

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



JAN.-FEB. 1986

# der bayerische



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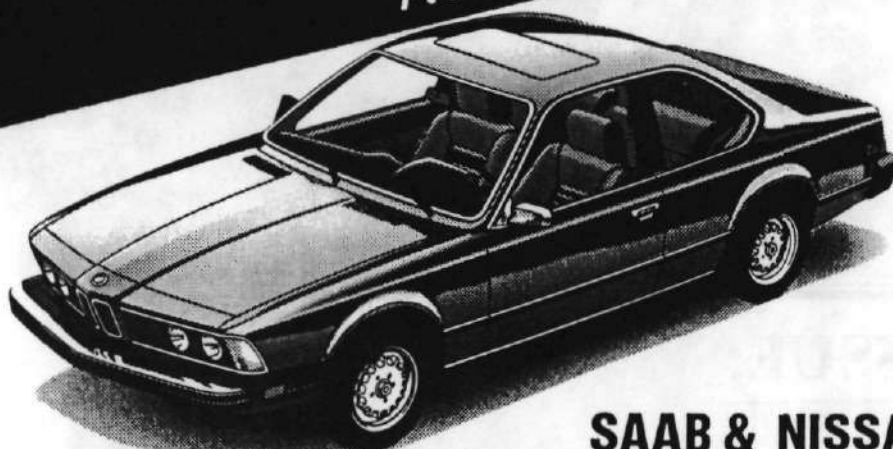
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All copy submitted must be received by the editor by the 5th of even numbered months.

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## Coming Events

### TECH SESSION—CAR STEREO—

January 11, 1985

Time: 8:30 am

Introducing the world of Nakamichi, 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 8 to 10 a.m. and the showroom opening at 10:00.

**Directions:** From Baltimore, Exit I-495 at Rockville Pike (Rt. 355N). Go 2 miles to left onto Old Georgetown Road. From Northern Virginia, Exit I-495 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.

### TECH SESSION: J & F MOTORS— February 15, 1986

Time: 9:30-1:30

**TECH SESSION—Attention all new 3,5,6 & 7 Series owners.** This tech session is for *you*. Learn how to diagnose problems with your electronic ignition, brain box and other complex systems. This could be invaluable if your car suddenly goes dead on K St. or in the middle of the George Washington National Forest.

**WOMEN ARE ESPECIALLY WELCOME.**

The second part of the tech session will be a question & answer session. No question is too tough for these guys to answer! J & F Motors, long renown for their engine rebuilding, modifications and excellent service, has recently expanded. Come check out the new body and paint shop, additional service bays, machine shop and even buy a BMW from their selection of quality "used" cars.

In addition, a 7% discount on all parts in stock. Even a buffet lunch will be provided!

**Directions:** From D.C. take 395 South to Glebe Road/Shirlington, follow signs to Shirlington, turn right at the light onto Shirlington Road, left at South Four Mile Run Drive, approximately 1.6 miles on your left. (703) 671-7757

cover photo: "The Awesome Alpina" by Cory Laws



## BALTIMORE POWER PLANT— Saturday, February 22, 1986

Advertised as a "world like no other", the Power Plant at Baltimore's Inner Harbour is entertainment for the whole family. The facility has an array of exhibits and entertainment that uses special effects and computers to create a fantasy world.

The club will meet at 9:45 a.m. at the Plant. Latecomers will delay the group's entry time. It takes 2½ to 4 hours for the unescorted tour. An optional no-host brunch will be held at Benigan's, 34 Market Place, afterwards. Members can also enjoy the food and festivities of Little Italy or the Inner Harbour. For reservations call Karen Fairchild (301) 665-6491 by February 18. Leave your name, the number in your group, if you intend to go to Benigan's and your telephone number. The first 50 people to make reservations will enter free, others will receive the group discount of \$5.45 for adults, \$3.95 for children 4 to 11.

**Directions:** The Power Plant is located on Pratt Street at Pier 4 (just east of the Aquarium, Pier 3). From D.C. take 95 or 295 to 395 and follow the signs to the Inner Harbour. The Plant is a prominent structure at the Harbour, sporting 4 smoke stacks. Parking is within walking distance in several lots or garages.

## TIRE TECH SESSION—March 1, 1986

NTW's Dale City Virginia showroom will host a tech session at 10:30 a.m. on Sat., March 1, 1986. Tom Augaitis, NTW's Regional Sales Manager, will be the speaker. Tom has several years of experience in the tire world. He is planning a presentation to include: tire wear (front vs. rear wheel drive), Foreign vs. import tires, high performance tires, all weather tires, and checking tire wear for imbalance. There will be tire display and cut-aways of several types of tires. Refreshments will be served.

**Directions:** Take I-95 south to Dale City/Garfield exit, at top of ramp follow Garfield exit to stop sign. Make right and continue to next stop sign, and make another right. Go to traffic light and make right, putting you on Telegraph Road. Continue to NTW sign and make left.

## TOUR AND RESTORATION TECH— Saturday, March 9 (Snow date, March 16)

**Time:** 9:30 am

Combine a beautiful drive across the Shenandoah Valley with lunch, a tour of E&E Autobody's BMW restoration facilities, and a reception, courtesy of John Estep, E&E's proprietor. If you have seen the work done on Cory Laws' 530 or the 2002's of John Fowler or Karl Unterkalter, you know how E&E got its reputation. John promises to have cars in various states of preparation to demonstrate his work.

We'll meet at Greenbrier Shopping Center behind the Roy Rogers and tour to E&E in Broadway, Virginia. The club will buy lunch for the first 25 to call Les Adams: 703-569-2144 evenings. If there are reports of snow in the area, call Les or the chapter information number, 703-866-9225 to see if the trip has been postponed.

**Directions:** The Greenbrier Shopping Center is on Route 50 four miles west of the intersection with Interstate 66.

## HIGHWAY SAFETY SCHOOL—March 29, 1986

Once again, your club will sponsor a highway safety school on Saturday, March 29, 1986.

This will be the third time we will be going to Summit Point, West Virginia for a session which you will find most rewarding. As owners and drivers of fine German engineered cars, we are exposed everyday to driving conditions which require extreme concentration and coordination of skills to avoid any type of emergency that should arise.

The instructors are tops in their field, and will place the emphasis in making us more knowledgeable about the cars we drive. The highway safety school is designed for you to learn, practice and experience driving techniques that will allow you to better understand the potential of your Bimmer.

Because of the popularity of this event, I would recommend you mail your registration as soon as you get your magazine.

See you there. . .

## MWCSCC Calendar

The Chapter has joined the Metropolitan Washington Council of Sports Car Clubs (MWCSCC), an organization of 18 clubs, from the Sports Car Club of America and the Porsche Club of America to the five member South East Sports Car Association. The primary events run by the Council are autocrosses and rallies. Herewith the MWCSCC calendar for the first half of 1986.

January 18 MWCSCC Awards Banquet

February 2 Washington Rally Club (WRC) C2R (Rally)  
8 WRC Rally Seminar  
16 WRC II C2R

March 2 WRC III C2R  
16 WRC IV C2R

April 20 Porsche Club Championship Autocross (CAC)

May 4 Lotus Club CAC  
4 Branded Rally Club C2R  
25 SCCA CAC

June 1 Children's Hospital Benefit Autocross  
22 Southeast Sports Car Association CAC

If you have wanted to know what a rally is, what equipment you need, how to get started, etc., make a special note of the Rally Seminar on February 8. Long time club member Dave Roach is also a member of the WRC and writes a column on rallying for the *Stopwatcher*, a local motorsports weekly. He has provided some additional information on the rally seminar, as well as an article on a recent rally in which he participated, elsewhere in this issue. Also note the benefit autocross on June 1, always a great event. For more information, call Woody Hair, Cory Laws or Les Adams.

*Les Adams*



# 1986 Calendar of Events

## JANUARY

- 11† **Meyer-Emco Stereo Tech**  
(Bill Ross)
- 15-20† **Auto Show**  
(Bill Ross/John Fowler)

## FEBRUARY

- 5 **DB Deadline**
- 15† **J & F Motors Tech**  
(Gordon Kimpell)
- 22† **Baltimore Power Plant**  
(Karen Fairchild)

## MARCH

- 1† **Tire Tech**  
(Terry Forrest)
- 9† **Tour/Tech E&E Auto Body**  
(Les Adams) (Snow date 3/16)
- 29† **Highway Safety School**  
(Max Rodriguez)

## APRIL

- 5 **Tischer Do-it-Yourself**  
(Raine Mantysalo)
- 5 **DB Deadline**
- 13 **Autocross School**  
(Kay Heatherley)
- 26 **Heishman Inspection/Swap Meet**  
(John Hartge)

## MAY

- 3-4 **MAIFEST**  
**Summit Point**  
(Max Rodriguez)
- 18 **German Embassy Concours**  
(Bill Ross/Karl Hoffman)
- 24-26 **Blue Ridge Rendevous**  
(Tidewater Chapter)
- 31-6/1 **Children's Hospital Telethon**  
(Mike Diggs)

## JUNE

- 5 **DB Deadline**
- 7 **Schockoe Slip German Car Fest**  
(Shockoe Chapter) (Les Adams)
- 8 **Summit Point Nationals Corral**  
(Max Rodriguez)
- 14-15 **Fathers Day Car Show**  
(John Fowler)
- 26 **Thursday At The Track Driving School**  
(Max Rodriguez)
- 29 **Autocross**  
(Chuck Branscomb)

## JULY

- 6 **Summit Point Trans Am Corral**  
(Blue Ridge Chapter) (Max Rodriguez)
- 12 **Tech Session**
- 26 **Crab Feast**  
(Seu Lim)

## AUGUST

- 5 **DB Deadline**
- 10 **Summit Point Nationals Corral**  
(Shockoe Chapter) (Max Rodriguez)
- 10 **Potomac Polo Club Tailgate Sunday**  
(Seu Lim)
- 16-17 **German Festival Baltimore**  
(Dwight Derr)

## SEPTEMBER

- 12 **El Cheapo Driving School**  
(Max Rodriguez)
- 14 **Autocross**  
(Gary Toyama)
- 21 **Bavarian Inn—Oktoberfest**
- 28 **Foxfield Races**  
(Blue Ridge Chapter)

## OCTOBER

- 5 **DB Deadline**
- 5-11 **BMWCCA Oktoberfest—Florida**
- 12 **Autocross**  
(Chuck Branscomb)
- 19 **Excluservice Bavarian Day**  
(Bill Ross)
- 21 **Hotshoe Driving School**  
(Max Rodriguez)
- 26 **Winery Tour**

## NOVEMBER

- 8 **Tech Session TBA**
- 13 **Speaker TBA**
- 21 **Election Dinner**  
(Terry Forrest)

## DECEMBER

- 5 **DB Deadline**
- 6 **Do-it-Yourself Session**
- 12 **Wine and Cheese Party**  
(Dan and Seu Lim)

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

## President's Message

1986: The year that is, is upon us, and with this first issue of *DB* for '86, I'd like to tell you what's new. Your executive board has made increased service to the membership a priority: we have attempted to do that by bettering our organization to run more and better events and to seek ways to provide more enjoyment. Thus, last year saw more driving schools, autocrosses, and social events and we tried to make those events better by running them more smoothly, packing more activity into each outing, and making them more "special." For instance, I am just recovering from our year end wine and cheese party. It was great! Over 100 people came out to Post Hall at Mount Vernon College to enjoy imported wine, cheese and beer. Post Hall was decorated to its 20 foot ceilings with antiques. We had a fire in the huge fire place and candles on the linen covered tables. We also had pictures and slides of all the year's events, virtually all the officers were there to answer questions (and consume much beer), and many new faces came out to see what was going on. We had a great evening!

Back to 1986: more of the same. I mentioned Maifest last issue. We also have more tours and tech sessions and social events, just as you requested on the questionnaire you completed at the election dinner. And to help you remember them all, we've added something else:

**WNCC:** Not exactly a radio station, but I refuse to call our new information number a "hotline." Anyhow, write it down! 703-866-9225. This number is in Springfield (in my basement, if you want the less glamorous details) so its a local call in the DC Metro calling area. We'll keep it up to date with coming events, last minute changes, cancellations, and contacts for further information.

