



der bayerische



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BLITZ DAY

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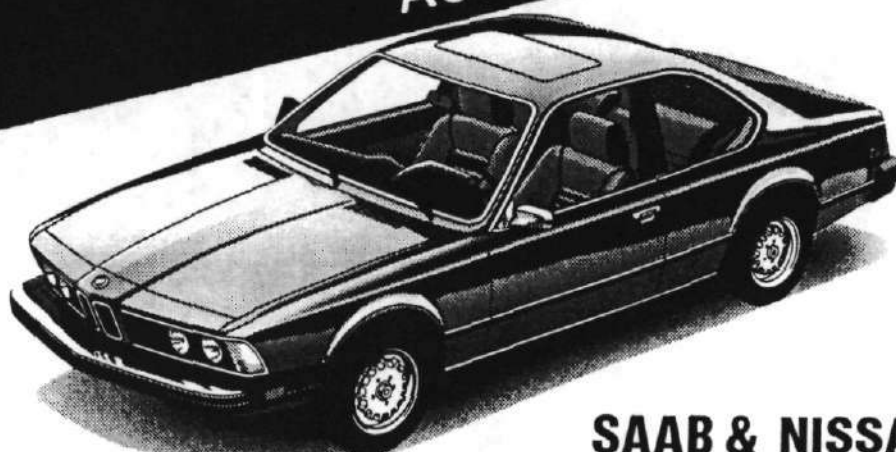
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All copy submitted must be received by the editor by the 5th of even numbered months.

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Coming Events

FALL TOUR AND OKTOBERFEST— September 21, 1986

Time: 9:30 am departure

The Fall tour, a family outing, begins at 9:30 a.m. on Sunday, September 21, 1986 at the Greenbriar Shopping Center in Fairfax County, Virginia. The tour route, plotted by Bill Via, employs enjoyable back roads (all paved) to take us through some gorgeous countryside to Shepherdstown, West Virginia and Oktoberfest at the Bavarian Inn. The club has arranged to pick up the luncheon tab for the first 50 registrants. Easy-to-follow instructions will be provided for each car. Departure will be rally-style, that is, one car at a time, rather than en masse. If you plan to run the tour, register between Sept. 2nd and Sept. 18th, 1986, by calling either Terry Forrest (202) 382-4096 days or Les Adams (703) 569-2144 evenings.

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

FOXFIELD STEEPLECHASE—Sunday September 28, 1986

Time: 9:00 am

Enjoy a lovely autumn drive to the home of Thomas Jefferson; Charlottesville, Virginia. The club will tour to the Foxfield Steeplechase to enjoy the races, food, and beverages, courtesy of Berlin Imports.

This year will be different from last year: no speeding tickets and no waiting in line to enter Foxfield.

The club will leave at 9:00 from the Roy Rogers on Route 50, and arrive at Foxfield by a secret passage to avoid the backup. We should arrive at 11:00 to 11:30 with the races starting at 1:00.

For people who want to drive by themselves, take 29 south to Charlottesville, then the 29 south 250 west bypass to the first exit (Barracks Road). Turn right and go three miles, then left into the first Foxfield racecourse entrance (east gate).

A trickier route also begins on 29 South but you will avoid the crowds. Turn right at the Airport Road stoplight north of Charlottesville (route 649) for .8 miles, left onto Route 606 just before the Airport entrance for .9 miles, right onto Route 743 for 1.8 miles, left on route 660 for 4.1 miles to stop sign, right onto 676 for 1.6 miles to stop sign, left onto 601 for .8 miles to stop sign, left onto 601 again, left into the second Foxfield racecourse entrance (east gate).

For the tour, meet at Fair Oaks Mall at Route 50 and 66 in Virginia. We will meet in the parking lot adjacent to Route 50.

This is a nice family event!

Please call the hotline # for any last minute changes. These southerners have been known to make hasty changes.

Cover photo: BMW GTP by Steve McLean

BLUE-GREY CLASSIC—SUMMIT POINT October 5

Time: 9:00 am

For those of us that are not going to be able to attend Octoberfest in Florida this year the folks at Summit Point are putting on a show that should ease the pain somewhat. The racing will be a challenge between the regional racers in SCCA's Northeast Region against their Southeast Region. As many of you already know the regional racers will often put on the best show as the cars are all close in performance and the way to win is with "door to door" racing.

They are planning to include the Marque Club with a Concours event and a "Gymkhana" with a parade lap. Points awarded during these events will be combined with points won by people racing a car of that Marque for an overall winner for the weekend. A prize will be awarded for the highest number of points. We expect to have a corral for our group so come on out and let's show the others that the BMW CCA is the very best club of all. If you need any additional info call Bob Gammache at (703) 777-6877.

AUTOCROSS—SUNDAY—October 12

Time: Registration starts at 10:00 am

This will be the last autocross of the season. If you have tried your hand at it this year in either a regular club autocross or at the autocross school, get in your last licks while you can. The last autocross was a wild event, so get there early to lend a hand or just make some noise. As always, we will be at Landover Mall, in the usual place. Be sure to check with the HOTLINE for last minute details. There is a possibility that this may be an open autocross.

BAVARIAN DAY—Sunday, October 19

Time: 11:00 am–4 pm

Attend the second Annual Bavarian Day at *Excluservice* in Rockville. Club members, their guests and prospective members are invited to an authentic Bavarian festival, without the long 8-hour flight to Germany. There will be Bavarian food (for a nominal charge), drink, music, conversation, and of course, Bavarian cars like the ones found in Bavaria, but not in the U.S. (e.g., M5, M535i, M635CSi, and perhaps one or two M635 Cabrios). Come no matter what the weather. (In last year's rain we had 200 to 300 people under the tents.) At Bavarian Day, club members will find themselves in a totally German environment. (You can bring along your "German for Travelers" dictionary and practice before your trip to Germany.)

Directions: From I-270 take Montrose Road East to Rockville Pike, cross straight through the intersection and onto Randolph Road. Follow Randolph Road to the 3rd traffic light and turn left on Parklawn Drive. On Parklawn Drive, go through 2 traffic lights, then look *Left* for the blue and yellow BMW *Excluservice* sign (12200 Parklawn Dr. 231-5400). From Rockville Pike (MD 355), go to Randolph Road and turn East, and proceed to Parklawn Drive (see above).

HOT SHOE DRIVING SCHOOL—Tuesday October 21

Time: 7:30 am

The last driving event at Summit Point this year is on Tuesday, October 21, 1986, and is for advanced drivers only (three schools or more).

This event, unlike the others, is designed for those of you who have attended at least three previous driving schools, and want to get as much track time as possible. For this reason, there will be a maximum of 30 participants. As always, only members and their BMWs will be allowed to participate. However, in the event that we have open slots, we will allow members in other cars, and even non-members to participate. The fee for members is \$60, for non-members, \$80 (just think, for \$30 you could become a member).

Lunch is included in the fee, and will also be provided to instructors and helpers. Speaking of helpers WE NEED YOU! As an added service, a member has volunteered to provide you with a VIDEO recording of your driving talents for a modest fee. If you are interested, contact Mike Diggs at (202) 584-0325, evenings. 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.

A reminder. . . . For those participating, we need your cooperation. All of us who put on these events go through pains to make sure that all you have to do to have a good learning experience is to show up. To make our task easier, you MUST send your registration with a SASE (self addressed stamped envelope). No envelope, no driving. This is IMPORTANT. We will not even have the courtesy to call you, we will simply file your registration in the "round file."

For more information call Bob Gammache at (703) 777-6877, or Max Rodriguez at (301) 330-3934.

WINERY TOUR—Sunday, 26 October, 1986

Time: 10:00 a.m.

On Sunday, 26 October 1986, the club embarks on its annual winery tour. This year we are in for a special treat as we will be visiting Byrd Winery outside of Myersville, MD in Frederick County.

William and Sharon Byrd, proprietors of Byrd Winery, cordially invite us to come tour their facilities and sample their offerings. They are quite proud of their wines and their pride is justified; recent releases of their Cabernet Sauvignon and Chardonnay have been widely acclaimed as world class wines (their Cabernet is a recent gold medal winner!). Additionally, the Byrds are trying to become negotiants for a few of the better California vineyards. If so, we're going to taste them too!

As in the past, this is a picnic affair so bring out some goodies to accompany the wine. Also, bring some blankets as there are few, if any, picnic tables. Once again, the club (you) picks up the price of admission. And of course there are *discounts on wine purchases!* First off, the admission ticket entitles you to a one dollar discount on a single bottle of wine. Purchase a half-case (6 bottles) and get 10 percent off. A whole case is discounted 15 percent. The discounts keep on going up to a whopping 35 percent discount on purchases of 6 or more cases! This also enrolls you in their special wine group in which you receive advance notices of wine deals, get invited to special tastings, get really special deals, etc! (hmm . . . maybe I don't need those wheels and tires just yet. . . .)

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/Bavarian Chef**
(Les Adams)
- 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.**
- 20 **Potomac Polo Club Tailgate Sunday**
(Seu Lim)

AUGUST

- 5 **DB Deadline**
- 9 **Crab Feast**
(Seu Lim)
- 10 **Summit Point Nationals Corral**
(Shockoe Chapter) (Max Rodriguez)
- 16-17 **German Festival Baltimore**
(Dwight Derr)
- 24 **Orioles Game**
(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 **Autoy Oktoberfest**
- 5 **DB Deadline**
- 5† **Summit Point Blue-Grey Classic**
(Bob Gammache)
- 5-11 **BMWCCA Oktoberfest—Florida**
- 12† **Autocross**
(Chuck Branscomb)
- 25-28† **German Car Fest (Richmond)**
- 19† **Excluservice Bavarian Day**
(Bill Ross)
- 21† **Hotshoe Driving School**
(Max Rodriguez)
- 26† **Winery Tour**

NOVEMBER

- 8† **Tech Session Brooks BMW**
- 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

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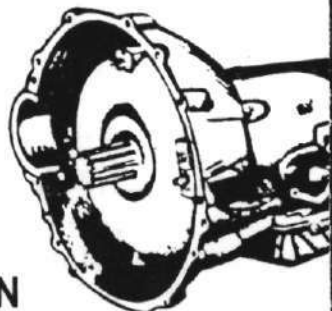
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So there you have it. Great company, great wine, great food, and of course great cars to get us there. There will be a great tour to Byrd vineyards (which will build up a big thirst). Starting from Bradlee's in Columbia, MD. See you there!

Directions to Bradlee's: I-95N to Rt. 175W Columbia Exit. Bradlee's is a couple of miles on your left. Meet at 10 a.m. to receive tour instructions.

BALTIMORE EVENT IV (In Lifelike 3D)

TECH SESSION: BROOKS BMW

Saturday, 8 November 1986

Time: 11:00 am

Attention late model BMW owners! Does your 318i idle rougher than a bowl of rocks? Does your 528e stumble and cough worse than Foster Brooks? Does your engine whine more than Fritz Mondale (or George Bush for that matter)? Does your car (or you) have a problem with hesitation? Can't sleep at night? Got Halitosis? Well, friends, this tech session is for you!

