand, it sometimes (usually?) appears that there are about 1,300 of you out there who are subsidizing our fun. While that is generally the case in most chapters, we strive to do better than the rest. We have the largest chapter in the country, roughly 1,450 members. Our size allows a small percentage turnout equate to a number of people that would envy the vast majority of the other chapters. However, all of your club leaders would like to see more faces. Recently this seems to be happening somewhat. I know of some new faces that made their appearance at the Polo Match picnic, the Winery Tour and the Foxfield Races. This is an encouraging sign that we are putting on the type of events that are of interest to a broader base of our membership.

It's been said before, but I will probably repeat it every issue, if there is an event or type of event that you would like to have happen (and will help with the planning and coordination), let us know. If you are happy with things as they

are, still let us know. Dear DeBbie would love to hear from you! This is your club. We're counting on you to make it better for all of us.

Cory Laws

Winery Tour

For those of you who missed this year's winery tour to Ingleside Plantation Vineyards in Oak Grove, Virginia, you missed one of the most rewarding yet. Some 15 cars rendezvoused at the McDonald's on Indian Head Highway on October 6 to drive to the winery just outside of Fredericksburg. The route, compliments of Woody Hair, was scenic and offered many historical landmarks along the way. By the way Woody, "how high was that bridge?" Woody's route instructions offered a challenge for the "rallyist" at heart, and we navigators had to stay alert not to miss a turn.

Although the winery was comparable in size to previous wineries visited, the expertise of their wine maker was apparent in their wines.

Ingleside Plantation Vineyards was first planted in 1976; and offers 14 varieties of wines along with 2 champagnes. The winery has received numerous awards including the Governor's Award in Virginia, and the owner will be travelling to London this fall to receive the Bronze Medal for an international competition.

Our group was given a sampling of 5 white wines, 2 rosés, 4 red wines, and both of their champagnes. All of the wines were quite palatable and the white wines especially did not have that "young" taste experienced at some of the wineries we've visited. It was evident from the brisk sales that our group was pleased. You'll get a chance to try some of their wines at the Christmas party later in the year.

Before taking a leisurely drive back, we had lunch on the spacious grounds of the plantation.

Dee Ross

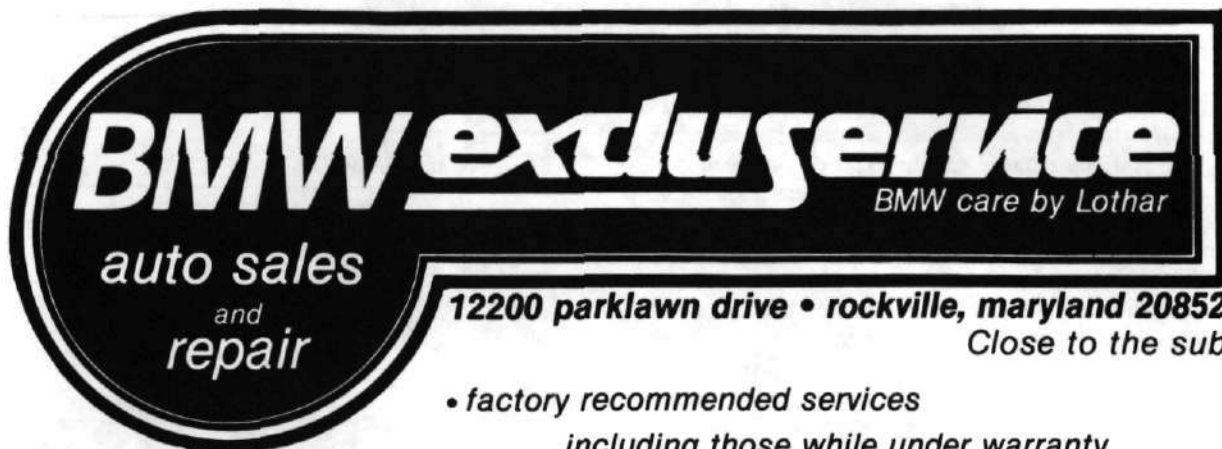
Quality Car Tech Session

The day was ripe for a drive. About 25 cars and 40 people were on hand for this tech session on engine and suspension modifications. Long time club member Terry Luxford (of Round Man Racing fame) shared some insights with us on the subjects at hand.

The engine segment was short and sweet. 'BMW engines love compression. They'll take all you can give 'em. Any questions?' Despite this seemingly flippant remark, Terry's point is well taken. Korman Autoworks, one of the most famous BMW shops in the country regularly sells pistons at compression ratios of up to 13.5:1! The caution for fast engines is to not forget the brakes. Any car that goes fast should stop at least as fast.

The suspension advice was much more lengthy and involved. There are many parts available to change ride and handling of a car, with sometimes conflicting results. I will briefly summarize the major points discussed.

Anti-Sway bars and shocks are usually the first suspension modifications considered. If possible, they should be done together, but this is not mandatory. Generally, a stiff front bar is the best, as it will decrease oversteer (the tendency for the rear of the car to break loose first). Care should be taken in the selection of rear bars. If the rear bar is too stiff, it can cause the inside rear wheel to lift in turns. (Ever see a front wheel drive car autocross with its solid rear axle?)



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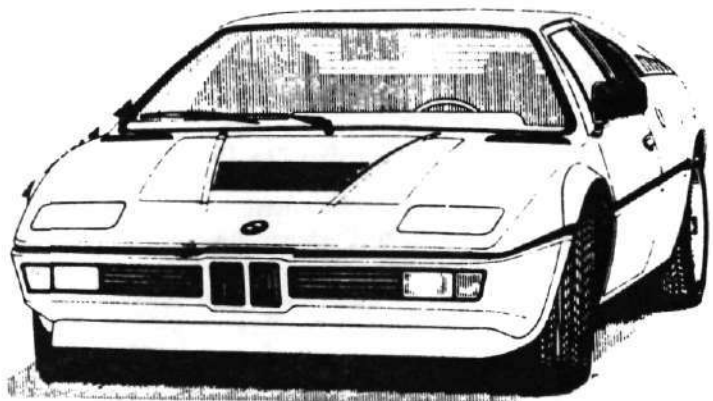
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There is often a compromise to be made between handling and ride comfort. In general terms, stiffer suspensions handle better, but produce a harsh ride. Soft suspensions are comfortable, but cannot control the car through spirited cornering etc. Most cars and drivers will benefit from a larger front bar and heavier shocks.

Wheels and tires can have a similar effect. Larger wheels (plus 1 and plus 2) and lower profile tires provide a more solid feel and increased cornering ability, but ride harder than stock wheel/tire combinations, largely due to shorter and more rigid sidewalls.

Not only are there compromises to be made between ride comfort and handling, but also, decisions must be made what type handling you want based on the type driving you do. Autocross, for example, would indicate the stiffest suspension possible. This is due to the tight courses usually run. Here, an oversteering car (or one that will revert to oversteer under power) is best. Following from that, a very stiff rear bar won't usually hurt either. If the inside rear wheel lifts in tight autocross turns, you lose traction, the rear end slides out, and the resulting oversteer gets you around the turn faster.

Having dealt with bars and shocks, the conversation switched to springs. The stock springs tend toward the soft side for comfort's sake. A thorough discussion of spring rates ensued, related to the various applications; stock, street, autocross, and race. One of the more interesting discussions centered on the recently available progressive or variable rate springs. The idea here is to have the initial spring rate soft for comfort, but become stiffer as the load increases. This sounds ideal; offering a comfortable around town ride, but all the control need at the limit. Several club members have progressive rate springs on their cars and seem to think quite highly of them.

Obviously, we had a good session. If you want to learn more or have specific handling or suspension questions, feel free to call Terry at Quality Car. They have an ad in the newsletter and would be happy to be of help.

Cory Laws

Octoberfest—Bavarian Inn

It was a beautiful, sunny, Sunday morning with just a hint of Fall in the air. Some 40-45 cars with about 90 members and guests lined up behind the Roy Rogers Restaurant on Route 50 in anticipation of the beginning of the annual tour to the Bavarian Inn in Shepherdstown, West Virginia. Bill Ross and Les Adams coordinated signing the waiver sheet, and passed out the meal tickets and course directions. We started off in one and twos about 9:45. The first group arrived at the Inn shortly after noon.