We have considered an installation of this nature for some time, but the matter came to a head when we had to cancel the last autocross on October 20 due to hazardous conditions, and had no way to inform people. We also ran into a problem when the Foxfield Races were moved from Saturday to Sunday by the organizers to "avoid" the UVA homecoming traffic on Saturday. (The less said about the traffic, the better . . .) Now, when in doubt, dial 866-9225, and WNCC will tell you the absolute latest word. (We also hope to avoid having to mail anymore of those expensive to produce, slow to arrive post cards.)

**OTHER NEW BUSINESS:** Here's a rundown of who's who in the NCC in '86. I have included some "other pertinent data" in case you would like some information from one of the officers on a matter of interest to you. Telephone numbers are on the masthead.

**Me—President** and your humble servant, responsible for the whole shootin' match. I drive a 533i which has been in car shows as well as to Summit Point and autocrosses, and gets me to work every day. My 2002 ('75) is unrestored, but somewhat modified for Summit Point and autocross.

**Terry Forrest—Vice President.** Terry drives a 320i. Last year, he ran the Activities Committee (of one) so well that we asked him to run for this office, and continue to be responsible for "managing" the calendar. He organized a number of events, including the election dinner. Call him for info on coming events.

**Woody Hair—Treasurer.** Drives a 320i and balances the books. Woody is responsible for keeping us to our budget and managing our financial affairs, and he's very good at it.



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Wash., D.C. & Clearance Center  
Monday — Friday 8 am — 6 pm  
Saturday 8 am — 2 pm

**AREA LOCATIONS**

✓ Alexandria, VA. 2000 Eisenhower Ave. (Off I-95 and Telegraph Rd., Exit 2 North)	(703) 683-8660
✓ Dale City, Va. 13871 Telegraph Rd.	(703) 491-7141
✓ Fairfax, Va. 2995 Prosperity Ave.	(703) 686-7770
✓ Newington, Va. 8195 Backlick Rd.	(703) 550-7610
✓ Springfield, Va. 5256 Port Royal Rd.	(703) 321-7811
✓ Tysons Corner, Va. 1524 Springhill Rd.	(703) 883-4210
✓ Washington, D.C. 67 K Street, S.W.	(202) 554-6605
✓ Beltsville, Md. 5640 Sunnyside	(301) 441-3445
✓ Columbia, Md. 6810 Oakhall Lane	(301) 596-0880
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He also plotted two tours and participated in many autocrosses last year.

**Karen Fairchild**—Secretary, 528i. Last year, Karen, a club transplant from the midwest, managed a new committee, Baltimore Activities. This year, to give the Bulimor crowd more contacts and more clout, Karen is Secretary, and Dwight Derr is Baltimore Activities. Karen has driven in our driving schools, organized our exhibit at the German Festival and has been instrumental in arranging more activities in the chapter's northern reaches.

Dwight Derr is continuing in Karen's tradition. He drives a modified 320i, participates in tours and driving schools. Dwight already has big plans, including an Orioles game and a tour of a Maryland winery.

**Max Rodriguez**—Driving Events, Club Store, 3.0CS (Tundra) and "Lorie's" 530i. Max's name should be very familiar: he's done it all, including the Cannonball Rally and the Mosport Ontario driving school. This year, we are putting his skills to good use to organize our Summit Point events, starting with the Highway Safety School March 29.

**Autocross**—Kay Heatherly, Honda CRX; Chuck Branscomb, Bavaria (very fast!); Gary Toyama, 2002 ("WNRDRR"). This year, we're not only putting on our own autocrosses, we're competing in the MWCSCC (about which more later) championship events. These are the people who will be pulling the events together.

**Social Events**—Dan and Seu Lim, 320iS. Dan has been Secretary for the last three years. Now, he and Seu will continue in their tradition of great polo match tailgate parties by keeping the social side of our calendar in tow.

**Concours**—Karl Hoffman, 320iS. Our Tri-Marque Concours had become so successful and so much work that we thought it deserved full time attention. Karl, a participant in the concours, is presently trying to work out the bugs in the judging.

**Membership**—John Fowler, 2002. John has been the backbone of our car shows, as well as club graphic artist, doing much behind the scenes. Now he, ably assisted by Mitch Edelman of Baltimore, are pushing for the big 2001.

**Der Bayerische**—Cory Laws, '75 530 (and 944) and Dave Sossamon, 320i, editors. Both are very active at the track and in autocross and virtually everything else we do. Mike Diggs, Ad Manager and tennis bum, 733i, has put together the crab feast the last two years as well as kept track of our DB advertisers. Raine Mantysalo, GTI (and ex 320i FINAIR), does PR work for the club and acts as club photographer. Bill Ross, Circulation, 733i, former president, is an institution in himself.

John Hartge, 325e, and Gordon Kimpel, M635, escapees. These guys think they are off the hook. Ha!

Feel free to call on any club officer with questions about any aspect of the club. We'll be happy to help.

**CHILDRENS HOSPITAL:** I mentioned last issue that we are planning a raffle to raise funds for CH. It promises to be something on the order of the dream sweepstakes you have seen advertised for magazines, et al., geared to the Bimmer enthusiast. We are still working on the details, looking to a mailing sometime in March with the drawing to be held in conjunction with Maifest. In the meantime, we need help, particularly from a CPA willing to donate his time to oversee the returns and drawing. Any volunteers?

**\$325:** Speaking of CH, I want to tell you about Bavarian Day, held in November by Lothar Scheutler and Franziska Bass at Excluservice. Despite being one of the dreariest days of the

year, Excluservice drew an absolute MOB to eat German food, drink schaps, wine and REAL German beer, dance, listen to music, participate in traditional Oktoberfest games, and paw some exotic machinery (M635 Cabrio!). Excluservice also collected \$325 for the food served and donated it to Childrens Hospital through the club. It was a fantastic afternoon, full of *gemutlichkeit*. Thanks, Lothar!

**ALL WET:** In mid November, the Greater Washington Section of the Mercedes Benz Club of America (MBCA) invited us to attend a Friday At The Track at Summit Point on November 22. Max, Gordon, Terry Luxford, Susie Harrison and I joined in to run the event, with 20 drivers. As many of you know, I called as many members as I could locate in our records to ask to join us. Despite a cold, soaking rain that fell until after lunch, a shortened track (using the new turn at mid-straight to take you directly into turn three), and the Fairfax police on the remainder of the track practicing back up maneuvers, we had a real good day. Nothing like a slick track to teach you control and recovery techniques! Thanks to Jon Kendall, the chief instructor for the day, and Max's quick revisions to the schedule, we put in a lot of track time, did some braking exercises, and had a number of people new to the track taking the Chute at 75 in the rain! Now, I wouldn't exactly say you should pray for rain when you come to the Highway Safety School in March, but be sure you don't stay home if the weather is threatening. The point of the school is to make you a safer driver and the adverse conditions give you more opportunity to learn essential skills. Gretchen Carroll of Hillbrook Inn made the weather more bearable by fixing us another wonderful lunch and then inviting us back to the Inn for hot mulled cider in front of the fireplace at days end. Thanks Gretchen!

Speaking of driving schools, we have reprinted an article, courtesy of *Autoweek*, about a day at one of the new BMWNA driving schools being produced by Skip Barber. As author Bill Lovell points out, BMWCCA has been doing it for a long time. The BMWNA school gets you a day at the track in a 325 or a 535 for \$400, with the emphasis on driving in the wet and learning the miracle of ABS braking. It's interesting that he sees this development as a reemphasis on high performance by NA. That can only be good for CCA as new and potential owners learn of the performance capabilities of BMW and get hooked. With two page ads of the 16 valve Mercedes appearing everywhere, I can only say, its about time, Montvale.

**BUSINESS MEETING:** Our next business meeting will be held on Wednesday, January 29. We'll be discussing the status of events for March and April, DB articles, club finances, and progress on major projects like Maifest, the Concours and the Children's Hospital fundraiser. If you'd like to join us, find an activity to your liking, get more information on an event, meet all the high muckity-mucks, and generally get "more involved," give me a call for details.

**AUTO SHOW:** Hurry up and finish reading DB and get down to the DC Convention center for the auto show. Stop by the booth, or better yet, call Bill Ross and sign up to work the club booth and get to meet a lot of interesting people, like yourselves. See you there!

Les Adams



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## From The Editor

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There is something that's been bothering me for some time, that I want to get off my chest. The subject is left lane bandits and other types typically found on American roads. I had planned to reprint an article from one of the trade presses labelling drivers of BMWs, Porsches etc. as inconsiderate, egotistical, aggressive SOBs who think the roads are theirs alone, etc. etc. I then planned a well thought reply to counter that view. However, in reading through the newsletters of the other chapters around the country, I found that Dan Tackett of the San Diego chapter had done the job for me. You will find the full text of his article in this issue.

I would only like to add that the roads are indeed for ALL of us, and we should ALL be considerate in their use. If one driver wants to drive faster than another, it should be his or her choice to do so; considering the risk of a ticket. It should not be considered antisocial. After all, many years ago, we had the luxury of legally travelling at speeds up to 70 mph or so at posted limits. Also remember that there was no posted speed limit in many parts of the wide open midwest.

While neither Dan or I would recommend unlimited speed on our interstates, I think we need to admit that today's automobiles are much safer and more capable than those of years past when the speed limits were higher. In addition, there seems to be no correlation between speed itself and increased traffic fatalities as witnessed both here and in Germany. And, according to the Government's own statistics, the average speed travelled on the interstates is approximately 67 mph. If that's the average, then either a whole lot of people disagree with the current 55 mph limit, or speak with forked tongue. The sad fact is, that we give licenses to people who cannot adequately handle an automobile.

I have also included a profile of Jim Baxter, who *Car & Driver* listed as one of the 10 best friends of the automobile. Jim has almost singlehandedly taken on the task of repealing the 55 mph limit, through his Citizens' Coalition for Rational Traffic Laws, CCRTL. I know this subject is very controversial. If you have thoughts pro or con, please write. I'd like to hear from all sides.

Switching gears, I'll again appeal to those of you not taking part in our various activities. We have put together the bulk of the 1986 Calendar of Events, and think it is a good one. We took a survey at the elections dinner, and the overwhelming results demanded more driving, social and technical events. We will try our best to accommodate you.

*Cory Laws*

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## Bavarian Day at Excluservice

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What would you do on a rainy, miserable November Saturday to forget the weather and the approaching winter?

The weather wasn't part of the plans when Lothar Schuettler and Franziska Baas invited the local Club members to their authentic Bavarian Day festivities on November 3, 1985. Nevertheless, it didn't seem to be enough trouble to alter the food, music, and game arrangements on the shop lot.

Lothar had the weather under control with the help of a huge tent that also added a certain touch of carnival spirit to the crowd of some 400 sipping German beer and wines and trying out German food. A Bavarian band was entertaining the gameplayers and lifting the mood.



But there was food for the eyes, too. Inside the Excluservice shop you could find a very rare sight anywhere in the East coast. At the entry to the shop a beautiful green M635 Convertible took your breath away. It was parked next to a 1937 Convertible. The M Convertible was converted by ABC Exclusive in Germany and could be yours for around \$63,000 with heated buffalo hyde interior and three-piece BBS wheels.



*Photos by Raine Mantysalo*

A couple of M5's, several M635's, an M1, an M535, a 745, a 1602 Convertible and a lightweight CSL were all there for us to inspect and admire.

Lothar and Franziska did a wonderful job with the help of their staff and setting up this display of rare cars and great entertainment. Personally I would have been over just to try the German Becks beer.

*Raine Mantysalo*

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## Annual Elections Dinner

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Some 90 members and their guests attended the Annual Elections Dinner at the Mustache Cafe in Alexandria, Virginia on November 15th, 1985. The dinner meeting provided the opportunity for members to meet the individuals who have labored to ensure a successful 1985, to recognize the special contributions of others, and to get acquainted with the 1986 officers and review the proposed 1986 events calendar.

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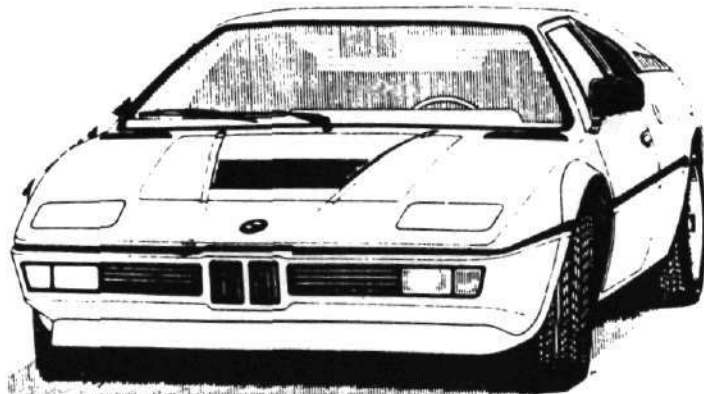
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The evening began with the very attentive service of the Mustache Cafe's staff and an open bar featuring beer, wine, and champagne. This lead into a most sumptuous dinner, including Hungarian Goulash, Seafood Newburg, Strip Sirloin, and Sauteed Breast of Chicken; a real delight.

