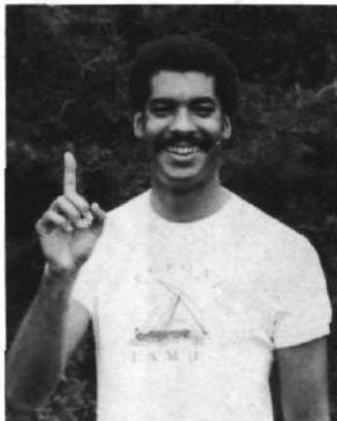


NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



May-June 1986

der bayerische



NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



NOV.-DEC. 1985

der bayerische



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Tech Tips

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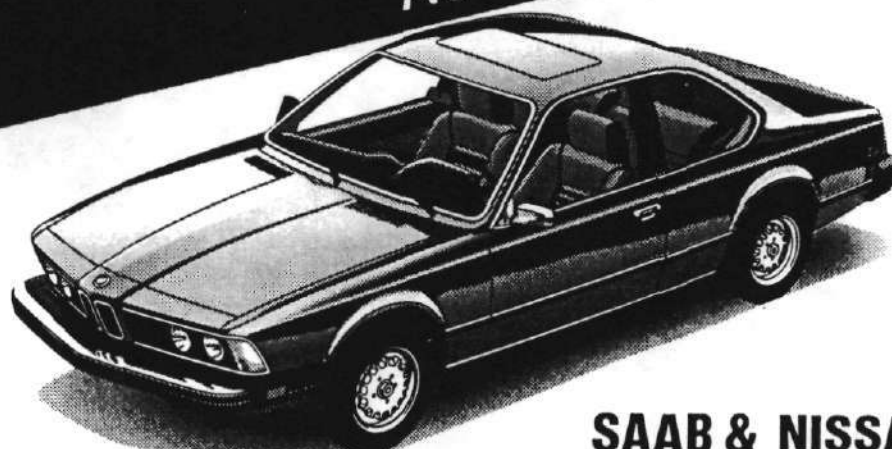
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All copy submitted must be received by the editor by the 5th of even numbered months.

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(919) 748-1601

HOTLINE (703) 866-9225

Coming Events

CHILDREN'S HOSPITAL TELETHON

May 31-June 1, 1986

Time: 24 hours per day

Once again this year the NCC-BMWCCA has been invited to participate in the Children's Hospital Telethon. This event will be seen on local television in the Washington metropolitan area along with the National telecast in 50 markets across the nation. Volunteers are needed to answer phones and perform other various assignments both on and off the air. Unlike previous years where the telethon took place at the television station, this years event will occur at the Washington Children's Hospital National Medical Center which is located at 111 Michigan Ave. N.W. If you would like to volunteer for this very worthy cause, please give Mike Diggs a call at 584-0325, evenings for further details.

CHILDREN'S HOSPITAL AUTOCROSS—

Sunday, June 1

Time: Registration at crack of dawn

There is an annual autocross for the benefit of Children's Hospital. This year, it happens June 1st, at Landmark Shopping Center, as usual. Crack of dawn registration is only slightly tongue-in-cheek. Last year the first heat was set for 7:30 a.m. Heats will last as long as daylight does. This is a good opportunity to autocross for a cause. Proceeds go to Children's Hospital. In addition to the usual autocross fare, there are usually teams from local police departments, and other groups. Sponsorship forms are available for drivers to collect pledges from friends and neighbors. There will likely be prizes given to the most successful fund raisers. Last year the winner went to Paris for a week.

Details are somewhat sketchy as we go to press, so call Sue Graalman for details at 946-2654. You can also contact your club Autocross committee members (Gary and Chuck), or any club officer.

Directions: From the Beltway, take Route 395 North to the Duke Street (Rt. 236 Exit east. Get into the left lane, follow signs into the shopping center.

SUMMIT POINT NATIONALS CORRAL—

Sunday, June 8

Time: First race about 9:30

For those of you that are familiar with the events at Summit Point, you know how much fun it is to attend the races.

For the past several years, the National Capital, the Blue Ridge and the Shockoe chapters all take turns at sponsoring these corrals. They are filled with lots of fun and high excitement.

The first corral is being sponsored by the Blue Ridge chapter and all you need to do is to show up and watch the races on Sunday, June 8. The club will provide refreshments.

Bring your own lunch and lounge chairs or do as others, be in your bathing suit and feast on the sun, the fun and excitement.

The cost to the races is paid at the gate, and it should run between \$15-\$18 per person. Once on the grounds follow the signs to our corral and park.

See you there.

Cover photos, The 1985 Editors, By Raine Mantysalo

AUTO SHOW LANDOVER MALL— June 14 & 15

Time: 10 am–6 pm Saturday, Noon–5 pm Sunday

This Father's Day weekend members of the Porsche, Mercedes-Benz, and BMW Clubs will display their cars under the roof of Landover Mall in an effort to educate the public about our marques and to entice owners into our clubs. Sign up today to show your car or help man the display or just drop by and say hi. Contact John Fowler (703) 368-7315 or Bill Ross (301) 469-9387 for more details.

Directions: Landover Mall is just inside the Beltway. Exit at Maryland Route 202 (Landover Road) west; first right into the mall.

TIRE SESSION—J&F MOTORS Saturday, June 21

Time: 9:30 am—1:00 pm

GRAND OPENING

Come experience J&F Motors' expanded facility. A tour of the new machine shop, body shop and high dollar down draft paint booth will be included in addition to 30% more service bays.

Through a new subsidiary, Bimmer Sales Ltd., you can even buy a quality BMW! These guys do it all now!

A tech session dealing with the motronic's (ignition, brain box, etc.) of new 3, 5, 6, & 7's will be featured, as will a question & answer session dealing with all areas of maintenance, modifications and engine rebuilding.

A generous 20% discount on parts in stock will be available. ▶

Buffet lunch with refreshments will be served.

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.

MONDAY AT THE TRACK—June 30, 1986

Time: 7:30 am

Great . . . another driving school for all driving events aficionados. Yes that's right, IT'S ON A MONDAY, June 30, 1986.

This driving event has been scheduled in the month of June due to popular demand. We did not ask for a Monday, but because Bill Scott Racing has become very popular with other clubs and in particular with the Fairfax County Police, this was the only day available at the track.

As in other driving schools, this one is similar to the MAIFEST. That is, the emphasis of the school is to make you a better driver while having a good time and swapping stories.

The cost of the school is \$50.00 and it includes lunch. Lunch will be also provided to volunteer helpers (WE NEED YOU) to a maximum of 16 and of course our EXPERT instructors. If you just want to come up for the day and have lunch with us the cost is \$8.00 per person. ADVANCE NOTICE AND PAYMENT IS REQUIRED.

For information call Bob Gammache at (703) 777-3959 or Kay Heatherley at 949-1326.

Have a good time.

AUTOCROSS—Sunday, June 29

Time: Registration 10:00 am

Ladies and gentlemen! Come one, come all, to the National Capital Chapter autocross series this season, where there will be fun, frolic, and rubber dust for kids of all ages!! (Well, at least fun and frolic. . .)

The festivities will be taking place at Landover Mall, and as of this writing the dates are June 29, Sept. 14, and Oct. 12. Check with the NCC Newslite (703-866-9225) as the dates approach, for the latest details. Registration at 10 a.m.

You folks who attended the autocross school will be able to test your mettle (no, not METAL!) in the courses full of straights, slaloms, chutes and chicanes.

There will be a modest entry fee, probably around \$7, your car will be tech-inspected, and you'll get two trial runs, three timed runs, and if time allows, fun runs at the end of the day. Tech inspection includes checking tire pressures (40–45 psi), wheel bearings and lug nuts for tightness, no loose items in the car or trunk, and that lights and brakes work properly. Speaking of loose items, empty your car of anything not bolted down (including the glovebox). You may want to leave more valuable items at home, since unfortunately, a couple of members have lost spare tires and tools to some of the "spectators" near the periphery of the parking area. God forbid we should need to post guards at such fun-oriented events, but we will try to set aside a more secure area for your belongings; obviously, we cannot make guarantees.

Bring a helmet—or you may be able to borrow one at the course—and an appetite for fun!

Directions to "Lando Point": From the Capital Beltway, take Rt 202 west (exit 32), stay to the right, and bear right into Landover Mall. Take another right, proceeding counter-clockwise, about halfway around the mall, and turn right into the lower lot. Look for the Bimmer-Banner and all the funny-looking German cars! Hope to see ya there!

CAN-AM CORRAL—SUMMIT POINT RACEWAY—July 6

Time: 9:00 am

If you didn't get enough fireworks on the Fourth this should do it for you. In place of the previously announced Trans-Am, Summit Point will be having its first ever CAN-AM. These are all-out race cars with 5.1 liter V-8s and road-holding ground effects envelope bodies. One expected entry was designed by Texas A&M University. Professional races for Formula Atlantic and Trans-Am like GT-1 cars will also take place so you can still see the Corvettes, Mustangs, Z cars, etc.

The club's Corral will be set up along the fence near turn 7. It's a great opportunity to look over a huge variety of Bimmers between races and meet other club members. A large canopy will provide refuge from the sun (or rain—they do race in the rain), and lunch, beer and soda is provided by the club for members and their guests.

The price of tickets is unknown at this time but discount tickets or coupons are usually available near race date from retailers like NTW and Craven Tire. Practice and time-trials will be taking place on Saturday and Summit Point provides free camping on Saturday nights. Summit Point is only a little more than 1 hour from Washington. See the map for directions.

1986 Calendar of Events

JANUARY

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

FEBRUARY

- 5 **DB Deadline**
- 22 **Baltimore Power Plant**
(Karen Fairchild)

MARCH

- 1 **Tire Tech**
(Terry Forrest)
- pp **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

- 1† **Children's Hospital Autocross**
(MWCSCC)
- 5 **DB Deadline**
- 8† **Summit Point Nationals Corral**
(Blue Ridge Chapter) (Max Rodriguez)
- 14-15† **Fathers Day Car Show**
(John Fowler)
- 21† **Tech Session J&F Motors**
(Gordon Kimpel)
- 29† **Autocross**
(Chuck Branscomb)
- 30† **Monday At The Track Driving School**
(Max Rodriguez)

JULY

- 6† **Summit Point Can Am Corral**
(Max Rodriguez)
- 12† **Tech Session—Coachworks, Inc.**
- 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)
- 24 **Orioles Game-Tentative**
(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

- 4-5 **Summit Point—Marque Weekend**
(Tentative)
- 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

TECH SESSION—COACHWORKS, INC.