Many thanks to Bill Via, our tourmeister, who planned a scenic route that took us through such picturesque towns with the names of Waterford, Taylorstown, Lovettsville, Purcellville, Sharpsburg and, finally, on to Shepherdstown. The route took us over 91.99 miles of paved road (although a goodly number of us tried to detour down a dusty, graveled road which we erroneously thought was part of the course—so I was going to wash the car anyway).

Since everybody was famished when we arrived, it didn't take long to find the luncheon line where there were a variety of German wurst or fried chicken, German potato salad, and sauerkraut. Now it seems that West Virginia (that's where we were) has an archaic law that says you can't sell beer before 1 p.m. on Sundays and we still had 25 minutes to go. Needless

to say the first wurst went down rather dryly. In addition to the good food and cold beer (at last!) we were treated to German folk dancing, singing and other entertainment that included bell ringing. There were also many concession stands selling beer steins and decorative candles etc. I'm kicking myself for not buying that T shirt that said "Kiss Me, I'm German."

For those of you who didn't make it this year you definitely missed a highlight of our club year. Hope to see you there next year.

Karl Hoffman

Foxfield Races



Seventeen cars toured south on Routes 66 and 29 to enjoy steeplechase racing in the hills north of Charlottesville. The Blue Ridge Chapter invited all the Virginia chapters to join in the Fall Running, as they call it in Mr. Jefferson's country. The occasion was the sponsorship of one of the races, and presentation of a trophy cup by BMW of North America and Berlin Imports of Charlottesville. In conjunction with the race, Berlin Imports provided a hospitality tent with buffet lunch and open bar. With all this and the beautiful fall sunshine to boot, the only drawback was traffic near the track and the Virginia troopers dampening enthusiasm on the trip down.

We left Fair Oaks Mall and drove quickly to arrive at a time we were assured would beat the traffic. If I tell you the last four miles took over an hour, you'll get the picture. Some of the group decided the pace wasn't quick enough and is reputed to have enjoyed an unscheduled and unfortunate visit with the authorities. Route 29, in particular, encourages spirited driving, with few traffic lights between the towns and new pavement taking you through lots of hills and sweepers; a pleasant trip if just for the drive.

The racetrack was a grass circle of almost a mile, over hills and set with jumps. Some of the races were run "over turf" with no jumps, "over boards" or wooden jumps, and some over championship jumps consisting of artificial hedges. To watch the horses run a three mile race, over jumps, gave you a new appreciation of their strength and stamina. The fifth race was the Foxfield Cup presented by BMWNA, with a purse of

\$20,000. From the parking area reserved by the Blue Ridge Chapter, we could see the horses come around the last half of the course and over the last two jumps before the finish line. It was a great sight and a thrilling race. From the infield where most of the parking and partying was located, it wasn't clear that a race was taking place or that those there were interested. On the other hand, that was a sight in itself. There were tailgate picnics on the scale of those we see at the Potomac polo club; there must be some connection between horses and exhibitionistic consumption of food. . .

If I haven't made it clear, we really enjoyed ourselves. There were members on hand from Richmond, including president Jeff Hawkins and family, and Jim Glisson who put on another terrific German Carfest last June. Special thanks to Phil and Ann Marx for arranging the event for the club, and to Berlin Imports and BMWNA for their hospitality. Consensus was we'll be back next year.

Les Adams

Report From Oktoberfest, Monterey

Eight days, 3 hours, and 3,723 miles after leaving Washington, D.C., I arrived in Monterey. I got my first glance at another Montereybound Bimmer in Nevada—and I do mean glance. On deserted U.S. 50 (see *Car and Driver* Ten Best Roads), a dark Bimmer suddenly appeared in my rear view mirror. Just as suddenly, the Alpina 635CSi flashed its lights, waved, and vanished into the horizon ahead of me. I was unable to catch him—believe me, I really tried. (I did find this B7 Turbo for sale by its Colorado owner at O'fest—\$47,000.)



At one of my gas stops on U.S. 50, I met Steve and Leslie from Colorado. They were bound to Oktoberfest in a 2002. Other than these two chance meetings, I found that Bimmers are relatively rare between the two coasts.

Among the many exotic cars of California, there are more than the usual number of tricked out Bimmers, but what I did notice most are the greatly preserved 2002s, Bavarias and CS coupes—no rust out here.

From the registration list, I see that I am the *only* person here from the National Capital Chapter. Mike Vincenty (our former esteemed Chapter autocross course designer) was registered, but now lives in California. However, I'm not the only crazy who drove from the East Coast. There are at least two couples here from Connecticut (the Bissets and the MacDougalls), as well as a part of Hartge Motorsport cars from Performance Plus in South Florida. I imagined the great high performance, cross country drive two people from Florida

must have had, but Ed Alber (formerly of the National Capital Chapter) tells me how he singlehandedly delivered these hot rod Bimmers—one on a flatbed, one in tow. Ed got to drive the truck from Florida, not the 255HP; H5SP or the 250HP H35. What a pity!

The O'fest autocross consisted of some long sweeping turns and some very tight ones. I felt good on the course, but my times were just about average in my class.

The rally offered a great tour of the back roads of Monterey county's rolling countryside. I'm ready for some rallying back home (hint, hint to all you chapter members sitting back waiting to help out!)

I didn't do the Drivers Schools offered, but from some of the comments I heard, I suspect that the National Capital's schools at Summit Point are among the best organized and safest schools available. I did get a ride at speed in a Dietel 323 Alpina at Leguna Seca—a thrilling, hilly, frightening track, at least until you get to know it well.



"All Blue, all BBS" Photo by John Hartge



Tech sessions were some of the best I've ever heard. Steve Dinan (of Dinan Engineering) *knows* suspensions. As a 325 owner, I was glad to hear him praise the new 3-series Bimmers as the best handlers BMW has ever delivered stock. Jim Burnett of Bosch made Motronic Fuel Injection simple. His simple advice—change your fuel filters *often* and stay from any additives with methyl alcohol.

The *Roundel* will have full details of the Oktoberfest. Next year the club's premier national event will be in Florida. Perhaps more of us will be able to attend.

One more note, BMWNA gave tremendous support to this year's Oktoberfest. 1985 model cars from the 325e through 635is were made available every day for test drives (the 524td

was not one of the more popular rides). BMW Public Relations Manager, Carla Harmon announced to club members the night before the official press announcement, that BMWNA is racing again (see story elsewhere in this issue—ed.). And, each O'fest registrant was presented with a bottle of wine, compliments of our friends from Montvale.

I could go on for pages and pages talking about my cross-country drive—largely off the interstates. But, I must get this in the mail to meet the *Der Bayerische* deadline. Besides . . . the Oktoberfest Bierfest is about to start.

John Hartge

El Cheapo Driving School

"What's the El Cheapo Driving School?" I was asked at the Watkins Glen Ultimate Driving School in October.

"It's the second best deal in the BMWCCA," reserving # position for club membership itself.

"In one day you get the same amount of track time as the two-day Glen school, for one-third the cost. If you go around as fast as Gordon Kimpel, it's costing you less than 25¢ per mile. Cheaper than a taxi. Safer than a taxi. More fun and educational too.

"Personalized instruction and coaching from qualified instructors is available, with less than a 2:1 ratio of students-on-the-track to instructors.

"Special exercises teach threshold braking (the professional panic stop—quick and in control), and "panic" stopping while steering around an obstacle. Sound useful? Personify the pylon—your favorite two-foot humanoid—whatever it takes. Useful. A skid pad exercise enables the student to clearly experience and experiment with understeer, trailing throttle oversteer, and the effect of adjusting tire pressures to "tune" these behaviors. You've probably read all about this stuff, but taking it as a lab course is ten times easier, and a hundred times better.

"Then there's lots of track time to apply all of this to the ultimate country road—two miles of paved track with super-wide, safe "shoulders", no telephone poles, no approaching traffic, and no radar!

"But that's not all! There's an excellent catered lunch by Gretchen of the Hillbrook Inn, more driving, and after the event, sodas and beer.

"All this for thirty-five bucks—that's an El Cheapo Driving School."

In other words, condensed for rapid reading, you had to be there.

From all of us who were, thanks to all responsible for a safe school. There's something to be said for doubling the national speed limit while maintaining a better accident record than the beltway for the same day—namely none.

Special thanks to those whose names I could remember: Jerry Culik, SCCA experienced pit marshall; Terry Luxford, acting in the capacity of skid pad sage and consulting mechanic; Phil Marx, BMWCCA South Atlantic Zone Governor; Kay Heatherley and the Instructors (it's a new group, you gotta hear 'em): Al Bell, Pete Cage, Mike Carroll, Doug Christensen, Jim Epting, Rick Foster, Mark Grimsley, Joe Hauser, John Kendall, and on bass, Steve Zapol.