The first order of business lead by President Les Adams, was the recognition of notables (dealers, dealer liaisons, and committee chairpersons), followed by announcements (agenda for the evening, questionnaire/door prizes, and coming events for the remainder of the year). Reports were given by the following people:

Max Rodriguez—Club Store and it's anticipated automation

Woody Hair—Club Treasury report

Terry Forrest—1985 Activities, proposed 1986 activities

Bill Ross—Club Membership update

Special appreciation was given by Les Adams for all of the outgoing officers, including Dan Lim, Secretary; Max Rodriguez, Vice President; and Gordon Kimple, Driving Events Coordinator. Also recognized were Kay Heatherley and Mike Vincenty for their tireless work in Autocross, Bill Via as Tourmeister extraordinaire, and Bernice and Ira Winthrop and John Hartge for their work in making our newsletter the best around (no matter who wins the award).

Kay Heatherley presided over the nominations and elections. When there were no additional nominations from the floor, a vote to close the nominations carried. It was then moved and seconded that the officers listed in the official ballot be elected by affirmation. This motion carried by unanimous vote. With this action, the following officers will serve effective January 1, 1986:

President—Les Adams

Vice President—Terry Forrest

Treasurer—Woody Hair

Secretary—Karen Fairchild

Door prizes were awarded by the drawing of tickets that had been given out to each member upon returning the completed questionnaires. Our thanks to the following businesses and individuals for their contributions: Evergreen Motors, BMW of Fairfax, Heishman BMW, VOB BMW, Jonathan Jones, and Tischer BMW.

The dinner was a success thanks to the contributions of many members and friends of the Club who made 1985 a fruitful year. If you have not yet experienced a club event, come on out. You won't regret your decision.

*Terry Forrest*

## "Hot Shoe" Driving School Friday, October 25

Thirty "Hot Shoe" drivers rose before dawn to attend the last NCC driving school of the year, at Summit Point. It's amazing how easy it is to get out of bed in the dark at 5:30 a.m. to go to a driving school, but how extremely difficult it is to get up at that hour for work.

A very thick Cape Cod fog made driving rather slow until Leesburg, when the fog lifted. The Autumn foliage was beautiful as the sun burned through the clouds onto the West Virginia mountains.

Route 7 to Summit Point opens up past Purcellville and good double the double nickel speeds can be easily attained as anticipation of the "Point", even when just going to a race, grows. The 632 turnoff from Route 7 is a beautiful country road. I start to get excited about being at the track in the best Pavlovian tradition.

With only thirty drivers, all with at least three previous schools, and eleven instructors, the day was an excellent chance to take advantage of the instructors and learn. I always make it a point to maximize my time with the instructors as they all offer different ideas and styles. Jim Harrison, John Weaver and Rick Foster were the "lucky" professionals I picked on. I'm always amazed at the drivers who go to a school and don't utilize the talent that is present.

Due to all the rain and the terrorist schools which Bill Scott directs, the track was extremely slippery and muddy. Crazy Max Rodriguez thought he was ice skating when he "gracefully" executed three 360's in the dirt by the pits, with no body (mind?) damage!

The slippery track made almost everyone (one lofty NCC official with a Malaga 2002 got stuck to the proverbial hub



caps in mud) slow down and times were 3-6 seconds slower each lap than usual. A slick track is good as it teaches smoothness and a better feel for a car's capabilities at lower speeds than on a normal dry track.

In the afternoon, the tag team event returned after a several year hiatus. Three car teams are divided up according to times—a slow, medium and faster car. The first two drivers run to their cars, start them and fasten their seatbelts before they take off for a fast lap. At the pit, the drivers stop behind a line, jump out, run over and tag their waiting teammate's car. One lap and he stops, runs over and the teammate takes off for a lap with a flying finish. The experience gets the adrenalin pumping. Unfortunately, one of my teammate's hood popped up and he couldn't see the track. This exercise





is not usually an event at our regular driving schools.

The best part of the driving school is the people. The atmosphere is extremely friendly and a feeling of sincere helpfulness is evident by the participants, workers and instructors. Some members think that the catered lunch by the Hillbrook Inn is the best event, but it's really the people.

Next year we'll hopefully have 3 driving schools and a highway safety school. Plan now to attend and have a great experience.

*Gordon M. Kimpel*

## Good Luck and Bad: The 1985 MG 1000 International Rally

In our last episode (see the July-August issue of *Der Bayerische*), you were introduced to a number of people with little sense of self-preservation, BMW 2002 tiis, and four days to kill (possibly along with themselves) by running the 1985



MG 1000 International road rally. I refer to Jim Miner, Mike Leeper, and yours truly. This is the story of our return to New York and Ontario, and how we fared.

### Background

The MG 1000 is a 1000-mile time-speed-distance rally run over the course of four days. This year it started in Horseheads, New York, went to St. Catharine's, Ontario, for two nights, returned to the U.S. (Olean, New York, to be precise) for the third night, and ended where it began in Horseheads. Contestants must maintain average speeds on the rally, but these speeds are quite high for the conditions.

Jim Miner has run the Thousand for at least 10 years straight, always in the same car—his 1974 2002tii. His navigator is Bob Kraus, his old college roommate. Now anyone who would run this event for 10 years is pretty far gone, sensewise. Mike, the driver, and me, the navigator of the Friday Afternoon Rally Team, have run the 1000 together only twice, so we clearly have a lot more sense left.

As we did last year, we took the Trout, Mike's 1972 2002tii, the Zeron rally computer and another half gallon of George Dickel. With one event under our belts, we had gained some knowledge of how the 1000 works, which we hoped would make the going a little easier this year. We knew that if we made no mistakes, we could finish in the top three and maybe even first. That was my goal—to win. At the same time, I knew we'd been lucky last year and that this year might be the year to pay our dues; I tried to expect the worst.



*Photos by David Sossamon*

My awareness of luck was heightened by our car number—13. Well, I rationalized, in Europe, 13 is a lucky number, and we are in a European car; besides, we're moving up in the world—last year we were car 14.

### The Event

This year, the course took us westward across New York on the first day. The Friday Afternoon Rally Team started out with an error—we went off course not even one mile into the rally. Fortunately, we recovered before it did any damage. Then another contestant pointed out that we were leaking gasoline; we chose to ignore the problem, hoping it would go away. Miraculously, it did. Everything went fairly smoothly for the rest of the day, until late in the afternoon, when we misread an instruction and made another off-course excursion. We soon realized our mistake, but still we were more than a minute behind. Mike made it all up in three or four minutes, shortly after which we got on an interstate highway and ended the day's timed portion, beginning the trip into Canada at Niagara Falls. Thus, at the end of the first day, our rally scores were low (17 points, which put us in third place), but we owed an even greater debt to good luck.

The second day took us from St. Catherine's north almost to Georgian Bay, across the flat farmland of Ontario. After about 20 miles of traversing a grid of dirt farm roads, we came to a stop sign where we were to turn right. We both looked right and saw the first hill for 25 or 30 miles, and we both *knew* that there was a checkpoint around the back of that hill. Mike took off, slowing only for a railroad crossing, but it was too late. We crossed the timing line, which was at the apex of the third curve, on the back side of the hill, nine hundredths late, our worst score thus far (and, as it turned out, our worst score for the rally). We finally had paid for a mistake. I felt better on that account, and much worse knowing our tenure of third place was in jeopardy. Later in the day, I missed a speed change on the computer, but we luckily were able to reset everything before the next checkpoint.

The biggest stroke of luck was yet to come. We were leaving the afternoon break when we heard a flapping noise coming from underneath the car that was definitely linked to wheel speed. We stopped the car, got out, and peered underneath; we could see nothing, so we again used the "let's ignore it and it'll go away" solution; again, it worked. We finished the timed portion of the rally, encountering two hay wagons blocking the road at the last checkpoint, but again we were lucky—the hay wagons had forced the checkpoint to close, so we couldn't be timed there. I drove back to St. Catharine's; just as we pulled into a parking space at the hotel, the Trout died. When we went to start it to go out for dinner, we found the cause of the flapping noise we had heard—our backup computer sending unit cable (not the one we were using, mind you) had been caught by the half shaft and ripped out of both its moorings, one at the wheel, one inside the car. Then, a loose end had caught the fuel pump wire and yanked that off. This apparently happened just as we got back to the hotel. Our good luck was overwhelming.

But we weren't alone. At midafternoon, we had come across the other contestants, all waiting for the rallymaster to finish fixing a flat tire. He was running lead car, half an hour in front of the rally, to make sure the course was accurate. Just as he finished and was describing where we should pause to let him get ahead again, someone noticed that Jim's gas tank was leaking. This proved to be no small leak, either. While the rest of us waited for the end of our pauses, Jim and Bob took off in search of a gas station, not having any idea where one might be. They found one, got a full tank of gas, and made it back with about 10 seconds to spare. And they finished the day with the second best score, moving from eighth to second. On the other hand, the Friday Afternoon Rally Team had the sixth best run and fell to sixth place.

The third day started with a return to New York. The competitive portion was uneventful, marked only by a short off-course excursion at a poorly described intersection. Jim and Bob, having patched their gas tank the evening before, worried about it all day, and for good reason, as they opened the hole up again late in the day. They spent their first hour at the hotel in Olean repatching the hole. After that, the three teams of BMW 2002tiis got together for cocktails before dinner, cocktails consisting of George Dickel, of course. We had a memorable dinner at a lovely restaurant in Olean (where they no doubt counted the spoons as soon as we left) and returned to the hotel for more Dickel. We checked the scores before going to bed and found we were eighth for the day but, surprisingly, we had moved up to fifth overall. Miner and Kraus were third for the day but still second overall.

The fourth day was a straight 150-mile run from Olean back to Horseheads, with no breaks whatsoever. In addition, it was drizzling and foggy; it got so bad, in fact, that as I counted Mike down to one T intersection ("one-half mile to next instruction . . . three tenths to next instruction, which is right at T three, two . . ."), we were about 50 feet from it before Mike could even see it. At that intersection, in fact, a pro-rally Datsun 510 went straight and rolled, leaving not a straight piece of metal on the car. Jim and Bob opened up the hole in their gas tank again, and again the rallymaster had a flat tire, again giving them time to go get gas. Mike and I had a smooth run, incorporating everything we'd learned in the previous three days, and we finished the day with only eight points, first for the day, and moved up to fourth overall. Jim and Bob made up eight points on the first-place car, but they needed 16, so they remained in second place overall.

At the awards banquet, we graciously accepted our plaques and trophies and prepared for the long ride home. We'd

moved up two positions over 1984. "We're definitely getting the hang of this thing," Mike remarked. "Next year, if we can improve again, we'll be in the running for the lead." I had to agree, but still, our success hasn't been entirely skill—we've had some very good luck, and in the back of my mind I know there's someone or something out there, keeping a big double-entry ledger of lucky breaks, who knows exactly how much we owe.

*David Roach*

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## How A TSD Rally Works

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Running a time-speed-distance (TSD) rally is not unlike following directions to a friend's house for a party. It's just that rally instructions are more exact and specific, and it's more important to arrive exactly on time. You must apply the rules of the rally, which are contained in the General Instructions, to the Route Instructions, which are what actually tell you where to turn and how fast to go. Along the way, you will encounter checkpoints, or timing controls, where the time of day you arrive will be recorded. Now, since you are given the time of day you should leave certain points along the way, and since you are given a specific speed to travel over the carefully measured distance, the time-speed-distance equation (time equals distance divided by speed) can be applied to determine when you should have arrived at the checkpoint. The difference between when you should have arrived and when you actually arrived is your score, which is usually measured as one point per hundredth of a minute early or late. Obviously, the low score wins.

