

MARCH/APRIL 1994

der Bayerische

NATIONAL CAPITAL CHAPTER

BMW CAR CLUB OF AMERICA

What a great
Holiday
Party!

Yeah, and
it's FREE!

This was my
first club
event.

... and, it
won't be the
last!

New Members at the Holiday Party

CALENDAR 1994

JANUARY	15	Holiday Party
	22	Ed Arnold Tour
FEBRUARY	19	Tire Tech Session
MARCH	13	Auto-X
	19	Highway Safety School
	20	Frostbite Drivers School
APRIL	2	General Membership Meeting
	17	Auto-X
	24	Do-It-Yourself
MAY	1	Deutsche Marque Concours
	7-8	Maifest Drivers Schools
	12	Maryland Motorsport Open House
	15	Vintage Races/Corral
	16	Summit Point Club Track Day
JUNE	5	Swap Meet
	12	Montreal Gran Prix Trip
	19	Auto-X
	26	BMW CCA TSD Rally
JULY	11	Drivers School
	24	Championship Auto-X
AUGUST	5	Family Day Picnic/Flying Circus and Air Show
	15-19	Oktoberfest
	28	Auto-X
SEPTEMBER	11	Bavarian Inn Tour
	25	Vintage Races/Corral
	26	Summit Point Club Track Day
OCTOBER	2	Auto-X
	10	Drivers School
	22	Fall Tour
NOVEMBER	12	Wild Goose Brewery Tour
	20	Auto-X

.....

COMING EVENTS, SEE PAGE 3

der Bayerische

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Newsletter of The National Capital Chapter of the BMW Car Club of America
Vol. 24 No. 2



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Cover

Newcomers to the National Capital Chapter at the holiday part. Photo by Chris Leeper

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President's Message

John "Jack"
Kenworthy

I was impressed by the large number of people that attended the Holiday party. If the attendance for that event is an indication of what to expect in 1994, we are going to have another great year! We had over 145 people join us even when the temperature dipped to 3 degrees that night. It was heart warming to count the \$1400.00 in charity money that was collected for So Others May Eat (S.O.M.E.) Thank you all for your generous support. Once Again, thanks to Passport BMW for hosting such a great event. You can count on the party being held in January from now on.

The Ed Arnold Racing tour will be held later on this year. The team had a last minute offer to race in Brazil the same weekend that we were scheduled to visit. David Donahue assured me they will host the tour at a later date. Scheduling may be tough once the racing season begins.

I hope that you have already submitted your Highway Safety School/Drivers School application. If not, please call Rob Wooley for availability.

We can always use Corner Workers, so drive up to Summit Point to see why so many are enjoying this great event.

Please read the article regarding the Montreal Formula 1 Tour elsewhere in this issue. If you enjoy Formula 1, this is the cheapest way possible to see F1 live. I will not be handling the travel arrangements (We will enlist the services of an agent, of course.) but I do need to know just how many of you

are interested in attending.

We will know by the end of March if we will be hosting Oktoberfest 1996. Once this is official, I will be canvassing the chapter for volunteers. This event is going to require an enormous amount of work but, we are aiming for the greatest Oktoberfest in the history of BMW CCA! Speaking of Oktoberfest, make plans NOW to attend this year. National Capital Chapter

should have a strong showing!!

Summit Point is hosting a "Club Track Day" after the Jefferson 500 Vintage Race on May 16, 1994. The track day brings the Marque Car Clubs together to enjoy driving Summit Point. Bill Scott Racing instructors will be on hand to instruct the novice/intermediate groups. For more information, call Summit Point Raceway at 304-725-8444.

Sarah and I are getting ready to leave for the annual trip to Daytona for the Rolex 24. If we don't come back, blame it on the recent bad weather. When I called to order tickets, the lady on the phone mentioned 80 degree weather... If we do happen to come back, I expect to see you at the next event. We hate spending all of the money without you there. ☺

Have Fun!

Jack Kenworthy



President Jack Kenworthy presents Mike Early a beautiful plaque for his work as vice-president.
Photo by Chris Leeper.