And an extra special thanks to all those wonderful folks I left out!

David Sossamon

Rambling Ruminations

On the fall tour, on route 690 in Loudoun County, an absolutely furious man was gesturing wildly as my car approached (slowly, I am glad to say). It was difficult to tell whether he wanted simply to admonish and threaten us as we drove by or whether he wanted us to stop. Being curious, and suspecting that I knew the cause of his fury, I stopped, decidedly against the wishes of my apprehensive navigator. He wanted to know if I was with "them", as he pointed down the road ahead. "Who do you mean", I asked, not entirely innocently, as the group to which he referred had passed me a mile or so back at a rather rapid clip. "About six cars went by here at 65 mph, at least, and this is a 25 mph zone. They could have hit one of my children. I was just going to the house to call the State Police", he said. He was actually trembling as he spoke. "I am not with them, but I know where they're going and I will speak to them when I get there", I replied. "They are not supposed to be driving like that", I continued. "We are not driving fast", I said, speaking also for the family-laden five-series car that fortuitously had stopped behind me. "Yes, I know, I saw you coming a ways back", he said. As we continued our conversation, I kept agreeing with his condemnation of the driving behavior of the group that had so frightened him and assuring him that I would soon deliver to them some of his choice thoughts on the matter, along with a few of my own. This I did at at the break, joined by Les Adams to whom I reported the incident.

The people responsible for this unpleasantness comprise the same group that laid back at the start of the tour in order to embark en masse, rather than leave at intervals of about one minute as the tour instructions prescribed. We are fortunate that their behavior did not result in a tragic accident.

There are probably few, if any, among us who object to brisk motoring, assuming that the circumstances are appropriate. Thus, cruising at, say, 70 mph (which used to be the speed limit) on a lightly travelled interstate highway, while 15 mph (or 27.27%) over the currently prescribed speed limit, may result in a traffic citation, but it is hardly likely to endanger life or limb. Similarly, exceeding a 25 mph limit in a rural residential area by a 27.27% margin would mean travelling at 31.8 mph, which is not a *prima facie* outrageous speed, although it admittedly might well be unsafe in some circumstances. In contrast, driving at 65 mph in a 25 mph zone, as a few of our tour group members allegedly did, is to exceed the limit by 260%. To put the matter in some perspective, consider that to exceed the 55 mph limit by the same proportion would entail travelling at 143 mph.

High speed driving is appropriate under the controlled conditions of our driving schools, but has no place on our tours.

George Kacher, writing in the September issue of the British magazine *CAR*, generally praises the newly revised performance oriented three-series BMWs, specifically all versions of the 325i, and the M3, as well. He laments the fact, however, that: "It took BMW over 15 years to come up with a line-up that matches the appeal the 2002 range had in the early '70s". We can only wonder at this point whether the 325i or the M3 will be officially imported into the U.S.

Kacher also reports that every existing BMW model will be replaced by 1991, at the latest. The three-series will get a "facelift" in 1987 and carry on until 1990 or 1991 when it will be replaced by a "dramatically different design". The seven-series will be superseded by an all-new model "next

summer". The five-series will not be replaced by a "modern successor" before 1988, but may in the meantime undergo certain modifications (to seats and suspension, as well as perhaps in engine and transmission options), but is likely to remain unchanged visually. The six-series will be replaced in 1989, he reports.

It is an open secret, says Kacher, that BMW plans to use the common component concept in the upcoming five, six and seven series models. This "cost-saving strategy" not only includes engines, transmissions, steering boxes, four-wheel-drive and brake assemblies, but also entire suspensions and maybe even floorpan pressings. "Although the finance types love it, many engineers are afraid of the idea's limitations. They think it does not leave much creative freedom and can lead to awkward technical solutions".

Bill Via

An Enthusiast's Shopping List

The life of the spouse or significant other of a BMW enthusiast is not easy. In fact, it becomes especially difficult before a birthday or Christmas. Between the effort to determine a suitable gift(s) and the heavy hints which may be dropped, it becomes difficult to sort it all out. A few words of advice—ask if the gift that you have in mind is the right gift. Otherwise, make sure it is returnable and keep the receipt. A word about substitutions—don't! If the enthusiast requests a brand name (e.g., BBS, Osram, OEM), a substitute, characterized by the salesperson as "just as good," could spoil an otherwise joyous occasion. If it is out of stock, if you are unsure of the size, a gift certificate would do nicely. Besides, who wants to try to hide four wheels for a couple of weeks, or even worst, have you ever tried to gift wrap a wheel?

Listed below are items which could make an enthusiast's 12 days of Christmas really happy. The prices are approximate, and shopping around could be beneficial—don't forget to request the Club discount. The code lists a *sample* of Club advertisers, contained throughout this issue, who can help you with various items. If you don't see it, ask!

When that big day comes around, don't forget to thank him for shopping for you from the Enthusiast's Shopping List!

A Air dams, Foha, Superdam, Zender—\$100–\$200—b,r,
Alarms, Alpin, BMW, Ungo \$200–\$450—b,k,
Antenna, Bosch, or Hirschman \$25–\$250—a,b,i

B BMW-AG, Stock in—P
\$185 per, 50 share min. (Merrill Lynch—
Mr. R.A. Barbuto 659-7488)
Beer Stein, BMWCCA \$13-f,
Bras, B&E, Colgan \$50–\$100—b,s

C Car covers, Covercraft \$50–\$100—b,r,s,
Cassette caddy, 3 Series OEM \$40—a
Custom cleaning/detailing—\$10–\$200—c

D Desk set, BMW \$15–\$50—a,
Driving gloves, leather \$15–\$50—a

E Exhaust, OEM, Prima Flow—\$160–\$500—a,b,o,r,
Extinguisher, fire OEM—\$115—g

F Filters, oil, etc.—a,b,g,i,j,o,p,s,
Floor mats—CoCo & Plush \$30–\$100—b,q,r,
Fuel additive, B&G \$16—o,q

G Grill Badge, BMWCCA \$10—BMWCCA, Cambridge

H Helmet—Bell \$80–\$150 f,r

J Jacket—BMW M-Style \$100–\$400—a

K Key Chains/Fobs, BMW \$5–\$15—a,b,i,
KleenWheel, dust covers \$35—g,r

L License frames, BMWCCA \$3—e,
Luggage, M-Style \$100–\$200—a

M Map light, Osram \$20—b,i,
Moon roof, OEM elec. \$400—g

N Neuspeed upper stress bar—\$130 b,r

O Oil Cooler, Mocal—\$200—r,
Oil Synthetic \$4 qt.—b,o,q

P Pillow Cars, TFA—
Pin Stripping \$60–\$150—a,c,h,j,l,
P-21S WheelCleaner \$10–\$15—b,r,s

Q Quartz Halogen Lights \$30–\$60—b,o,p,q,r,s

R Recaro seats \$400–\$1500 b,r,s,
Radar Detectors, BEL \$225—r, Escort \$245—a

S SeatCovers, Sheepskin \$350—g,
Shirts, Sport BMWCCA \$15—d,
Shocks, Bilstein \$60–\$130—b,s,
Boge \$35–\$75—a,o,s, Koni \$35–\$75—b,i,s,
KYB \$50–\$150—b,i,j,o,p,s,
SteeringWheels, MOMO \$100–\$400—h,r,
Stereo Cassettes, Blaupunkt \$300–\$1800—b,i,
Alpine & Nakamichi \$225–\$1200—k

T Transmission service \$45—n,
Tires, Comp T/A, Gatorback, NCT,
Tire gauges \$10–\$20—b,i,j,m,p,q

U Umbrella, BMW \$50—a

V VDO Gauges \$25 & up—b,r

W Wheels, BBS, Gold center—spec. \$150—g,
Ronan—\$85–\$175—b,r,
Weds—\$110–\$175—o,a,r,
Wheel Cleaner—Eagle One, Espree, Turbo \$10—
a,b,i,q

X Xtras of the above

a = authorized BMW dealers; b = Autoy/AutoWerke; c = Car Brite; d = Club/Les Adams; e = Club/Dan Lim; f = Club/Bill Ross; g = Excluservice; h = E&E; i = J&F; j = London; k = Myer Emco; l = MasterCrafters; m = NTW; n = National Transmission; o = Potomac; p = Quality; q = Radial; r = Weslake; s = Store/Max Rodriguez.