Saturday, July 12

Time: 10:00 am

Baltimoreans, awaken! Come on out and join your fellow club members for a tech session at Coachworks, Inc.

William R. Wiley, President of Coachworks, Inc., extends an invitation to all club members to visit his facility. The shop's primary function is the factory simulated reconstruction of hard hit BMW's. To facilitate this, most of the necessary repair items are stocked in house, from trim clips to frame rails. Some of the Baltimore BMW dealers use Coachworks, Inc. as their primary shop.

Refreshments and a luncheon will be provided by Coachworks, Inc. See you there.

Directions: Coachworks, Inc. is located in the Clipper Mill Industrial Park at 1796 Union Avenue. From Washington and points south: I95N to I395(N) Downtown. Right onto Conway St. 2nd left onto Charles St. Approx. 1.6 mi. to I83N (Jones Falls Expr.) Take Exit 8N Falls Rd. North. Approx. 0.4 mi. left onto Union Avenue. Turn right into Clipper Mill Industrial Park **IMMEDIATELY BEFORE** RR tracks. All the way back to Bldg. 3. From north of Baltimore: I83S (JFX) to Cold Spring Lane. Left at end of ramp onto Cold Spring Lane, 0.5 mi. right onto Falls Rd. Approx. 0.7 mi. right onto Union Ave. *Continue as above.*

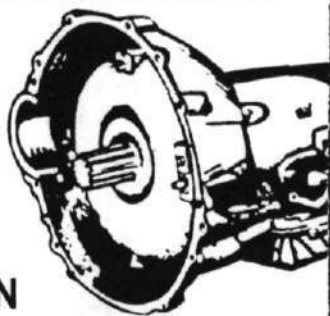
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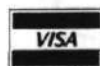
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(Dale City/Clearance Center open 8:00 am)

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

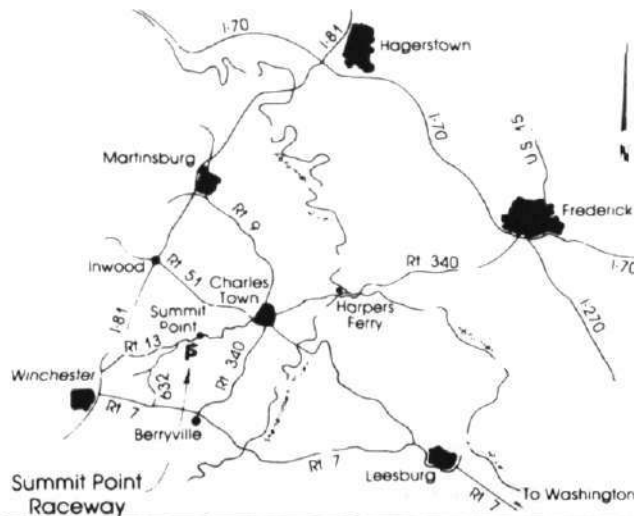
AREA LOCATIONS

✓ Alexandria, VA. 2000 Eisenhower Ave. (Off I-95 and Telegraph Rd., Exit 2 North)	(703) 653-8660
✓ Dale City, Va. 13871 Telegraph Rd.	(703) 481-7141
✓ Fairfax, Va. 2995 Prosperity Ave.	(703) 698-7770
✓ Newington, Va. 8195 Backlick Rd.	(703) 550-7510
✓ Springfield, Va. 5256 Port Royal Rd.	(703) 321-7811
✓ Tysons Corner, Va. 1524 Springhill Rd.	(703) 893-4210
✓ Washington, D.C. 67 K Street, S.W.	(202) 554-4605
✓ Beltsville, Md. 5640 Sunnyside	(301) 441-3445
✓ Columbia, Md. 6810 Oakhill Lane	(301) 295-0650
✓ Gaithersburg, Md. 7701 Penn Bolt Dr.	(301) 425-1155
✓ Large, Md. 9100-A East Hampton Dr.	(301) 948-3050
✓ Rockville, Md. 12241 Nobel St.	(301) 350-7801
✓ Warehouse Clearance Center Woodbridge, Va. 13871 Telegraph Rd.	(703) 481-7141 METRO 543-1722

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Directions to "THE POINT"

From McLean

Take Route 7 west past Leesburg, toward Winchester. Turn right on Route 632, and go right at the next two "T" intersections. Track is on the right.

From Frederick

Take U.S. 340 through Charles Town, then go straight on WV Route 51 for one block. Bear left onto Summit Point Road (Route 13). Track is on the left one half mile past the town of Summit Point.

From Winchester

From U.S. 81 take Route 7 east for approximately 7 miles and turn left on Route 632. Turn right at next two "T" intersections. Track is on the right.

President's Message

THE WINNER!!!!!!!!!!!!!!!!!!!!

This newsletter, *Der Bayerische*, is a major undertaking for a number of people, a labor of which we are proud. We also believe that *DB* serves a vital function in the National Capital Chapter, and, to get to the point, is a damn good magazine. Well, I am happy to report that *DB* has received the recognition we believe it deserves—we have won the *Roundel* newsletter contest! The contest examines different indicia of quality, newsworthiness and service as explained further by Cory Laws in his column. What does all this mean to you? That you belong to the best chapter with the best events, the best service and the best newsletter in the club. But you knew that.

You are what makes *DB* click. Our winning issue, from November-December 1985, contained the contributions of many people, from columns to articles to letters to DeBbie to photos, to assistance in editing, managing our advertising and determining policy. If you are not already, you can be part of that action, have some fun and help keep *DB* in first place. We can always use more pictures, a story about your trip, restoration, recommendation, repair or a letter, critical or otherwise. If you have ever had the urge to write for a newspaper or magazine, come on down. Just remember, neatness, and quality, count.

Before I leave this subject, on behalf of all the members of the NCC, I want to thank our newsletter editors, past and present, for their efforts at bringing *DB* to its current state of development. Bernice and Ira Winthrop, Cory Laws, John Hartge, Raine Mantysalo and Dave Sossamon have done more than just get the newsletter out, and they have tried to do more than just win the contest. They have dedicated themselves to producing a first class magazine. And they have. I'm also super pleased to announce that Cory's wife Angela has become a coeditor to replace Dave Sossamon, who received a sudden transfer to the Big Apple. We'll miss Dave (especially the excitement he adds to the driving schools) but I know that with Angela's help, we'll just continue to get better.

AND STILL NUMBER ONE! While I'm tooting our collective horn, be advised that not only is the NCC still number one in membership, we have over 250 members more than number two! Your continued support, and those new members who have come to enjoy the NCC, keep us on top. Which brings me to . . .

2002 OK, I blew it. One of our more astute members indicated that it would be a more fitting, appropriate goal to seek a membership of 2002 rather than 2001, and I stand corrected. Bence, Boston, New York, take note: the National Capital Chapter will be the first with both 2001 and 2002 members.

By the time you read this, one of your fellow members will have taken home an Escort Radar Detector in recognition of efforts in obtaining new members. Someone else is now wearing an M-Style windbreaker and a third has a year's renewal. They received their prizes in a drawing at Maifest. Only one new member may have been necessary to win but odds improve with more. Did you participate? Help that new owner get more out of their BMW, help yourself with a shot at our next contest, and help NCC reach 2002.

By the way, there will be a new national contest in which both you and the chapter will receive rewards for meeting growth goals. Grand prize *may* be a trip to Europe! Check the *May Roundel*. We have set an ambitious but realistic goal. Let's do it this year.

Tischer Autopark

A Tradition Of Automotive Excellence Continues...



First there was Autohaus Tischer in Laurel for BMW. Now BMW has moved to Tischer Autopark in the Montgomery Auto Sales Park.

Tischer Autopark represents an ongoing dedication to superiority. Superiority not only in the BMWs they sell, but also in terms of sales, service and parts.

Visit Tischer Autopark and see the full line of BMWs including the all new BMW 325E. Tischer Autopark, conveniently located in the Montgomery Auto Sales Park, Route 29, just north of Silver Spring.



TISCHER AUTOPARK

Montgomery Auto Sales Park
Route 29, Just North of Silver Spring 890-3000

Authorized Dealer for Porsche/Audi & BMW

COMING EVENTS Why, you may ask, do I tell you about coming events when you can check the calendar and read the blurbs on page two? Because I don't want to leave a single excuse for missing what's happening. If I give you a different slant on what's coming up, maybe you'll come on out and get hooked. So listen up: Deutsche Marque Concours, with a reception, at the German Embassy! What more can I say? It's too late to enter but not too late to come to the Embassy and see the cleanest BMW's, Porsches and Mercedes in Washington. Check it out. Other happenings: the Children's Hospital Telethon, and don't forget the Children's Hospital Autocross at Landmark Shopping Center on Memorial Day weekend; Monday At The Track at Summit Point on June 30; our chapter autocrosses; the crabfest; two corrals at Summit Point and, believe it or not, a tech session at J & F Motors. Now this last takes some explaining. There was an error in the January newsletter, an error in the March DB, an error on the post card and a snow cancellation. This time, we think we have it licked. Gordon, Joe and Carl at J & F always put on a great show and this should be no exception. Come out and see their new expanded facilities on Saturday, June 21.

HIGHWAY SAFETY SCHOOL Speaking of events, we had a great day for the School and I know from the comments that everyone learned a lot, smiled a lot, ate a lot and had an all around good time. We had a bright, sunny day, over forty anxious participants, and our usual crew of helpers and instructors to make things work. You can read more about the goings on elsewhere, but I want to add my thanks to all those who came out to help, and to invite ALL of you who have never been to a driving school to join us at any of our schools at Summit Point. Ask anyone who has been to one: no matter how well qualified you feel to drive, and no matter what level of confidence your BMW and your driving experience inspires, you will not believe how much you will learn. I would also like to invite one of the participants to write to DeBbie and describe their first time experience to encourage others to try. If you don't want to drive, come spectate (or help) to convince yourself that no harm will come to you or your car, and to see how much others are learning (and enjoying themselves). Do it.

It occurred to me during the School that no matter how much we cram into your day on the track, there is more to learn and more to tell you, so starting this issue, you'll find a column explaining the things discussed at our schools. It won't be a substitute for the experience of a controlled "panic" stop or relearning how to take a corner, but it's a start and will help you when you do come to a school.