*David Roach*

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## Upcoming Local TSD Rallies

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During the winter, the Washington Rally Club (WRC) sponsors a series of four easy TSD rallies designed to introduce the novice to the sport of rallying while offering the more experienced rallyist a chance to keep his skills keen. Classes of competition are based on experience level, so beginners compete only with other beginners. The first rally, on Sunday, February 2, is the easiest; after that, each rally gets a little more difficult. On Saturday, February 8, there is a seminar on rallying, where techniques are presented and questions can be asked. Each rally is about 100 miles long and takes about four hours to complete. Speeds are low and the roads (barring snow and ice) are almost exclusively paved and in good condition.

After the Winter Rally Series comes the first sign of spring, the Bob Ridges Memorial Rally (BRM), also sponsored by WRC. This event is closer in format and tone to the MG 1000 (see article elsewhere in this issue) than to the Series, but it is somewhat slower and considerably shorter. It starts Friday evening, April 18, with a cocktail party at the rally headquarters, the General Wayne Motor Inn in Waynesboro, Virginia. Saturday's run takes all day to traverse about 250 miles of both paved and dirt roads in the mountains of Virginia and West Virginia. Saturday night is another cocktail party. Sunday's run is considerably shorter, featuring 180 miles of beautiful mountain scenery, again on both paved and unpaved roads in Virginia and West Virginia. The Sunday run is followed by an awards banquet, where the winners are announced.

*David Roach*

## The Winter Rally Series

WRC I—Sunday, February 2, starts in Gaithersburg, Maryland

The Ceminar—Saturday, February 8, location TBA

WRC II—Sunday, February 16, starts at Fair Oaks Mall in Virginia

WRC III—Sunday, March 2, starts at Pike 7 Plaza near Tyson's Corner, Virginia

WRC IV—Sunday, March 16, starts at Hampton Mall off of Central Avenue in Maryland

For information about the Winter Rally Series, call the information line, (202) 822-2876, until 10 o'clock at night. To register for any or all of the events, contact the registrar:

Jim Miner  
1126 Jeffrey Drive  
Crofton, MD 21114

301-721-4980

## The 1986 Bob Ridges Memorial Rally

Friday, April 18 through Sunday, April 20, starts and ends at the General Wayne Motor Inn in Waynesboro, Virginia.

For information, call David Roach at (301) 587-2051. To register, contact the registrar:

JoAnn Yates  
216 E Street, NE  
Washington, DC 20002  
(202) 544-7546

David Roach

## 1986 MWCSSC Autocross Rules

Since many of us are now becoming regulars in the local autocross scene, I've decided to report on the proposed rules changes for 1986. I should start by saying that the National Capital Chapter has rejoined the MWCSSC after an absence of several years. Most of the rules and classifications are unchanged from 1985. However, a few things do warrant a mention.

A proposal was made to conform to the SCCA Solo II rules that allow any carburetor and manifold combination in Prepared classes. Also allowed would be the switch from fuel injection to carburetors, removal of air cleaners and emissions equipment, and the use of water injection. Internal engine modifications would still be prohibited. The proposal passed the straw vote.

A proposal was made to allow the use of limited slip differentials in the Prepared classes. A discussion ensued on the differences between a "standard" limited slip differential and a Torsen differential, but the proposal passed the straw vote.

A proposal was made to adopt all SCCA Solo II rules for the same degree of preparation. Due to name differences, we would keep our names (Stock, Prepared, Modified, Formula), but use their rules. After discussion, the proposal was modified to merely add rules as needed from the SCCA to allow our competitors to be in compliance when competing in

an SCCA sanctioned event, instead of a wholesale adoption of the SCCA rulebook. In actuality, we are slowly moving in this direction already, but are more liberal on a few points. Cylinder head porting and update/backdate rules are the main differences, where our rules are more liberal. The proposal passed the straw vote.

Following the lead from a former rule allowing cars with stock 12" wheels to move to 13" wheels for greater tire selection, a proposal was made to allow cars with stock 16" wheels to downsize to 15" for the same reason. This would apply to both Stock and Prepared classes, and cover the switch from 16" to 15" wheels only. The same width wheel would be mandatory. The proposal passed the straw vote.

If you are considering joining the autocross circuit this coming year, come on out to the club events and talk to us about it. We'd like to make a strong team showing!

Cory Laws

## Halloween Autocross

"Pumpkin seeds in your shock towers?" noticed an incredulous mechanic.

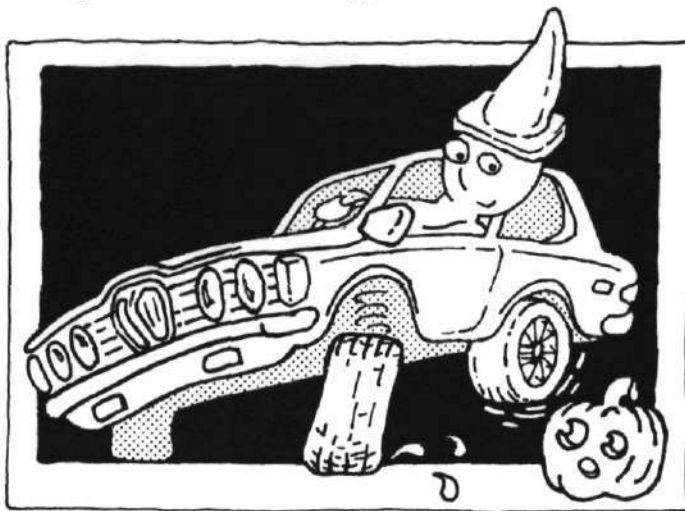
Well you see it all started with a cancelled autocross on October twentieth.

"Un huh."

The assembled crowd was getting rowdy. What to do?! A quick field trip yielded a trunk full of would-be, seasonally-appropriate pylons.

"Pumpkins?"

Yup. They're orange. Its easy to tell when you've hit one. They're cheap to replace. And when you're all done you can make pie. Can't do that with pylons.



As for the possibility of officially cancelled events in the future, you can now call the club's new events update number: (703) 866-9225 before making the trek. As for the twentieth, what can we say but "Trick or Treat."

David Sossamon



## Step On It And Hold The Anchovies

It is no longer necessary to spend a lot of money on Friday night for exciting entertainment. All you have to do is take a drive in the neighborhood and observe the latest American phenomenon the Friday Night Pizza Delivery Autocross.

At 7:00 p.m. in my neighborhood, the citizens take to their homes to await the delivery of pizza of every persuasion. The police carefully place thousands of traffic pylons, and the streets come alive with motorized vehicles of every description racing to deliver pizza within 30 minutes. From the tops of seven of ten vehicles, words like Dominos, Pizza King, Guidos, Mister Pizza, Dough Boy, and Taxi blaze boldly into the night with more color than you can imagine. A line of traffic looks like the A&P laundry detergent aisle.

I've seen cars, trucks, motorcycles, and even a motorhome blasting off the blacktop to deliver the goods. It's wild! Soon there will be more pizza delivery personnel than real estate salesmen. You see doctors, lawyers, housewives, students, priests—everyone is on the road trying to make a buck. And, there are no rules. All traffic signals, regulations, patterns, and customs are out the window. The only rule is don't be late.

The driving is simply incredible. An autocross is boring by comparison, and if you don't think it's tough out there, just go out early Saturday morning and look at all the bits of cardboard and pepperoni strewn about the streets. Mayhem, carnage, and green pepper!

On the plus side, you've got to wonder that with the right car, and a knowledge of the roads, there is big money to be made. Tips are high which is understandable. The people are in pathetic condition when they reach your door, and the tendency is to give them all the money you have.

So if you want to sharpen your driving skills, join the Friday Night Pizza Delivery Autocross, put the pedal to the floor, and hold onto your anchovies. I wonder how many pizzas will fit into the trunk of a 2002? Hmm.

*Jim Ryland*

## The Ultimate Test Drive

*BMW and Skip Barber want to teach you to drive and sell you a car, all at the same time*

BMW is offering a drivers school, in conjunction with Skip Barber, to teach current and maybe future Bimmer owners to drive a little. So said the letter we got from BMW of North America, and did we want to give it a look?

First reaction was long on ho and short on hum. BMW driving schools, after all, are nothing new. The BMW Car Club of America was conducting them way back in the days of the 1600 in the usual and accepted manner: Rent a racetrack, bring in a few racers to "instruct" the novitiates in the catechism of the circuit ("Well, now that we're upside down, what do you suppose we do next?" "I dunno. Call the insurance company?" "You're learning, my son.")). Let the members have a fine old time trashing their cheap little cult sedans and go home thinking the next stop is LeMans. After, of course, the body shop.

Y-people, in those days, were not yet even an evil gleam in



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Jerry Rubin's eye, and Bimmers were just Bimmers, imported by Max Hoffman at rates best measured in trickles. There was no BMW of North America, no "Ultimate Driving Machine," no comparisons of any kind with any product of Daimler-Benz. No status of ownership outside the walls of the Pizza Huts where club meetings were held. You bought a BMW in those innocent years so you could drive like hell in relative obscurity and get cheap parts cars from fellow club members who thought an apex was something you landed on.

We grow up; so do cars. BMWs today are much like boy racers who settled down and put on a few pounds and got themselves wives and mortgages and started collecting VCRs. And only occasionally found the time to dust off an old trophy or two—"B Sedan, 1st Place, Summit Point" or such—and see reflected in the now-shiny pot metal the ass kickers they used to be.

Guess what, fans? BMW of North America's been doing more than dusting old trophies. Up there in Montvale, N.J., in fact, one of the vice-presidents stumbled upon a funny old lamp in a storage room and chanced to rub it the right way, and a curious thing happened. Out popped a genie, mad as hell at being cooped up for so long. And while the astonished v-p was remarking on his good fortune, the genie took charge:

"Listen up, big guy, times have changed. You're going to grant me three wishes."

Now it happened that this v-p hadn't reached his station in life merely by saying "We're heading in the right direction now" in staff meetings. No sir, he knew important stuff, like you don't argue with a genie when she's blowing smoke. The v-p listened up.

"One. Performance is back and it's about time you guys stopped sitting on your image. Bring in some M cars."

"Uh, sure, but that'll take a little time. . ."

"Get cracking then. Two. Go racing, like the guys in Europe. And I'm not talking showroom stock, either. IMSA GTP will do. Go stomp Porsche."

"Well, if you say so. . ."

"Damn straight. Three. Get some drivers in those Ultimate Driving Machines. I'm sick and tired of seeing 535s in the slow lane. What are these guys trading in, Checkers? I mean, teach 'em if you have to."

"How?"

"Here's Skip Barber's phone number. See you later."

That's how it happened, though the PR department won't admit it. And progress is being made. Like the guy said, the M cars, the performance standouts, like the M635, M5 and M3, will take a little time, but, they're on the way (*AutoWeek*, Nov. 4). The GTP we told you about in the Oct. 28 issue (*AutoWeek*) will, by the time you read this, have debuted at Daytona. And, sure enough, Skip's guys are already teaching Bimmer owners—and *potential* Bimmer owners (even Yugo owners are eligible)—some serious driving stuff.

Which explains what we were doing, along with a few other notebook types, on a bacon-crisp late fall morning at Road America, sliding around a wet skidpad in a 535i, wearing out brake pads like it's only fun to do in someone else's car and hotlapping a slalom course. Checking it out. Seeing if it's serious stuff or PR fluff.

Fluff it ain't, not with people like Terry Earwood and Fred Stevenson instructing. (Earwood's basically a straight-line guy, though's he dabbled some in road racing, and Stevenson's a long-time open-wheel guy and a former national champion. But both combine a helluva lot of competence

with an easy, open teaching style that works, even with a group of smartass pressies.) Any thoughts that we were going to have a pleasant little day playing hookey from the office disappeared before the coffee got cold, right there on the skidpad.

"What's that foot there think's it doing on the gas?" Earwood asks. Well, just helping out some, seeing as how the car is dead sideways and our hands are sort of busy. "And while we're at it, what are your hands doing *over there*?" Which is another good question, as our hands have long since abandoned nine-and-three and now look like something on a digital watch. "Boy, how'd you survive all those years on the race track?"

Better to be ugly than smart, as they say. But, with plenty of skidpad time and more encouraging words from Terry and Fred, we get less of the former and more of the latter, so by the time we head for the braking area we're getting pretty smug again, since braking is something *we're real good at*.