On Saturday, 8 November, Don Miller, BMW service manager, will enlighten us about BMW NA's *Engine Campaign* (I didn't know about it either!) which has been implemented to correct fuel system related engine drivability problems in the later model cars. Also, Don will talk about Montvale's *A/C Campaign* (Hmm . . . is this an election year or something?) which is meant to correct those little A/C quirks, especially in the 5-series cars. Both of these programs are covered by your new car warranty, by the way. Additionally, for inquiring minds like yours, we'll get the lowdown on what really happens when you bring your car in for a required major service interval check-up (ever wonder why you paid \$450 for it when the guy down the road got the same thing for \$40? Find out). And, hopefully, we'll get a tour of Brooks' new BMW facilities (scheduled for mid-October completion). Refreshments will be provided!

Baltimoreans take note: Great pains were taken to provide you with club events on *your* turf. This is a mandatory tech session! Failure to appear will result in big, mean, nasty Mike Diggs personally terminating your membership! No excuses! Thanks and have a nice day!

Directions: Balto. Beltway (I-695) North to Towson. Take exit 26 south (Towson). Turn right onto West Rd. Right onto Kenilworth Rd. Immediate right into Brooks BMW lot.

ANNUAL ELECTIONS DINNER—

November 21, 1986

Hear ye, hear ye, hear ye, the National Capital Chapter of the BMW Car Club of America will hold its annual election and awards dinner at 7:30 p.m. Friday 11/21/86.

To all of you silent members who choose not to partake in other club activities, this is the time to come out and express your concerns as well as meeting your new club officers for the coming year.

The dinner/awards ceremony will be again held at the Mustache Cafe, at 6723 Richmond Highway (Rte. 1 South), Alexandria, Virginia. Nominations will remain open until the night of the event. Last year's dinner was a true delight, so come out and enjoy.

The menu consists of a buffet dinner including fish, chicken, beef, pork, desert, wine, beer, and champagne (cash bar for mixed drinks). Door prizes, just like last year, will be plentiful. The cost is only \$10.00 per person. You will pay at the door, but *advance reservations are required*. For reserva-

tions contact Terry Forrest (202-382-4096 days or 202-397-8541 evenings) or Les Adams (202-252-4387 or 703-569-2144 evenings) Reservations can be made up to the day of the event.

Directions: Take Beltway 495 to the Richmond Hwy. (Rte. 1 South) exit, go Rte. 1 South for approx. 4 miles. Mustache Cafe' is on left, across from the Beacon Mall.

President's Message

TIME OUT There was this Sunday afternoon in July, and I knew I should have gone into the office, but I had not been to a club event in I don't know how long, and so I decided that the family was going to the Potomac Polo Club for Tailgate Sunday. Now, even when you enjoy what you are doing, and enjoy working hard, you need a break, but then you know that you should be working and you feel guilty and tense and irritable. Some fun. I have to tell you, a couple of glasses of the champagne that Dwight Derr brought for the chapter, and some fruit and cheese, and good company, both old faces and new, and I felt great. So when the pressures get to you, take time out, take in a club event, reward yourself doing something you enjoy. It's what the National Capital Chapter is all about.

BLITZ DAY BLITZED Uh, perhaps you read in the *Roundel* that August 23 was supposed to be BLITZ DAY (always spelled all caps), the year's big push for new members. If you have been to many events, you know the NCC has a penchant

for doing things up right, and the way the support was coming in from Club HQ in Cambridge, we knew that this was going to come up wrong. So, in the NCC, BLITZ DAY is October 11, and we will show the rest of the club across the country how it should be done. We are talking organization, PARTY, people, PARTY, new members, PARTY, coverage, PARTY, support, PARTY, and when its all over, we are going to PARTY. Bill Ross describes how to participate and what to expect in an article below. Read on.

AUTUMN DRIVES If it is the September issue of DB, then it must be time for you to shine up the Bimmer, pull on your driving gloves, and join one of the many tours NCC runs in September and October. You say you've never been to the Bavarian Inn for Oktoberfest? Enjoyed Bill Via's carefully plotted tour to Shepherdstown, West Virginia for beer, good German food, Oompah band, volksleid and lederhosen? Experienced a late summer day with blue skies and big white clouds along a winding two lane road in the foothills of the Blue Ridge Mountains? Why? Every year, more members participate in this chapter favorite, a combination of good driving roads and gemutlichkeit.

If you are busy that Sunday, take in the drive to Charlottesville for the steeplechase at the Foxfield Races, or join the winery tour and sample the finer wines that this area produces in ever more abundance. This is the time of year to try our version of a run through the Black Forest, and drive your BMW on the kind of roads that it takes a BMW to appreciate. Then meet the kinds of people that appreciate the kind of car you drive, and doing things that you enjoy. Mark your calendar now.

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Speaking of driving events, we still have driving schools, autocrosses, and Marque Weekend/Blue-Grey Classic at Summit Point to watch the Mid Atlantic Road Race Series. We also have Bavarian Day at Excluservice, and Dave Toy's Oktoberfest. We have a tech session and a do-it-yourself session. We have the election dinner and the wine and cheese party. Each one offers something different but all offer the opportunity to meet some great people, learn something and have a good time. Come join us.

ELECTIONS For those of you with political aspirations, take note that the election dinner is coming up, your chance to steer this chapter in the direction you think it should take. You, too, can be president and have a column of your very own to rant, rave, cajol, joke, philosophise, patronize, predict, protest, or just carry on. If you are less ambitious (or smarter than those of us that get caught up in this sort of thing), it is fun to get involved and help out. Come to the election dinner and railroad someone else into office, then come to our business meetings and have some fun running the chapter. Over 20 people came to the last one, and you are all invited to the next one to be held at the home of former chapter president Gordon Kimple. Won't Gordon be surprised to see 1500 smiling faces at the door? Come watch Kathleen's reaction. . . . Nothing but fun at the business meetings.

If you have been to a tour, tech session, driving school, autocross or whatever and had a good time, become one of the many members that put the events together. You'll find you enjoy them more.

ZONE CONGRESS Speaking of running things, the Zone Congress took place back in June, hosted by the Patroon Chapter in upstate New York. Cory Laws and I flew into Albany and were driven to the Roaring Brook Ranch Resort at Lake George. We spent Friday night, all day Saturday and Sunday morning discussing the running of the club. Watching the *Roundel* appear every month, we tend to forget that the club is run by members who volunteer their time to make things work. There are two paid employees in Cambridge, but all the elected officers serve without compensation, much as in the chapters. The zone Congress is where your officers meet with the national officers and manage the club and share information on running the chapters.

With that big buildup, I will tell you that I was disappointed with the Congress this year. With 21,000 members, we cannot afford to let our one annual effort to coordinate and direct to slip by, and this year it did. We were not adequately prepared or organized to examine our operation. To improve things next year, a single, nation-wide Congress is under consideration. Thought is being given to seminars on how to organize events, improve newsletters, provide new services. I hope this new approach will encourage greater focus on the efforts necessary to manager the club in the future, and provide greater services to the chapters. If there is sufficient support to get it off the ground, the Congress should become just that, a mode of government for the club.

If you have any thoughts on club (or chapter) management, or gripes to forward on to the national office, please call me.

EXTENDED WARRANTY AVAILABLE Club member Richard Porter at Brooks BMW near Baltimore is offering a special deal to club members on extended factory warranties on cars less than 18 months old. Brooks is having a sale on 5, 6 and 7 year warranties, with an added discount for club members. If you would like more information, call him at 301-823-3400.

BUSINESS MEETING Next bi-monthly business meeting will be held on Wednesday, September 24. For more information on this and other upcoming events, be sure to try WNCC, our Ultimate Answering Machine, at 703-866-9225.

Les Adams

From The Editor

This issue is the first of what looks like a permanent increase in the number of pages of der Bayerische you will receive each time. We are very fortunate to have an active group of aspiring authors in the club, all vying to get their articles and stories published. As a result, I have had to make some hard choices of what to print, and when. Unfortunately, this just makes the hole bigger. Therefore, you will now get a full 28 pages of your (hopefully) favorite newsletter.

These are important months for the National Capitol Chapter. A full complement of events has been scheduled for your enjoyment. Elections of next year's officers will be held at the Annual Elections Dinner on the 21st of November. The elections are important because they pick the leaders who will set the goals and direction for the club for the future. I am quite pleased to report that there has been a strong increase in the number of club members volunteering and taking active roles in the running of events. To those of you who have been lending a hand, consider tackling the same thing a few more times as a chapter officer. Call one of the current officers if you have questions.

There are a few other topics of interest that I'll mention here. For the first time, a bill to raise the speed limit made it all the way to the floor of the full House of Representatives. This bill, which would allow the limit to be raised to 65 mph on rural interstates, failed to pass by the small margin of 218 to 198. If you don't immediately see the point, realize that only 11 more votes in favor of this bill would have allowed passage. Call your congressman, and call your out-of-state friends to do the same.

Another important subject is the BMW CCA national Oktoberfest. As mentioned in my last column, Oktoberfest is a once a year opportunity to immerse yourself in the BMW mystique. This year's event is being jointly sponsored by the Florida chapters, and is sure to be a resounding success. They have put an enormous amount of work into making this the best Oktoberfest ever. If there is any way to make it, you owe it to yourself. Anyone interested should call John Hartge at (202) 484-3849.

I would also like to take a moment to welcome back a member who had temporarily strayed from our area, David Sossamon. David has been a big help to the club, and was co-editor of this esteemed publication with me last year before moving to New York. Well, to our benefit, he's returned and promises to get back into the thick of things. I would also like to welcome Steve McLean of Tischer BMW. Steve recently moved into our area after living in Germany for over 20 years. He has a multitude of connections with all parts of the BMW empire, and is eager to get active. Don't worry Steve, we'll put you to work!

Cory Laws



We would like you to join us on our yearly "BAVARIAN DAY" to express our appreciation.

when: Sunday, October 19, 1986

time: 11 a.m. till 4 p.m.

what if: come no matter what the weather.

where: at EXCLUSERVICE

12200 Parklawn Drive

Rockville, Md 20852

(301) 231-5400



There will be BAVARIAN food (for a nominal charge), drinks, music, conversation, entertainment and of course BAVARIAN CARS like the ones found in Bavaria but not in the U.S.

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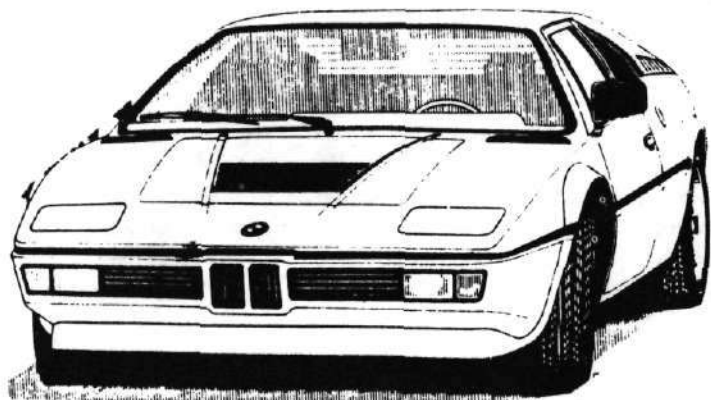
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**Joe Anderson
Gordon Fletcher
Carl Staton**



Fathers Day Car Show

June 14th and 15th was a special time at Landover Mall. For the second year in a row, the mall was graced with many of our club and dealer cars. Some 80 or so club members turned out to either show their cars, or lend support over the course of the weekend exhibition.