E & E AUTOBODY As you know, the tour on March 8 to E & E was postponed and we went to Charlottesville, instead. I received comments from several members about work they had done at E & E and decided that we should investigate further. John Estep assures me that he has all matters under control and we hope to reschedule the trip in the near future.

RADAR A word to the cautious. The Virginia troopers are using instant-on radar, undoubtedly to thwart the allegedly illegal use of radar detectors. Life always seems to get more complicated. . . . To use the radar effectively, the patrol car has to be out of sight (or you would succumb to your normal tendency to slow down in the presence of the Law) so be careful out there.

BUSINESS MEETING At our last business meeting, we approved an increase in advertising rates and the use of inserts in the newsletter (in lieu of use of a mailing list) to increase revenues. We also discussed future events, and long range

planning. We had a member Gil Page, join us for munchies and beer and to help manage the chapter. Want to get involved? Our next meeting will be Wednesday, May 21 in Baltimore. Call me for more info.

WNCC, OUR ULTIMATE ANSWERING MACHINE, IS 703-866-9225!

Les Adams

From The Editor

And the winner is . . . the National Capital Chapter!!! That's right, good ol' NCC. If you don't know what we're the winner of, it's the annual BMWCCA chapter newsletter contest. Each year, there is a contest to determine the best of the chapter newsletters. National Capital Chapter has just won its first contest. This is a tribute not only to those whose names appeared in the winning November/December issue's masthead, but also to those who have over the years contributed time and effort to build our Der Bayerische into the best example of a club newsletter I've ever seen.

Judging was done on a point basis for four categories, plus a handicap system as described below.

NUMBER OF ISSUES: One point for each issue beyond the required four, to a maximum of eight points.

CONTENT: Material of interest/concern to BMW owners/chapter members, in two areas: 1) original, chapter-generated material (8 points) 2) material from other sources (6 points)

NEEDS: Timely notice of events and meetings, accurate reporting of same, responsive to members' needs, provision of forum for members, all aspects of BMW ownership covered. (12 points)

GRAPHICS/DESIGN: Quality of printing, photography, layout, readability, paper stock, etc. (6 points)

HANDICAPPING:

Membership under 100	+ 2 points
Membership under 200	+ 1 point
1985 Admittance	+ 3 points

With the hornblowing done for now, I have some good and bad news to share with you. The bad news first. As you may have read in the last issue, our Paste-up Editor, David Sossamon, has been transferred to New York. We were just starting to work well together. The good news is that his position is being filled by the person I work best with, my wife, Angela. Now that the DB is again to be a family affair (reminiscent of the Winthrops), we expect great things for the future. I urge you all to welcome Angela to "the management."

This issue marks the beginning of two new columns; Safety Fast, by Les Adams, and Dealer Updates, by Bill Ross. Les will discuss driving concepts and techniques. There are a lot of you who have not had the pleasure of attending any of our driving schools where these topics are presented in a "live environment." To help fill you in and start you thinking, Les will introduce safe driving techniques, starting with the most fundamental, paying attention. Bill will keep us up to date on news from the dealerships as reported by our Dealer Liaisons. There are many recent personnel changes at the dealerships. It's a good way to keep you informed of what's happening, where, and with whom. Bill has also provided us with a much appreciated analysis of local towing companies. He promises to keep a series of informative articles coming to discuss various topics. And, speaking of various topics, this issue marks the anxiously awaited return of Bill Via's Ram-



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A black and white photograph of the front of a BMW car, likely a 2000 series, showing the headlights, grille, and hood. The car is centered in the frame.

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bling Ruminations. Another funny but thought provoking commentary. I don't know what I like about Bill Via the best; his invigorating tours through the countryside, or his commentary.

Please take notice of two changes in the Calendar. First, the J&F Motors Tech Session is finally going to take place on June 21st. It's their Grand Opening of their expanded facilities, so come on out to an always fun place. Secondly, there is the Children's Hospital Benefit Autocross on June 1st. This is an annual event that draws large crowds and local/regional celebrities. In addition to all the local car clubs who organize, work and drive in the Autocross, there are teams from the local police departments, etc. It's fun to imagine, 'what if . . . ' This year's organizers are in need of logistical help to pull off the event with their usual apomb. Please call Sue Graalman at 946-2654 to volunteer.

While I'm on the subject of volunteering, we could use some help from the Missing Majority. To further beat a (hopefully not) dead horse, it would be ever so encouraging to see just five or six new faces at each event. Now, I don't mean to imply that we never see new faces, we certainly do. As a matter of fact, the Highway Safety School was a roaring success (see writeup) and brought out many new faces. It's amazing to see total enjoyment on the face of a previously unknown member! I hope the trend continues. And, to all those who've recently participated in an event, you've gotten your feet wet, so jump on in. We want to see more of you. (Spread the word while you're at it.)

The last point of interest is the coming Oktoberfest '86. It is being jointly sponsored by the Florida chapters of BMWCCA. You heard the plug from John Hartge in the last issue regarding a massive back roads tour to Oktoberfest. Make plans to join in. We have been challenged by the sponsoring chapters to send a sizeable contingent to the festivities. The challenge came as follows: Is the biggest *really* the best? Can *National Capital Chapter* take home the special award for the South Atlantic Zone chapter outside Florida that brings the most registrants to Oktoberfest '86? Details at 11. . . OK that does it. All of you with extra (?) vacation time, let's show them who's who! We will not be outdone!!

Cory Laws

Baltimore Power Plant

February 22nd dawned bright and sunny for the first time in a LONG time (What IS all that blue stuff up there? Sky? Oh, OK!) for the 70 or so club members who toured the Baltimore Power Plant. Karen Fairchild did a truly admirable job of corralling us all into the place, getting our tickets, and graciously putting up with mass confusion, i.e., "Which line is this?", "Where am I supposed to be?"

Once inside, we were treated to a vast array of sights, sounds, smells, and tastes. There were stage performances (a robotics show and live performers), museums, workshops, the Sensorium (3-D flick complete with SMELLS!), gift and souvenir shops, and food. Oh, the FOOD!! There are cookie stands, brownie stands, cake stands, ice cream stands, and a Belgian Waffle stand. More on this later.

Karen had also arranged lunch for us at nearby Bennigan's—very nice. I doubt that the waitress knew what to expect from the bunch of us (I'll have a Bimmer burger with extra octane, please").

After a filling lunch, I headed straight for the Belgian Waffle. I almost finished a HUGE Belgian ice cream cone. Okay, okay, so I DID finish it—so what?

All in all, everyone appeared to have a good time. I hope we can have more events like this!

Gary Toyama

NTW Tire Tech Sessions

About two dozen club members found NTW in Dale City on Saturday, March 1, 1986, and were rewarded with a wealth of tire tips and technology from Dave Arnovity. To top off an excellent presentation, Dave and NTW awarded four (4) \$100 gift certificates to lucky club members.

The presentation covered tire maintenance, alignment settings, air pressure monitoring, performance during different temperatures/seasons, and how tires are made (Foreign vs US made). Other points included:

Car Handling: Increasing tire pressure stiffens the sidewalls resulting in more responsiveness. WHY? Because your wheels turn the tire bead. The sidewalls transmit this to the tread. The difference between the two angles of turning is called slip angle, and should be minimized for fast response. The shorter sidewalls of plus-one and plus-two tires accomplish this. (This is why we increase the tire pressure while at Summit Point, but this process is NOT advised during your normal street driving.)

Ride Characteristics: Wider tires traverse more road irregularities, have less sidewall vertical flexing to absorb these irregularities, and are harder to balance for wobble.

Overall, the morning spent at NTW was very informative. The day turned out to be a beautifully sunny day, and except for the sign not being in sight identifying the turn to the NTW Bldg, everyone seemed to come away with a better knowledge of tires and their upkeep and handling.

Terry Forrest

Bavarian Chef Tour



Photo By Cory Laws

As we met at Roy Rogers, it was a beautiful brisk morning. There was a chill of mountain air brewing about. We all had brief conversation, were handed directions, and were off! There were 15-20 clean Bimmers running the back roads thru the Shenandoah Valley; another great group of touring roads, as usual, mapped out by our Tour Meister, Bill Via. And the driving was great also. We had our usual two groups (when we're not departing in rally style). The "Fast Group" enjoys

pushing our Bimmers, and blurring out the scenery. The "Laid Back Group" takes in more of the scenery and saves a little rubber. At one point, Dwight Derr & I saw our speedometers reach past 115 mph (Great Driving Dwight). We had a rest stop about halfway to our destination at an old fashioned, but very, very large pottery store that sold all kinds of handmade dinette & bedroom furniture, rockers and what-nots. They also had homemade preserves, honeys, jams, butter, juices, etc. By this time it was about 60°-65° and very bright and beautiful out there. The rest of the tour was finished and ended at our destination, The Bavarian Chef, a very nice and old-fashioned restaurant in great surroundings. We had enough members to approximately fill the upstairs dining hall. The food was marvelous, all Bavarian prepared dishes, a nice change of pace! The club picked up the tab for everything except alcoholic beverages. To sum it all up, we had a beautiful day, a great tour, and a delightful lunch. For those of you who didn't or couldn't make it, hope to see you on the next tour. And for those of you who have never come to an event, this club is established "of you, for you, and by you" so come on out and enjoy the many activities our club officers and participating members spend so much time on for us. Thank you for putting together such a great tour in such a short time.

Glenn H. Sims

Highway Safety School

This may be the most difficult job in the world! How does one accurately describe a perfect day? With the weather sunny and in the low eighties, a large group of beautiful BMWs to lust after and a bunch of new and old friends to swap stories with, give free advice to (you know what that is worth!), and maybe tell a few automotive half-truths too, the day was what this BMW junkie would describe as the perfect way out of the winter doldrums.



Photo By Gordon Kimpel

As the morning got started we watched a strange looking French car doing some practice laps for a few minutes (that was the fastest shock absorber change I've ever seen). After the Drivers Meetings some of us went to the skid pad where we safely learned about the tremendous impact that proper tire pressures have on car control and some of us learned that "trailing throttle oversteer" is not just an arcane term that applies only to a fully prepped race car. The entire morning session was devoted to braking seminars to learn how to safely stop in what to an untrained driver would be a "panic" situation. Cory Laws did an excellent job with his classroom session



Photo By Gordon Kimpel

while Max Rodriguez and our Chief Instructor Rick Foster set up some surprises for us on the track.