Bill Ross

BMW COOKING POTS?!

An historical note

After World War II, what was not destroyed of the Munich plant was confiscated, disassembled and then rebuilt in 1946. The first products produced came from leftover scrap metal and consisted of cooking pots, baker's utensils and agricultural machinery.

The Auto Shopping Experience

Buying a new car today can be a real ordeal. I was recently visiting a new car showroom and overheard a young couple and a salesman ending an unsuccessful conversation about a new car purchase. The couple left the showroom obviously dissatisfied. The salesman, in frustration, announced to all within earshot, "I wish they would educate people on how to buy a car and things would be a lot easier for everyone." I've known of people who have left showrooms in tears because of intimidation, pressure, or just plain rudeness. It's tough out there in the ole world of business.

Anyway, seizing the opportunity, I asked this salesman for a few minutes of his time to explain his thoughts on what the buying public could do to be better shoppers and customers. His recommendations follow:

1. Customers should not be on the defensive. There is no need for it. The salesman is there to help the customer and it's a buyer's market anyway.

2. Customers should not have the attitude that they know more about the cars than the salesman. This is the salesman's business and he knows more about the product than the customer does.

3. Customers should not work dealer against dealer to get a lower price. The salesman can get you any car at a fair price and shopping creates a negative atmosphere and wastes everyone's time.

4. Customers should not turn down a deal because the car has options he does not want—especially if the salesman can get the car at the price the customer wanted to pay anyway.

5. A salesman deserves your business if he spends his time telling you about the car. Customers should not go to another dealer or salesman.

6. Customers should come in, pick out the car they want, write up an order, put up a deposit—it's that easy. Customers always seem to complicate the process.

7. Customers should know exactly how much money they want to spend. The salesman will decide what car the customer can afford. Customers try to get too much car for the money.

I swear! Is it me or what? Anyway, that's one man's opinion and may not be representative of your average sales person. I think the best way to buy a car is to get recommendations from friends who were happy with their buying experience. Ask around. Listen to what others are saying about certain dealerships. Reputation means a lot and the lowest price is not always the best deal.

Jim Ryland

Editor's Note:

Jim's advice to get recommendations about a dealer certainly gets my endorsement. Fortunately I don't think I've ever run into the salesman he describes. Sales people I've bought from are professionals who act as if they are not just rushing to get your name on a contract. They show respect for you as an intelligent shopper. But just as there are all types of sales people, there are all kinds of shoppers. I've heard stories from sales professionals about customers who would more than try anybody's patience. Negotiating a good deal is one thing. Agreeing to a deal, then later repeatedly trying to chisel more and more is something else. For the money we pay for BMWs we should expect and get good service and respect. But some customers can be very petty, very trying. I suspect if we opened this newsletter to sales people, we'd get stories about some pretty unreasonable customers.

John Hartge

Dear DeBbie

Fast cars, fast drives, and . . . D.B. Cooper?

Dear DeBbie

It seems as if the *Roundel* contains more and more advertisements and fewer articles. Their "in depth" product reviews and road tests are more worthy of Motor Trend.

If the *Roundel* is so bad, and *DB* so good, why do we do badly in their annual newsletter contest?

Confused in Columbia

Dear Confused:

Ask DeBbie big bang or creation, chicken or the egg, how the pyramids were built, where D.B. Cooper is hiding, why the Redskins are losing. The questions of our time, the mysteries of the universe, these are nothing compared to the problem you pose. However, I think you have, quite brilliantly, directed us to the answer. If we run fewer articles, and more ads, we may still not win, but we will look more like the *Roundel*.

Seriously, folks, DeBbie *likes* the *Roundel*. Bill Howard and Bob Roemer are class acts. *DB* and the *Roundel* fulfill different functions in the club, and we may both have room for improvement. For those of you for whom this controversy is itself a mystery, let me explain. All chapter newsletters (and not the *Roundel* which is professionally produced) may compete. *DB* does very well in the contest, but has not won. If you have read the competition, you may have wondered why. The judges use a point system, and we always seem to be a few short. Subjectively, though, *DB* meets our chapter's needs (a claim the *Roundel* cannot make) and is leagues ahead of the competition in content, style and production. So enough already!

DeB

Dear DeBbie:

I love the chapter tours and parades. The Bavarian Inn Tour was spectacular (Thanks! Bill Via) and the drive to Foxfield Races in Charlottesville was beautiful. One comment: must we drive so fast?

Nice 'n Easy

Dear Easy:

Fast? You think that was fast? I'll show you fast! No, no, no, what am I saying?!

Most of us enjoy spirited driving, many of us have been to driving schools and autocrosses to increase our driving abilities, but I know we don't all enjoy driving flat out. What you are addressing is the question of "tour etiquette" and there are a number of considerations. We don't have immunity from prosecution, contrary to the impression you get from some of our members, and it pays to think of the club's appearance to those on the outside. Certainly, safety is no minor concern. At the same time, I haven't met any club members willing to admit they *like* driving 55 and our cars are certainly as capable a road machine as is produced. So, what we do is start every tour by distributing route sheets so that you can set your own pace. If we parade to an event, we set a speed the majority of members feel comfortable traveling. If you want to travel less fast, and enjoy the sights, please do so. If you want to drive more fast, and enjoy the road, please be discrete. No one wants an accident, no one wants a ticket and no one wants to read the wrong things about the club in the press. O.K?

DeB

P.S. You'll find it easier to decide if you attend our highway safety school next spring. No one will spin sand in your face again!

Dear DeB

I just bought a 1978 323i and I am new to the area and the club. Can you recommend a good place for service? I understand the local dealers are unhappy about having to fix grey market cars, even older ones.

Fast six.

Dear FS

Unhappy? Apoplectic is more apt, but that's an old story. Buy me a Becks sometime and I'll tell you all about it. For now, most dealers should service an older car although they may not be able to find parts. Evergreen is one exception since they sell Hardy & Beck cars from the west coast. Locally, try Excluservice and J&F Motors, two highly esteemed independents.

DeB

Dear DeBbie

I never did get that photograph! I hope the good ole U.S. Post Office people didn't confiscate it for decorative purposes.

As for why *DB* doesn't win the newsletter contest, damn if I know.

I'm happy to announce I don't have anything to do with the judging. Years ago, as editor of the Boston Bimmer, we entered the best issue we ever did and took 2nd. The following year we won.(?)

Keep trying. Class is bound to tell.

Yale

P.S. If that man is smiling, [old shirt ad] I'd hate to see him looking serious.

Dear Yale:

Sorry for the delay. I promise to personally flog the mindless twit responsible for the foul-up. In the meantime, feast your eyes on the latest shirt stuffer.

DeB



Photo by Cory Laws

Dear DeB

Bill Ross keeps promising an Escort as a prize in the membership contests, but he still seems to have it. Seems fishy to me. That "carrot" must be getting rotten. What gives?

Escortless

Dear Sore Loser

You have the nerve to complain that you haven't won the Escort? Where are my new members? What have you done for me lately? OK. Here's what I'm going to do: Our biggest contest ever. No minimum to win the Escort. No minimum to win second prize. No minimum to win third prize. Just three great prizes to be *drawn* at Maifest next year. Now that Les Adams has challenged us to become the first 2000 member chapter, we've got our work cut out for us. So remember, ten new members gives you ten chances to win that Escort, and moves us closer to our goal.

DeB

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

Shouldn't Your Car Stereo Live Up To The Emblem On The Hood?

At Myer-Emco, we believe that anyone who appreciates excellence in the car they choose to drive, should settle for nothing less in auto stereo.

Alpine. Boston Acoustics. Nakamichi. Polk. Harman/Kardon. Canton. Sony. JBL. They're all names you'll find in Myer-Emco's car stereo department. Along with something you won't find anywhere else. A standard of installation and service equal to none.

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VA: 2930 Patrick Henry Dr., Falls Church — 12-9 Mon.-Fri.; 10-6 Sat. — Ph: 536-2900.

SCCA Drivers School

I've driven in some race schools before, but this one really did the job; on my nerves and on the skills I needed to acquire.

The SCCA Drivers School that took place the weekend of September 20-22 was an experience that anyone who participated in will never forget. First of all, in preparation for the school, there is much to do and quite a bit to be spent for equipment unless you borrow or already own much of it. Below is a list given to me by MARRS driver Bob Walker 5 weeks before the event, to allow for proper preparation.