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410-484-4620

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1994 Calendar of Events

JANUARY	15	Holiday Party
	22	Ed Arnold Tour
FEBRUARY	19	Tire Tech Session
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NOVEMBER	12	Wild Goose Brewery Tour
	20	Auto-X

BMW/PORSCHE CLUB AUTOCROSS

Date: Sunday March 13th

Time: 10:00

Price: \$10.00

The first autocross of the year will be a joint event sponsored by the Chesapeake Region Porsche Club and our Chapter. It will be held at the Westinghouse Lot in Hunt Valley Md. This event is not meant to be a competitive event but a mutual fun event.

For information and directions please call David at 301-317-1461

HIGHWAY SAFETY SCHOOL

Saturday, March 19, 1994

Time: 7 a.m. (Crack of Dawn)

Summit Point Raceway

Summit Point, West Virginia

Come out to Summit Point Raceway in nearby West Virginia, to our annual Highway Safety

continued

Heishman's!



We want to say thanks to BMWCCA for 20 years of support. Thru 12/31/94, we will extend to BMWCCA Members a 15% discount on **ANY** parts or service work.

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Coming Events

continued

School for a full day of instruction on how to become a better driver. We will have classroom instruction, in which driving techniques will be explained, followed by in-car, behind the wheel sessions to experience what you just learned. This is a must school for those who are new drivers, for those wishing to brush-up on their driving techniques, and for those interested in becoming better and safer drivers. And, it's an important foundation for future driver's schools. Please refer to application on page 33.

FROSTBITE DRIVER'S SCHOOL

Sunday, March 20, 1994

Time: 7 a.m.

Summit Point Raceway

We welcome you to our Frostbite Drivers School, the first of the year, at Summit Point Raceway. This is a great opportunity for all of you to freshen-up your driving skills after a long and boring winter. It will also offer those who attended the Highway Safety School an excellent opportunity

to explore driving the track, and to put to practice what they learned the day before! Time is running out, so please submit your applications. Please refer to page 33.

OPEN MEETING AT THE PREZ'S PLACE

April 2, 1994

7:30 p.m.

Mark your calendar. Come out and enjoy an evening with us—old and new members alike. We would like to get to know You, the New Member. This is not a "new member meeting" but we hope all of the new members make an extra effort to attend.

We will have a Virginia Highway Patrolman as the guest speaker for the evening. He will discuss a wide variety of topics that should prove beneficial for everyone. His question session usually allows you to ask those questions you don't feel comfortable asking. (i.e. after receiving that speeding ticket on the way to Summit Point.)

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Coming Events

continued

We will serve Pizza and soda. There will be plenty of time to socialize after the speaker is completed.

The event will take place at the home of the Kenworths. The address is: 1550 Clarendon Boulevard, Arlington, Virginia. (Cascade Apartments in the heart of Rosslyn). The party room is located on the first floor adjacent to the lobby.

DIRECTIONS: From the north or west—I-66 east to the Key Bridge exit. After exiting, merge into the far right lane, turn right at the bottom of the hill onto Quinn St. Go two stoplights, turn right onto Wilson Blvd. Go one stoplight, turn left onto Clarendon Blvd. (at the Exxon). Go to the next stoplight, the Cascade is on your right.

From the south or east—I-395 north to the Washington Blvd east exit. Continue east on Washington Blvd to the 50 east exit (Washington exit). Go east on 50 through the first stoplight. Approximately 1 mile past the light, take the Queen Street exit (the first available exit on the right), turn left (over 50). Go up the hill to Clarendon Blvd. and turn right. Go to the first

stoplight, the Cascade is on your right.

If none of these directions will suffice, please call Jack or Sarah Kenworthy at 703-527-8033 for directions.

DO IT YOURSELF TECH SESSION

Alexandria BMW Service
Saturday, April 16, 1994
9 a.m. to 3 p.m.