After Gretchen's typically good lunch, everyone had plenty of time on the track to practice their newfound skills under the watchful eyes of a large group of experienced instructors. As is almost always the case in a well run school such as our club puts on, there was no bent sheetmetal at the end of the day but smiling faces everywhere. The only problem that I saw all day was a hood latch that released on the backstretch. I can speak from experience as mine popped up last year. It is not fun at any speed and is easily prevented by a thorough cleaning of the spring and latch assembly.

I am always surprised at how quickly we are able to learn that while there are many "lines" around Summit Point, there is only one fast "line." It is also comforting to find out that the fast "line" is also the safe "line" around as well.

At the end of the day it was time to break for a few well deserved (needed?) beers and more conversation with our friends. I do think that the Club should receive a commission from the aftermarket parts suppliers and garages in the area as many questions about wheel and tire combinations, suspension and engine "tweaks" were answered by people that have already made the modifications on their cars. If you are thinking about any "add ons" to make your car a "Personal Ultimate Driving Machine" keep Max and the Club Store in mind as he will probably save you some money and may well save you a lot of money by recommending the right part for your car.

The answer to the frequently asked question "are we having fun yet?" was, for this perfect day at least, a resounding YES! I'll be at the next school, will you or are you going to miss out again?

Bob Gammache

Tischer "Do It Yourself"

When I arrived at 9:30, I received number 22. That should tell you that there were a lot of Do It Yourselfers on the loose that Saturday morning. In fact, there were approximately 30 Bimmers on site, everything from a spotless '71 2002 (Carl) to an '85 533i. We broke our "Do It Yourself" record that day. There were 2 female members there to get dirty and scratch knuckles (not including Karen) with the rest of us do it yourselfers. One young lady (you know who you are) rebuilt the frond-end on her 2002 (except struts), changed engine, trans, and rear end oils with the diligent expertise of Dwight Derr. (What a guy!) The other young lady assisted Uncle Max in changing the engine oil and fuel filter on her 320i. I hope that this will encourage more female members to come out and learn basic repairing yourselves. There are always at least 2 factory trained mechanics and a host of veteran do-it-yourselfers at these events to lend you a

hand or advise. If you know your car needs an oil change or minor repair, come on in and "Do It Yourself" and save you and your bimmer some down-time, and \$\$\$\$\$. Everything about the tech was very orderly and well planned; numbers were given, stalls were assigned; one side for major and the other side for minor repairs or maintenance. Tischer offered a discount of over 10% off on parts, doughnuts & coffee, and the use of their immaculately clean shop. Our thanks to all the members who organized this event, all the members who showed for the event, Tischer BMW for sponsoring this event, and the BMW technicians who ran the whole show.

Glenn H. Sims

Bimmers on the Rally Route

What kind of people would rally in the winter—in the snow, sleet and cold? These kinds of people: Jim and Suzie Harrison, Mike Leeper, Dave Roach, Raine Mantysalo, Riccardo Lillo, Mario Yuri, Woody Hair and your author, John Hartge. These BMW folks participated in at least one of the four rallies in the Washington Rally Club's Winter Rally Series. Why? Because it's fun!

It's so much fun that we want to let you in on the secret. There are many more rallies this year. The Branded Rally Club plans Friday night rallies June 13 and July 11. There's also a Branded Rally August 17. June 21, SCCA sponsors the Virginia Reel National Rally. Other clubs in the Metropolitan Washington Council of Sports Car Clubs put on rallies in the fall. Our BMW club chapter is in the council and we're publishing the council's rally and autocross calendar in the newsletter. The events are open to the public. Call the council's recorded information line for up-to-the-minute particulars (301-681-5612). Potential rallyists (all of you), read on for a report on Car #51's adventures in the Winter Rally Series.

My interest in rallying was rekindled by Dave Roach's newsletter article last summer on the MG 1000, a 4-day rally in the U.S. and Canada. And, Mike Leeper had been playing up the 2-day Bob Ridges Memorial Rally in the mountains of Virginia. My first rally was in my 2002 at Oktoberfest '76 on the back roads from Silver Spring to Harpers Ferry. Nine years later, when I rallied my 325 at Oktoberfest '85, I still had little idea of what I was doing, but had a great time, and managed to finish in the middle of the pack. At the chapter's wine and cheese party in December, Woody Hair and I discussed our mutual interest in rallying. He had done a handful of rallies and even won a couple of trophies over the years. Woody, who's owned BMWs since 1967, said he finally joined BMWCCA in 1982 largely to rally. (This club does a lot, but it has not put on its own rally since 1976.) We both wanted to learn and do more rallying. We agreed to team up for the Winter Rally Series as a training exercise for the Bob Ridges Rally.

If you've been on a club tour to Summit Point or Charlottesville, you have a good idea of what rally route instructions look like. There is a list of directions which you obey in order to follow the rally course. Among the instructions are prescribed speeds, which do not exceed legal speeds. Follow the instructions at the proper speeds and you should arrive on time at periodic checkpoints, the locations of which are not necessarily revealed. Failure to arrive on time costs you one point for every hundredth of a minute you're off. A calculator and stop watch can be helpful. Some go beyond those simple tools, adding special odometers, timers and computers to their cars.



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The Lillo/Yuri team picks up scorecard at checkpoint on Rally #1.

Photo By Woody Hair

Rally #1: Woody had some tips from his previous rallies which got us off to a respectable start from Gaithersburg. Our seat of the pants technique got us to 2 of the 5 checkpoints within 8 seconds of the ideal time. But, we finished 79th out of 154 cars. Our big mistake was trying to make up time lost when we missed a turn. I fumbled with the hand calculator as Woody put the pedal to the metal. To our surprise, we hit the next checkpoint more than 4-minutes early.

Lesson #1—When you get off course, guess or calculate how much time you wasted. You can *buy* that lost time for a 50 point penalty, instead of the 461 points we got. Our total score for Rally #1 was 646, compared to a 6 for the computerized winning team and a 3,737 for the team that finished 154th, last.



The Harrisons take off from the odometer calibration leg on Rally #4.

Photo By John Harige

Rally #2: On this date, Woody was doing another winter sport, skiing in Vermont. Knowing that Finland has produced world class rallyists, I recruited Raine Mantysalo to drive my car while I refined my navigational skills.

We attempted to follow very strictly the priorities stressed at the rally club's seminar the previous week. *First, keep the car on the road. Second, stay on course. Third, stay on time.* Incredibly, we hit one checkpoint within 3 seconds of ideal time. But all was not so good.

Lesson #2—823 is *not* "823"! The route instruction said Turn Left at Second 823. I insisted that Raine turn at the second sign that said 823. I cursed as I saw other rally cars coming at us, only then remembering the rule that words or numbers on signs are enclosed in quotes. Words or numbers

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not in quotes refer to the actual road, not a sign. We should have turned the second time we found road 823, which turned out to be at the third sign. That was not a fatal mistake. We finished this Virginia rally with a 462, 33rd overall and 11th among the 82 Beginners. That qualified us for a trophy.

Rally #3: Woody and I started the day with some anxiety over the *traps* promised to be introduced. Just about 8-miles into the course, we saw other rally cars doing things we were not doing. We became very concerned. But then, a checkpoint appeared. No problem. We were on course. **WRONG!** This was checkpoint #2. What happened to #1? We had bypassed 13-miles and 22 cars *and* got a fatal 1,000 point penalty. That was almost equal to our combined total in the first two rallies *and* we still had most of the day ahead of us. Boy were we rattled!

Lesson #3—Numbered route instructions have priority and must be performed at the first opportunity. We were so busy watching for a Left at T *lettered* instruction that we missed a Bear Left *numbered* instruction. We got so trapped that we never saw the trap the rally designer had waiting for us. At this point, we considered ways to sneak a third person into the car to help with the increasingly complex instructions. At least this unintended short cut got us to the lunch break early.

On the final leg, we made a remarkable recovery. It involved a Do-It-Yourself control. There is no actual timing. You calculate what your ideal time should have been. There was one tricky series of instructions which I'll explain:

70. Pause 2.50 (minutes) at 1st Traffic Light.

71. Pause 2.50 at 2nd Traffic Light.

J. Pause 2.50 at 3rd Traffic Light.

In rally language, you start over each time you complete a *numbered* instruction. Once #70 was done, you had to count 2 more traffic lights to do #71 (actually the 3rd light). To do J, you had to go 3 lights after #71, but you repeat *lettered* instructions every time you have an opportunity, which in this case was twice because there were 6 more lights after #71. Woody calculated this one correctly and got us our only 0 of any leg on the winter series.

Clearly, our big blunder early in the day cost us a trophy on this loop through Loudon county. Our score was 1,523, which was 62nd overall and 30th among 64 Beginners. At least we learned a lot.

Rally #4: We had studied our many mistakes and were determined to concentrate first on following the instructions correctly, with timekeeping a secondary matter.

We got off to a good start. We were told to pause *before* the next instructions, which was to turn right at a STOP sign. We knew *before* means at the last opportunity in sight of, so we didn't intend to pause until we got to the STOP. That was good, because we hit a checkpoint before finding a STOP. Cars that paused early got to the checkpoint late. There was another tricky checkpoint later identified as a "blackjack" control. Coming to a STOP at the crest of a hill, we could clearly see the next checkpoint just ahead of us. It seemed natural to pull ahead to the checkpoint, but the instruction was Turn Right at STOP. Eventually we wound around back to the checkpoint. Cars that did what was natural, going straight to the checkpoint, were penalized for being early. We were less than 2 seconds off at our first two checkpoints. We were not as much as a minute off the whole day rallying through P.G. and Anne Arundel counties.

Lesson #4—Concentrate totally so that you can be confident that you're making the right moves. Our final score was 148, less than one-tenth of our dismal performance in the

previous rally. Car #51 (us) finished 1st among 62 Beginners and 12th among 100 cars overall.

We learned a lot during the Winter Rally Series, but there's much more to learn. More experienced rallyists, like the Leeper/Roach team, got scores like 11 in the fourth rally. Whether you're out to get low scores or just to have a ride on BMW-type roads, rallying is *fun*. By the way, the much-feared winter weather blessed us with four terrific Sundays.

The Washington Rally Club members deserve applause for their work. At least a couple of dozen workers were involved in each of the rallies. It's good to see a club much smaller than ours with such a core of hard-working enthusiasts. Among them are 2002 trii-devotees Jim Miner (registrar for Winter Rallies) and Mike Leeper and Dave Roach (rally-masters for the Bob Ridges).