1. Novice Permit
 - a. Requires medical exam, blood type, EKG (over 40 years old) and 2 passport photos.
 - b. GCR (General Competition Rules) and Car Specs.
 - c. Vehicle Log Book; requires two car photos.
2. Roll bar with padding.
3. Fire extinguisher.
4. Window net.
5. Five or six point harness.
6. Drivers suit, gloves, leather topped shoes, ballaclava, medical info on helmet.
7. Snell approved helmet.

The cost of the school is \$75, plus \$15 for the novice permit application. My medical exam, without blood typing and EKG would have cost about \$30. Buying the required drivers suit and underwear was a cinch through 'The Racer's Store,' Rich Lamb, owner of the company, carries everything you need and can even have a suit custom made with a few weeks notice. Altogether this venture cost me close to \$1,200, but that was mainly due to my not wanting to borrow things. This figure is lower than it could have been due to help from countless friends.

The school itself starts on a Friday evening with classroom sessions and written tests on GCR knowledge. (Be sure to find out about lights on the track before this session). The next day, there is a classroom session with everyone together before breaking up into 3 race groups; GTs in one group, formula cars in the second group, and Showroom Stock and ITs (Improved Touring) in the third. A private instructor is assigned to you who is responsible for all grading and evaluation for two students, all weekend long.

Track time is tough! You are out there with all kinds of other cars, and passing is *mandatory* anywhere possible. If you back off at all, the reprimand will be given en masse, so it's best to go all out, almost no matter what.

After 8 practice sessions comes race time on Sunday afternoon. You get two practice starts and then a five lap race. The practice starts follow a pace lap and you race only as far as turn 4 before returning to the start in single file. Whatever position you manage to end up in is your starting position for the race. Then it's time for the big one.

I can't begin to describe the feeling of being surrounded by 30-40 cars when the flag drops. Good Lord Almighty! People are going everywhere and split-second decisions are a must. You have to have already sized up everyone in front of you on that last pace lap and then be ready for ANYTHING. The pack in our group stayed thick all the way into the chute, and I think I swallowed my teeth going in there with two cars beside me at 80mph.

The biggest success in this effort is learning to handle the pressure and not worrying about getting hurt. By that point, however, it's much too late for that anyway.

To sum it up, racing is pressure, strategy, nerves, and forced poverty. Where's the good part you say? I'll have to think about that some more. All I know is that I can't describe how good I feel about having faced that first challenge.

One added note. I don't know how many of you realize the tremendous resource we have in this chapter in Jim Harrison and Terry Luxford. If you want *real* racing advice and insight, these two have really been through it, and know how to communicate the truth of this extreme sport.

Jimmy and Terry, I could NEVER have done this without you.

Kay Heatherley

P.S. I passed with flying colors!

Fall Membership Drive

Official results from BMWCCA again placed NCC as the largest of the 52 chapters. While we have 1423 members, Boston Chapter, with 1270, is too close for comfort. Les Adams, in the last issue, announced our new goal—to exceed 2000 members. Let's get in there and make it happen!

Some of you have expressed some skepticism as to whether there is an Escort or Passpost at the end of the rainbow (over the past two or three contests, no one has achieved the ten new members necessary to win this prize). Well, there is one way to find out — enter the Fall Contest. The rules are the same, with one exception. Everyone who signs up a new member has a chance to win — the more new members, the more chances. This time there will be a drawing for the prizes!

The contest period will run from November 1, through April 30. The winners will be determined by the names which appear on the new members applications which BMWCCA receives before May 1. Members must print their name (no numbers, please) in every blank headed 'I heard about BMWCCA from.' Names will be rewritten on slips of paper and placed in a barrel for the drawing. Dealer and service facility representatives may also enter, provided their name appears in addition to their affiliation. The time and place of the drawing will be announced later (Maifest '86).

In addition to the Escort or Passpost grand prize, second prize is a BMW M-Style Windbreaker, and third prize is a certificate for a Fall Driving School. Don't forget, the more new members you sign up, the better your chances to win. See you at Maifest! (You need not be present to win.)

Those of you have won in the past should write DeBbie and share your techniques. Look for their hints in the next issue.

Bill Ross

Recall

BMW of North America, Inc. has announced the recall of 11,000 cars that could accidentally wind out to 2,600 RPMs while in neutral. Cars involved are 1984 318i sedans built prior to October 10, 1983. There is a possible defect in the idle control valve. To date, there have been seven incidents reported, three resulting in minor injuries.

Karl Hoffman



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Recommendation

Occasionally, one of us has a good experience at an auto repair shop and wants to share it with fellow members. This recently happened to me. I have a 1976 530i that was having front-end problems—brake trouble and shimmy. Radial Tire of Silver Spring solved my problems. First they sent me to Allen Automotive for new rotors and brake work. Then, back at Radial Tire, two tires were changed, all were rotated and balanced (and all for the price of a single new tire). All problems are behind me now. Thanks a million to the guys at Radial Tire and their friends at Allen Automotive.

Bob Hundley

Recommendation

I would like to comment on my experience to date with a *Roundel* advertiser, Metric Mechanics of Kansas City. I initially contacted them for a copy of their fuel injection troubleshooting manual. Their belief is that the Bosch fuel injection systems are completely adjustable, and can be brought into proper specification without the normal parts replacement service method. I've had some problems for awhile that were causing me no end of grief, and had always suspected the fuel injection system. However, after countless tests etc, I was no closer to resolving the problems than when I started. In short, everything tested out fine.

I received my manual, and began their diagnostic routines. The first thing they say is that the fuel injection system is rarely at fault, and that all other tuneup items should be checked first. A check of spark level from the coil wire brought my first problem to light; a bad coil wire. It had actually arced to the body in two places. I have not yet completed all their tests in one session, and cannot be sure I have corrected the problem. However, I am now much less certain that the fuel injection is involved.

Metric Mechanics' other claim to fame is their 'Ultimate Transmission,' a rebuilt unit with special modifications for the sake of longevity. I recently installed one of their rebuilds, and must say that I am quite pleased so far. My old transmission had slowed considerably; synchros were going, and needed to be rebuilt. For the price of a normal rebuild, I got one of their specials. I've yet to try it out at the track (*more on that next year*), but can say that in the testing I've done so far, it always seems to be half a step ahead of me. I've really tried to beat it to the punch, but haven't come close.

Hats off to Metric Mechanics. Good work you guys!

Cory Laws

New Members' Perspective

As new BMWCCA members, we discovered the best method for club activity involvement is to jump in and enjoy it! Our initial fears of joining a car club and being surrounded by diehard motor-heads was proved unfounded as we quickly found ourselves involved with many people of diverse tastes and interests . . . all focused on BMWs of course.

As "The Club" offers activities to suit any individual's needs, we elected to aim our involvement on the social aspects of the club. The summer provided several notable events, but foremost in our mind was the "car club weekend" at the Potomac polo grounds. We brought several friends, several cousins visiting from Ireland and tailgate rations to feed forty heads. At this point the only exposure any

of us had to polo was the fashion line by Ralph Lauren. None the less, we quickly learned the players, team objectives and strategies, scoring methods and even improvised a betting system. The evolution of the game took a back seat to the experiences and stories we shared with lots of newfound friends. We were greeted warmly all afternoon by fellow club members and convinced ourselves that becoming active in club events was the way to go. Our Irish relatives were very impressed with the degree of hospitality shown by the club and naturally inquired on the cost of membership. Our reply was that annual dues were quite reasonable, it's the cost of the car to get you in that's rough to handle.

Greg and Bridget Garback

Boy, Are We Lucky!

Our chapter's driving schools are the best in the United States! How's that for an unbiased opinion? Seriously, it's true. After attending schools at Lime Rock, Mid Ohio, and Octoberfest driving schools in Milwaukee and Colorado, and in talking with other enthusiasts, our driving schools offer greater track time and fun. (No Marine Corps drill instructors at Summit Point). At the September 9th school, I was able to put over 150 track miles on my car, plus participate on the skid pad and two braking exercises! What a great experience!

In contrast, in June I had the pleasure to attend the Mid Ohio school, which is the best track I have had the pleasure of driving. The organization at the track by the Mid Ohio Chapter left me speechless. However, in two days I was only on the track five times for a total of 80 miles.

Our chapter limits participation to only 40 members, which greatly enhances the learning experience and maximizes track (fun) time. Our safety record is superb and our instructors are patient talented educators.