This is one of the events that we put on to thank the management of Landover Mall for the use of their lower parking lot for our club autocrosses. The cars always draw a crowd of interested people, and help promote Landover Mall in the positive and progressive image they are trying to build.

We greatly appreciate the efforts of our patron saint of Landover Mall, Henry Weissman in making the arrangements for the show and the other events we run there. Also, a big thank you to all the members and dealers who took the time to participate. The club was well represented. Next year, I hope more of you will show your favorite toys there.

Cory Laws

J & F Open House

As I toured down 395 South, I met up with Cory Laws along the Southwest corridor. Making our way down to the Arlington exit, I noticed that the "SLEEPER" was sitting pretty low, so when Cory took the wrong exit, I figured he was checking out his suspension or had a stop to make. When he finally arrived at J & F Motors I was told of this phenomena called daydreaming.

Anyway, approximately a dozen or more members had already arrived and were enjoying fresh donuts and coffee before the tech session got underway. Joe Anderson, Carl Staton, and Pete Fletcher were on hand to conduct a full tour of their newly expanded facilities.

Before things got started, Bill Ross had a little "Trivia-a-la-Ross" game to play. Prizes included 6 t-shirts with the new J & F logo. Actually, there were only supposed to be 5 shirts, but Bill got so carried away that he gave away his own personal J & F t-shirt. Congratulations to the winners!!

The tour started in the paint shop where a new "state-of-the-art" down draft paint booth (not carburetor) has been installed. All the booth air is filtered to remove dust and dirt, then pressurized to keep them out. Paint mist is drawn down, away from the car and painter, through more filters before being released into the atmosphere. Only factory or factory approved paint is used.

J & F's first full paint job was on display: Larry Masten's beautiful topaz 633CSi. Joe admitted that it wasn't the best job that could've been done . . . but it WAS good enough to take "Best of Marque" honors at the Deutsche Marque Concours at the German Embassy.

After the paint shop, we retreated to the main shop area for some discussion of the Motronics that control the newer BMWs and how important the various parts are in the overall performance of the autos. We then broke into three groups. The first group was led by Joe, and continued discussions on motronics with owners of newer cars. Carl took the second group and discussed road-side repairs. Pete Fletcher (formerly of R & C Automotive) took the third group to the new machine shop. This group included most of us enthusiasts who like to get into the internals, the power, the real nitty gritty, in other words . . . the engine.

To top off this high tech day was a buffet lunch, with beer and sodas for all the participating and enthusiastic club



Photo by Raine Mantysalo

members. Our thanks to Joe, Carl, Pete, and the rest of the J & F clan for making our BMWCCA family feel "right at home."

Glenn H. Sims

AUTOCROSS—June 29

On Sunday, June 29 your club held the second of four autocrosses at Landover Mall with about thirty cars participating. The cars were broken into several classes such as Stock and Modified. Those cars with heavily modified suspensions and engines were placed into the Modified class with the others falling into the Stock classification. Class placements were based primarily on the SCCA Solo Classes to keep the competition fair.

After registration and a brief tech inspection everyone got the chance to walk through an absolutely diabolical course that had been laid out by the event organizers Gary Toyama and Chuck Branscomb. The course, with two crossovers was very fast in some sections and long enough for some tricky corners. After several practice runs, most everyone had their times down to the 55 mark. Everyone that is except yours truly who in six runs never did get a time as I was "OC" on every run! Chuck did end up with the FTD with a time of around 50 in his Bavaria but several other cars were quite close behind. A good time was had by all including the families that showed up. If you plan to come to the next event on September 14 bring your wives, girlfriends, kids, or whatever as there are good areas for spectating and they will enjoy themselves as much as you will.

Herewith are the standings:

Modified BMW

101	Bob Gammache	530i	oc	oc	oc (Sorry, Bob!)
102	Jim Faust	1600	oc	oc	1:01.19
103	Chuck Branscomb	Bavaria	:51.33	:51.14	:50.13 FTD
104	Tom Peck	320iS	oc	1:00.95	1:01.46
105	Woody Hair	320i	:57.56 + 2	:52.74	:53.38 + 2
106	Jim Parker	325e	oc	:58.99	:56.28
107	Pedro Alvarez	1600	oc	:57.49	oc
108	Gary Toyama	2002	:53.63 + 2	:52.88	:52.58
109	John Hartge	325e	:56.42	:55.23	:56.68
110	Phillip Zubaly	2002Tii	:55.98 + 2	:54.98	:54.45
111	Jonathan Jones	530i	:56.10	54.91	oc
201	Ron Davidson	528e	:55.85	:57.40	:56.33
202	David James	2002Tii	:58.07	:57.74	:56.27
203	Dwight Derr	528i	:56.63	:54.93	:55.56
204	Curtis Warner	318i	:57.33 + 2	:57.89	:58.32
205	Myton Hewlett	318i	1:06.24	oc	1:06.25
206	Kay Heatherly	Honda CRX	:52.38	oc	:52.16

I thank all of the wonderful people who helped Chuck and me organize and run this fun, safe event — registration, tech, timing/scoring, course workers, clean-up committee, drivers, and spectators. I hope we can continue to have this type of fun well into the future!!

Bob Gammache & Gary Toyama

Driving School—What, Me Worry?

OK, I admit it. I'm a wimp. No way in hell was I ever going to put my expensive little 320i out onto a road racing course with a crash helmet on. I knew damn well what crash helmets were intended for. My 320i wasn't a convertible, so my head wouldn't be sticking out above the waxed bodywork, but a crash helmet was nevertheless mandatory. That's all I needed to know.

I had worked *very* hard for an eternity, using the stuff inside my head just so I could afford to *have* that shiny little BMW. My head was merely a means to an end. I already had the BMW. So take my head, already. I'm finished with it. But that wasn't the point. My head would be *inside* the car at the race track, and yet I still *needed* to wear a crash helmet? If my now worthless head was expected to be in such peril, what about my expensive, shiny little BMW? Ah, there's the rub.

No siree. Not me. Okay, so I'm a wimp. Sure, I knew that BMW's are performance cars, that they're engineered and designed for the sort of sporting department offered by Driving Schools on road racing courses, like the proverbial bear in the woods. But none of the engineers in Munich had ever met the likes of me before, and I knew that, too. The crash helmet wouldn't be a wasted accessory on me. I knew damn well that if I ever got out there with one on, it would be put to the test. It's just the way things go for me. Give me a life preserver and the ship will surely sink. So why subject my 320i to certain destruction? How would I get home from the track? Not to mention another five years' hard labor if I decided to replace the damn thing (and I would, of course).

And then I ran into Gordon one day. We exchanged our usual niceties. We didn't really know each other well because I hadn't been active in the Club, though my dues were paid religiously and I'd enjoyed The Roundel and Der Bayerische throughout the years. He was now driving a new M6 (the lucky bastard) and I'd popped for a 535i (who needs a house anyway?). As always, during these chance encounters, he asked if I planned to attend the upcoming Driving School at Summit Point. Was he kidding, or what? If I wasn't willing to risk certain disaster in a 320i, why in hell should I be tempted to do so in a 535i? I could probably get a ride home from the track with Gordon, if nothing else, but now we're talking *ten* years' hard labor.

Maybe it was Gordon's M6 sitting there looking at me with its unnerving kidney grin. I knew it'd been through several Driving Schools, and it appeared content and purposeful. No dings. No bent sheet metal. I don't know, something inside me clicked. Driving School? Sure. What, me worry?

It was with some serious apprehension that I showed up at the track the morning of the event. The event. It would be an "event" alright. I had my crash helmet. The ship would surely sink. And, of course, Gordon was there with his grinning M6.

That was a year ago. The El Cheapo Driving School in September 1985. My 535i departed the track that day with its own contented grin. Then there was the Maifest in 1986. I signed up for *both* days.

I wouldn't have missed the June 30, 1986 Driving School on a bet. What a way to do a Monday. I may be a wimp. But I guess the guys at the office are right: I'm crazy, too. Eat your hearts out boys. This is living on the fringes, where a person really comes to know and to appreciate some things about one's choices in life. Like one's car, that particular priority that prompted many of us who drive the Ultimate Driving Machine to make that choice in the first place. The marque is always well represented in all of its glory at a Driving School. 3.0 Coupes. Bavarias. 320i's. The new 3ers, 5ers and 6ers. 1600's. The venerable 2002. (I haven't seen a 7 series with a crash helmet inside, but then I've come to suspect that 7 series owners are closet Rolls Roycers; which is not a commentary on the 7 series, by the way).

And the people. Driving Schools don't just happen by divine providence. They require planning and organization on the part of people. People who volunteer their time to make certain that the events are enjoyable and above all *safe*. So that the rest of us can simply pay the nominal entry fee, show up with our beloved machines (and our crash helmets!) and learn how to drive them to the best of the abilities of both driver and machine.

So, about the June 30 El Cheapo Driving School, which after all is the subject of this treatise — at least it's supposed to be. The fact is that you've read it all before (unless, of course, this is your first issue of Der Bayerische). It came off without a hitch, and I believe a good time was truly had by all, as is the usual case with our Driving Schools. Summit Point is a fun race track (don't tell Bill Scott I said that — it'll go to his head and our track rental fees will increase). The spacious run-off areas minimize the risk of bending sheet metal if an overconfident "hot shoe" chances to make a mistake, thus it is a safe place to go fast when one wants to. And sure, that's why most of us keep coming back, although there's no pressure to go fast if you're not so inclined — the fun factor remains constant at any speed (as Steinbeck once said, "A man can get just as drunk on a half pint as he can on a full one, if he's of the mind to get drunk at all."). The instructors performed their tasks with alacrity, which included the conveyance of expert knowledge and technique to all, with the calming patience and personal involvement that us nervous types need to soothe the fears that gnaw away inside sometimes.

The day's schedule included instruction on heel and toe techniques (if you've never heard of that before, perhaps Gordon or Max or one of our other expert drivers will write an informative treatise about it in a future DB; and if you think you know what it is but you're not sure you know how to do it, then for crying out loud sign up for a Driving School), smoothness (we all *think* we're experts at this, but a Driving School will quickly dispel such delusions) and proper braking techniques (this one is real easy for those of us with ABS brakes: stand on the pedal). We did time on a skid pad (oh, so *that's* what oversteer and understeer feel like!). And of course we did laps around the track, lots and lots of them (who need sex when you can do laps?).

The weather was delightful, but that's the one variable that the organizers haven't gotten a firm handle on, so I'll just leave it at that.