And sure enough we stab-brake down from 40 to zip in a respectable 75 feet. Except that the ABS system does it in 62. "Look," says Terry, "you're doing a pretty good job of modulating the pedal, but you're throwing your whole body into it, and you don't have to do that. Forget arms and elbows and knees and stuff. Just use your ankle."

Hmmm. Improvement, but not enough. More advice: "You're getting to lock-up, and then you're getting off and modulating. That's a waste of time. Somewhere down in that pedal travel there's a hard spot, just short of lock-up. Find it and then start tickling the pedal. Try it." And we do, again and again. And finally, the last stop: 63 feet, with a helluva lot less drama. And boy, I'm saying to myself, when I think of all those guys all those years *I could have passed under braking* . . .

Now this isn't a racing school but rather a course in high-performance street driving, so late-braking as a weapon isn't precisely the main point of the exercise, that being more how to miss the dumb-ass kid who jumps out in front of you and look real tidy doing it. But, when you think of what a 12 foot improvement from 40 would translate to from three times that, it kind of gets your attention.

As does the slalom course, where we finally do pretty well. Which is partly experience, having learned the value of a late apex long ago, and partly paying serious attention to smooth weight transfer, a quality Earwood and Stevenson have been stressing from the first minute of the school. And mostly the result of the several hours spent on fundamentals and repetition of basic tasks, which is the best single feature of the BMW-Barber course. No question about it.

Everyone in our group showed significant improvement, and most of us came in with a goodly bit of competition experience. Those for whom the school is really intended—meaning BMW owners and prospects without a lot of track miles on them—would, we expect, benefit even more from a day or two with these guys, and that's the basic purpose of the school: To give owners or potential owners of high-performance machinery a good grounding in how to get more out of the equipment. And, from BMW's viewpoint, to convince prospects that a Bimmer is just what a high-performance driver ought to drive. Maybe the company should just call the school "the ultimate test drive" and be done with it.

To this end, the course is being marketed through BMW dealers. Retail price of the one-day school is \$400; \$700 buys you a two-day program, which we didn't evaluate but which we understand is basically more of the same with more practice and critique time and which would probably be the better deal for the relative novice. Dealers get the course at a dis-

# NATIONAL CAPITAL CHAPTER HIGHWAY SAFETY DRIVING SCHOOL

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**CORNER WORKERS NEEDED:** Take off a beautiful Spring Saturday and come to wonderful Summit Point.

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

**WHEN:** Saturday, March 29, 1986—7:30 a.m. Tech Inspection.

**HOW MUCH:** \$50 per driver—includes lunch.

Please Check:

\_\_\_ \$50 enclosed—one driver—Must have attended 3 or more schools

\_\_\_ \$100 enclosed—two club members sharing same BMW—Both must be experienced

\_\_\_ 3 schools or more.

Name(s):1) \_\_\_\_\_ Club \_\_\_\_\_

Name :2) \_\_\_\_\_ Club \_\_\_\_\_

Membership #'s \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

BMW Model \_\_\_\_\_ Color \_\_\_\_\_ Year \_\_\_\_\_

Modifications \_\_\_\_\_

Previous driving school experience 1st Driver \_\_\_\_\_ 2nd Driver \_\_\_\_\_

(At least 3 previous schools)

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

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Workers will be enjoying lunch on the club.

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Full refund before March 20.



count, so some shopping around may get you a better deal—some dealers may even throw in the course free if you convince them you're a serious candidate for BMW ownership.

BMW and Barber haven't done much marketing of the program yet, but schools have already been held at Lime Rock and Elkhart Lake, and so far about 100 students have taken the course, about evenly split between BMW owners and "prospects;" for the balance of the winter and through mid-April the action shifts to Sebring. A West Coast venue is planned, though no site has yet been selected. School cars include the 325e as well as the 535i.

Even at full retail, we think the course is a good value. Most of the credit goes to the instructors, who manage to mix fun and purpose in such a way that you don't really know how hard you're working. Or care. The improvement is real. Thank the genie.

Now if the M cars are as neat as our guys in Europe tell us, and if Hobbs and Watson and the lads do well in the GTP, those three wishes just might come true.

Bill Lovell  
Autoweek

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## What's New for '86?

You've no doubt noticed the incredible advertising blitz Mercedes Benz launched to introduce its 1986 models—big buck TV spots and double page newspaper spreads. Why is Mercedes spending so much? There are several reasons. The firm is fighting to regain sales lost to BMW in 1985. For the first time ever, BMW/NA sold more cars than Mercedes Benz/NA. The firm also is trying to regain sales lost to the gray market. Most of those direct imports are Benz models (and counting them, more Mercedes than BMWs were sold in the U.S.) Also, the Stuttgart carmaker is promoting a performance image (like that of its competition from Munich). Two new Benz models are particularly exciting: the 190 16-valve (a car with a wing) and the 300E (a hot new gasoline 6-cylinder). We BMW fans will have to wait until 1987 for BMW/NA to import its most exciting cars in to the U.S., namely the M3, M635CSi and 325 Cabrio. But, while we're waiting, BMW/NA has some excellent new features for 1986.

**BRAKES:** The incredible anti-skid ABS brakes are *standard* on all models from the 3-series on up.

**SUSPENSIONS:** Gas pressure shocks, progressive rate springs and reinforced stabilizer bars are available on the 535i and standard on the 325es.

**AUTOMATIC TRANSMISSIONS:** If you order automatic with the 3.5 liter cars, you get the EH electronic 4 speed. You can select your driving style: E for Economical shifting and overdrive, S for Sport shifting with no overdrive, or 1-2-3 shift it manually.

**ANTI-THEFT RADIOS:** A new Alpine-made anti-theft stereo radio cassette player is standard on *all* models. When the key is off, a small red light blinks over the words "anti-theft" to advise would-be thieves they'll be in for lots of time and trouble. You need a special BMW tool to get the radio to slide out of its DIN mount. Then, once the power is disconnected, you will have to program in the correct 5-digit code for that radio to work again. (Furthermore, *all* models have dead bolt locks in the doors, which disengage only with a key.) The BMW radio theft rate, and hopefully the comprehensive insurance rate, will plunge. There are other im-

## Tischer Autopark

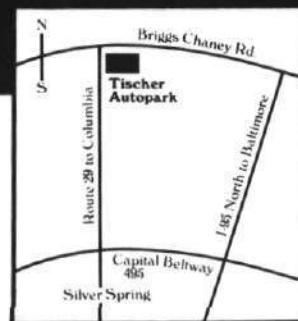
# A Tradition Of Automotive Excellence Continues...



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models are a 325 of some sort, the sort being determined by the letter, or lack thereof. The 325 with no letter (which an old-timer will assume is a carburetor car) is the so-called entry-level model in 2 or 4-door versions. At a base price of \$19,955 you get a well-equipped model with *all but* cruise control, full on-board computer and electric sunroof (it's manual). Next up the line, at \$22,385, is the 325es. It's a sport 2-door, complete with limited slip rear, progressive rate springs, gas shocks, beefed-up stabilizers, painted front improvements in the stereo: the digital read-out is brighter and better located, tone controls have more range, scan and seek tuning functions are included as is tape music search. AND, a great 8 speaker sound system is standard on the 3.5 liter cars and available for \$225 on all but the most basic 325 models.

**METALLIC PAINT:** The color of your choice is a no-cost option on all models, 3-series on up.

I do have a complaint. Model nomenclature has gotten totally out of hand. The only U.S. model that sticks strictly to BMW's original number system is the 5-series 2.4 liter turbo-diesel, 524td. One would expect the 325 to have a 2.5 liter engine, but it's a 2.7 liter Eta. The 528e has that same engine, yet a different number. Even the big 6-cylinder engine is properly rounded off to 3.4 liters, not 3.5. To further confuse things, BMW/NA has started messing around with the letter on the 3-series, which has some changes for 1986.

I will attempt to explain the 3-series designations. As you know, the 318i is no longer imported. All 1986 3-series cars have the same 2.7 liter Eta 6-cylinder, thus all 3-series U.S.

spoiler with integrated fog lights, rear spoiler and sporty interior. (Incidentally, the 1984 325e cost about the same without the suspension or spoiler features or ABS. Is competition keeping prices down or did we get ripped-off in 1984?) For \$23,045, you get a 325e, the 4-door Luxus model which includes everything like leather seats and rear headrests. A more logical designation would be to call everything a 325e, adding an 's' for the sporty model and an 'L' for the luxus. Another change applies to all of the 3's. They have bigger tires, 200/65/14 instead of the previous 195/60/14. That should give a somewhat softer ride and should help fill up those giant wheel arches, but it seems contrary to a performance set up. It results in a bigger diameter wheel-tire combination, apparently necessitating a change to a different rear gearing, 2.93 versus the old 2.79. The new set up could mean slightly faster acceleration, although a slower top end.

The prices in this article are complete, *including* about \$400 for delivery and preparation. Be careful if you are comparing. Most advertised prices are the base *without* delivery and prep. Other models:

524td	\$25,955
528e	\$26,675
535i	\$32,650
735i	\$39,575
635CSi	\$43,065

And, if you're into leather and air bags, BMW is offering a new top-of-the line L7 at about \$44,000. It's a 735i with a fully leather-wrapped interior and driver's side air bag.

*John Hartge*



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## Direct Import?

Strange opportunities come around once in awhile. Mine came after my parents returned from a trip to Germany with my sister's family. They visited a beautiful after-market factory in Coln where my brother-in-law buys cars to import for his hobby, providing automotive toys for adults. The after-market shop specialized in brand new customized Benzes, Porsches and Ferraris, but the owner had come across an 'impressive' used 1981 BMW 635 Alpina in good condition and tried to sell it to my father. Dad opted for a new 380SEL (AMG'd) for \$37K instead.

We were told we could pick up this beast—plus our a/c and door locks option—installed for \$13K. So being good aficionados, we sold our 1983 320i and bought it sight unseen. Now we were aware of the process involved in documentation, preparation, conversion, lab certification, and registration of the car.

Or so we thought.

There are 2 major ways you can import a car with Deutsch specs: sitting pretty on a lot someplace, or going through that someplace to import one. If the car is "over there" and you want it, be prepared to take some risks in getting it to the states and in your hands. A lot more comfort results in being able to see the ultimate product you want to buy before you buy. Opting for the former method, we sent cash up front to my brother-in-law.

This was June 1985. Five months and many long distance phone calls later the car arrived. During that time the progress reports included:

"The air conditioning has finally been installed. It was out of a wrecked Escort, but the fit was real good!"

"Well, your car finally cleared Germany, but the freighter is lost at sea. Search planes were dispatched . . . I'll keep you informed."

What's worse than buying a car on the gray market is buying one from your brother-in-law; and the only thing worse than that is when he has a sense of humor. . .

Then came the serious call around September. Somewhere along the line the car was damaged and serious front end work needed to be done. The customs broker cleared it from his desk rather than inspecting the car as he is paid to do, so it is impossible to determine which insurance company is liable. Wonderful.

By then we had seventeen thousand into the car including the EPA/DOT conversion in Germany and all we had to show for it was a shred of paper and an inspection report with exterior body damage charts. These calculations we came to find out were grossly exaggerated as a CYA tactic for the parties involved.

The car sat for another 2 months for the body work and an EPA lab run consisting of an array of 'environmentally controlled' emissions tests (that cost well over a grand).

We were unknowingly at risk here because the less reputable shops arbitrarily fail a lab run if they personally did not do the EPA conversion. The only resolution is another conversion and lab run. Add at least three thousand to your total. We were lucky, it passed.

We finally picked up the car from the body shop in Philly. Battered and dirty it was anxiously awaiting its caring owners. The car has 20K miles on the converted speedometer, but our mechanic estimates 40-60K (or a hard 20K on the autobahn). It was worth the wait and the 'Indiana Jones' car buying experience.

Would we do it again? You bet. I say that because we took the risk and won; I've learned sympathy for the losers. But when all is said and done you wonder just how much blood sweat and money buying a car is worth. Its easy to say now that I liked it.

*Bob Ford*

## Road Test, 635 Alpina

I really love to drive. The feel of a fully capable and responsive automobile is a true joy. Recently, I had the pleasure of a full day with a 1981 635 Alpina as shown on the cover of this newsletter. The car is also the subject of an article by its owner and new club member, Bob Ford.

I had not driven a 6-series car in quite some time. The last one I drove was a 630CSi, which I found to be a bit ponderous. Although it shares the engine, chassis, and drivetrain with the 5-series, it is heavier, and shows its added weight. The Alpina, however, felt quick and nimble through any situation. A post delivery inspection by Terry Luxford at Quality Car Service, gave the car a clean bill of health.