Plan now to attend the highway safety school in March or one of our three driving schools in 1986. You owe it to yourself and your Bimmer.

It's Bavarian Motor Works.

Gordon M. Kimpel

Racing Update

BMW of North America, Inc. will compete for the 1986 International Motor Sport Association (IMSA) GTP championship with a two car team powered by a version of BMW's Formula 1 engine.

The importer for BMW automobiles and motorcycles said that its new BMW GTP will debut in the 1985 IMSA Finale on December 1 at Daytona International Speedway in Florida.

David Hobbs, BMW's driver for the 1977-1979 and 1981 IMSA seasons, will drive in the December event and is one of four drivers for the 1986 season. Agreements with the other drivers have not been signed.

The BMW GTP was developed and tested by BMW Motorsport, Munich, Germany, the competition subsidiary of BMW AG, and McLaren North America of Livonia, Michigan. The Daytona entry is based on the March 85G chassis.

McLaren will manage the team on behalf of BMW with John McLoughlin serving as team manager. McLoughlin, a graduate mechanical engineer, brings ten years of Formula racing experience and three years as manager of the Ford Zakspeed GTP team to his assignment at McLaren.

The four cylinder racing engine used in the GTP traces its

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heritage to the Formula 2 powerplant that gained the European championship six times between 1972 and 1982. In 1977 it was used as the development basis for two turbocharged engines, a destroked 1.4 liter for the German Touring Car Championship and the 2 liter McLaren BMW version for IMSA. The engine was also used in the BMW M1C, the first grand touring prototype (GTP) entered in an IMSA event, during the 1981 season.

The turbocharged engine made its debut in the Brabham Formula 1 car in 1982, winning one race and 16 points in its first season. A year later Nelson Piquet won the world championship, the first ever with a turbocharged engine.

BMW and McLaren initially joined forces in IMSA racing in 1977 to develop and race the four cylinder, two liter, turbocharged 320i driven to weight wins in three seasons by Hobbs.

BMW entered its first factory team in IMSA racing in 1975 when it campaigned two CSL coupes driven by Hans Stuck, Brian Redman, Sam Posey and the late Ronnie Peterson. The six cylinder factory CSL coupes were also used in the 1976 season when the effort was managed by the late Peter Gregg.

Profile, John Weaver

Those of us who've been regular students at our Driving Schools have gotten used to certain a 2002 with Pennsylvania plates blowing our doors off. The 2002 in question is owned and driven by John Weaver. John has been an active member of the BMWCCA and the Delaware Valley Chapter for some time. He started his days at Summit Point as a student, but rapidly demonstrated skills and ambitions higher than most 'weekend hotshoes.'



Photo by Raine Mantysalo

John is now racing his 2002 #51 in the newest SCCA class, IT/B. Improved Touring cars are allowed suspension and minor engine/exhaust modifications, as well as more wheel and tire choices than the showroom stock classes, thus providing an excellent use for aging SS cars. We've all suspected John's talent for some time, but now the rest of the world is finding out about him. In the most recent MARRS (Mid Atlantic Road Racing Series) races, he captured a first place and two second places. In points standings, John is tied for third place overall in the SCCA D.C. Regional and is in fourth place overall for the MARRS series.

We all wish John the best of luck in his latest challenge!

Cory Laws

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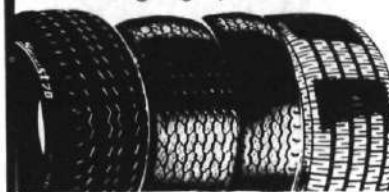
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The Yuppie Marque?

NCC/BMWCCA members, I for one am fed up with the media labeling us BMW owners/enthusiasts as "yuppies." I know that there are a number of BMW owners out there that are using their cars for status symbols and don't know the first thing about our marque. I would like to take a poll of BMW owners to prove just what percent of us owners are not yuppies! I need the cooperation of you, my fellow members to send me some information on you and your bimmer. I know that the majority of us are enthusiasts but there are a very few yuppies out there who have joined the club. I want to hear from each and everyone of you!

This is the information that will be required:

Name _____
Age _____
Occupation _____
Year & Model _____
Previous owned model _____
Reason for buying _____

Information may be mailed to:

Glenn H. Sims
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or you can give me the information at the next club event!
See you there!

Glenn Sims

Winter Care Check List

By the time you read this, we will all be looking forward to the Christmas holidays and the cold accompanying such days. Some of us will be visiting families out of town, some will be going skiing, etc. Whatever we do, we need to get our cars ready for the winter months.

Here is a check list that will keep your car in sound condition while protecting your investment and keeping your loved ones safe.

1. Check your cooling system.
2. Test coolant strength.
3. Weather strip repairs.
4. Check the Defroster.
5. Check exhaust system for leaks.
6. Winterize door locks.
7. Do some rust protection.
8. Check automatic transmission fluid.
9. Check tires.
10. Ensure a clean windshield.
11. Keep linkages free.
12. Check exterior lights.
13. Check heating system and thermostat.
14. Check rear window defroster.
15. Check battery.
16. Change brake fluid.

Always keep the following in your trunk:

1. Set of jumper cables.
2. Flashlight.
3. Emergency flares.
4. Shovel . . . can find at surplus stores for \$5.00.
5. Snow brush and scraper.
6. Set of tire chains.

7. Extra belts and hoses.

8. Old blanket.

Some of you may add a few items to this list. The idea is to be prepared for any type of emergency. For those with new cars, do not take for granted that everything is fine. I have seen too many new cars fail in the winter. Those of you with older models have more to worry about.

Remember we are owners of the best cars in the world but any electrical/mechanical device will fail if not given the proper attention.

Now that you are ready to enjoy the holidays, make them safe by driving with prudence. Check the local weather and future forecast before any trip. And always, with no exceptions . . . WEAR YOUR SEATBELT.

Enjoy your holidays. . .

Max Rodriguez

Winter Storage

As winter draws near, many of the show prepared cars are put away for the winter. This period has a more detrimental effect on the car than the hot days of summer when we take our cars out for an occasional drive.

First, the water in the radiator, engine block, and heater cores was meant to circulate. Still water has a much higher corrosive effect than moving water. Oil in the crank case, transmission and differential should not drain to the lowest level and stay there long periods of time.

Second, is the mice and moth problem. Moth balls stored in various areas of the car keep both away. Don't think for a minute that a mouse can't get into your car. They can, and they will!

Third is the varnish deposits that will form from gasoline that lingers in the same spot.

The best solution to overcome all of these problems is to take the car out for a ten mile run (at the bare minimum) once every two weeks. This gets everything up to temperature and working. If you have air conditioning, turn it on for a minute to get the pump working. You should also turn the heaters on in the summer as well as winter.

If you can't do this, the next best thing is to jack up the car with all four wheels off the floor. This will eliminate flat spots on the tires. At this point there are two alternatives.

a. Start the engine at least once a week and let it run no longer than thirty seconds. At this same time put it in gear and let the wheels turn. If you have power steering, turn the wheel left and right. The idea here is to get all of the oil moving "without" changing the temperature.

b. If you run the engine more than 30 seconds, you will now have to bring all components up to temperature then shut it down. This constant change of temperature, I believe, is very hard on the system (especially the exhaust). It is also wise in both cases to pump the brake pedal as well as the clutch.

The general idea, of course, is to keep everything moving on at least an occasional basis. Naturally, the first thing to do when spring arrives is to change the oil and filter. Short runs enhance oil dilution.

One more thing . . . If you are working with antifreeze, make sure you keep it away from pets and children. They might accidentally drink the stuff and it's F-a-t-a-l!

This article appeared in Silver Start Restorations, a Division of Dover Litho Printing Co.

Via The Mercedes Benz Car Club

Tech Tips

Windshield Wiper Wear

By Mike Cinnamon

Boston Chapter, BMWCCA

My windshield wipers have been wearing out at a very rapid rate lately. At first I thought it was because I was buying cheap refills but, replacing them with better quality blades did not fix the problem.

A close look at the windshield surface revealed a lot of pits and scratches. Upon a closer look I noticed there were sand particles imbedded in the glass itself. I figured the wiper blades were getting torn as they passed over the particles. To get rid of them I took a single edge razor blade and placed it at an angle to the windshield and began running the blade over the surface. When the blade came in contact with a 'stone', I worked at it until the 'stone' popped out.