At press time, Woody and I are heading for the Bob Ridges rally on the paved and UNpaved roads around Waynesboro, Virginia. Next year—Paris to Dakar?

John Hartge

Safety Fast

Trivia buffs may know better, but I recall that "safety fast" was the sales pitch used by MG in the mid-sixties. That "fast" part always seemed like wishful thinking to me in so far as MG-B's were concerned, but it was a catchy phrase. It will serve well as the title for this new column on tips for better, safer highway driving. We will examine the things that are experienced at our driving schools, but which we rarely have time to discuss. For those of you who have not made it to one, this will give you some idea what the schools are all about, and hopefully encourage you to sign up for a Highway Safety School or Driving School soon. For this issue, some basics.

Seat belts. That's right, seat belts. BMW owners are above average in buckling up, but there are still those who don't. It amazes me that some people object to the purported discomfort of a belt or to messing up their clothes without thinking of the potential for discomfort and messing up their anatomy by flying through the windshield. You won't drive at one of our schools without one and it's a habit you will learn to live by (all puns intended). The crush zone designed into your car won't do you a bit of good if you've already been flung from it.

This is the only bit of passive safety we will discuss, but it leads to the next introductory subject: driving concentration. If you've spent \$50 to attend one of our schools, you probably paid attention. If you were hurtling into turn one at 105, you were probably paying even more attention. When you get behind the wheel, concentrate on what you're doing. You will find that if the first thing you do is buckle up, you will have started a process of preparation and concentration that will make you a safer driver. Buckling up signals that you are taking responsibility for the events that follow.

It also leads you to examine your driving position. When you are comfortable, the belt won't bother you, everything will be in reach, and you will be ready to take charge. Reach out and grab the wheel with *both* hands, one at the left of the wheel and one at the right of the wheel, at three and nine o'clock. You can generate more power with one hand pushing up or pulling down than you can with both hands at the top of the wheel trying to exert force from side to side. Try it. You'll only find yourself shifting in your seat with the exertion.

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You say all this is very elementary? What does this have to do with going faster and more safely? If you are not accustomed to doing the above when you get in your car, do it next time and you will drive more attentively and with greater control. Pay attention to these small details and you will be ready for the more significant, active subjects to follow. If you have to perform an off-road recovery, you will wish you had both hands on the wheel; if you are more attentive, you may not run out of road in the first place; and if the worst happens, you will never forgive yourself for not wearing your seat belt.

Concentration on the road starts with relaxing. If you're thinking about the office, the weekend, or your date, you're not paying "full time and attention," to use the phrase the police use. If you allow yourself to get agitated by other drivers, the effect is the same. I learned about relaxation exercises in a speedreading course. The theory was that relaxing frees your mind to accept information from reading more quickly. If relaxing can help you read faster, then it should help you better process information in your car and allow you to drive faster, safer. Free your mind from interference to allow you to focus on the traffic and the road.

Ever find yourself jumping on your brakes when the car in front of you stops short? Your focus and attention have to be far enough ahead to permit you to observe what the flow of traffic is doing. We'll cover how that will help you in the future, but for now, consider how it will help you in traffic. Where should you focus attention? As far ahead as you can see. You'll find you're watching the flow of traffic rather than the car or two ahead. You'll notice traffic obstructions before those around you; the light about to turn red, the accident waiting to happen. That ability to observe will help you avoid trouble.

We haven't covered driving situations yet at all, but think of what these principles can do for you. The ability to relax, to observe, and to anticipate trouble and prepare yourself to take evasive action can keep you out of an accident. It will also let you handle your car better, as we'll discuss in the future. Consider this: it will also let you find the holes in traffic to follow the routes of least resistance, and to see that radar trap at the crest of the next hill.

Buckle up, relax, concentrate, look ahead and anticipate. Makes sense and it works! Tell you a trick I use when I find my mind wandering. I say to myself "cop cop cop cop cop cop." Always seem to get my attention back where it should be, and get the adrenalin flowing to boot.

Safety fast!

Les Adams

The 333i, In South Africa!

Late October of last year found my wife and I on a South African Airlines flight from Hong Kong to Johannesburg. Among the reading material discovered on the airplane was something called "Motor Buyers' Guide" published by *Finance Week*, South Africa's home-grown equivalent to our own *Business Week*. Thumbing through the magazine I was jolted out of my lethargy by an article of the new (1986) BMW 333i—that's right, a 323i that just happens to come with a 3.2 liter engine on a limited production basis from BMW's South African factory, the only one outside Germany. Why a non-German BMW factory? It seems that South Africa has a 66% (going to 75%) local content law (by

weight). Out of 200,000 or so cars sold in South Africa each year, BMW SA manufactures about 12,500 3's, 5's, and 7's—with 204 of them 333i's.

What is this 333i? What follows was given in a BMW SA advertisement in the "Motor Buyer's Guide":

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- Alpina wheels (7J x 16)
- Pirelli P7 (195/50VR16) steelbelt tyres
- Front air dam, side and rear skirts

PERFORMANCE

- Top speed 228 km/h
- 0-100 km/h: 7.4 secs.
- Standing kilometre: 27.7 secs. (recorded at sea level)

PRICE

- Rand 41,300 (compared to R 44,940 for a 535i, 5-speed, AC)

Want to buy one? Therein lies the biggest problem; all SA BMW's are right-hand drive!

A.C. Henriksen

Rambling Ruminations

Why is it, I wonder, that BMW ads speak of the "on-board" computer with which current BMWs are equipped? Where else would it be, pray tell, but a part of the car, along with the "on-board" air conditioner, the "on-board" radio, the "on-board" seats—well, you get the idea.

I continue to be amazed and amused by some of the comments that occasionally appear in newspaper ads by individuals seeking to sell privately owned cars. One such ad that I recently saw, after describing the car (a Mercedes SL, I believe) and giving other relevant information, such as the price and the owner's telephone number, added: "Wife is pregnant." We are entitled to speculate about the need for this rather intimate revelation and its materiality, if any, to the proposed transaction. This chap, I surmise, didn't want potential buyers to think he was selling his car because it was flawed, but merely because he would soon need a car with more room. Why, then, didn't he simply say, "Need larger car"? Dr. Freud would know, but let us move on.

Another ad (for a Porsche 911, as I recall) had this sentence appended: "Baby forces sale." Now, I know that modern youngsters are exceedingly powerful and clever, but we can seriously doubt that any baby (including the offspring of Ralph Nader) could engineer such a coup. This advertiser, I suspect, resented more than a little (albeit, subconsciously) the fact that the arrival of the child and the attendant need for a larger car (or for more money, or both) necessitated sell-

ing the beloved sports car. If so, may he mature rapidly and resolve his hostility with expedition. As you can see, it is easy to get too serious about these matters.

I recently placed a newspaper ad for the sale of my mate's 1979 VW Rabbit that was, of course, perfect in every way (the ad, not the VW). The first respondent and his teenage son, after driving a not inconsiderable distance, arrived on a cold Saturday morning in February for the customary inspection and test drive. Thereupon, after greeting them warmly, I pointed out, with nonchalant mien, the virtues and weaknesses of the VW. "Dick Chichester would approve of the way I'm handling this", I thought to myself, rather proudly. My visitors, after courteous attention to my spiel, got into the car and began to buckle up (wise people), as I strolled toward the house.

Presently, I heard the engine turning over—and over, and over, and over. The VW, as was occasionally its wont, refused to start. When one of these fits seized it, it would not start, no matter what remedial efforts were made. After sitting for a few hours, sometimes overnight, it would start as if nothing had ever happened. Fortunately, I had, in my telephone conversation with the father in this duo, made reference to this peculiarity, a fact that did not assuage my profound embarrassment, however. Needless to say, they departed, never to be heard from again. Nonetheless, I sold the car the very next day, although it still refused to start even though its customary sitting time had expired. I did get it started on Tuesday, the appointed delivery date, and gladly handed it over for a bit less than the original asking price, as you can imagine. Several lessons can be drawn from this experience, none of which I care to discuss.

The VW was replaced by a Mazda 323 LX hatchback, which moves out with alacrity, cruises comfortably and with aplomb at speeds BMW drivers tend to favor, and, in general, does everything well, including providing excellent gas mileage. We have, to date, found it to be flawless. We deserve this car.

The new Acura Legend (by Honda) has received favorable reviews, generally with special plaudits for its 2.5 litre V-6 engine, which, with four valves per cylinder (and a 9:1 compression ratio), produces 151 hp at 5800 rpm and torque of 154 lb-ft at 4500 rpm. Has anyone noticed that Alfa Romeo's 2.5 litre V-6, with two valves per cylinder (and a 9:1 compression ratio), produces 154 hp at 5500 rpm and torque of 152 lb-ft at 3200 rpm? It may be true that Alfa needs a car for this engine, but I understand that they are working on it.

The sleek new Mercedes 300E, according to a report by *Road & Track* (April '86), moves from zero to 60 mph in 7.5 sec, runs the quarter-mile in 16 sec with a terminal speed of 89 mph, and reaches a top speed of 140 mph (in the fourth of its five gears, doing 137 mph in fifth). These figures are better than those that *Road & Track* recorded for the BMW 535i, suggesting that Mercedes is serious about challenging BMW in the performance realm. With a list price of about \$36,000, or \$4000 more than 535i, the 300E may appeal to the well-heeled sports sedan enthusiasts sufficiently to evoke an upgrade by BMW of the thirsty and old looking 535i. The \$43,000 735i L7 is not the answer to this potential problem, of course. It seems to be directed instead at the Cadillac crowd. Even the hulky looking Lincoln Mark VII LSC may be a better performance value than the L7, sad to say.

Bill Via

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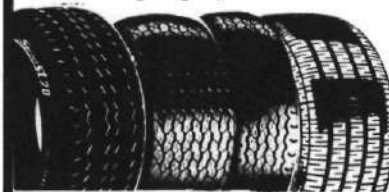
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2002 and
320i**

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Treasurer's Report

The following operating budget for 1986 was formulated with the opposing goals of keeping our operation solvent while continuing to provide the quality newsletter and variety of events that keep our chapter head and shoulders above all others. On the income side, we have increased the advertising rates for the Der Bayerische ads. We will also be carrying paid-for inserts from time-to-time. Patronize these loyal supporters. Fees for events such as the Crab Feast and Annual Election Dinner will be increased to more closely cover our costs. Fees for the weekday drivers schools have been increased from \$35 to \$50 to offset the larger track rental fee charged by Summit Point. Please give me a call if you have any suggestions or questions.