And back to the people, again. I mentioned them above, but without getting specific. Jim Harrison deserves great big

hugs but would prefer a case of beer. We should give him both. He honchoed this event, and his years of racing experience made it the well organized, safe and thoroughly enjoyable event that it was. You see, racing is by necessity very organized. Organization maximizes safety, and race car drivers demand safety so that they can have their fun. Jim knows all about that stuff. And the participants at this event benefitted handsomely from his unselfish contributions in this regard.

Other people deserve special mention, too. Okay, I realize that their names won't mean beans to those folks who don't do driving events, but don't forget that we're talking about volunteers here and putting their names in print is simply the least we can do to make them feel appreciated. And they are appreciated! People like Kay Heatherley, who is very active in SCCA club racing, as a worker, a racer (she races a CRX in showroom stock) and an insatiable fan. And Susie Harrison (in addition to being a real person in her own right, she's Jim's wife), Bob Gammache, Gordon Kimpel, Max Rodriguez (he wasn't even able to attend, after doing so much to organize it — honeymoons can be such an inconvenience), John Hartge and Terry Luxford. And others, too, of course. The instructors deserve to see their names in print, too, and I hope the write-up of the September El Cheapo Driving School will take care of that. I hope the instructors at the June 1986 School will forgive me for not including their names here. I don't have a list and I can't remember them all by name, and I sure as hell don't want to inadvertently snub anyone. But to all of you: THANK YOU — WE COULDN'T HAVE DONE IT WITHOUT YOU. We hope the instructors will continue to volunteer their valuable time and knowledge by coming back again and again.

The September El Cheapo Driving School is just around the corner (sorry about that — I'm a lush for puns). The only reason that I haven't signed up is because I'm embarrassed as hell about missing the deadline for this article and I can't show my face at the track for awhile. If you've thought about trying a Driving School but haven't done it for whatever reasons, take heart and stop putting it off. Even us wimps can do it without fulfilling our own morbid prophecies.

Just don't forget your crash helmet.

Christopher C. Leeper

Can Am Came To Summit Point

The morning of July 6 was the one I had been waiting for. I was to pick up Gordon Kimpel and his M635 at his house at 8:00 a.m. and head on down route 7 to Summit Point.

What a way to start a great day! Open . . . sunroof, turn on . . . stereo, open . . . Gordon, isn't it a little early? What the heck, it was downright good with the well-chilled burgers Gordon had brought along for breakfast.

The Can Am Series was a much publicized event with cars ranging from the Can Am cars and Formula Atlantics to Vintage Racers and Sports Renaults. An Airshow was to take place during the lunch.

After the "faster than I should have" trip to the track, Gordon and I started looking for the familiar tent provided by the Club. But, once again we had been given low priority in the track's arrangements. How do you spell MAD? B-O-B (Gammache).

Had it only been the poor location of our tent, away from the action, it probably had been just fine, but the race was



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the most boring I have ever seen (like watching a Porsche driving school, remember, Max?)

Have you ever waited for a race to start at turn one for 45 minutes, without shade and with no beer?

The Can Am cars were a handful only and for the second showdown in the afternoon a few less managed to make it to the track.

The Vintage cars were funny, only a couple nicer ones, a Bugatti and a mid-sixties Ferrari, a couple of Abarths etc. A whole lot of no shows, for instance, one I had been waiting for, a BMW 328.

The lunch was excellent as usual. The Club does a great job providing food and refreshments. The food, once again, was catered by the Hillbrook Inn, excellent, and as an added touch Lothar Schuettler came by in his one in the world M635 Cabriolet "widebody."

We'll be back, but the club has decided that instead of packing ourselves to watch the big events we are going to hold our corrals at the future MARRS races instead. We are certain that the old familiar tent spot will be ours to keep, also a lot more racing and BMW's will be seen on the track. So, keep your eye on the Calendar Of Events.

Best of all, I also got to drive Gordon's car back.

Raine Mantysalo

Coachworks

On Saturday, 12 July, the club visited Coachworks, Inc., in Baltimore. All *nine* club members present were shown throughout the facilities by Coachworks president Bill Wiley and his staff. We were even given a first hand demonstration of a 320i fender going from BMW black primer to a completely finished, baked-on anthracite gray metallic-ready to

attach and go, and all in less than a couple of hours! Afterwards, we were treated to a great lunch. Shame, shame on all of you out there who missed out!

Coachworks is designed to be and is a complete BMW collision repair shop. This as well as straight overall refinish jobs are about the only jobs they will do, all of you out there with clapped-out 2002's and coupes will kindly be referred elsewhere. Coachworks has in shop most, if not all, items necessary for collision repairs: trim, clips, nuts and bolts, up to sheet metal, frame rails (!), and suspension pieces. Paint is mixed on the premises, utilizing sikkens automotive finishes. They have their own alignment tables, front-end machine, tire mounter, etc., so that everything can be done at one single location.

A few members have had their carts done by Coachworks, and the quality is very, very high. Quite impressive! If you need some work done on your car or are considering a repaint by all means check out Coachworks.

Dwight Derr

Tailgating At The Potomac Club

Once again the National Capital Chapter was invited to take part in a Sunday afternoon of Polo and Tailgate judging sponsored by the Potomac Polo Club. Although this Sunday was Rolls Royce day, the NCC representation of BMWs could not be over looked. The tailgate judging was done based on four (4) categories: Food, Style, Theme, and Originality. While NCC did not take any prizes, Honorable Mentions go to Dwight Derr for the champagne, Les and Joyce Adams for the spread of hors d'ouvres, and Terry Forrest for the beer and sodas as well as his good nature for allowing the club to spread the hors d'ouvres over the covered hood of his 320i (too bad no prizes for table size or construction).

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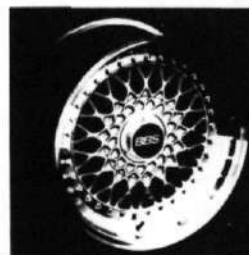
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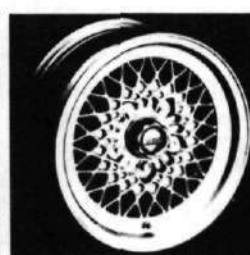
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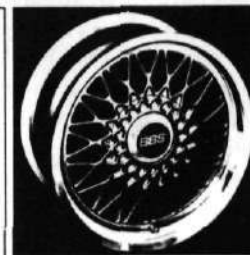
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THE WHEELS OF PROGRESS



Photo By Terry Forrest

For those of you who have never witnessed a polo match, it is worth seeing. The experienced riders and horses do one hell of a job going up and down that long field chasing that little ball. But because they know how badly the spectators would like to be involved, they allow all the spectators to come on the field at half time (or after the end of the second chukka for you polo fans) to stomp the grass back in place from where the horses have kicked it up during play (you don't see that in American Football). The riders all have at least three or four horses to ride, so the game or the horses won't go too slow.

The day was a beautiful day for a picnic and the sun was hidden behind the clouds for a lot of the afternoon. But that did not stop the NCC members for carrying on the "Unofficial" 'Annual NCC Cork Launching Contest'. This year the unofficial winner is a tie between Dwight Derr and Bill Ross, although there are no official records to show distance or style.

Overall the day went well with about 18 Bimmers showing up for the event. There were several persons with fancy picnic spreads and the other with lots of spirit. It was a good occasion to socialize and exchange news with friends in the club.

If you missed it this year, plan to come on out next year.

Terry Forrest

Blitz Day—Area-Wide Recruitment Effort

In an effort to focus maximum attention on the National Membership Contest, promote single-minded resolve, and energize chapter recruiting efforts, BMW CCA has proposed the idea of "BLITZ DAY." While one-on-one recruitment, just like personal referrals, has the highest probability of success, there is an amazing number of individuals unaware of the Club—BLITZ DAY can fill that void.

BLITZ DAY forms an integral part of this Chapter's goal to reach 2002 members. The National Capital Chapter has designated Saturday, October 11, 1986 (rain date October 25), (from midnight to midnight for you true enthusiasts) as BLITZ DAY. Our goals are to:

- 1) mobilize *all* of our over 1500 members to recruit at least one member during the contest period (thus entering the Contest for the trip to Europe);
- 2) blanket every area in the Baltimore/Washington area where people congregate (dealerships, service facilities, malls, amusement parks, etc.) with enthusiastic members and their families passing out literature and encouraging BMW owners who are:
 - a) members to join in on BLITZ DAY, or

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- b) non-members to become interested, attend an event and join the Club; and
- 3) celebrate the success of BLITZ DAY at our Blitz Day Blast.

BLITZ DAY Activities:

SELECTION OF TARGET AREAS Members are strongly encouraged to make early selections from among those fertile markets out there, a mall or other major parking lot (e.g., Harbor Place), a location where you and perhaps members of your family (the trip to Europe is for *two*) can position yourself(ves) to meet and greet BMW owners. Select an area which you know and which is convenient (e.g., White Flint at Bloomies lower lot). We will make every effort to confirm assignments based upon when the request is received, others will be spread out in other strategic locations. To register your choice, call, in Washington, Bill Ross (469-9387 evenings) or in Baltimore, Dwight Derr (889-9578 evenings).

DEALER LIAISONS Members assigned as liaisons Members assigned as liaisons to dealers are requested to first ensure coverage of your dealership (if, for example, you have to work that day). If another member requests your dealership, you may then be free to cover another location. If the parts or service departments are open on Saturday, it is especially important to cover the dealership during those hours (discounts on parts is a major sales tool). You may also find personnel in the Sales Department helpful in covering the dealership during hours when you cannot be there (don't forget to invite those who help us to the BLITZ DAY Blast).

REGIONAL KICK-OFF MEETINGS Based on the locations of members who sign-up, we will have kick-off meetings throughout the area on BLITZ DAY morning (e.g., Bethesda/Rockville, Gaithersburg, Arlington/Alexandria, etc.). The purpose of these meetings will be to distribute materials (i.e., applications, calendars of events, newsletters), exchange tips (how to stop a fleeting car, what to say after you knock on the window), and to discuss the benefits of membership (discounts, driving events, information exchange, technical sessions, and social/family events). We will also give you directions to the BLITZ DAY Blast.

BLITZING Perhaps the best opportunity to "sell" owners on the Club is as they leave or enter their cars. We therefore encourage *every* member to wear your colors that day (cap, sport shirt, etc.) and display your membership in your car, even if only a newsletter on the seat. That way, members out for BLITZ DAY are less likely to try to recruit *YOU* by chasing you through the parking lot (you in the car, they on foot), or plaster your car with literature which could be saved for some unsuspecting soul (No! there will not be a prize for the most applications left on a single car or the greatest area covered up by applications). To help members organize their day, the following sample strategy is offered: 1) upon arriving, locate all BMWs on the parking lot; 2) look each car over thoroughly for signs of membership (e.g., a *BLITZ DAY Package* on the front seat, an insignia in the window, grill badge on the front, beer stein on the rear seat, a license plate frame, or a copy of a newsletter); 3) if the car's owner appears to be a non-member, leave your first-line literature (least expensive, most informative) on the car—this is just in case you can't get over to talk to them as they are leaving; 4) as you see a car parking or about to pull out, get over there, give them your spiel, and be prepared with your second-line literature (more elaborate application, calendar of events, newsletter); 5) if they appear to be interested, give them the second-line infor-

mation, but at a minimum, make sure they have an application; and 6) close the "sale" with the invitation to the Blitz Day Blast, Bavarian Day, Driving School, etc. Be sure to dress comfortably, carry some water and turn off the dome light/radio, we don't want you to over tax yourself or your battery. Before you leave the lot, take one final pass to see if all cars have been covered and if any of the literature found its way to the ground. Please cleanup! We may wish to have a display *inside* that Mall in the near future and don't wish to offend the mall management.