The Do-It-Yourself Tech Session will be at Grant Randall's Alexandria BMW Service located at 435 Calvert Street in Alexandria. The shop is located off of Jefferson Davis Highway one block south of NTW. The doors open up at 9 a.m. and work must be finished by 3 p.m. Coffee and donuts will be provided. Lifts will be assigned on a "first come first serve" basis. We recommend easy repairs or maintenance, so we can accommodate everyone. Please remember to bring all the necessary tools and parts. Any questions, please call Kevin Cowley at 301-953-2902 (eves.)

continued

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Coming Events

continued

SPRING FLING AUTOCROSS

Date: Sunday April 17th

Place: Landover Mall

Time: 9:00 Registration

10:00 morning start time

1:00 afternoon start time

Price: \$10.00

Information: David at 301-317-1461

"Spring flowers bring rain showers" NOT! I hope not on this date. National Capital Chapter will be holding a dual autocross, one in the morning and one in the afternoon. You can run either or both events. This day is for both the growing seedlings and the seasoned oaks.

1994 SPRING TOUR

LAUREL HIGHLANDS OF PENNSYLVANIA AND FRANK LLOYD WRIGHT'S "FALLINGWATER"

Saturday, Sunday April 23, 24, 1994

9 a.m. (Sat.)

Imagine for a moment the most idyllic spot for a vacation home: A clear mountain stream cascades through mature hardwood forests. Along its banks in springtime bloom the redbud, dogwood and mountain laurel. You choose to build your house cantilevered over a waterfall, so that the stream and the house—with its expansive windows and balconies—are one. And, since money is no object, you commission Frank Lloyd Wright to design your home.

Fallingwater, built in 1936 and now open to the public, is the centerpiece of the Club's Spring Tour. A visit here is a delightful introduction to Wright's design principles, as well as a quiet forest interlude if you choose to follow the stream, to perch on the rocks beneath the waterfall or wander in a laurel forest.

But then, of course, the visit to Fallingwater is only one of the delights of a National Capital Chapter tour. We also promise some of the most scenic—and most challenging—back roads of Virginia, West Virginia and southern Pennsylvania. The kind of hairpin turns where the driver doesn't even notice the banks of rhododendron nor the mountain vistas that entrance the navigator... adrenalin or views? Sometimes you just have to choose!

We'll leave on Saturday morning from Manassas,

Virginia and spend the day driving to our overnight rendezvous, the Lodge at Chalk Hill, PA (near Uniontown). On Saturday we'll tour Fallingwater, leaving time for more exploration of the Laurel Highlands before our return to the rigours of city life.

IMPORTANT STUFF:

Call the Lodge at Chalk Hill now to make your reservations; they fill up fast! Their number is 800-833-4283.

SIGN UP: We need to know how many people will be joining us, particularly in order to make reservations for the Fallingwater Tour. Please call Bonnie Butler, evenings or weekends, in Frederick, MD at 301-663-9263 and let us know that (a) you'll be joining us, and (b) how many people you're bringing for the Fallingwater tour.

DIRECTIONS TO START: Meet us at 9:00 on Saturday, April 23 in Manassas, Virginia at the Shoney's restaurant on Route 234, just south of its intersection with 166. We'll leave about 9:30, so come a bit earlier if you plan to breakfast at Shoney's.

MAIFEST '94

Saturday, May 7, 1994

Sunday, May 8, 1994

Summit Point Raceway

Summit Pt., W. Va.

Remember those (recently departed) dark days of winter? The record lows? The non-stop ice storms? (There's one occurring as I write this!!) Remember wishing for the warmth of spring? Daydreaming about a spirited drive in the lush green countryside? Do ya?

Well, being the responsive Car Club that we are, we can fulfill those dreams: It's called Maifest!

Maifest is our yearly celebration of spring and The main event on our calendar. It's not new—we've



Coming Events

continued

been staging the event for years. This year's event promises to be the biggest and best ever! The weekend's events include:

DRIVERS' SCHOOLS: As always, the focus of the weekend's events. A school will be held on both Saturday and Sunday. Sign up for one day or the other or save money and sign up for both days! Major improvements have been made to the track this past Fall which, combined with our usual impeccable instruction, make the schools a not-to-be-missed opportunity for driving excitement! Just fill out the application found elsewhere in this issue. For more information, contact Rob Wooley at 301-929-3112 (evenings before 10 p.m., please).