After doing this to the entire surface and replacing the blades the wipers last much longer. Also, occasionally rub the length of the blade with a rag soaked in alcohol. This will rid the blade of oxidation and dirt which decreases the blades efficiency.

Replacing the Door Stops on 2002s

By William "Bats" O'Neill

Genesee Valley Chapter, BMWCCA

Fed up with holding the door of your 2002 open with your leg while getting the shopping out of the back seat or spit-shinning the seat belt anchors? It's time to replace the broken stops in your doors. Don't feel bad. Besides rating only a 3 to 5 on a 10 degree scale of difficulty (a 10 is a leave it to Korman), you are in the company of many fellow Bimmer buffs suffering with the same problem. This article is the first of a series related to minor, but annoying problems which I tend to put off.

Parts Needed: A new door stop and rivet. (About \$8 from some Roundel advertisers).

Tools Needed: Small putty knife, large regular screwdriver, large Phillips screwdriver, 10mm socket or combination wrench, small hammer, small pin punch, file (optional), razor blade.

Time Needed: 30 to 60 min.

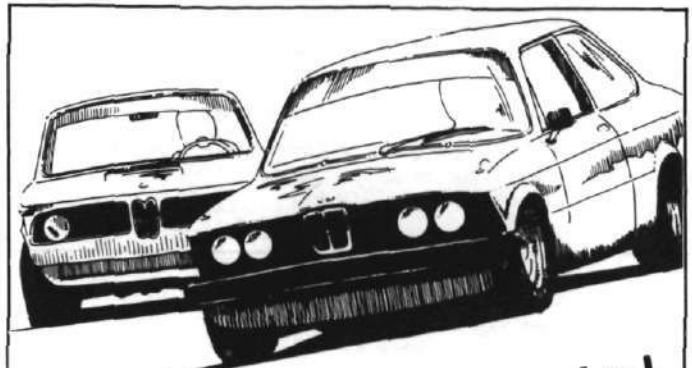
1. Removal of pin (rivet) holding door stop to door pillar.

The door stop mechanism is actually inside the door, but it connects to the door pillar (where the door hinges are) by an arm pivoting on a pin. Before doing anything else, removing the pin from the small hinge on the door pillar is crucial to the success of the operation. This is the most likely place to have a problem so if you fail here you can still leave the job to the mechanic. Sometimes, just tapping the pin from beneath will dislodge it. Use penetrating oil here. The pin punch, if smaller in diameter than the pin, will finish the job. Don't hammer too hard, or you will spread the bottom of the pin, like the head of a rivet. and it won't clear the hole. Go slow and let the oil do the work.

If the pin refuses to clear the bottom flange of the hinge, it's probably spread already. Here's where you'll need the file. File the pin on all sides by turning it with pliers. Hang in there. In terms of problems, you are past 90% of them.

2. Remove the door trim panel. Care is needed here not to break the delicate trim.

First, remove the large Phillips head screws holding the door pull. The top one is hidden by a chrome collar. Just slide it off by pushing up, then pull it away. Next, remove the door handle and window winder by pulling back the plastic



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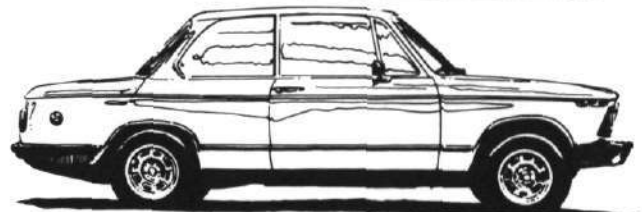
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trim and unscrewing the screw-head bolts. If you are not doing extensive door work, you will not need to remove the round quarter-light knob. Next, carefully insert the putty knife between the door and trim panel. Slide it along until you reach definite resistance. This is the location of one of the plastic compression fasteners holding the panel to the metal superstructure of the door. Carefully pry outward to pop the fasteners out of the door. Continue to slide the putty knife around the perimeter of the door, prying the panel away when you encounter a fastener. Continue along the entire bottom and both front and rear of the door. The panel will now be free enough to work beneath, but be careful not to pull it in such a way as to crease it.

3. Remove the old door stop.

The metal of the inner face of the door should have a plastic moisture barrier, which prevents weather damage to the trim panel. If you are doing major door repairs, this will have to come off, along with the trim panel. For this job, it's not necessary, just slit the barrier in one clean, semi-circular line at the opening in the front bottom of the door, nearest the door stop. You should be able to slip your hand inside to grasp the door stop. Unbolt the door stop using the wrench and withdraw it from the door.

4. Replace the door stop.

The free arm of the new stop will be pushed into the spring mechanism and is nearly impossible to withdraw at this stage. Apply a little grease to the mechanism, between the plastic wheels. Bolt the new door stop into the door with the old bolts. Don't tighten it all the way yet.

5. Attach the door stop arm to the door pillar.

This takes small fingers! Carefully close the door while guiding the arm into the hinge on the door pillar. Drop the new pin into the hinge. Once in, you can open the door and it will pull the arm out. Tighten the door stop within the door while holding the stop up to line it as best you can. You don't want the arm to cock up or down and possibly bind or stress the mechanism. That's it!

6. Replace the door trim panel by pushing in the plastic fasteners one by one along the perimeter. Replace the door handle and window winder, then the door pull.

It all sounds more complex than it really is.

*Reprinted from the newsletter of the
Genesee Valley Chapter*

Pop That Hood

One of the most common annoying little problems we run into is a hood that won't latch at all or pops up while driving.

Most of the time this is simply a lack of lubrication. On all 3 and 5 series cars (except 528E) the hood latch is located behind the grille on the left side of the nose panel. Because of its location, the latch is susceptible to any dust, dirt, water, snow or other foreign matter kicked up by other cars, and even your own car.

The fix—lubrication—use a good penetrating oil (WD-40 or equivalent) and spray the latch completely (accessible with hood open). Now work the latch a few times by hand and you will be able to see if it is working properly.

Hood latches on these cars very rarely need adjusting. The cable is steel wire and doesn't stretch. If the latch starts to get hard to work, it is probably just dirty.

Remember, even if the car is serviced and lubricated properly, it doesn't take much to gum up a hood latch.

*Keith George
Puget Sound Chapter*

Instructions for opening the hood of a 320i if the hood operating handle breaks and you cannot get a vise-grip pliers on the end of the cable:

Facing the front of the car, look just to the left of the right headlight cluster, through the grille bars, locating the round head screw to the immediate right of a 10mm bolt head.

Turn that screw counter-clockwise until the hood pops open. The new mechanism can then be installed. You will now have to adjust the catch with that same screw to make the hood close properly again.

You might wish to keep this adjusting mechanism lubricated with WD-40 or something similar to ensure that it will turn when required.

Roadrunner Chapter

Every 100,000

If the hubcaps on your pride and joy are looking a little long in the tooth, there is a way to improve things without spending megabucks. First, order a set of new roundels to go in the middle of your hubcaps. (Part number for pre '74 2002's is 36 13 1 110 857, around \$2.50 each. Sizes are available for other models.) Knock out any dents using a rubber mallet, plastic mallet, or screwdriver handle. Be careful that whatever you use has a wide area of impact so you don't get a lot of little dents. Check the condition of your hubcap latches. The parts are listed in the BMW catalog, but may not still be available. Send your wife out for a couple of hours, then run the hub caps through the dishwasher. (Ladies should send their husbands out so they don't get any funny ideas about what they can use the dishwasher for.)

Pry and peel the old roundels off the hubcaps. The glue is pretty good, so be careful you don't do any damage to the visible parts of the hubcap while prying off the roundel. Scrape off any thick areas of glue. Get some chrome polish and polish everything but the center real well. Put the new roundels on with something like 3M weatherstripping adhesive or silicone glue.

Install the hubcaps and stand back to see how well you did. Repeat at 100,000 mile intervals.

*Dick Morris,
Midnight Sun Chapter*

Clean Shiny Rubber

TECH TIP . . . when you have had it with trying to clean up the rubber items around the windscreen, windows, tires, and so on and have them keep looking the way they do when still wet, despair not; there IS a way.

Allan Oshana, our former Veep, now practicing Dentistry in Fairfield, Connecticut, extracted this tip from a patient (in the chair, patients tend to tell their Dentists whatever they want to know).

The source was an automobile detailer, one of the fellows who cleans up the Dealer's cars so they look so shiny that your car seems shabby and ready for trading.

Brush on a coating of mineral oil and let it stay for a couple of hours, wipe clean with lintless cloth, buff, and Armorall. (Rumor has it that baby oil does quite well, also.)