BLITZ DAY BLAST A central location is being sought for hot dogs and beer, getting acquainted with prospective members, swapping stories and comparing tire tracks on our sneakers. The location will be determined by early October and will be available at that time through the Hot Line. Directions will be given to BLITZ DAY participants at the Kick-off meetings. This BLITZ DAY Blast will start at the conclusion of Blitzing.

RAIN DATE All BLITZ DAY activities will be held on Saturday, October 25, if it is raining on October 11. If, on the morning of October 11, you are uncertain whether to proceed with your plans, call Bill Ross, Dwight Derr or the HOT LINE for details.

On-Going Recruitment

Our goal of 2002 came before BLITZ DAY and may be around after October 11, 1986 (October 25, rain date). In fact, the National Contest does not end until November 30. Many members consistently recruit new members, others give their time in support of events to let members know that they are appreciated, still others are prepared to invest their time in follow-up with members who do not renew on-time. Our best tool for recruitment is *you*! The story of why you joined and maintain your membership, told one-on-one, is the best recruitment of all. Here are a few tips from members whose names (for recruiting two or more members during the period) often appear under the New Members listing at the back of the Newsletter.

Be My Guest

Invite a prospective member to be your guest at a Club function or activity. (As you know, most of our events are free, and besides, whatever fee may be charged is cheaper than some of the other ideas listed below.) All Club events are open to members and their guests (even to Terry Forest who invites three car loads to the crab feast). Lothar Schuetler of *Excluservice* has extended a personal invitation to all members, their guests and prospective members to attend Bavarian Day on Sunday, October 19, 1986 (see Coming Events for details). Also be aware that the National By-Laws have been changed to allow non-BMW owners to join. Persons who want to get to know the car better, even before they purchase, those planning to take European delivery, and those on the fence who want to know why BMWs are better than cars costing thousands less, can observe directly the benefits of ownership and the role of the Club. Come on, invite a guest to share your enjoyment and experience the benefits firsthand.

You may have some idea of their interests (e.g., tech, driving or social events), you both can attend the next event with someone you know, and *you* may get your name in the Newsletter (not to mention the trip).

My Personal Guarantee

Another approach is your personal guarantee to a new

member that you recruit if they are *not* satisfied, you will refund their money. We understand from Mike Diggs that all of his referrals are 100 percent satisfied and that he has not had to refund any membership fees. If you have been working on a friend, and your reasons for joining and attendance at an event have not "closed the deal," try your personal guarantee.

Gift Memberships

When all else has failed and you are convinced that your friend or associate and the club will mutually benefit, why not give Club membership as a gift? Most have found that it is a gesture that keeps on giving. Some members have given a membership to their service advisor, or mechanic. It's less harmful than booze (by how much I am not sure), and it shows a lot more imagination than cash. Oh! It also buys you one chance to win the trip.

If you are unsure whether the gift will be appreciated (most BMW owners are more assertive than that), ask the individual if they have thought of joining. Anything other than 'I don't do clubs' is an affirmative answer. Don't assume that because your mechanic knows cars and is around them all day that he would not like our Newsletter. Don't assume that he will not want to attend a driving event (driving schools and autocrosses are different from test drives). We do not require those who attend events to wear signs which say 'Mechanic — Ask for free advice' (we do require doctors to wear similar signs, ask Frank Spellman) or 'auto Complaint Department.' They can come out and enjoy themselves.

In any event, the best way to ensure that an individual has joined is to mail the check yourself.

Let's all cooperate and make BLITZ DAY a success and have some fun in the process. We can show the National Office how a well oiled machine operates and we can exceed our Chapter's contest goal of 1738 (1565 as of 7/31/86). Let's all double our efforts to reach our goal of 2002 Members.

Bill Ross

Competition Corner

Coming up at Summit Point Raceway the weekend of October 3, 4 and 5 is the Blue-Gray SCCA Regional Races and Marque Club Weekend. Over 300 race cars are expected. Plans include:

- A concours d'elegance both Saturday and Sunday on the grass field near the entrance. Undercarriages will *not* be judged—those familiar with Summit Point know why.
- A low-speed fun-type gymkhana both Saturday and Sunday during the lunch breaks. Location will be either the turn 1-skidpad area or the Carousel (turn 6). The former would allow parade laps on the short course at the same time while the latter would allow greater spectator viewing. Due to limited time, each club will be allotted one or two entries on a pre-registered basis.
- Camping is available free of additional charge Friday and Saturday nights.

We may put together plans for a corral. Call Bob Gammache (703-777-6877 in Leesburg) or Woody Hair (703-243-5796 in Arlington for details. The best chance of watching BMWs race at Summit Point seems to be in Improved Touring, a class limited to regional races. Gary Greene had his ITB 2002 at our June school — maybe figuring he would start in the same manner as ITB superstar John Weaver.

As all of you in attendance know, the July 6 Can-am race at Summit Point was less than a quality event. The lack of big-buck sponsors resulted in a field of no-name drivers in poorly prepared cars. The attrition rate was so great that an Osella powered by a 2 liter BMW engine finished 3rd in one heat and 2nd overall. *Stopwatcher* reports the Can-Am series' poor showing after 2 events will probably bring a pre-mature end to the Can-Am as we now know it. The SCCA's race day organization was not up to their usual standards either. Long delays between boring races do not add up to a good day. Many fans left before former BMW pilot Garth Ullom won the Sports Renault race. Club member Rick Foster, winner of the June National, was not entered. Can-Am regular Lou Sell helped instruct our drivers school on the Monday preceeding the race. He had good things to say about the longevity of the 300 hp BMW 2 liter engine he used last year compared to the 600 hp 5.7 liter Chevy V8 in this year's ex-Indy car March. As it turned out, a blown engine in qualifying caused him to start the race at the back of the pack. In a few laps he was up to fifth place but mechanical ills soon ended his day.

This club's campaign in the MWCSCC autocross team championship was a non-entity going into August. Two of the events were cancelled due to insurance problems with the Metro Lot in Springfield. One event in Hagerstown conflicted with our own closed autocross. After years of yearning, the council has obtained use of the Capital Center lot! The first Cap Center event was the southeast Sports Car Club's Pylon Python on August 3 (if you had called the Council's hotline you would have known about this event). The NCC was able to put together a 4 car team (best 3 results count), but results are not available at this writing. The second Cap Center event was scheduled for August 24 by the Lotus Club. Your board is considering making our September 14 autocross an "open" event. If it's not the 14th yet call our hotline for information.

The Childrens Hospital Benefit Autocross, a non-championship event, saw 9 BMWs entered. Sue Baruch (with assist from Tom) handled registration and Kay Heatherley helped with registration and scoring. BMW results:

Chuck Branscomb	Bavaria	3rd C-Modified
Cory Laws	530i	3rd E-Prepared
Gary Toyama	2002	4th E-Prepared
Woody Hair	320i	5th E-Prepared
Raine Mantysalo	2002	6th E-Prepared
Glen Stewart	2002	9th E-Prepared
Jim Lianos	2002	10th E-Prepared
Max Rodriguez	530i	5th D-Stock
Mike Surdyk	528e	10th Novice (out of 52!)

SPEED SHIFTS—Jim Miner has won first place in both the June and July Friday night rallies sponsored by the Branded Club. Mark Yaworski, who wrote the appropriate comments about our Highway Safety and Autocross schools in the last issue, teamed with Lynn Phillips to finish 2nd in the beginner class and 11th overall in the June event. This writer navigated Karen Fairchild to 4th in novice class and 8th overall. . . . I am sure you are aware by now of BMW's decision to end their Formula I engine program. I see several good reasons for this: This season they have been less than successful against the V6 Hondas, TAGs and Renaults. The 4 cylinder engine, based on the 23 year old stock block design, is no longer a major factor in BMW's production plans. Low emission sizes and V-12s are Munich's future. The millions of dollars spent each year in Grand Prix racing would go along way towards a successful campaign in the touring (production) car series on both sides of the Atlantic. Now comes word that the Brabham team's contract with BMW is so strong it would be less costly for Munich to continue to supply engines in '87 than pay

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- Club library services
- New product reviews
- BMW CCA Ombudsman Services
- Tips on improving performance and handling
- Distinctive club decal (other regalia also available)

Our Friends of BMW booklet lists nearly 2000 fellow members around the world who will offer assistance when you're traveling in their area. *Friends* is free when you have your name listed.

As a member of the BMW CCA you can access any of our five *TIPS* hotlines. These independent technical experts offer an up-to-date array of maintenance information that can save you money and extend the life and enjoyment of your BMW.

Many *Roundel* advertisers and local parts suppliers offer BMW CCA members attractive discounts that can easily pay the modest cost of membership.

Our club librarian offers a range of reference and copy services for BMW related articles and materials.



damages . . . Summit Point is hoping to land an IMSA GTO/GTU race weekend in 1987 . . . The rejuvenated IMSA GTP Bimmers are doing well and the various 325es running in the Firehawk series are winning in the sports class. Ray Korman's 325 beat all of the Camaros, Trans-Ams, 300 ZX Turbos and 944s while winning first overall in the Watkins Glen 24 Hour July 14-15. More details should already be available in the latest *Roundels* . . . Catch the September *Road & Track's* description of the ultimate custom-built 3 series — among other goodies it sports a modified 3.5 liter M engine. Top speed? Around 170 MPH. CRUNCH.

Woody Hair

A Member Writes

After having the pleasure of being a member of the NCC for over a year, it seems appropriate to contribute to our newsletter an article of what I hope will be of general interest.

I own a mint condition henna red '79 635CSi. My purchase was made in April 1985, and I've been 99.44% happily satisfied. My words to the dealers who are crying the blues over direct imports, "It isn't BMW and Mercedes that are being hurt. It's Toyota and the other Japanese manufacturers. If not for direct import, I would not have purchased a BMW (due to the cost), and I feel that I speak for a large number of direct import owners. As far as parts and information, three cheers for Lee and Jay at the BMW of Fairfax parts counter and Betton at BMC, and four cheers for Hugh Wells, our Tech tips Rep. Whenever I have a question, Hugh is always willing to spend my dime discussing the problem courtesy of MCI.

I read of Bob Ford's experience of importing his Alpina, but am glad I didn't until after I brought my car in, or else I probably would've backed out. Here's what hassle free means to me.