TOUR: For those of you not attending the Drivers School (shame!) on Saturday, our resident Tourmeister (mistress?), Bonnie Butler, has planned an exciting tour through the lush scenery of Maryland, Virginia, and West Virginia. The destination is Summit Point Raceway and you'll arrive in time for lunch (free, of course!) at the track. After lunch, hop in the car for a parade

lap or two. That afternoon, watch the cars, or help flag a corner, or even catch a ride around the track with an Instructor. But do stay for the rest of the day. (Read on). The Tour starts promptly at 9 a.m. in order to reach Summit Point by noon. Meet at Evergreen Square on Md. Rt. 85 in Frederick, Md. So that luncheon arrangements can be made, please RSVP by Monday, 2 May to Dwight Derr 410-889-9578 (evenings before 10 p.m., please.) Directions to Evergreen Square. From Baltimore: I-70N to Md. Rts 355/85. Turn right at end of ramp. Immediately bear right onto Md Rt. 85. 1/2 mile to Evergreen Square on right. From D.C./Northern Va.: I-270N to Md. Rt. 85N. 1/2 mile to Evergreen Square on left.

FUN GYMKHANA: On Saturday (all day) and maybe even Sunday we'll run a fun gymkhana in the Paddock at Summit Point for your enjoyment (or your chagrin.) A fun gymkhana is like, well, think of fifty Chinese acrobats on a unicycle all spinning dinner plates on long sticks. Now imagine all of them doing that in an Isetta while

continued

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Coming Events

continued

trying to negotiate an autocross course. You get the picture (or maybe not!) Come try it anyway! We'll limit it to two people per car. It's low-speed, low-key, and lots of fun. We'll even award trophies to the winners. No helmet (or plates) required.

MAIFEST DINNER: On Saturday evening, again at the track, we'll have our usual sumptuous catered dinner. Outside. Al fresco (Al Zavala will be there, too.) Dinner, of course, is free. Soft drinks will be provided but feel free to bring along your own beer or wine to enjoy with dinner. Once again, we need a head count prior to the event, so please RSVP by Monday 2 May to Dwight Derr 410-889-9578 (evenings before 10 p.m., please.)

Maifest! Don't miss it.

HEISHMAN BMW VINTAGE RACES/CORRAL

Sunday, May 15, 1994

Free! Free! Free!

Summit Point Raceway

Missing the smell and sound of race cars in the morning? Come out to the Vintage Races at Summit Point and enjoy a delicious pig roast hosted by Heishman BMW. Mark this date on your calendar!!!

DEUTSCHE MARQUE CONCOURS D'ELEGANCE

Sunday, May 1, 1994

Entry to grounds: 9:30 a.m.

Judging begins: 11:00 a.m.

Reception: 2:00 p.m.

Once again it is time for the annual Deutsche Marque Concours. This prestigious event will be held on Sunday, May 1, 1994. The event will be hosted at the Evans Farm Inn in McLean, Virginia. As you may recall, last year's event was a huge success with the largest turn out of Bimmers in the last four years. Hopefully we will see the same kind of participation this year. As I understand, one of the other marque clubs claims to have been caught off guard last year, but we will return with a vengeance this year.



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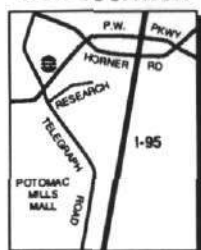
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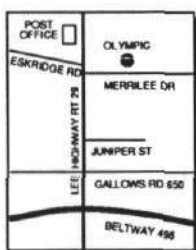
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703 370-0850