Woody Hair
Treasurer

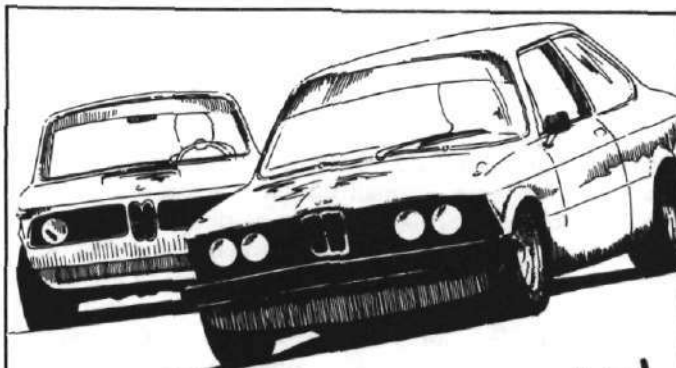
NATIONAL CAPITAL CHAPTER BMWCCA 1986 BUDGET

INCOME

Dues	\$19,063
Merchandise Sales	4,000
Newsletter Advertising	10,000
Insurance Rebates	699
Event Fees	15,085
Miscellaneous	1,153
Total Income	\$50,000

EXPENSES

Member Services	\$ 680
Chapter Promotion	3,115
Newsletter	13,530
Events	22,085
Merchandise Purchases	4,000
Business Meetings	600
Zone Congress Travel	750
Equipment Purchases	1,190
Driving Events Insurance	1,443
Office Supplies, Telephone, Postage	1,000
Miscellaneous	507
Total Expenses	\$48,900
Excess Income over Expenses	= \$ 1,100
Cash Balance Jan. 1, 1986	= \$ 780
Available for contingencies	\$ 1,880



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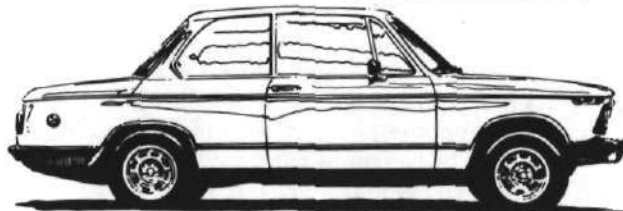
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Competition Corner

By now we all should be aware that BMW of North America is expending a small fortune entering two cars in something called IMSA—what in the world is emsah?

The International Motorsports Association (IMSA) was founded in the early 70s and could hardly hope to live up to its name. IMSA was started by former SCCA President John Bishop to provide a low cost professional race series for production sports/GT cars like the Corvette and Porsche 911. The drivers came from the ranks of SCCA and for many years IMSA lacked any real stars. Camel cigarettes became the series sponsor early on and that relationship continues to this day. Over time IMSA's GT series began to allow greater modifications and in particular, special purpose Porsches such as the 934. When Porsche pushed the all-out 935 on IMSA they created a special GTX (experimental) class that later evolved into the GTP (prototype) class.

Today the Camel GT series is offering over \$3 million in prize money, and cars in the GTP class are supported by Porsche, Jaguar, Chevrolet, Ford, Buick, Nissan and BMW. Other than Porsche's dominant 962 model, all GTP chassis and bodies are built by specialty race car manufacturers such as March, Lola, and Argo. Engines run the gamut from the V-12 Jaguar, Corvette V-8s, V-6 Chevys, Buicks and Nissans, Porsche's water-cooled flat sixes, to the turbocharged 4 cylinder Fords and BMWs. The Camel Lights class is for prototypes with maximum engine size of 3 liters and minimum weight of 1800 lbs.

IMSA still provides for the GT cars that are production based—GTO for cars such as Mustangs, Porsche 934s, Camaros and Trans-Ams with engines Over a certain size (I am not sure what). GTU is for smaller sports cars with engines Under that displacement limit. At one time the break point was raised from 2.5 liters to 2.8 liters just to accommodate the Datsun 280Z. BMW M-1s used to win regularly in GTO but the class is now led by factory backed, tube-framed, Mustangs, Camaros and Trans-Ams. Similarly built Mazda RX-7s and Pontiac Fieros are the class of GTU. Remember these cars only vaguely resemble their production counterparts.

Supporting races on an IMSA weekend may include the Champion Spark Plug Challenge and/or the Kelly American series. The Champion cars are slightly modified small sedans and hatchbacks running on street legal radials. In the early 70s a 2002 driven by current SCCA president Nick Craw and entered by Miller and Norburn was a frequent winner. Today the emphasis is on front wheel drive cars and many manufacturers are supporting this series (BMW is not one of them). The Kelly American series originally was for very slightly modified mid-sized American sedans. The sponsors, Kelly Girl Services, encouraged female drivers and some were quite competitive. Today the cars are tube-framed and if there is a difference from the Camel GTO cars, I don't know what it is. One example of the ridiculous rules: The Buick Sommerset, a front wheel drive car, is built as a rear wheel drive car for this series.

All 18 Camel GT races are on TV this year—either the networks or cable. Most American road race classics such as the Sebring 12 Hour and Daytona 24 Hour are now part of the Camel GT. A truly international cast of drivers from Formula One, World Endurance Championship, CART, NASCAR

and SCCA are giving real meaning to the IMSA name. I have two complaints: These \$250,000 wondercars all look alike except for the sponsors' paint jobs and the drivers are totally hidden from view in the all enclosed aerodynamic bodies (at least the BMW has some semblance of its traditional split kidney front air intake). And do they really need 2 drivers for a 3 hour race?

IMSA's last visit to Summit Point was in 1982 (just GTU and Kelly American), however the Camel GT cars can be seen at one of four tracks less than 8 hours from DC:

May 18	— Charlotte, NC
May 26	— Lime Rock, Conn.
June 8	— Mid-Ohio
July 6	— Watkins Glen, NY
Sept 21	— Watkins Glen, NY

The Firehawk Endurance series usually has its own dates and locations.

SPEED SHIFTS

As this was being written, the two GTP BMWs failed to start the Sebring 12 Hour race—one burned and the other crashed heavily in practice. The next day in the Formula One Brazilian GP none of the six BMW powered cars performed well. Not a good weekend for BMW on live TV. . . . BAD NEWS: The July 6 Trans-Am race scheduled for Summit Point is off. GOOD NEWS: It has been replaced by a Can-Am. The hottest cars in this series are ex-Indy car chassis with aerodynamic bodies that enclose the wheels. Prevailing engines are American built V8s with maximum 311 cubic inch (5.1 liter) engines producing about 700 hp. Otherwise most anything goes in the regulations. I believe the all-time Summit Point lap record of 1:10 will be broken easily. The record is held by a 2 liter Formula Atlantic car. And the pro Atlantic cars will be competing in a support race. A third pro race will feature SCCA's GT1, GT2, GT3 and GT4 cars—sort of a poor man's Trans-Am. It promises to be a day of real speed. The club will have its corral as originally planned. See COMING EVENTS. . . .

The April '86 issue of *Road & Track* has an article on the "new" BMW M5. Remember *Der Bayerische* scooped all other US publications on the M5 in the May '85 issue. And we had our own road test in the September '85 issue. I haven't read of any super versions of the M5 by Alpina, Schnitzer, or Hartge, but if there are any, it will be challenged on the Autobahnen by AMG's version of the Mercedes 300E named the Hammer. A 5.6 liter V8 is supposed to push it to 187 mph with Ferrari GTO style acceleration.

Our chapter owes a BIG thanks to Kay Heatherley. When we were told by Landover Mall that our autocross lot would not be available this year, Kay approached our contact, refused to take "No" for an answer, and the result is we're still in the autocross business. Kay is busy preparing herself and her Honda CRX for the SCCA A-Stock racing wars. Jim Harrison has had a busy winter running both the Winter Rally Series in his red CS Coupe with wife Suzie navigating and the Winter Moneycross events in his Mini-Cooper. In addition, Round Man Racing is building a Mazda RX-7 to do battle in the SCCA GT2 class. I'm afraid that means retirement for his familiar black and white 2002. Summit Point Raceway is formulating plans for a weekend of marque club competition. Events will include a *Concours d'elegance*, maybe a gymkana, and hopefully timed laps on the track. Unfortunately the dates are October 4 and 5 (conflicting with our Octoberfest in Florida). More information will be in future issues. CRUNCH

Woody Hair

Update on Dealers

John Hartge reports that Kathy Pokorsky is the new Sales Manager at *Heishman BMW*. . . . Bill Ross reports that Dave Neighbors is the European Delivery Manager at *VOB BMW*. . . . John Fowler reports that Dave Bohn is now Director for Parts and Service at *BMW of Fairfax*, Karen Fairchild reports that Ed Morris is the new General Manager at *Brooks BMW*. . . . Chuck Garrish reports that Lloyd Adams is the new Parts Manager at *Genderson BMW*. . . . Rick Foster reports that J. Pete Peters is now BMW Service Manager at *Russell Motor Cars*. . . . Nick Saridakis is now Sales Manager at *Atlantic BMW* in Virginia Beach, Virginia.

Bill Ross

Dealers Give Liaison Program Shot In Arm

The Baltimore/Washington Area BMW Parts and Service Managers Association (BMW P/SMA) invited the Chapter to make a presentation at their monthly meeting, March 6, 1986. The objective was to provide information about the Club, its goals in working with dealers, and how we can improve dealer/club relations. While BMW P/SMA is not a new organization, it was recently revitalized by its members, under the leadership of its President, Marc Segal (VOB BMW).

The club's presentation covered several areas: history and size, recent events, an acknowledgement of the dealer's role in our success to date, and an update on the dealer liaison program. Our emphasis was on the latter—the dealer liaison program.

The Dealer Liaison Program was established to provide a central point of contact between Baltimore-Washington area BMW•NA authorized dealers and local car club members. While this program has existed informally for years, it did not gain prominence until February 1985 when BMW•NA wrote all dealers, nationwide, to advise them that specifically assigned members of the club would contact dealers "to discuss ways, including distribution of the brochure [a special application] in your dealership, you can work together."

This letter from Thomas O. McGurn, General Manager for Corporate Communications, also stated:

BMW of North America actively supports the owner organizations [BMWCCA and BMW Automobile Club of America (California)] with access to technical experts and information, invitations to our press introductions, and sponsorship for their major events.