Alpina does wonders with an already great car. High compression pistons, more aggressive camshaft, valve work, and suspension tuning are the main parts that go into one of their conversions. Let me tell you, it works. A predelivery test in Europe registered 300hp on the dyno! In motoring around the back roads of Montgomery county, I was never at all concerned for the ability of the car to do whatever it was asked, immediately. In fact, not once can I recall even feeling close to the limit. Maybe I'll get a repeat drive at Summit Point, and probe further.

Sixteen inch Alpina Wheels and nicely worn 225/50 P7s provided tremendous road feel and cornering capability. Torque is seemingly limitless. This car pulls like a mid-60s American V8. A close ratio 5-speed transmission with offset first gear (down below reverse) took awhile to learn, but with the tremendous torque, being in one gear higher than planned had no significant effect. Even shifting from first to fourth at high rpm (having missed second) caused only a momentary loss of power, quickly getting into good pulling range and revving back up. The cam comes alive about 4,000 rpm, and sounds of firebreathing headers come from under the hood. However, a quick look under the hood shows only the standard pipes as allowed by the recent EPA conversion. Jerry Stahl would have a field day plumbing this exhaust!

Any complaints about the car? Well, a couple of nits to round out all the praise. While I really liked the transmission, I did not like the long throws required. The gearing was tremendous, evenly spaced, with each gear very useable. Even fifth was well spaced, and geared for performance, not top speed as in the M5 I drove earlier. My guess is that the car was well exercised on the Autobahns, and that the transmission linkage is just a little loose. The only other complaint is that it's not mine! I thoroughly enjoyed my test drive, and look forward to doing it again (hint hint).

*Cory Laws*



## Gray Market Insurance Alert

It seems as if the "little guy" doesn't get any breaks. With all the hoopla about gray market cars, the insurance industry has taken a keen interest. With concern mounting about compliance to safety specifications and parts availability, some insurance companies have begun to deny coverage to cars not originally manufactured for the U.S. market. Gray market Mercedes owners have the biggest problems; Mercedes Benz of North America has provided the insurance industry with a list of all official U.S. models. So far, Porsche NA has not provided the same information, but BMW is threatening not to honor warranties of directly imported cars.

*Cory Laws*

## A Performance Diesel??

Diesel and performance in the same sentence? Seems there's this unusual engineer in Bavaria who has reprogrammed the electronic control box of the 524td and added an intercooler. The result is an increase in horsepower from 115 to 173, and a drop in zero to 60 MPH acceleration to a mere 9.3 seconds. While this will not win normal performance awards, for a diesel, this is outstanding! Word is that the unit will be available for the American market for a cost of about \$300. Sure wish I could get a 50% increase in horsepower for \$300!

*Cory Laws*

## Speed Kills (and other Fables)

"May I see your driver's license and registration?" That dreaded question is being asked quite often these days. If you're like most drivers who ignore the double nickel, chances are you are due for an interview by the local gendarmes. The CHP is cracking down on speed now because the Feds have tightened the screws. Federal highway funds have been held hostage as the NHTSA demands stricter enforcement of the federal limit. After a decade of the 55 and its inconclusive results, they still insist that speed kills. I remember when it only wasted fuel! Despite the fact that an overwhelming percentage of traffic fatalities involve alcohol, poor driving habits, or take place in complex intersections, speed gets the blame. So, to protect us from ourselves, the NHTSA is threatening states with a cutoff of Federal funds if the average speed on their highways is too high. So far, three states have been named (but a defiant Nevada starts a 70 mph limit on January 1 anyway). The battle lines are drawn: States fight the Feds for funds, drivers try to outwit the police, radar begets detectors which beget legislation to ban them, and on and on. Does it really have to be this way?

The question of speed versus highway safety can be clearly answered in half an hour of driving Germany's autobahns. Like a full scale laboratory, Germany proves each day that driving at speed has very little relationship to highway fatalities. You see, Germans take driving seriously. They expect motorists to be skilled, belted, sober, and (heaven forbid) attentive. German drivers spend 4 months in a driving academy before they're let loose on the highways. The licen-

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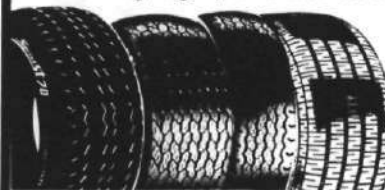
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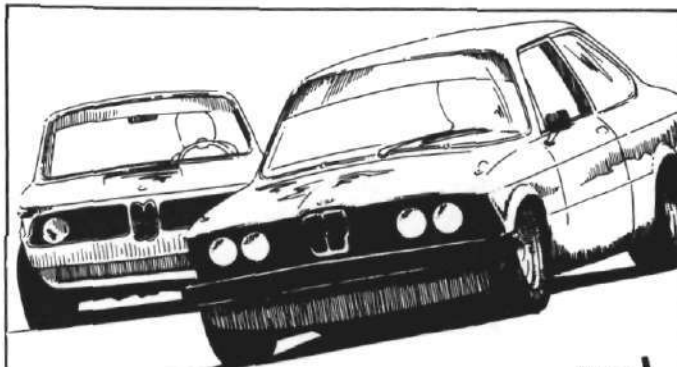
sing test is intentionally tough, requiring a demonstration of skid control and the changing of a flat tire. In fact, US licensed drivers taking the test in Germany have a 75% failure rate! Germans understand that driving is a privilege, not a right, and operate accordingly. Insurance is absolutely required, and expensive. Cars must be well maintained and inspected every two years—no smoking, lurching hulks on these roads. The combination of alert drivers and competent equipment makes safe, high speed travel possible.

German traffic laws and conventions are largely responsible for their serious attitude. For instance, passing is permitted only on the left to eliminate "disorder" on the highways. Since slower cars are required to yield, drivers really watch their mirrors, and lanes clear as if by magic. In addition to well-announced lane changes, turn signals are used on the autobahn to express your desire to pass, usually getting a prompt response. On secondary roads, Germans clear the way for passing cars by hugging the outside of the road to create a "third" passing lane in the middle. How many motorhomes do this for you? Once an American gets acclimated to German laws and habits, there is a feeling of genuine comfort and safety at over 100 mph.

Two other factors significantly affect the high-speed safety on German roads: mandatory seat belt use and stiff drunk driving laws. Like Britain, Australia, and Sweden, many states in the US have recognized that seat belts are the easiest way to save lives. California will require seat belt use starting January 1, but made the law self-repealing if air bags are not installed in new cars by 1989. Not real sensible, but the intent is there. As comfortable as modern three-point inertia belts are, it is shocking to me that less than 20% of American drivers use belts. Proof that they really work can be found in Sweden: of all Swedish traffic fatalities in 1984, NOT A SINGLE PERSON DIED WHILE BELTED! Likewise, Germans are serious about drunk drivers. Though their affinity for a good beer is well known, most Germans will not drink if they intend to drive due to the severity of drunk driving laws. It is common for them to designate one person as the "driver" when Germans go out, and that person doesn't touch a drop.

How well does all of this work? While US drivers were subjected to the dreaded 55 and the war to enforce it, Germany steadily improved driving safety without imposing speed limits (except in some test areas). For example, overall traffic deaths dropped in half between 1971 and 1984. For every 100 million miles driven, traffic fatalities plummeted from 5.76 in 1966 to 2.88 in 1975 to only 1.15 in 1984. And even though the average autobahn speed is 71 mph, with 25% of cars driving well over 80, autobahns accounted for only 8% of total fatalities. With Germany as a relevant example, it is clear that speed alone is not the principal cause of traffic deaths, as asserted in this country.

Uncapping the speed limit in the US will not work the same way it does in Germany, however. Our drivers are too poorly trained, our cars too poorly maintained, and our bad habits too firmly entrenched for a 100 mph free-for-all. But the drowsy 55 limit is as unrealistic as unbounded speeds, evidenced by the overwhelming lack of compliance. Something in-between is realistic: I suggest 110 km/h (68 mph). Many drivers now travel at this speed, and 110 is conveniently double 55. A speed limit in kilometers per hour would be a simple and widespread reminder of the metric system that we SHOULD be using (that's a whole 'nother article). Our interstates can easily accomodate such speeds, but it isn't so high that our drivers can't. Canada, for instance, has 110 km/h speeds in certain areas. For urban areas of the US, I



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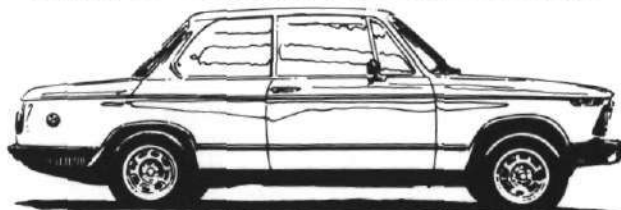
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would recommend that the limit be dropped to 100 km/h (62 mph) where posted. On all multi-lane highways, I would also propose that the inside lane be left open for passing. This would give drivers reason to watch their mirrors, and hopefully slash the number of left lane bandits. I find encouraging the number of states now requiring the use of seat belts. Perhaps the raising of the federal limit can be tied to the increased use of belts. Also, grassroots organizations like Mothers Against Drunk Drivers have put on the pressure to toughen drunk driving penalties. Public awareness of this problem is at an all-time high, and that can only be a good thing for driving safety. Most drunk driving laws are tough enough, but we need stricter enforcement (like mandatory suspension of driving privileges for a certain length of time). Finally, and most difficult, our newly licensed drivers need to be trained to drive cars, not just aim them. This will take a lot of time and some money, but the safety of our drivers is worth it. We have many ways to reduce traffic deaths, but a stifling speed limit is not the right one. The answers are only a continent away.

*Dan Tackett*

## Jim Baxter—Friend of the Automobile

What have you done for the car lately? Forget new rubber or fresh paint, because we're not talking about your own ride. We're referring to the automobile in the philosophical, social, and political contexts. In that light, who among us has furthered the cause of cars and drivers? Sad to say, the heroes are few and far between.

This is ironic in view of America's unique relationship with the automobile. No country has more cars. (We're up to about 109 million passenger cars now.) And none is more dependent on them for basic transportation. Yet, for all this, America's 152 million drivers may be the largest and most silent majority in the land.

That's what makes the group we celebrate on these pages so special. This inspired collection of individuals, companies, and activist groups has added something of substance to the well-being of the automobile. Some of them have taken on the nattering nabobs of negativism who keep the car in a constant state of siege. Others have brought motorsports or automotive art to the masses. Still others have triumphed over corporate inertia to bring us great automobiles or far-reaching vehicular ideas. All of them are true friends of the automobile. So here's to those who've made life behind the wheel better for the rest of us.

You'll never see Jim Baxter in an American Express-card commercial. No one knows his name or his face. Yet the actions of James J. Baxter, 41, concern everyone in the U.S. who holds a driver's license.

Baxter, you see, is the president of the Citizens' Coalition for Rational Traffic Laws (6678 Pertzborn Road, Dane, Wisconsin 53529), whose avowed goal is to abolish the 55-mph national speed limit.

Baxter is uniquely qualified for this task. In real life he's a paid professional lobbyist at the state level, where the bulk of his time is spent representing the interests of the motorcycle industry. He's also a motorcycle freak, with no fewer than five bikes in his garage.

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Baxter, for all practical purposes, is the CCRTL. His only help comes from his secretary. He's losing money on the deal, but he still spends half his working hours fighting the 55.

"People have to understand that this is a slow process—it won't change overnight," he admits. But Baxter points proudly to the National Academy of Sciences study, which should be made public by the time you read this. "It was originally going to be a PR job in favor of the limit," he says. Because of CCRTL pressure, the final draft acknowledges all kinds of problems with the 55-mph limit.

CCRTL also works at the grass-roots level. This past election year, the group helped fund the congressional campaigns of Brian Kennedy in New Jersey and Sen. Thad Cochran in Mississippi—two legislators who want to undo the double-nickel.

Why has Baxter taken all this upon himself? "Because I think it's an absolutely ridiculous public policy. It seems to me we've got a tremendous mass of people out there who feel likewise, but there was no one person who was willing to be the focal point." You can't ask more of a citizen than that.

*Rich Ceppos*

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## Recommendation

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I've got a secret! Out towards Northern Virginia's Hunt Country in Great Falls lives one of the least known yet best mechanics I've been to.