In April '85 I sent \$10,700 to a friend in Atlanta for a '79 635CSi with 45,000 miles on the clock. The car included factory air and leather, everything but a sun roof and cruise control. From my experience, cruise control is almost never installed for Autobahn use cars. . . . I wonder why?!

Exactly 30 days later, I flew Air BMW to Jacksonville, Florida, went through about two hours of Government procedures, forked over \$1,200 for shipping etc., sat down in my dream machine, and played the local enforcement officials' worst nightmare. What a blast! Thanks to the five year exemption, I was enjoying non-emission controlled Autobahn horsepower — and 26mpg with the air on at 70mph.

Roughly two months later the DOT work was accomplished in four days for \$1,400, bringing the total to \$13,300. I have added factory cruise control, plus one wheels and tires, Repco pads (no more brake dust), and a minor tune. Hassle free? In my opinion, YES!

I can also recommend some BMW certified cruisin' roads for anyone going to Florida or Georgia (assuming you enjoy long sweeping curves etc.). First take 29 south to Greensboro, N.C., then at Greenville, S.C. take 25 South to Greenwood. Now the fun begins. Take 72 West to Athens, Ga., then south on 129/441 connecting to 83 South to Forsyth. Then, south of Forsyth, look for 341 South and follow to Perry (careful, big brother's watching 10 miles north of Roberta and there are flat-out straights). At Perry, choose your poison. For Florida's Gulf coast take I-75, but for everyone else follow 341 to Brunswick where you will intercept I-95.

Roads around here? Try Rt. 3 from Fredericksburg to Culpepper, or 211 from Warrenton to New Market. Also, parallel to Rt. 193 is Beach Mill Rd. which has 2 honest 15-20 mph curves (max)!

Anyone who has questions or comments about direct imports in general, or my 635 in particular is welcome to write or call. My family and friends have brought in 2 635s, a 735, a 745, and a couple of funny looking things with stars on the hood.

What kind of interest is there in having a club event where we discuss similarities, differences, problems etc. of interested members and owners of the different (but much a part of the marque) Autobahn breed? I can be reached at (703) 430-0698.

P.S. Let's get 2002 . . . then 2800!!

Steven Haygood

Safety Fast

Three rules for more secure cornering: always prepare for the turn before you get to the corner; always complete braking before you get to the corner; and NEVER, EVER, EVER brake in the corner.

If you have ever moved your car in the morning and seen wet spots under the tires from the previous night's rain or dew, you have seen the contact patches of your tires, the amount of rubber we expect to stop us before, or to drive us around, trouble spots. Even with high technology, low profile performance tires, we are asking about 16-20 square inches of rubber compound to support the car, absorb bumps, carry high lateral loads in high speed turns, and haul us down from expressway speeds while maintaining control. There are limits to what any tire can do, and cornering technique, like braking technique discussed last issue, maximizes the car's, and the tire's capabilities.

For instance, if you have ever hit the brakes on a wet road and locked the tires, you have exceeded the tire's ability to maintain traction through braking technique. Your tires have just so much traction to offer. In this example, you exceeded that traction in a straight line. You can also exceed that traction in the tire's ability to withstand side loads, the lateral or sideways force imparted by cornering. If you have ever had the tail of your car slide out in the rain or snow, you have exceeded the lateral traction of the tire.

Aha! So you think that snow tires will help in the white situation, or the latest super tire will make rain evaporate as you approach, or the latest "gumball" compound will banish "slip angle" forever. Maybe, but not likely.

Your tires have just so much traction to offer. If you are in a panic stop situation, you have used just about all of the traction they have to offer. If you are heeled way over tracking around an entrance ramp, you may be approaching that "slip angle", the maximum side force your tire will take before it slides—all the traction it has to offer. If you ask your tires to do both, you are asking them for more than they have available.

Let's take the three rules backwards: don't brake in the turn — let your tires expend their traction carrying you around the corner. If you jump on the brakes, the car will move sideways toward the outside of the turn. More than tire traction is at work here. If you hit the brakes, or even lift your foot from the gas, you shift the car's weight forward, from the rear wheels to the front wheels. The front suspension digs in, the rear suspension lightens up, and our cars, some of which

are known for the lack of weight in the rear, give up what advantages the suspension and tires have, and may start to slide. So, NEVER, EVER, EVER brake or decelerate in a corner. Perhaps somewhat overstated, but particularly in a fast corner, staying on the gas will let all four tires and the suspension at both ends of the car maintain traction. We show this at *Summit Point on the so-called "skid-pad"* where you drive around a 200 foot circle faster and faster until you use up all your traction. When you lift your foot from the gas, the nose squats, the rear comes up, and the tail shifts sideways. You are suddenly pointed in a different direction, towards the middle of the circle. If your skid pad is an entrance ramp, you are pointed off the road to the inside of the turn.

Therefore, Rule Two, complete braking before the corner. This means you are braking in a straight line, where your tires can give their all to slowing the car, and then give their all in the corner to lateral traction — keeping you on the road headed in the right direction. Moreover, since you are now slowed adequately to maintain control as you enter the turn, you can accelerate gradually through the turn and keep the suspension at both ends of the car fully, and happily, employed. On the track, these points are more obvious as you move down the straight at 60-70-80-90 miles per hour, and have to slow for turn one, a 25 m.p.h. right hand, right angle turn. If you are insufficiently slowed, you go off the outside of the turn. If you continue braking into the corner, the rear comes sliding around, and you go off the inside. If you complete your braking in the straight, you accelerate around and out of the turn.

Accordingly, Rule One: prepare for the corner before you get there. Look far ahead and determine how sharp the turn appears to be and brake off enough speed to negotiate the turn under power.

From all that has been said above, you can deduce that you go slower for tighter turns and faster for broader turns. Therefore, if we can make all the turns broader, we can either drive around them faster, or have a greater margin of traction in the turn at slower speeds. Thus, back to Rule One, prepare for the turn by slowing, *and* by moving to the side of the road or your lane *away* from the turn: move to the left to turn right and move to the right to turn left. Makes sense: if you start to lose traction due to snow, rain, speed, and the car starts to slide, do you want to be against the outside of your turn, or towards the inside of the road or lane in the turn? By starting at the outside of the roadway or lane before the turn and cutting to the inside of the roadway or lane in the middle of the turn, and then back to the outside, the turn is made shallower, and it can be taken faster or with greater margin of safety. The point on the inside of the turn where you are at the edge of the road or lane is called the apex. Think of it as follows:

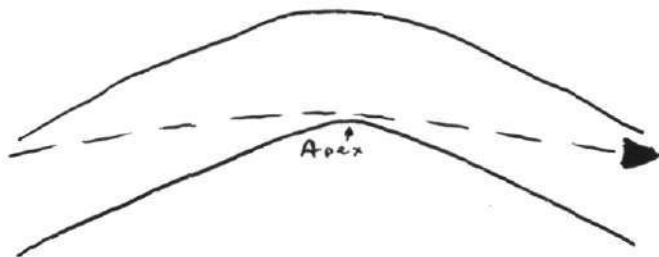


Figure 1.

The highest point of our curve is the "apex".

Ever follow a car that violates these rules, where the driver waits until he is in the turn to brake, and reacts to the fact that he is in the corner before turning. His arc is just the opposite of the one we described and he is at the outside of his lane at absolutely the worst possible moment, turning more than would otherwise be necessary to keep from going off the road:



Figure 2.

He has placed a greater load on his tires-suspension than necessary to negotiate the corner. He has missed the apex completely, and if he is going too fast, will slew sideways.

Remember the basics? Preparation and concentration. You have to apply them to corner properly, to give yourself enough time to slow and set up the arc you will take through the turn. By looking far ahead, you won't just see the accident waiting to happen, you will see the turn in time to prepare.

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Race Fever



Photo by Steve McLean



Photo by Steve McLean

Racing — How do you fully describe it to the newcomer? You can't! Having been brought up in Europe, (22 years in Germany), the dependent of a photojournalist, and a fanatical Automobile enthusiast, you can imagine how a good many of my spring, summer and fall weekends were spent. Armed with Press Passes and camera gear, (which I carried), my father and I gypsied from track to track.

Racing is, as a spectator, an emotion, a feeling, goosebumps, as you mentally follow the driver up and down the gearbox, through wild banking turns, and finally down that pit row straight at full power. This was my first time at Watkins Glen, but the feelings were the same as at the Nurburgring, LeMans, or any other track of this stature. Hope to see you all at the Glen on the 21st of September when BMW again goes toe to toe with the other great Marques.

Steve McLean, Tischer BMW

Dealer Liaison Update

Dwight J. Derr (301-884-9578 eves.) is the club liaison for Brooks BMW in Towson, MD., succeeding Karen Fairchild, who has relocated. Richard A. Porter is our contact at that dealership.

Gary Green takes over as the club liaison for Brown's Castle BMW in Edgewood, MD. Contact Gary in the evenings at (301) 879-3166.

Dear DeBbie

Dear DeB,

I own a 1977 530i and would like to install headers and a new exhaust system. Have you knowledge of what I may need to accomplish this task; eg, what to do with the air pump etc.

My second task is to either have the head reworked or install a remanufactured one. Which in your opinion is best? I would also entertain any suggestions.

I would also like to know where I can obtain a shop manual for my 530i.

Thanking you in advance.

Jackson R. Bailey

Dear JRB,

I took your questions to Cory Laws, who has first hand experience with all the modifications you are considering. His response was so voluminous that I will only summarize it here.

In terms of the headers and exhaust, what are your goals? If you merely want to get rid of the ill-conceived thermal reactors, a pair of head pipes from a Bavaria would do nicely. If you want to add a few horses at the same time, there are many quality header manufacturers who could provide a quality product. The exhaust that comes with the car is as good as almost anything you'll ever find, and it lasts longer. The after-market exhausts tend to be noisier, and offer no significant advantage to be noisier, and offer no significant advantage to otherwise stock engines. They are more expensive, though. The air pump and associated hardware should be given a decent burial.

The head question is more complex. Here again, the big question is what you're after. Another is, what's wrong with your current head and how old is it? If you only need a valve job, by all means keep your old head. If your head is cracked, you will need a new head, and should consider a factory rebuilt head. If you want to change engine performance or personality, you will have to buy your parts a-la-carte, and have your shop do the work for you. This last option can cost \$2,000 easily, so be sure you know what you want and can afford.

Cory says he'd be glad to talk to you personally if you have questions. His number is listed in the masthead. Good luck.

Dear DeB,

A friend of mine says that it's ridiculous to try to improve on the performance of newer cars. All the factories have optimized everything, and any changes often lead to problems. Any advice?

Aspiring racer

Dear AR,

Many of today's new cars are indeed excellent. However, some improvements can always be made. The problem is that these improvements must be well planned and executed, and some tradeoffs will occur. For instance, it is quite possible to increase cornering capability by adding "plus one or plus two" wheels and tires, while at the same time decreasing ride comfort. Stiffer shocks and larger anti-sway bars will do the same thing, with the same trade-off. What is becoming increasingly difficult if not impossible, is an effective but inexpensive engine modification. Ten years ago, you could remove the emission control equipment and pick up some lost horsepower. That does not work these days. Come on out to some tech sessions and talk to our members who have direct experience with these modifications.