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Exit 3



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703 560-8500

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Lee Hwy. & Gallows Road

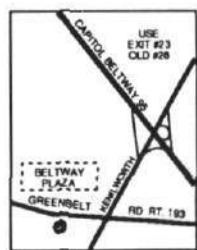
NEW LOCATION



GAITHERSBURG, MD

301 990-4100

9136 GAITHER ROAD
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Left on Gaither Road



COLLEGE PARK, MD

301 474-1030

6105 GREEN BELT ROAD
1/2 Mile From Beltway
Exit 23



CROFTON, MD

301 261-0077

2431 CROFTON LANE
Off RT 3 - 1/2 Mile South
of RT 424

As in the past, this will be a top only concours, and will include a display category in which cars are not judged but will be subject to a "people's choice" vote to determine the winner in each class. Every year there are new entrants who succeed in winning an award in this event, so I encourage as many members as possible to get your car cleaned-up and enter this event, new cars. . . old cars . . . odd cars. . . it doesn't matter as long as it's unwrecked and clean! While there is no admission charge to view the event or vote for the display classes, we encourage your support by staying for the wine, cheese and fruit reception to congratulate the deserving winners.

DEUTSCHE MARQUE CONCOURS Registration Form

Name: _____

Address: _____

Telephone: _____

BMW Year: _____ Model _____

Check One:

☐ **Concours Entrant @ \$30 per owner**
(includes reception)

☐ **Reception only @ \$10 each person**

Total enclosed: _____

Please make check payable to
BMWCCA NCC and mail with
completed form by April 29 to:

Paul Vessels

P.O. Box 1784, Washington, D.C. 20013

Call for information 202-726-7971

Reception tickets will remain at \$10 each and the concours entrant registration is \$30 per vehicle (BMW motorcycles welcome for display) and includes one reception ticket with registration. This event is an excellent opportunity to enjoy brunch at the Inn or a big picnic basket on the lawn while taking in the sights of the beautiful prepared German machinery displayed upon the lawn. We are expecting a record turn-out from both the Porsche and Mercedes clubs and they expect the same of us. . . let's blow their Q-Tips off!!!

DIRECTIONS: Evans Farm Inn is located at 1696 Chain Bridge Road in McLean. Take I-495 to Route 123 East (Chain Bridge Road); turn right on Great Falls Street, Route 694, then left back on Chain Bridge Road. From the District, take I-66 West to the Dulles Access Road (West) and get off at Route 123-East (Chain Bridge Road); then right on Great Falls Street and then left on Chain Bridge Road.

ATTENTION FORMULA 1 FANS

I am still looking into the possibility of a group tour to the 1994 Montreal Gran Prix. Sarah and I went last year and had a blast. My travel agent is confident that we can get a discount if enough people sign up. For now, I will maintain a list of interested persons and stay in contact with them. I will keep you abreast of the situation as we get closer to the June date.

We will probably fly out of BWI on Friday, June 10th and we will all stay at the same hotel for the weekend. The subway makes getting to the race easy (there is a stop at the track.) You may want to return on Sunday or take a few days after the race to enjoy Montreal. Those of you who like taking chances should enjoy the newly opened casino located within the race facility. (Or bet Sarah if Senna is going to win!)

If you have never been to a Formula 1 race, Montreal is the most convenient and economical of venues for National Capital Chapter members to attend. F1 should be more exciting with the new rule changes. Television does not do these cars justice! You have to see them at 200 mph and hear them to fully appreciate them.

Montreal is a beautiful city. The price of the entire weekend will be much cheaper than you think! Please give me a call no later than March 30 so I can determine if this tour is at all feasible. Jack Kenworthy 703-527-8033. 🍀