Being new to the BMW club, I needed to find someone who would fix my car when it needed fixing, care about it the way I do, and not require me to take out a bank loan for repairs. And we all know that Bimmers don't break cheap!

Patrick Donovan is my secret. He is an unusual mechanic in that he is incredibly thorough, very caring about the cars he works on and best of all, he saves me money from dealer's costs while doing quality work.

I met Pat in 1982 when I drove a Camaro. He worked on that car for me and I was so impressed by his attitude and attention to detail that I began referring others to him. When I got my 'baby', a 1981 320i, he was the only obvious choice for repairs and maintenance.

Pat spends his weeks working on customer cars in his well-equipped garage to support himself and his habit; drag racing. He campaigns a 1981 Pontiac Sunbird powered by an injected, alcohol burning 455ci monster under a fiberglass body. He built and maintains the car and several engines by himself. He can be seen on weekends piloting this beast at racetracks anywhere from Englishtown, NJ to Capitol Raceway in MD to Gainesville, FL. To date he has accumulated a number of National victories, a wall of trophies and a best time of 9.17 secs. @ 150 mph! Not record-smashing, but quite impressive for a one man effort.

When Pat's not scorching the raceways in his Pontiac, he drives a 1978 320i with over 110,000 miles on it. The car looks nice and still runs perfect, needless to say.

I would recommend all members to give Pat a call before

getting your car repaired, be it an oil change, a tune-up or a complete rebuild. He can be reached at (703) 444-2066. If he doesn't answer, be patient, he's probably out in the garage working on a car. So leave a message, tell him you're with the club and he'll get back to you.

Patrick Donovan is a secret I can no longer keep to myself!

*Tom Dressler*

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## Tech Tips

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### Buying A New Tire?

A tire loses about one half of its resilience in three years after its manufacture. If you find someone is selling you a three-year old tire, you may wish to inquire elsewhere or to talk a special deal.

Before you buy a tire, look carefully along the outside wall of it. There is a three digit number required by the Dept. of Transportation to be molded there (not everyone mounts the number on the outside). It takes a bit of looking and some practice to easily recognize what you are looking for but it is well worth the effort. The number you are looking for indicates the week and year of manufacture. For example, 421 means the 42nd week of 1981. Here are a few examples of how the magic number lines up on two tires:

Pirelli P6 195/60R14 82H;  
DOT XB 99 x 252 E3

Michelin XWX 165 Sr 13:  
DOT FN E9A 4M x 499

Did you find the important three digit number? On the Pirelli it's the 252, which means it was manufactured during the 25th week of 1982. The Michelin shows 499, which means its creation was during the 49th week of 1979.

*San Antonio Chapter*

### Coolant Level

Do not rely simply on looking into the expansion tank to see if there is enough water in the system. . .

I recently watched another club member check his coolant in a 530i and proclaim it to be fine. When I squeezed the hoses leading to the tank there was no surging of coolant in the lines; they were dry. We then added three quarts of coolant. That means there were definitely air pockets in the head, the top of the radiator and probably the heater core. It is also likely that the thermostat was only partially immersed which can cause general overheating problems in addition to the damaging hot spots in the head.

After adding the coolant and bleeding the system, the temperature came right down. The question remains as to how the coolant got that low, but it could be attributed to a failing radiator cap or a loose hose clamp.

The main concern, however, is how to go about checking the level on your 6-cylinder. Make sure that you are looking at the true level and not a puddle on the bottom of the tank.

*Bill Machrone  
New Jersey Chapter*

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## Tech Tip

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### 318i Valves

If you're having trouble keeping up with Chevettes, you may share a problem just recently discovered by BMW. After accumulating 15-20,000 miles, some 318i's have developed severe carbon buildup on the intake valves. Over time, these deposits choke off the air/fuel mixture when the valve opens, resulting in a noticeable power loss. The cause seems to be poor combustion from low-octane gasoline.

To avoid having to remove the cylinder head and clean up the valves, switching to high octane unleaded is highly recommended. And remember, your car has a 6250 rpm redline for a reason.

Dan Tackett  
San Diego Chapter BMWCCA

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## Rumormill

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Seems that John Weaver may not be the only BMWCCA member driving locally in ITB next season. Word's out that John "The Moose" Luxford is readying a 2002 to compete head on with Weaver and the rest of the ITB entrants. With Roundman Racing in the background, all we can say is "good luck John! You've got your work cut out for you."

Cory Laws

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## Dear DeBbie

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*Deep Pockets, Yuppies . . . and the Twilight Zone.*

Dear DeBbie,

I looked forward to the autocross in August and you moved it to October. I came out in October and it was cancelled. Is the autocross lost in the Twilight Zone?

Hotshoe

Dear Hothead,

Sorry 'bout that, but we learned several things from the experience. August isn't a good time to do ANYTHING outdoors in DC, which is why it was moved (and don't blame DeBbie—I'm just a poor scribe), but when the course is under water as it was in October, you really can't autocross. You can skid, slither, spin and get soaked, but I wouldn't call it autocross, so it was cancelled out of concern for your safety (and don't blame DeB etc.). We also learned that there is a problem with communicating last minute announcements, but we can and have done something about that. Effective January 2, just call 703-866-9225, and get a recorded update on the calendar, new events, last minute cancellations and other club news. Write it down! 866-9225.

DeB

Dear DeBbie,

I read about the club store, but there is no address listed. Where is it and what are the hours.

*Money to burn.*

Dear MTB,

Uh, I guess I need to get down to basics here, so bear with me. The "store" is a misnomer. What we do is try to keep tune up parts on hand (in Max Rodriguez' basement) and order other equipment that you may need. There is no store front, and the relevant hours are Max's availability: you can call him between 7 and 10 PM Monday through Friday and make arrangements. We can get a number of items for you at near cost, but you should know that a number of our advertisers can do the same if you ask, and probably quicker than we can. Particularly on large purchases, it pays to check with Max. Incidentally, Max is getting worn thin by all the work, so if you would like to assist in some small way, give him a call.

DeB

Dear DeB:

It's me again, and I'm still looking for an opportunity to rally. I wrote you over a year ago and I still don't see any rallies on the calendar. Is this subject hopeless?

*Rarin to rally*

Dear RR,

Ask and you shall receive! As I explained, the chapter lacks available expertise, but we don't lack smarts, so here's what we've done. The NCC is now a member of the Metropolitan Washington Council of Sports Car Clubs (MWCSCC for . . . short) an organization of area clubs of varying sizes which was founded to pool resources and schedule events. It's primary events are autocrosses and rallies as the calendar printed elsewhere should indicate. In addition, they run schools to teach you how to rally. We'll be bringing you more in the DB, but in the meantime, memorize this number, (yes, another number) 301-681-5612, the MWCSCC Activities Information Line (catch title: MWCSCC AIL?). You'll get an update on the events on their calendar, including the rally school and schedule. Then come on out and enjoy yourself. Tell 'em DeBbie sent you.

DeB

Dear DeBbie,

Why doesn't the chapter do anything for the newer BMW model owners?

*Semi-Yuppie*

Dear Yup,

Excuse moi! Nothing your club does is limited to any particular model. Some matters may be more pertinent to older models, like a restoration clinic, but we have also covered emissions controls, which you won't find on any self-respecting 2002! Like to drive? We have also had 733's and 535's: everybody is welcome. And you should make a point of sending in the application for the Highway Safety School

in this issue. It will change the way you drive forever. Social events? We served Swiss emmenthal and German butterkase and French brie with imported beer and wine at Post Hall on December 6. And attended polo and steeplechase racing. DeBbie suspects you are one of those members who hasn't been to a single event. If you had, you couldn't ask such a question!

DeB

Dear DeBbie,

The warranty on my 318i will expire in the Spring of 1986. I would like to modify my car to give it a bit more "Zip" and give it a different "look". Please recommend some modifications which will make an ambitious little "Bimmer" better. Also, please advise in what order the modifications should be made. Finally, I would appreciate knowing what your experience has been in terms of which BMW shops do the best modification work. Many thanks and good driving.

Dexter M. Price

Dear Dexter,

How deep is your wallet? And how long do you have for me to tell you the possibilities? An initial consideration: must you meet emissions testing? While most of us don't advocate polluting the environment, the authorities seem somewhat narrow-minded on the subject.

For zip: a Stahl header with O<sub>2</sub> sensor and a new Bosch black box. Stage two: Callaway turbo. Stage three: compression, cam and double Webers. (None of this is quite that simple, but you get the idea.)

For the corners: suspension kit. Rich Benevitz from New Jersey has impressed us with the Suspension Techniques package on his 325e—lower springs, stiffer shocks, and stiffer sway bars. Also, plus one (15") wheels and sticky tires.

For show: Air dam and spoiler. John Hartge has this setup on his 325e, and it works. Also, the factory is so equipping the 325eS for '86. Want more? Side skirts and flares; monochrome paint, ala' AMG. BBS, Zender, Alpina all make kits for your car.

Go immediately to the ads in your *DB* and the *Roundel*. DeBbie will expect to see the results next spring.

DeB

Dear Deb,

Great election dinner! No rowdy people! Great food! Great door prizes! Thank you! Were you there?

Happy!

Dear !,

Great election dinner! thanks to Terry Forrest. Never any rowdy people at our functions—never were. Great door prizes thanks to our local dealer network; BMW of Fairfax, Heishman, VOB, Tischer, Martens, Evergreen. Great food thanks to the Mustache Cafe. And DeBbie is everywhere.

DeB

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

## A Reader Responds

The commentary by Jim Ryland in the November/December newsletter begs some response by others of us who earn our livings through commissioned sales.

If every prospective buyer fit the profile outlined in the article, my boss would have no need for me or my professional colleagues. It is my job to be thoroughly knowledgeable about the BMW product line and all phases of the buying selling process so as to best *serve* each buyer and their specific requirements. The fellow who made these comments to Jim Ryland seems to have the attitude that the customer is a problem rather than an opportunity to make a fair exchange of value for both the buyer and the merchant.

It has always been my belief that much more accompanies the actual product purchased. I hope this has always been the manner in which I've dealt with each of my customers. There is however, one point on which all commissioned sales people agree and are very sensitive to. All potential customers who take the time and expertise of a particular salesperson, should place their order with that same salesperson. A friend of mine expressed it well from our point of view, "We are paid by the car, not the hour." Anyway, after all this, I agree with John Hartge and Jim Ryland's end comments.

Professionally,  
Dick Chichester  
Heishman BMW

[Editor's note] Although I have not dealt with him personally, I feel it important to agree with Dick's comments. He is well known in the area, having sold more than a few cars to our members. Following is an apology from Jim Ryland for any misunderstandings. He too recognizes the quality of the area BMW dealer sales people. Also, being a commissioned salesperson myself, the idea of placing an order with another salesperson not previously involved with the sale is inconsiderate at best. You wouldn't want your paycheck going to the guy down the hall, would you?

## Apologia

Just in case there are any misunderstandings about my recent report of a disconcerting interview with a new car salesman, I want to make it clear that the incident did not take place at a BMW dealership. I can state without reservation that the Baltimore-Washington area BMW dealers are the automotive cream of the crop when it comes to product knowledge, forthrightness, and customer relations.

The fine efforts of these organizations and those of an outstanding group of independents have contributed significantly to the reputation and success of BMW in our area. The anonymous person or persons who mailed the cement shoes to my P.O. Box can now rest easy.