San Antonio Chapter

New Members

Frank Tardette	—	—
Chip Williams	1979	320i
David G. Powell	1984	633 Csi
Rita Gail LeVere	1977	320i
Pat Sullivan	1981	320i
Douglas J. Donatelli	1984	318i
Stephen R. Wilson	1983	320i
David C. Tapparo	1984	318i
Russell D. Mobley	1984	318i
Virginia J. Carten	1985	528e
Kenneth R. Matz	1979	320i
Alpha E. Brown	1984	318i
P. Bradley Latson	1980	320i
James E. Grant	1985	325e
John A. Courtney Jr.	1972	2002
Tina Iacono	1985	325e
Russ Stucki	1973	2002
Greg Vaughn	1985	535i
Bart Butler	1982	528e
Robert D. Warren	1984	733i
Tony Gochal	1983	320i
John L. D. Clark	1969	2002
John Corrigan	1985	325e
John E. Lenham	1973	2002
Robert R. Gigliotti	1984	733i
Alton D. Fryer, III	1984	533i
Noemi Camacho	1985	528i
Carol Boykin	1976	2002
Joseph M. Stricker	1981	320i
James A. Werth	1985	325e
George Alexander	1985	318i
Lee Haskin	1985	325e
Samir Joglekar	1978	320i
Vera H. Smith	1984	318i
Javier A. Framinan	1972	2002
Robert & Mary Ann Wharton	1981	320i
Francis & Beverly Rolwing	1985	325e
William & Konnie Hooton	1985	535i

!NEWS UPDATE!

Rumor has it that Autoy & AutoWerke changed ownership and that Dave Toy sailed off into the sunset somewhere around Annapolis—**NOT SO!**

Dave Toy is still at the helm of Autoy and AutoWerke and is pleased to announce. . .

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 Behind White Flint Mall

German & Susan Vidal	1969	2002
John & Diane Segelhorst	1985	325e
Donna & Jack Graham	1984	318i
Al & Suzanne Solier	1984	325e
Jeff & Renee Seymour	1985	318i
Michael & Sununta Schnittker	1972	2002
Robert & Dedra Green	1983	528e
Jim & Lynn Sanchez	1985	535i
William & Susan Rachford	1985	528e
John & Michele Smith	1967	1600
Denise & Robert Ford	1981	633 Csi
James & Judy Ballantine	1979	320i
Stephen & Dominique Hawker	1985	528e
John & Catriona Stavropoulos	1985	325e
George & Juliana Greenleaf	1984	733i
Jim & Sandy Puglisi	1983	528e
John & Jill Anne Tomlinson	1985	325e
Arthur & Sandra Peoples	1985	325e
S. Frank & Pat Russell	1985	535i
Harold & Karen Kidd	1984	318i
John & Janet Oller	1983	528e
David & Debbie Henderson	1984	318i
D.D. & Lynda Lundberg	1983	733i
Daniel & Julie Morgan	1974	2002 tii
Douglas & Carole Bruns	1976	2002
Donald & Lauren Duncan	1981	528i
Marcia & Bob Smith	1978	530i
J. L. & B. B. Lewis	1984	318i
John & Donne Witt	1976	2002
Brian & Bonnie Savage	1984	733i
Robert & Kathleen Unrath	1985	318i
Thelma & Eric Wilder	1985	318i
Virgil Jay Markwood	1981	320s
Tyrone Tate	1980	320i
Michael Shamla	1985	325e
Alan Box	1984	533i
Burt Heacock	1985	733i
Carl W. Bergman	1985	528e
Robert J. Frank	1985	735i
Eleanor J. House	1984	733i
Fred Isenberg	1978	733i
Marc A. Friedman	1985	528e
George L. Harvell	1985	325e
Wayne A. Wolverton	1985	325e
Cheryl M. Thomas	1985	325e
Patrick G. Hartley	1980	633 Csi
Scott R. Cohen	1984	325e
Vivian R. Robinson	1983	320i
Marshall S. Bradley, Jr.	1983	528e
John Zipperian	1983	320i
Peter G. Torok	1982	320i
Michael S. Berkman	1985	M-635
John F. Sparks	1985	325e
Robert B. Vanasse	1980	320i
John Lueders	1974	2002 tii
Stephen T. Carmona	1974	2002
Chuck Silva	1983	320i
Richard Kashmanian	1982	320i
Kenneth L. Jackson	1984	318i
David C. Wilkerson	1985	325e
Gilbert E. Teal, II	1982	320i
Edmund J. Mullen, Jr.	1984	318i
Stuart C. Bean	1985	325e
Lewis J. Baker	1985	325e
Howard R. Fletcher	1985	535i
Richard B. Mendelson	1982	320i
Ralph W. Kettell	(New York)	
Duane Schmidt	(Georgia)	
Michael C. Feeser	(New York)	
R. Frederick Schofer	(Michigan)	
David Morrow	(New Jersey)	
Paul W. Koster	(Pennsylvania)	
Phil Meek	(Hawaii)	
Robert Meissner	(Virginia)	
Bruce J. Anich	(South Carolina)	
Lawrence W. I'Anson Jr.	(Virginia)	
Richard Wymelenberg	(Illinois)	
Martin M. Lagoy	(California)	
Jesse Begley	(Illinois)	
Mark R. Mathews	(Massachusetts)	
Don T. Riley	(Kansas)	

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Marketplace

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. 5500 Jeff Randall (#3313), 9554 Briar Glenn Way, Gaithersburg, Md 20879. 301-921-8255 evenings (6:30-10) & weekends.

For Sale: 1974 2002tii. One owner, good original condition. Needs paint. Brown metallic, 125k miles, never wrecked. \$4,000. Call Barbara Dowell, (301) 498-0383 days.

For Sale: 1975 3.0CS. European model, Fjord blue, 65k original miles. First class condition. Call Rob Faktorow at 543-5034 after 6.

For Sale: 2002. AM/FM tape, orange w/black interior, 100k+ miles. Looks and runs great, all service records. \$3,500/obo. Call Jeanne at (301) 649-6028 evenings.

Parts For Sale

For Sale: From 1976 530i. Set of 4 KYB gas shocks, used only 1,000 miles, \$100. Stock distributor, \$30. Set of 4 steel wheels, \$40. Call Cory Laws, 546-2365 7-9:30 eves/weekends.

For Sale: Set of 4 BMW/BBS silver alloy wheels, 14" x 7" for 5-bolt 6 cylinder cars. Good condition, \$250. Call Steve Haygood at (703) 430-0692 days, or 430-0698 eves/weekends.

2002 parts for sale: 1-bbl Solex carb, manifold and air cleaner—\$50. Instrument cluster w/speeds, tech and indicators—\$50. Stock '74 distributor—\$20. Coil — \$5. 2-used 205/60 x 13 Eagle NCT's—\$50. Grills from '72—2002—\$40. Call Jeff Sikes at 528-7021.

For Sale: Pirelli P6's—Two complete sets of 195-60VR x 14 (Rated for over 130mph). Both sets used less than 20 miles. After bought these tires for both of my 325es, another tire dealer offered me a "GREAT" deal for two sets of 15" BBS wheels and tires. Well, rest is history. Cost—\$400+ /set, will sell for \$250/set. Frederick Yen. Days: 301 683-8747. Eves: 301 296-3256. (Balt. MD.)





Parts Wanted: Seats for '74 2002. Drivers or drivers and passengers. Dark blue, must be in excellent condition. David Waller 456-2674—days; 547-1189—evenings and weekends.

For Sale: 1976 BMW 2002, 4 speed, anthracite/with beige interior, a/c, Pioneer cassette stereo, weber carburetor, many new parts including 4 Michelin tires, very dependable. \$4,850 Mitch Blanchard. 703-821-0294 (d), 703-437-0965 (E)

For Sale: 1983 533i VIN WBADB7404D1047379. Graphite, w/pearl beige leather interior, pin stripe, 5-speed. All standard 533i features plus limited slip dif. UNGO security system, wind deflector, plush floor mats, first aid kit, Kleen-wheels. No dings or dents, professionally maintained-hand washed, immaculate, non-smoker owner. All service records, 30k miles. \$21,500. George Gower #16142. Days: 301-492-9659 Eves: 301-774-7878. (Maryland)

For Sale: 5 factory alloy wheels for BMW 318i/325e. \$399/firm. Mohamed Said. 301-422-8979 (H).

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