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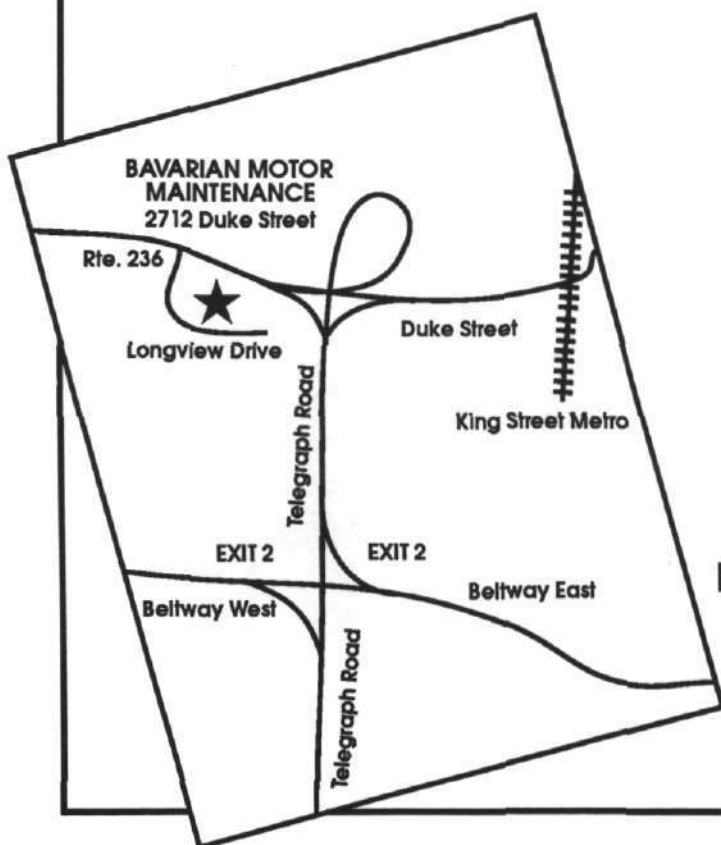
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**BMW CAR CLUB OF AMERICA
NATIONAL CAPITAL CHAPTER
BOARD MEETING MINUTES
WEDNESDAY, JANUARY 5, 1994**

Present: John (Jack) Kenworthy, President; Mike Early, Vice President and der Bayerische (dB) editor; Jennifer Nazarko, Treasurer; Sarah Kenworthy, Secretary; Woody Hair, Club Council Representative; Kevin Cowley, Advertising Manager; Al Zavala, Driver School Coordinator; David Roach, Drivers School Registrar; Richard (Dick) Bergen, Membership Chairperson; Paul Vessels, Concours Chairperson; Dwight Derr, Assistant dB editor and, Chris Leeper.

Review of Previous Minutes: The board reviewed the minutes from our meeting held December 8, 1993. Minutes were approved as written.

TOPICS OF DISCUSSION:

Chapter Officers Form: President, Jack Kenworthy, reminded the Board that we need to submit the 1994 Chapter Officers forms to the National Office as soon as possible.

Budget Meeting: Jack told the board that we had recently held our 1994 Budget Meeting. Jennifer Nazarko, Treasurer, presented a preliminary Profit and Loss (P&L) statement for 1993. The P&L can not be finalized until after the Holiday Party, because it had originally been budgeted to be held in 1993. (The party is scheduled for January 15, 1994.)

Jennifer also presented a preliminary 1994 budget for the board to review and change if necessary. The Budget was approved with one change, an increase in the dollar amount for Deutsche Marque Concours D'Elegance. See Budget Report Elsewhere in this issue.

Jack proposed that we should set aside or reserve money for capital equipment such as computers, software, and Timing and Scoring equipment. Jennifer stated that although no amount had been budgeted, expenditures would be reflected in the yearly P&L.

Secretary, Sarah Kenworthy, suggested that we need to set a minimum dollar figure to be maintained in our account in order to retain our Charter. One of the requirements is the production of a periodic newsletter and, in our case that amounts to about \$30,000 per year.

Jack suggested that the minimum dollar figure be set at \$15,000 with the assumption that our membership numbers remain relatively stable.

Dave Roach suggested that we also set aside at least \$5,000.00 this year for Oktoberfest 1996.

Chris Leeper motioned to approve all items. Second by Jennifer Nazarko. The board agreed unanimously agreed.

Drivers School: The cost for Drivers School in 1994 will remain at \$100.00 per student per day. Jack mentioned that Car Guys, a local organization, charges \$325.00 per weekend at Summit Point Raceway.