Jim Ryland



## New Members

Gary L. Lewis	1985	635CSi
Cl. C. M. Cunningham	1985	325e
Steven K. Tayman	1978	323i
Charles Wilson, Jr.	1984	318i
Wallace E. Boston, Jr.	1977	320i
Paul E. Robinson	1974	2002
Clayde C. Crawford	1984	318i
Walker Nolan	1978	530i
Scott Rodenhuis	1974	2002
Paul J. Andrews	1985	—
Jackson R. Bailey	1977	530i
Charles O. Brown	1985	325e
Jeff Simpson	1980	320s
Jerome P. DeMarchi	1983	528e
Kenneth W. Larsen	1984	318i
Hal Shawn Taylor	—	320i
Larry Smith	1985	325e
Edward A. McManus	1980	320i
Colin Murphy	1975	2002
Nick A. Egelanian	1984	318i
Steve Johnson	1980	528i
Peter R. Mohr	1974	3.0s
Michael F. Peters	1980	320i
James T. Morris	1970	2800CS
Midn Clint Carrol	1972	2002
Y. Claude Cavender, Jr.	1985	325e
Sandra P. Nunn	1971	2002
Stanley W. Suggs	1985	325e
Ed Rodgers	1985	325e
Allen E. Fuller	1984	318i

Harley Lee	—	—
John Kelleher	—	—
William Holbrook	—	—
Guy Martin, Jr.	1979	320i
Stuart A. Schadt	1970	2002
Philip C. Ackley	1971	2002ti
Gabriel Avissar	1980	628CSi
Luke Stikeleather	1976	2002
Tom Eastwood	1983	533i
Hal Kuff	1985	635CSi
Darryl Smith	1976	2002
Dr. Kenneth H. Tompson	1978	320i
H. Joe Selby	1984	633 CSi
R.S. Terkowitz	1985	535i
J.B. Dorsey	1983	633CSi
Nicholas Dejesy	1983	325e
Hans Unlund	—	—
Dr. Steven E. Lipson	1985	325e
S. Michael Vardell	1984	528e
Richard M. Smith	1977	320i
Anne Russell	1964	635 CSi
L. Schneider	—	—
Gloria Jones	1985	325e
Timothy L. Drake	1985	318i
Gregory Queen	1985	325e
Ken J. Ando	—	—
Sandra Hennig	1976	530i
Reynolds Young	1985	735i
Krista Gambal	1983	320i
William F. McHenry	1985	735i

## !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. . .

## THE SHOWROOM IS OPEN

with lots of great deals including "THE GREAT AUTOY OIL & FILTER SPECIAL" for do-it-yourselfers—call for details.

AutoWerke has just hired another top notch technician to help ease the ever growing work load.

At Autoy & AutoWerke, we are proud to offer quality personal service at a fair price.

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Behind White Flint Mall

  
**WESLAKE**  
MOTORING ACCESSORIES

BETHESDA, MARYLAND  
301-951-6363

## New Members

William & Jean Renas	1977	320i
Peter & Shirley Brenton	1969	2002
Robert & Beth Woodruff	1977	320i
David & Christine Pulford	1985	535i
Jane & David Powell	1983	320i
Richard Porter & Leslie Green	1983	533i
William & Renee Jackson	1982	528e
William Brecka & Monica Baxter	1985	325e
Douglas & Helen Crowther	1979	320i
Swint & Leslie Burkhalter	1985	318i
William & Silvina Epperson	1985	528e
Sieghild Goss-Reinhardt & Paul Goss	1985	318i
Chris & Shelia Chapman	1980	635CSi
Craig & Baerbel Wonsidler	1982	320i
Michael & Barbara McClinton	1985	535i
Charles & Patricia Galloway	1980	320i
Paul & Lisa Hiniker	1984	323i
Louis & Jeanne Jurgens	1978	733i
Calvin & Debra Williams	1985	524td
Bennett & Maggi Gaines	1985	318i
Stephen & Edith McLeod	1969	1000
Paul & Debra Sanner	1985	318i
Ernest & Joanne Miller	1974	2002
Veril & Judith Tielkemeier	1985	528e
Ashley & Dorothy Holmes	1984	325e
Timothy & Sharon Brayn	1984	325e
Jack & Judith Ozment	1984	528e
Donald & Cynthia Watson	1985	735i
Walter & Maria Young	1983	533i

T.W. Markam	1977	320i
Lyman E. Krekel	1978	530i
Michael E. Robinson	1981	528e
Lorraine H. Tong	1976	2002
Thomas M. Simpson	1975	2002
Napoleon C. Marcelo	1979	635CSi
Philip C. Ackley	1971	2002 Ti
Howard Baker	(Pennsylvania)	
David L. Katz	(Hawaii)	
John H. Makin	—	
Van L. McCullough	(Maine)	
Giacco Riggs	—	
Bill Wear	(California)	
Stephen F. Doroff	(North Carolina)	
Mark C. Porter	(California)	
R. Frederick Schofer	(Michigan)	
Jeremy Bromberg	(New York)	
Michael J. Crockett	(New York)	
Gary Topping	(Connecticut)	
Mark A. England	(Arizona)	
Thad Gilder	(Mississippi)	

Members enrolled by the following supporters and advertising media (2 or more members—contest period): BMW of Fairfax 3, Excluservice 2, Heishman BMW 2, Peter Lovell 2, Tischer 2, VOB BMW 2.

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Marchal	Philips
Dalan	Valvoline
Stahl	German Purolator Filters
Primaflow	Wind Deflectors
Ronal	Air Dams & Spoilers
BBS	Autoy Suspension Springs
KYB	Original BMW Parts
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Please call for a visit or appointment. Our business hours are 9:30 a.m. to 6:30 p.m. weekdays with the parts store open 10:00 a.m. to 2:00 p.m. on Saturdays. We are happy to advise you on your car's maintenance requirements or answer any questions you may have about your car. If you are contemplating the purchase of a used BMW, we highly recommend a pre-purchase inspection.

Please call 770-0700 for an appointment and let us earn your patronage!

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

AutoWerke, Inc. has specialized in the repair, maintenance and improvement of BMW and Porsche automobiles since 1978. Over the years we have built a well equipped independent shop, a highly qualified staff, and a reputation for top quality personal service at very reasonable cost.

Customer service and satisfaction are our prime concerns at AutoWerke. We offer personal service instead of the high volume impersonal treatment that prevails at most "service" establishments. We have built our company on return customers' respect and patronage. We also host our annual Oktoberfest to benefit Children's Hospital on the first Saturday of every October.

Autoy, Inc., next door to AutoWerke, offers top quality parts and accessories for BMWs. From points, plugs & filters for the do-it-yourself home mechanic to the finest european suspensions, aerodynamics and lighting, Autoy stocks the goods at competitive prices.





## Wanna buy a shirt?

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

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

If you were at OCTOBERFEST '85 then you should already be familiar with this very unique tool tray. The BIMMER BUDDY tooltray sits perfectly under the hood of your car while you work on it. There is no reason to go wander off to that tool chest that's half way across your garage when all your tools can be right there under the hood with you. When it's time to change the oil, just load up the BIMMER BUDDY with all the cans you'll need and keep your work area clean! For information on ordering a BIMMER BUDDY for your BMW, just call (512) 837-8887 or write to: B&D Marsh Enterprises, 11507 Wiginton, Austin, Texas 78758 ORDER NOW FOR NEXT CHRISTMAS! BIMMER BUDDY IS A GREAT GIFT! 2002 & 1600 \$40.00; all other series \$55.00. Add local tax and \$5.95 for shipping and handling. No C.O.D.'s!

## Marketplace

### Parts for Sale

3.0 liter engine from 1978 530i; 58k miles on head rebuild; Running strong when removed. \$1050 OBO. Matt Stolper 619-944-1300.

2002 Tii 1972 parts, 2 Metzeler Snows 185 x 70 x 13 mounted on rims, rear heavy duty sway bar, 2 hub caps, front disks, steering wheel, side molding, 2 tan front seats (excellent condition), radiator fan. Back issues of the Der Bayerische 1972-1980. Bruce Cranford (301) 253-5949, Eves.

Tires for 318i & 325e. Pirelli P6's, size: 195/60 VR 14. These are rated for over 130 MPH. Have eight, will sell in pairs. All with less than 10 miles. \$130.00/pair, \$250.00/set. List: over \$500.00/set. Call Fred Yen, Lutherville, MD 21093. (301) 296-3256 eves. or (800) 233-0410 days. Will deliver.

BMW Survival Kit for '75-76 2002. All the little things that can fail in West Awfulgosh are included in this box full of motoring confidence. Includes belts, hoses, lights, fuses, rotor, points, critical nuts and bolts, plus Chilton's manual and more. Individual parts worth well over \$100. For \$60 will throw in four oil filters and one air filter. Call George at 703-451-5040 after 8 p.m.

2002 engine (1976). Good condition, 125k miles. Rebuilt not necessary, minor valve guide smoke. Running strong and smooth when removed June '85. Cylinders and valve train oiled and cranked every 2-3 weeks. No carbs or ignition. \$350/offer. Gary Toyama 703-978-8703 metro.

Weber 45 DCOE for 2002. Includes linkage, air filters, Cannon manifolds, installed rebuild kits, unisyn guage, extra venturis, more. \$350/offer. Gary Toyama 703-978-8703.

BMW spoke style alloy wheels from 528i with two Michelin and two Kleber tires (195/70 HR14). Asking \$375 plus freight. Call David Kahn 202-783-1414 days or 202-265-5389 eves.

One TRX wheel and tire from 533i (200/60VR390)—unused spare. \$200. Call Les Adams at 202-252-4387 days or 703-569-2144 evenings.



# BMW

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Home Telephone \_\_\_\_\_ Business Telephone \_\_\_\_\_

BMW Model \_\_\_\_\_ Year \_\_\_\_\_ Serial No. \_\_\_\_\_

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I heard about BMWCCA from:

Special interests: ☐ Maintenance ☐ Driving schools  
☐ Rallies ☐ Autocross ☐ Concours  
☐ Social ☐ Model cars

Your check made payable to BMWCCA must accompany this application

Annual dues \$30.00. \$5 extra for associate membership for spouse.

## Change of Address

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

NAME \_\_\_\_\_

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

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

## Marketplace

### Cars For Sale

1973 2002. Headercraft, Webers, Bosch blue coil, mechanical advance distributor, rebuilt engine, transmission, and differential. Steel braided brake lines, new brakes with silicon fluid. 15 x 7" WEDS wheels with P7s. Heavy duty springs & sway bars, Bilstein sports, Kamei spoiler, fiberglass fenders, hood and trunk, Cibie lights (90/100w), trailer hitch, wood steering wheel, new steering box and ball joints, Heidelberg stereo, sheepskins, Halon extinguisher etc. Incredible. \$7000. Call Joe Nickel 703-830-2197.

Last of its Kind: 1983 BMW 320i "S" White Edition with dark grey cloth upholstery; "S" package includes: front spoiler, heavy duty suspension kit, alloy wheels, fog lamps, am/fm cassette stereo, air conditioning, limited slip differential, recaro front seats, sunroof, extensive tool kit; Oil changed every 3,000 miles; Polyglycoat and anti-rust protection; Complete maintenance record; Newly serviced at 42,000 miles; Selling Price: \$12,500. Emmitt Summers, Jr., during the day (202) 477-6879, evenings and weekends (301) 262-1216





1982 320i VIN WBAAG3304C8025760 Ascot Gray w/Anthracite cloth upholstery, Pinstripe, luxus package, factory AC & sunroof, 5 speed, Blaupunkt AM/FM stereo cassette, Air deflector, and Plush BMW floor mats. Drive train: All original, can eat out of engine compartment, new brakes, oxygen sensor recently replaced, and new Goodyear Eagles. Body: Superb, garage kept and never driven in harsh weather. Misc: 47,000 miles, \$13,500. Can be seen during the day by appointment in the Dulles Airport area, or in Frederick, Md. during the evening. Day (703) 471-0450 or evenings (301) 898-5838. Owner Mike Hofe.

1972 2002 Tii. VIN 2761203, Green, tan interior. Rebuilt body, flares, new paint/chrome/rubber gaskets, VDO gauges. Recaro seats, moonroof, new rear end, Blaupunkt AM/FM w/4 Jensens, Goodyear 215 x 60 x 13 on MOMO 6 x 13, Bilstein, 19 mm front sway bar, Alpina front brakes, stainless steel brake lines, Stahal header, 300° cam, high compression pistons, doesn't burn oil, original owner, complete maintenance history, Many extras \$6500 Bruce Cranford, Eves: 301-253-5949

BMW 1976 530i Mint Green, absolutely perfect condition. 1800 mi. on the entire drive line rebuilt by Quicksilver Racengines, Inc., interior/exterior all new, too many extras to mention, \$8000.00. Contact Sandy at Quicksilver Racengines 301-340-2700 between 9:30 a.m.-6:00 p.m.

1976 530i. Polaris silver/blue velour, 4-speed, 72,000 miles, meticulously maintained, excellent condition, sun roof, BBS alloy wheels, am/fm stereo, many new parts, rustproofed, never driven in salt, no rust, records available, VIN 5032981, #21590, D. Dummire, 3616 Randolph Road, Wheaton, MD, 20902, 301-565-2970 days, 301-933-3257.

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