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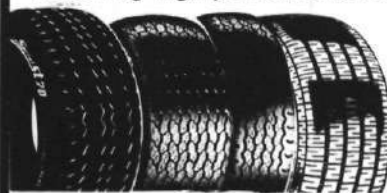
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Mother Knows Best

You remember your young years when you used to run around in little shorts like Gordon Kimpel (sorry Gordon). Your mother would tell you things in hopes that you'll would remember the them the rest of your life.

On a recent trip to Massachusetts, driving the 530i with my then bride to be (wife now), her sister and the nephew. Driving up was alright. . . . I usually try to time my departure from the Washington area in order to avoid rush hour traffic on 95, which allows me to go a bit quicker. Normally driving with Lori is kind of . . . well, let's just say interesting, but now add her sister and you have MASS HISTERIA. They kept me between 70 and 80 MPH all the time. Most of the time it was 70 to 75 MPH.

To continue this story, my mother decided to fly up rather than ride along. So I picked her up at Bradley Airport and drove north 60+ miles to the town of Greenfield, Mass. I like driving with MAMI. She is a good woman. She did not complain at all about my driving fast (80-100 MPH). She was a darling. . . .

Driving back home, now with Lori, my mom, her sister and the baby, I was getting antsy. . . . I wanted to go 75 but had promised to stay at 70 or below. This is where my mom told me "IT IS BEST TO LOOSE A MINUTE IN A LIFETIME THAN A LIFETIME IN A MINUTE." Wow, this really was deep, very deep. It made me think about all those times I've driven fast and about accidents you hear about on the news all the time.

She is absolutely correct. I have been thinking a lot about it. It has not slowed me down yet. What it has done is make me more aware of everything. I believe many of us like to drive fast. The point here is to be careful. Drive only when the conditions on the road (i.e. traffic, weather, etc.) would allow such speeds. Always be aware of everything around you, in front of you and in back of you.

My mom, she is a great woman . . . and she knows best.

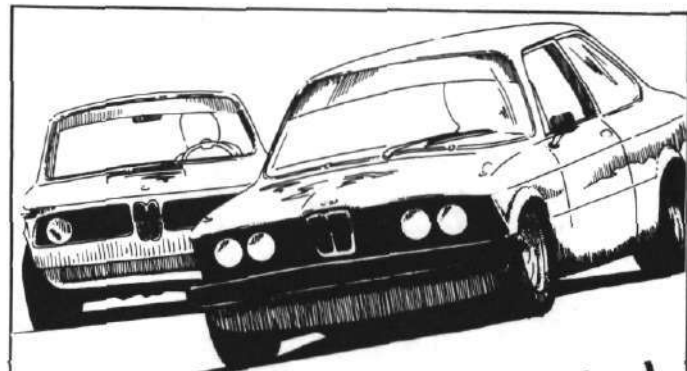
Max Rodriguez

Club Store

It is mid-July and you feel hungry for some ROAD CRUSING. You look at your dashboard and you notice an empty spot where a radar detector should be. Well, for those of you unable to participate in the last PASSPORT round-up, here is your chance. We are starting another group purchase order. The last group purchase was so successful, that twenty eight members and friends ordered PASSPORT radar detectors at a price of \$265.50. That's 10% off the regular price of \$295.00. The key to the discount is 12 orders or more.

The process will be the same as before. If interested call me to put your name on the list. Once I have received 12 names, I will contact each member for payment. If you are interested, give me a call at (301) 330-3934.

Max Rodriguez



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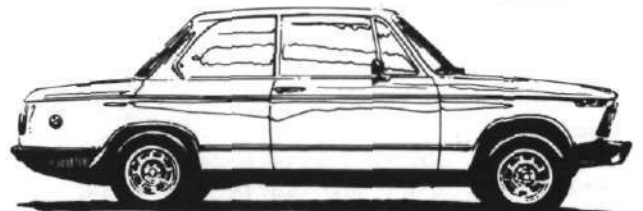
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Other News

Back in May, I was able to buy a few items at a closeout sale from one of our local distributors. Some of the items purchased and in stock right now are: Sunroof wind deflectors (\$20.00) and FOHA front air dams for early 320's (\$60.00).

If you are in need of other items to dress up your car, call me. Electrodyné offers the club store good discounts on everything in stock. The way these discounts work is that you must order the accessory from me, I will in turn receive the merchandise and you will pick up and buy from the club store. Simple.

One last item, I am able to offer BBS products at 20% off. Until next time . . .

Max Rodriguez

Have You Earned Your ACD (Autocrossing Degree) at LM (Landover Mall)?

As the recently retired O.D. (Officer of the Day) of your autocross series, I wanted to thank a few and encourage many.

Mike Vincenty is the reason we've had privileged access to the lot at Landover Mall and we should be especially grateful to him for this contribution to the club. It was a pretty tough struggle in the beginning, but I'm very proud to say that we were able to launch a viable club activity for a long time to come.

Also, thanks to the quiet but diligent efforts of Les Adams, Gordon Kimpel, Max Rodriguez, Cory Laws, Raine Mantysalo, Woody Hair, Bill Ross, Terry Forrest, and Julia Ishmael. These people were out there rain or shine to back me up, and I feel deep gratitude to each of them for making that dream come true for me.

I hope that those of you who have participated in the autocrosses have enjoyed them and learned from them. I think I have learned through these experiences that the car is beautiful and fun, but it's the quality in the hearts of the people of this club that make it one outstanding organization.

Now, if you still haven't come out to a BMW autocross, this is the time to try. Since we've joined the local autocross council, it's up to all of us to give our club a good showing. We aren't just a bunch of people spending megabucks on cars we don't want to understand the performance capabilities of. Come on! Get Active! Participate! Even if you just come to watch, you're supporting friends who share your taste in cars.

I also want to say that the coming autocrosses will be in the very capable hands of Gary Toyama, and I thank him dearly for taking over. I can let go knowing that things will be well taken care of. Please give him all the support you can.

I want to come and drive the autocrosses now with fewer responsibilities. I also hope to be driving a few races in the MARRS series at Summit Point. If you spot me, come on over and say howdy!

Take care of your autocross series by being a part of it.

Kay Heatherley

New Computer Firm

The Chapter was recently required to change our mailing list file maintenance firm. Don't worry, we are still using Fairfax Opportunities Unlimited (employer for the developmentally disabled) to handle the mailing. However as with any new computer system, there is a normal shakedown period. If there are any problems with the information on your address label (e.g., name incorrect, wrong renewal date, incomplete address), or if you do not receive a newsletter, contact Bill Ross (D 382-4645, E 469-9387). Please have your membership card or a correct label handy. The national office is also making some computer changes. However, you should not be adversely impacted.

Bill Ross

SCCA Road Racing!

Are you interested? Would you like to come and watch racing for free, at Summit Point?

HERE'S THE DEAL!

I need paddock marshals for each SCCA event at Summit Point. YOU want to watch exciting racing—for free. If YOU volunteer to work as a paddock marshal for just one half a day on either Saturday or Sunday, you will be admitted free for the weekend. Half a day of being a Marshal, an exciting thing in itself.

OTHER BENEFITS:

You will be a 'participant', one of the in group.

You may also take in one guest—for free.

You will be invited to the Saturday evening 'social'.

You may drive your car into the paddock area.

You may camp, if you wish, with the other workers near the paddock area.

You will meet drivers, race officials, etc., in your official duties.

You will be covered by SCCA insurance.

You will receive goodies; dash placques, etc.

NO EXPERIENCE REQUIRED; but you must be 16 years of age or older.

In order to schedule everyone according to their wishes, I need to know as early as possible who will want what.

Call or write to:

Abe Kooiman, Paddock Chief

7549 Wilhelm Drive, Lanham, MD 20706

Home 301-552-2105

Work 202-523-8081

How To Tighten a Loose Handbrake

. . . that's beginning to develop a mind of it's own, with lots of left-to-right movement, "slop," which makes pulling the handle up very difficult because it has a tendency to veer to the left and progressively gets worse.

Removal of the rubber boot will reveal the problem. It's not the handle itself, but the brackets that are welded to the tunnel. The hardened steel pin that goes through the handle and brackets opens up the holes in the mild steel in the brackets. This is true especially on the driver's side, since he usually pulls up on the handle towards himself.

The fix is simple and cheap. Go to your automotive fastener store and buy a "partially threaded 14 mm bolt" at

least 1 1/2-inch long, a lockwasher and nut for it, and two large 1 3/8-inch diameter flat washers for a 9/16-inch bolt. You may have to cut the bolt shorter, depending on the length you're able to find. Before you cut it, measure the total distance of the nut and lockwasher, the two flat washers, the two brackets, and the handbrake handle width at the pivot point.

Now to the fix: Back off the 10 mm adjusting nut to remove tension from the cables. Remove the circlip from the driver's side of the existing steel pin. Put one washer on the bolt and use the bolt to push out the pin. Don't pull the bolt once you've started or the bracket plate may fall down. You'll probably have to press down on the release button to remove tension on the pin while you're driving it out with the bolt.

Once you have the bolt through, put on the other washer, the lockwasher, and the nut. Snug it down and guess what? No more slop! Readjust the tension on the cables and liberally lubricate the assembly before reinstalling the rubber boot. That should hold it for many more thousands of miles. If the washers give out, they can easily and inexpensively be replaced.

Sonora Chapter

Bearing Up Under the Strain

Always, *always* replace the pilot bearing (about \$6 when you do a clutch job. The cost is minimal but the saved labor extreme. Be advised that there is also a conversion table for FAG bearings (which BMW installs) which notes sealed bearings for use rather than the repackable kind, which definitely have autoerotic impulses/tendencies. Also, always get a thread chaser, tap and clean the flywheel bolt holes if you remove the flywheel for surfacing or anything else. If you do not, you will likely be unable to correctly torque or perhaps even start the bolts. And be sure to use Loctite Blue upon reinstallation.

*T. Michael Stritch
Gulf Coast Chapter*

Time to Refuse?

Replace your fuses regularly unless they are the new blade (GM) type. I have seen four new 5-series with bulging fuses in the last ten days. Unless the fuses are replaced, you face a potential breakdown of an electrical system. And an apparently good fuse may have contacts so corroded that, even though it does not blow, will not conduct sufficient voltage/ampereage to power such minor electrical devices as the fuel pump, electric windows, sun roof, lights, etc. Change them now!! The salt air in this area is far more an adverse influence than the German elves ever dreamed of. At less than a dime each, it is a cheap piece of preventative maintenance. Also get a few extras as spares for that dark night in the middle of nowhere when one of the things does decide to blow.

*T. Michael Stritch
Gulf Coast Chapter*

Did You Know?

1. The brake system on the 2002 Tii is the same as that used on the Bavaria (calipers, pads, wheel bearings etc.)

2. The M-3 motor in the new 3 series body that is being sold in Germany with 16 valve head and 200+ hp. is the same basic block that is used in the 2002. I know what your thinking and so am I—can't wait to get my hands on one of those babies.