Calendar of Events:

Holiday Party: January 15: Vice President, Mike Early stated that he

continued

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Board Meeting Minutes

continued

had hired Classic Caterers of Baltimore for Holiday Party. Mike went on to say that glassware, plates, etc...will be provided. Wine glasses will also be provided for those who bring wine. The cost is about \$22.00 per person.

He also informed the Board that he had found a Disc Jockey for the Evening. Mike volunteered to bring his speakers and an amplifier.

Jack stated that based on the number of new members attending events recently, and with the change of date for the party, he suspects that the turnout may be better

this year. He went on to say that even though we had requested that members RSVP, very few had done so thus far. Christmas mail may have slowed the bulk rate delivery more so than usual.

Mike asked Paul Vessels (who works at Passport

BMW) to make sure that we have tables available for the evening.

He also asked for a volunteer to get to the dealership early on Saturday to assist the caterers while they set up. Jack volunteered.

Kevin asked that the board call the dB advertisers to personally remind them of the party and to let them know that they are welcome.

Ed Arnold Race Shop Tour: January 22: Jack stated that all the arrangements had been made and that he expected a good turnout unless we have bad weather.

Tire Tech Session at Radial Tire: February 19: Jennifer told the board that the event is all set. She announced that there will be a set of tires given away by Yokohama. She went on to say that she would not be present, she will be in a Drivers School at Road Atlanta.

Do It Yourself Tech Session: March 12: The event will be hosted by Grant Randall's Alexandria BMW Service. The shop has limited

space (five lifts, so we will need to have a sign-up sheet for participants. Kevin told the board that he will take all related phone calls, keep in touch with the shop and, write an article for the dB.

Highway safety School: March 19: Drivers School Registrar, Rob Wooley, told David Roach that no one had signed up for the school to date.

Drivers School: March 20: No applicants have signed up at this point.

Autocross March 27: David Lassalle, Autocross Chairperson, was not present to give a report but, he recently told Woody Hair that he is planning a joint venture with the Chesapeake Region of the Porsche Club. The location is yet to be decided.

Open Membership Meeting April 2: Jack asked the board if we should have a guest speaker? Several options were proposed. We could invite a State Policeman, an insurance agent or, an attorney. The board agreed that it would not be feasible to have all three. Jack stated that he would make some phone calls.

Spring Tour April 23: Woody reported that our Tourmeister, Bonnie Butler, is planning a tour to world renowned architect, Frank Lloyd Wright's home, Falling Waters in Pennsylvania. This will be an overnight jaunt.

Deutsche Marque Concours May 1: Concours Chairperson, Paul Vessels, told the Board that he plans to ask event organizer, Norbert Lamp, (Mercedes Club) about the possibility of the National Capital Chapter hosting the event this year. He will report his findings at the next Board meeting.

Speaking Event May 12: Jack informed the Board that Maryland Motorsport owner, David Treffer, has invited us to attend a speaking event with Brian Redman. This event will take place on the Thursday before Brian's race at Summit Point (the Jefferson 500).

Jefferson 500 Vintage Race Corral May 15: Jack stated that he plans to have another pig roast this year.

Swap Meet June 5: Kevin Cowley stated that he and Doug Crowther will be organizing this event again this year. The location will be at Electrodyne in Alexandria, Virginia.

Flying Air Show August 7: The Board voted to replace the Crab Feast with the Flying Air Show



The crowd awaits door prizes at the holiday party. Photo by Chris Leeper.

continued

this year. The Crab Feast was poorly attended last year and the cost of crabs is ever increasing. Chris Leeper told the Board that he would like to organize this event again. He will check around for a caterer.

OTHER BUSINESS:

Drivers School: Jack reminded Al Zavala, Drivers School Coordinator, that he still needs to set a date for a Drivers School meeting with the chief instructor, Bob Gammache and other school workers. Al stated that he had been unsuccessful in reaching people due to the holidays.

Al requested money to purchase two additional radios to be used as spares or backups. He also mentioned that he would like to purchase lapel microphones to be used in the control tower and at "Pit Out." Jack asked Al to table this item until our next Board Meeting.

T-Shirts: Jack asked for a volunteer to handle the T-Shirt assignment this year. This would involve design as well as production. Dwight Derr volunteered.