Locally, we were pleased to see this support from BMW•NA and the opportunity for us to acknowledge with BMW•NA, the fine support we have enjoyed from Baltimore-Washington area dealers.

Our dealer liaison effort matches a volunteer member, acceptable to the dealership, with a dealer facility to: (1) improve the relationship between that independent business and the club; (2) supply the dealer with applications and other information on the club and its activities; (3) work as an ombudsmans to resolve member/customer concerns; (4) arrange tours, technical sessions and other visits of the dealer's

facility; (5) serve as a central contact for requesting donations for projects and activities; and (6) keep other members posted on new dealer products and services, and personnel changes.

While several other Chapters across the country have attempted to launch similar programs, they have not met with the same dealer acceptance, support and good will.

The discussion next moved into benefits for dealerships versus benefits for the Club. Granted, we are far more visible at the dealer when we need something (e.g., discounts, tech sessions, merchandise donations for club events, cash donations for charity, etc.). But, many of the dealer representatives acknowledged that we are there when they need us (e.g., locating a local member, low cost newsletter advertising, referral of members who transfer to this area, explaining to a excited member "honest, they all do it," and providing an easy way to get the word out to 1,500 members in this area). Each dealer was then provided with the name, address and telephone numbers of their liaison (see list below). Next was the tough part—questions from the dealers.

DEALER LIAISONS

ANTON BMW

John F. Fowler
7940 Brighton Way
Manassas, VA 22110
E 368-7315

BMW of FAIRFAX

Clayton Klemm, Jr.
4200 Marble Lane
Fairfax, VA 22033
E 378-5202

BROOKS BMW

Karen L. Fairchild
9246 Bellbeck Rd.
Baltimore, MD 21234
D 337-1484 E 665-6491

BROWN'S CASTLE BMW

Dwight J. Derr
220 East 31st Street #2B
Baltimore, MD 21218
D 955-8683 E 889-9578

EVERGREEN MOTORS

Gordon M. Kimpel
3128 N. Pollard St.
Arlington, VA 22207
D 790-8008 E 527-3234

GENDERSON BMW

Chuck W. Garrish
185 West Lake Drive
Annapolis, MD 21403
D 688-7679 E 268-5643

HEISHMAN BMW

John Hartge
560 N Street, SW #606
Washington, DC 20024
E 484-3849

MARTENS BMW

Eddie Dugas
4550 Connecticut Ave. NW
Washington, DC 20008
D 857-4348 E 363-3512

RUSSELL MOTOR CARS

Rick Foster
27 Overhill Rd.
Catonsville, MD 21228
E 788-6253

SCHWING MOTORS

Tim J. Dougan
209 Grindall St.
Baltimore, MD 21230
D 659-9009 E 625-0460

TISCHER AUTOPARK

Raine Mantysalo
14916 Belle Ami Dr.
Laurel, MD 20707
E 621-1540

VOB BMW

Bill Ross
7258 Swansong Way
Bethesda, MD 20817
D 382-4645 E 469-9387

Some asked what we do with the money we take in. They were referred to the 1985 expense and income report which appeared in the last issue. Others asked if they are invited to chapter events. Our invitation is in the form of the personal

copy of the newsletter sent to each of them at the dealership. In addition, several dealer representatives (approximately 7) have joined the club and therefore receive their Roundel and local newsletter at the place of their choice (less chance of it being "misplaced"). The parts and service managers observed that they seldom see their liaison. We responded that while it is easier to visit sales, given their evening and weekend hours, each liaison will attempt to visit parts and service at least monthly. We also discussed whether they would be interested in guest participation at one of our driving schools (several were interested—details to follow).

An area of universal concern to the dealerships is that many members seem to appear only for warranty work or when as "shade tree mechanics" they get in well over their heads. It was difficult to respond to this concern, but we agreed on several positive steps:

Difficulty in Making Appointments: When members call one dealership and there is a week or two waiting list for an appointment, we should not assume that it is the same with *all* dealers.

Lack of Personal Attention: In an effort to give more individualized attention to owners, dealers will attempt to make shop foremen and road testers available in the mornings for test drives to isolate problems and spend time with owners/members (see also club liaison).

Understanding of Repairs: Through the newsletter, dealers will offer information on how to read the owners copy of the repair order (e.g., "NPF" means no problem found, *that's why you may have to bring the car in again—try the test drive above*) and the extent of warranty on parts (one year) and repairs (generally 90 days or 4,000 miles).

Next, a major innovation was offered by BMW P/SMA. The dealer representatives are willing to consider appointing a club liaison. That is, a member of their organization who becomes the focal point of club activities. If a member has a problem, he/she will have a place to turn. If a customer wants information on the club, the club liaison can furnish that information. This will also provide the dealer liaison with a point of contact for: 1) obtaining technical information and tips (Pam, the aerosol cooking product, when applied to the clean wheels prevents the brake dust from sticking), 2) keeping the club posted on new dealer products and services, 3) advising the club of personnel changes (then maybe we can keep the mailing list current), 4) arranging tours and technical sessions, and 5) coordinating donations for club activities.

We appreciate BMW P/SMA willingness to consider this concept and their offer to explore its implementation within their dealership. If you as a member think it is worthwhile to have a club liaison within each dealership, let the service or parts manager know the next time you call or visit. I think this approach will go a long way toward making dealerships more personable. We will keep you posted on later developments.

Another matter of great importance touched on at the meeting is the need for higher member visibility with dealerships. In a random poll of dealers, few could remember more than a hand full of members over the last month. In response to this I request that *you*:

1. make yourself known to your service adviser/manager (e.g., give him/her a call and let them know you are a member)

P M W

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All we do is make an appointment and Car Brite handles the rest. Car Brite takes the sweat out of keeping our car looking like new. With Car Brite's help, when the time comes to move up to an even better car, we'll get top dollar for this one.

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- Engine pressure cleaning
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5605-H General Washington Dr., Alexandria, VA 22312 Ph. 256-7883

- ask the parts and service managers for the discount on parts works in your dealership (i.e., some put your membership number on the repair order when you drop off the car to enable the cashier to apply the discount to all parts installed, others require you to pick up the parts at the parts counter to get the discount—tough to do on a busy morning)
- let the dealer know, as a customer, that you appreciate his support of the club and club activities.

Each dealer contributes to the club hundreds, if not thousands, of dollars in time, merchandise and cash. They must be told that it is worthwhile.

As members, we encourage you to get involved. If you have questions, ask "Dear DeBbie." If you have a tip to pass along, or a service recommendation, send it to the newsletter. When you need assistance, contact your dealer liaison or a club officer. With 1500 of us in the Baltimore-Washington area we need to become more visible.

Again, our thanks to Marc Segal, Gary Long (Tischer) who invited us and the other members of the Baltimore/Washington Area BMW Parts and Service Managers Association for allowing us to join them at their recent meeting. We look forward to a mutually beneficial continuing dialogue. We also thank Bernie Sacks, General Manager, VOB Auto Sales for allowing us to hold the April meeting of the dealer liaisons in their facility. We were able to develop a plan to implement the recommendations of BMW P/SMA.

Bill Ross

Recommendation #1

RADIAL TIRE—SILVER SPRING, MD.—585-2740

This is the best tire place in D.C., period! *Excellent* service, prices, and best of all, no worry about damage to your car or (\$) wheels. Sam, Paul and Don assure satisfaction. On a very busy day before Christmas, I found a 2" spike in the sidewall of a tire I had won as a door prize and had not even purchased from Radial. No problem, they took care of tire and spike in short order—that's service!

At a Summit Point Open Track Day in March, I had "minor" brake problems (master brake cylinder went South at 120 mph going into turn one) and Paul spent considerable time helping me to bleed brakes, etc. in order to diagnose problem and salvage some track time. This is the kind of help I really appreciate.

Radial Tire even sells tires for non BMW's! My Subaru has been happy going to Radial, too. Give them a call.

Gordon M. Kimpel

Recommendation #2

TOM O'NEILL, ESQ—ARLINGTON, VA.—525-1440

If the unfortunate occurs, and you are in need of legal counsel, Tom O'Neil has developed a reputation as an excellent attorney in the area of moving violations.

Having been stopped for a "minor" infraction, Tom thoroughly explored all avenues available to me. As a former 3.0 CS owner and club member, Tom is not judgemental and has an enthusiastic attitude, which helps in time of legal stress. Hopefully, you will never have to call.

Gordon M Kimpel

Dear DeBbie

Reading *DB* is always a great pleasure and learning about the numerous and painstakingly organized events gives one pride for a well run club. Many of us, however, would rather be doing it than reading about it, but work or religious practice prevents attending Saturday only events. Please consider placing a balanced number of events on Sunday so more of us can benefit from the many opportunities the team organizes.

Alberto Vidal

Dear AV

Many thanks for the "attaboy"—even DeB needs encouragement. If you check the calendar, you will find that the events are spread pretty much all over the week. The only type event that is nearly always on Saturday is our tech sessions, and that's based on the hours of the shops that invite us. As it is, DeBbie has to cut Sunday school for the autocrosses, so there is no perfect answer. Why don't you go to a business meeting and help the big shots schedule events at new times and let's see what happens.

DeB

Dear DeBbie,

The Virginia law and car insurance.

Are you aware that a gentleman in Charlottesville, Virginia who has never had a speeding ticket or an accident in his life cannot get auto insurance with any Virginia insurance company? Why? His grievous offense is to have 2 radar detector violations. Is this constitutional and approved by the Virginia Department of Insurance? Any attorneys care to note? Better hide the "speeder's friend"!

Red Eye

Dear Red,

Those lousy \pm \div \times $!!$ Who do they think they are! I'm outraged. All of us know that radar detectors are "verboten" in Virginia. So take heed and keep your "eyes" covered. Thanks for the warning! Tom O'Neill, are you listening?

DeB

Dear DeB,

Is an apex anything like a climax? I read all these funny terms in *DB* and I can't figure out what's going on.

In The Dark

Dear ITD,

DeB must refrain from discussing climaxes (unless they are from Coventry) for this is a family publication, but being in the dark helps there. I suggest you tune in Dr. Ruth for more on that subject. As to apexes, that is a term used in describing cornering technique. You will find more on *that* subject in a new *DB* feature on high speed driving.