3. That although most wheel manufactures state that the wheels they sell for the 320i will also fit the 2002 this is true only of the "bolt circle" 3 x 100mm (this is the distance between the big studs). In effect they are stating that the wheel will bolt onto the car. What is not said is that the "offset" the distance from the wheel hub center to the outside edge of the rim is not proper for adequate fender clearance when used with an oversize tire (this is usually the reason for changing rims in the first place). A 2002 needs between 27 and 32mm. My conclusion is only use a 2002 designed wheel for the 2002 application. To my knowledge only ATS and BBS make 13" wheels with the proper offset.

4. Most insurance companies offer a discount for cars that are equipped with the third brake light in the center of the rear window as are all 1986 models. The discount varies from company to company but remember that it is taken on the collision section of your policy which is usually a large number when talking about BMW's. These "third brake lights" are now available on the market for cars that are older than 1986 for about \$20-\$30. This investment can be recouped in a matter of months with the insurance discount and you will be driving a statistically safer car to boot!

5. That you can replace the U.S. version 633csi catalytic converter and exhaust system with a Euro-635csi exhaust system for less money and more performance.

Clubmember discounts: 10% off the price of a new BMW.

Contact: Pat Labella

F & S MTRS: 3734 Boston Rd., Bronx, N.Y.

New Year's Resolutions Revisited

GASOLINE: Most BMW owners are very proud of their cars and try to use high quality lubricants and fuels to keep the little Bavarian Bombers in top shape, but when you pull into your favorite gas station are you sure you are getting what you paid for? How do you know that an unscrupulous dealer didn't buy a cheap load of low grade generic fuel and dump it into the premium tanks? All major oil companies color code (dye) their different grades of fuel for easy identification. If you are a Chevron fan their Chevron Supreme Unleaded is dyed RED, Chevron Unleaded is CLEAR, and Chevron Regular (Leaded) is ORANGE. If you are an Amoco fan their respective colors are CLEAR, YELLOW, and RED. Each oil company decides how they want to dye their fuels, consequently there is no industry standard as there is in aviation gasolines. Just for your interest all aviation gas follows a strict color code for ease of identification: 80/87 octane is red, 100/130 is green 100/130 low lead is blue, and for all you real old timers 115/145 is purple. Now the only thing this aviation discussion is good for is just in case you have a really hot modified Bimmer with maybe an 11:1 compression ratio and can't get this weekend warrior to run worth a darn on the

panther-pee that comes out of the premium pumps nowadays—you can visit the local airport with a couple of 5 gallon cans and take home a load of 100/130 octane fuel that will rejuvenate your war horse and make it run like a young stud again. *Note: Do not use aviation gas in any fuel injected or catalytic equipped BMW automobile as the results could be disastrous. The above tidbit of info is for the guys who couldn't part with their 2002 and have now modified the engine so the old 2002 will blow the socks off every 320i and 325e in town!*

Now back to our original discussion of how do you know you are getting the gas you paid for: simple know what color it should be and observe the color in the filler neck when you put gas in the car. If you can't determine the color in the filler neck and suspect foul play put a little in a paper cup or glass jar and check the color. I have always used Amoco premium in all my vehicles and know that it is a clear color (sometimes called white gas). On a recent trip to a local Amoco station I noticed the fuel seemed to be a red color—this just about sent me into heart failure as Amoco regular leaded gas is red! I pumped a small amount into a cup and sure enough it was red. I asked the attendant why the gas was red and of course he didn't even know gas was different colors, so I told them the car wasn't going anywhere until the owner or manager could assure me this wasn't Amoco regular leaded fuel. The owner called on the phone and told me he couldn't get any Amoco premium so he bought a load of another oil company's premium. Maybe he did, maybe he didn't, so just to satisfy my curiosity I notified the Alabama Department of Industry, which monitors automotive fuels, and them good old boys sent an agent down to the station within 24 hours to draw an "official" sample and promised to send me a complete analysis. The agent also stopped by my house to pick up a sample I had drawn when I filled my car. I asked why they were so quick to get this "official" sample. He showed me a booklet he had that listed all the major oil companies distributing gas in Alabama and what the color code should be for each company. He said that when I told them I got red fuel out of an Amoco premium pump they checked their chart and noted that Amoco regular leaded gas is red. According to this agent there are lots of unscrupulous gas dealers and there is a BIG fine for selling leaded gas from an unleaded pump. The agent went on to say that 99.9% of the gas customers never look at the color of the gas or even know what color it should be which makes gas switching a simple and lucrative way to get a few extra fast bucks.

Wm. Meredith Hayes

Tech Tip . . .

I have an '83 320i. For the last year and a half, at high speed (around 80), every once in a while I would have a tremendous vibration and noise like a fan belt slapping. After slowing down it would go away. Numerous inspections resulted in no problem. I have talked to one other person that this happened to, still not finding the problem. I thought it was my air dam flexing. The problem is finally evident. I now know it is the plastic fan blade. One blade is weaker than the rest, causing it to flex. At first it hit the frame of the radiator, with no visible signs. Finally, it got worn off enough that it didn't hit the frame, so it tried to eat a hole through my radiator (luckily, just bending cooling fins). I am replacing the fan today. I don't know if anyone else has had this happen. Just a little help if you have.

*Brian Skeels
Everglades Chapter*

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WHEN: Tuesday, October 21, 1986

HOW MUCH: \$60 per driver, includes lunch for members (non members \$80)

HOW MANY: Maximum 30 drivers—BMW's only—3 previous schools or more

----- IMPORTANT -----

DRIVERS: Please Check

_____ Driving School \$60 per driver (members) Includes lunch (non-member \$80)
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Phone: Work _____ Home _____

BMW Year _____ Model _____ Color _____ Membership No. _____

Name (2) _____ Club _____

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City _____ State _____ ZIP _____

Phone: Work _____ Home _____

BMW Year _____ Model _____ Color _____ Membership No. _____

PREVIOUS DRIVING SCHOOLS:

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NON DRIVERS, HELPERS, GROUPIES: Please check and fill in information above

_____ I will help. I'll arrive at 8 am to help and will enjoy a free lunch.
_____ Lunches at \$8 per person.

MAKE CHECK PAYABLE TO: National Capital Chapter and mail to:

KAY HEATHERLEY, 12732 Viers Mill Road #204, Rockville, MD 20853

Questions to: Max Rodriguez (301) 330-3934 (M-F 7 p.m. to 10 p.m.)

A legal-sized, self-addressed envelope with 39 cents postage should accompany your check and application so you will receive your tech sheet (for drivers) or meal tickets (for helpers).

Recommendation #1

NTW is the place for tires and tire service! It has been my place for tires for the last ten years. I will even tell you why I recommend NTW: excellent prices, discounts to Club members, many convenient locations all over town, large computerized stock of popular brands in a wide range of sizes, fast and competent service for all members while you watch from comfortable waiting rooms, not to mention their generous support of Club activities. While other outlets can boast many of these attributes, few other than NTW can supplement the manufacture's warranty with a road hazard warranty (it really came in handy when I pinched the sidewall of a new P6).

Bill Ross

Recommendation #2

Are your pinstripes faded, missing or in need of renewal? Jack Gallagher, free lance auto graphics specialist, is the man to see. He removed and replaced my pinstripes for a recent concours and works for several major dealers. Give him a call 464-2195 (MD) to arrange an appointment at your home or office, don't forget to tell him you are a Club member.

Bill Ross

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John E. Bouchard		
Ludek J. Bradik	1981	320i
Alvin R. Brown	1985	325e
Cynthia Buchanan		
Kevin Butts		
Jan Anthony Chlapowski		
Patrick Churchill		
Leonard J. Clay		
Alex Cockrill		
Richard L. Cohen		
Larry A. Collins		
Larry Contillo		
Wayne Cooper		
Mike Cramer	1973	2002
Ellen Crampton		
William A. Cross		
Karen Cully	1986	528e
Linda Cumbo	1983	318i
Lemha Deas		
Michael Downey	1985	535i
John P. Dring Jr.		
David Wederer		
Donald Felice	1985	528e
Matthew Fleming		
David B. Fratt	1976	2002
Richard F. Fura		
Larry Gillis	1985	325e
Weston R. Goode, Jr		
Walter S. Green		
Sima A. Hammoyr	1985	323i
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William Hathaway	1986	325
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Robert J. Henrich	1986	325es
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Pamela Hughes	1984	318i
Terry J. Johnson		
Stephen T. Jones		
Jack Kalavritinos	1986	325
William Kearney		
Thomas F. Kelley III	1983	320i
John W. Kirsten	1974	2002
Johnnie V. Lee		
H. Thomas Lenz	1972	2002
Charles H. Lieb	1986	735i
Timothy Light		
John V. Mahlmann		
Glenn R. Meltzer		
John L. Messmore		
A. B. Muller		
J.R. Morrow, Jr.		
Roger Myerberg	1973	3.0CS
James L. Nesbitt		
John Nies	1984	533
Patrick B. O'Meara		
William Owens	1982	320i
Sheri Parks		
Guy Pierre Pavageau		
William Pearsall	1986	325
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Deborah Jrafal		
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David Summers	1984	318i
Ray Sweeney	1964	1600
Bruce & Vicki Tassan	1985	528e
Alexis D. Taylor		
Buff Tsitouras	1982	528e
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FOR SALE—2002 parts. 3-piece grilles for '72, 2002, \$30. 1-bbl Solex carb, manifold, and air cleaner, \$40. Round tail light lenses, \$10 each. Stock distributor for '74 (new cap, points, cond.). \$20. Lower control arm, \$5. Call Jeff at (703) 528-7021.

WANTED—parts for 2002. Slotted wheels, Frigiking A/C clutch pulley, stock distributor for '72 2002 (4-speed), console w/o A/C, car cover. Call Jeff at (703) 528-7021.

FOR SALE—Autobahn Covert remote radar detector, 2 years old, all hardware, manual, very good condition, \$150. Pair of 5-in steel wheels from 320i with tires (worn), \$50 for both. Grant air dam for '77-'79 320/323, \$30. Drive shaft for 4-speed 320, flywheel for '81 or newer 320, make offer. Call Glenn Sims at (301) 474-3816, leave message.






FOR SALE—Two front seats from '75 2002. Camel (beige) matched set, good condition with 320i mounting hardware. Stored since 1982. \$50 for pair. Call Ed, (301) 977-7093 evenings.

FOR SALE—4 OEM alloy wheels (14 x 6) from 325e. Offset suitable for any new 3-series BMW or 1600/2002. Original Goodyear NCT (European) 195/60 tires still mounted. Tread worn to 3/32—5/32 (great for track). Wheels in excellent condition, make offer. John Hartge, (202) 484-3849 evenings.

FOR SALE—'76 2002. Looks great! Silver grey metallic with navy leather interior, 4-speed, sunroof, am/fm cassette stereo, new brakes, well maintained. \$5,295 OBO. Car is in Lanham. Call 301-577-9200 or owner at 404-289-3245

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