DeB

Dear DeB,

I am having a great time here in Deutschland. There are many Bimmers & Benzes here, almost all in skirted and spoiled trim. The backroads would be great for one of our tours. The wurst und bier are excellent!! I'll be leaving in a few hours for Munchen, and you know what that means. . . . The Factory, Motorsport, the Museum, and Alpina. See you soon.

Sincerely,
Paul E. Vessels

Dear Paul,

Thanks for remembering DeB. Your trip sounds like fun. Our members do get around, don't they?

DeB

Dear DeB,

Some issues back a member wrote about some of his favorite roads and challenged other members to write about theirs.

Is it true that the editorial staff of Der Bayerische is keeping information on thees secret by-ways for its own exclusive use?

Bored with I-95

Dear BWI,

Have you even driven westbound on Rt. 193 (old Georgetown Rd) from the Beltway? Fun, huh?! Now try the same road in a line of traffic; a lesson in frustration. As far as I know, there have been no responses to this challenge. COME ON PEOPLE, take pen to paper and LET'S HEAR IT!!

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Dear DeBbie,

I have been looking for parts for my '66 2000CS and a '72 Tii. Any ideas?

Parts Is Parts Until They're Not Made

Dear PIPUTNM,

That's why you belong to BMWCCA! In addition to advertisers in the *DB* and *Roundel*, are you aware that there are special interest groups for the models you own? Check the wrapper on the next *Roundel*. Also, there are owners of those models right here in the NCC. Call the officers on the masthead for more information. There are also a number of salvage yards in this area which specialize in furrin' cars. The NCC is a great place to drive a BMW.

DeB

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

New Members

Burt & Marcia Grenell	—	—
Terry & Patricia Martin	1986	325es
Frank & Terri Morgan	1985	318i
Monte L. Diggs	1979	528i
Charles Smith	1972	3.0 CS
Jack Gallagher	1985	635 CSI
Faiz Safi	—	—
Richard D. Koller	1983	320i
Mohammad Askar	1983	320s
Carter Cafritz	1980	733i
Roxanna R. Johnson	1974	3.0 CS
Stephen D. Potts	1985	635 CSI
George Mueller	1976	2002
Frank Watkins	1984	533
John A. Davis	1976	2002
Paul Mahoney	1986	325
Hien Ha	1985	733i
Diane S. Dym	1982	635 CSI
Kenneth E. Gross	1980	320i
Alan Green	1978	320i
John Rodrigues	1985	318i
Bob Carter	1985	528e
Jonathan D. Zuegel	1984	325e
David M. Parker	1985	318i
Jennifer G. Day	1985	635 CSI
Carlos E. Rubio	1976	528i
Ronnie Foye	1985	325e
Robert T. Parisi	1983	320i
Jonathan Krasner	1985	323i
David E. Labovitz	1983	533i
Charles E. White	1982	320i
Ahmed Aloutaleb	1985	318i
Gail D. Stewart	1980	320i
Bob Moore	1978	320i
R. Dale McCollum	1985	325e
Courtenay E. Marshall	1979	320i
Cynthia J. Rau	1985	318i
Jack J. Cohen	1974	2002
Wendell P. Brown	1985	318i
Bert R. Sulcer	1983	533i
John A. Blazer	1986	325es
Peter Fuechsel	1982	528e
Nat Tekile	—	—
Steven V. Bain	1970	280D
Kyd D. Brenner	1978	320i
Warren E. Boyd	1984	733i
Patrick A. Nixon	1986	325
Bertram C. Chism	1974	2002
Gonzalo A. Sanchez	1983	528e
Lawrence J. Hyman	1986	325
Paul H. Byrden	1983	320i
William H. Allerton	1986	325es
Michael S. Eaton	1974	2002

New Members

David Ladley	1984	318i
D. Scott Lee	1983	320s
Bill Mylokey	1984	318i
Beatrice T. Juliano	—	€
Judson H. Hill	1986	325
Ted C. McQuade	1972	2002
Waterloo Motors Inc.	1976	2002
Jill M. Stradling	1983	318i
Lorin A. Powell	1985	528e
Richard Crone	1983	528e
Dave Loines	1985	318i
J. Ariel & Gina Sanjines	1985	528e
Effendy & Deni Soemantoro	1984	733i
Rose Mary & Alvin Harper	1985	528e
Jesse & Carolyn Powell	1985	318i
Gary & Mary Banks	1985	535i
Bill & Sue Garry	1976	2002
James & Kathy Knapick	1985	318i
Philip & Donna Baker	1985	528e
Thomas & Betty Rose	1983	528e
Thy Minh & John McGill	1986	325e
Paul & Brigitta Bastek	1985	318i
Freida & Kenneth Brockington	1985	325e
Richard & Deborah Willis	1986	325e
Montgomery & Maio Winkler	1986	735i
Bob & Andrey McCarthy	1983	533i
John & Lynnette Wynn	1972	2002
Jim & Terrie Williams	1985	635 CSI
Joseph & Barbara Contrera	1971	2002
Charles & Jeanette Rand	1983	528e
Alan & Sandra Eanet	1985	528e
Luther & Marty Buckwalter	1981	733i
William & Jani French	1972	Bavaria
Eugene & Stella Jones	1978	320i

Alan & Mary Postlethwaite	1985	528e
A. Joseph & Colleen Alvarez	1983	320i
Nihad & Susan Kaibni	1982	735i
William & Judy DeVor	1985	535i
Garner & Frances Cline	1984	633 CSI
Walter & Lillian Hartung	1984	528e
Sanjay & Navneeta Chandra	1984	318i
David & Beckie Baratto	1985	735i
Thomas P. Crone	(Nebraska)	
Dale K. Thomas	(Florida)	
Philip T. Cox	(Vermont)	
Eric P. Fanning	(Illinois)	
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Members enrolled by the following supporters and advertising media (2 or more members—Contest Period): Auto Show 16, Excluservice 4, BMW of Fairfax 3, Heishman BMW 3, VOB BMW 3, Les Adams 2, Lewis Baskerville 2, Road & Track 2, Jim Ryland 2.

Marketplace

For Sale: Pirelli P6, 205/60 HR13. Excellent condition, less than 200 miles. Insurance included. Call Billie at 269-1467.

For Sale: 1976 530i VIN 5012426, Red with black interior. 108Kmi, rebuilt by J&F Motors, excellent condition, 4-speed, headers, NEW P-77s, exhaust, battery, brakes. Quartz headlights. Blaupunkt AM/FM/CASS. Second owner. \$5500. (703) 768-4172 evenings.

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Please call for a visit or appointment. Our business hours are 10:00 a.m. to 7:00 p.m. weekdays. We are also open on Saturdays 10:30 a.m. to 2:00 p.m. for parts sales and picking up or dropping off cars for service. 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.



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 1986.

1986 MWCSCC Events Calendar

JANUARY

18 MWCSSCC Banquet

FEBRUARY

2 WRC 1 C2R

8 WRC Ceminar

16 WRC 2 C2R

23

MARCH

2 WRC 3 C2R

9

16 WRC4 C2R

23

30 Easter

APRIL

5-6 Driver's School SP

6 AROC C2R

13 SCCA AC (non-championship)

19-26 Bob Ridges Memorial Rally

20 AJSTC CAC

26-27 MARRS 1 SP

MAY

2 BRANDED Seminar

4 BRANDED C2R

11 Mother's Day

17-18 MARRS II SP

18 AHC UCP Rally

25 LOTUS CAC

26 Memorial Day

JUNE

1 Children's Hospital Benefit AC

7-8 National SP

13 BRANDED C2R

15 Father's Day

21 SCCA National Rally, DC

22 SESCO CAC

29* SCCA CAC (Hagerstown)

JULY

4-6 Pro Weekend SP

11 BRANDED C2R

13 USCC CAC

19-20 MARRS III SP

27

AUGUST

3

9-10 National SP

16-17 MARRS IV at the Glen

17 BRANDED C2R

24

30-1 MARRS V-VI SP

SEPTEMBER

1 Labor Day

7 USCC CAC

14 BRANDED C1R

21 PCA CAC

28 AJSTC PGP AC

OCTOBER

4-5 East Coast Runoffs at SP

5 WRC C1R

12 SCCA CAC

19 SESCO C1R

26 SCNCA CAC

NOVEMBER

1-2 Driver's School SP

2 VMC C2R

9

16

23

27 Thanksgiving

30

Recommendation

My wife and I have owned our 320i for more than eight years. Until this past year we have relied entirely on dealer-provided maintenance. While we have had no serious complaints about the service we received, we always felt that we and our car were being subjected to an assembly-line process that invariably led to a certain lack of confidence in value received when it came time to pay the bill.

Our discovery of Excluservice has happily eliminated all such feelings. Our experience after five visits spaced over a year's time has turned trepidation to pleasure. Don Miller's easy, unpretentious, and unrushed handling of customers and Lothar Schuettler and crew on the technical side are making our decision to hold on to our car much less worrisome. They will not do a tune-up (such easy bucks) if the car doesn't need one. They have spent hours extra at no cost to ensure that the car is acting just right. They performed an emergency window mechanism repair job with no notice to enable us to begin a vacation trip on time.

What more can I say? Excluservice!

Richard S. Allan

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Change of Address

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

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For sale: 3.0 liter engine. New head, Schrick cam, valves, rockers, shafts, springs, etc., less than 3,000 miles ago. Needs lower end rebuild, but has been in regular use. No leaks anywhere! \$950 as is, or will rebuild to suit. Also, rear springs for 530i also used less than 3,000 miles, \$75. Call Cory at (301) 731-4150 days, (202) 546-2365 evenings.

For Sale: Two 15" BMW mag wheels, (1975 style), mint condition, \$50. Call Milton Harper at 883-7880 or 292-5139.

For Sale: Parting out 1975 2002, not wrecked. Many suspension/trim/glass parts at very good prices. Do not have: body parts/front windshield/differential. Call or write for three page list. Harmon Fischer, 430 Brockenbraugh Ct., Metairie LA 70005. 504/833-9914.

For Sale: 2002 parts—Right side door, slight rust, no glass-\$25, clock-\$5, rotors-\$5, drums-\$15, all chrome-\$20. Also 320i steel wheels with Pireli P-3 in excellent condition. Call Chris Halloran at (301) 357-5561.

For Sale: Pirelli P6, 205/60 HR13. Excellent condition, less than 200 miles. Insurance included. Call Billie at 269-1467.

For Sale: Two 15" BMW mag wheels, (1975 style), mint condition, \$50. Call Milton Harper at 883-7880 or 292-5139.



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.

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