Jack motioned to once again use Taste Shirts for the actual T-Shirt printing. Motion seconded by Chris Leeper. All approved.

dB: Mike thanked everyone for their timeliness in producing dB articles. He went on to say that Network Publications had worked really hard to get the issue out. Because the issue went out during the holidays, some members will not get their

dB in time to make plans to attend the Holiday Party.

Mike asked that all articles be faxed to him by January 24, 1994.

Mike asked advertising manager, Kevin Cowley, to send all classified advertisements to him as soon as he receives them.

Kevin asked Mike to please remember to run a generic advertising form in each issue of the dB. This should be a fill-in-the-blank form to make the advertising easier for all concerned.

Membership: Membership Chairperson, Dick Bergen stated that we had a net gain of 24 members in the last quarter.

Dick also reported that one half of the members who joined in November 1992 did not renew this year (11/93). He stated that he will follow up on these new members with questionnaires. He will continue to monitor these trends.

Rally: Rallymeister, Mike Leeper gave the board two possible dates for a Rally, June 26, 1994 or October 16, 1994. The Board agreed that the June date would be the better choice but Mike will have the final decision.

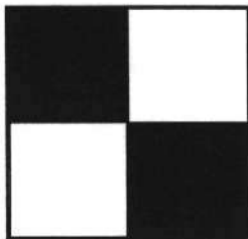
Motion to adjourn made by Chris Leeper. Second by Jenny. The next Board meeting is scheduled to be held in the home of Jenny Nazarko on February 2, 1994.

Sarah Kenworthy, Secretary



Spotted on "The Strausse"

Photo by Chris Leeper



Woody's Competition Corner

The roads are full of ice as this is written in January, but by the time you read it, driving season will be upon us! Now is the time to make plans to participate in the various events offered by the National Capital Chapter and other clubs in this area.

The BMW club's national event, Oktoberfest, is being held near Boston in mid-August and many from this chapter will be going. One of the prime events is the Time-Speed Distance (TSD) rally. Typically, over half the field will have little or no TSD rally experience. What is a time-speed-distance rally? Briefly, it requires two people per car—a driver and navigator. You're given very precise instructions to follow and speeds to maintain. As you follow the instructions, you will encounter checkpoints where your arrival time will be recorded. The organizers will already have calculated what time you should have arrived. You will receive one penalty point for each hundredth of a minute difference between your actual arrival time and the correct time. Like golf, low score wins. There are several classes based on experience and equipment.

You can be a leg up on other entrants by running

some local TSD events before August. In fact, if it's not too late, our own David Roach is the rallymaster



Mike Richards ITB 2002 at Summit Point.
Photo by Chris Leeper

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for a TSD rally on March 13. It starts at 10 a.m. in Germantown, Maryland and is approximately 130 miles long. Call Dave at his office (301-593-3285) for information. Then, on June 26, the National Capital Chapter will be running our own rally. Information will be in the May issue of *derBayerische*.

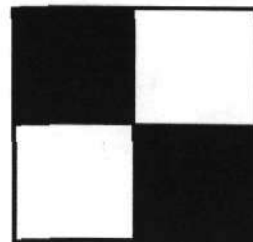
Another popular driving event at Oktoberfest and the local grassroots motorsports scene is Autocross. On a large open parking lot, one car at a time will navigate a prescribed course marked by rubber traffic cones. A typical course may be one-half mile long and speeds range from 20 to 60 mph. Again, there are classes based on the car and modifications. Our chapter's first autocross of the season is scheduled for March 13 (a change from original calendar.) It is to be a joint event with the Chesapeake Region (Baltimore) of the Porsche Club of America. Detailed information should be elsewhere in this issue. Autocrossers, Inc., a Baltimore club, is putting on a three day autocross school April 15-17. Also, both the Baltimore and Washington sports car club councils have big events throughout the year. The first DC event is tentatively scheduled for April 10. For information, you can call

Woody at 703-243-5796 or Dave at 301-317-1461. Mark your calendar for July 24. That is the day the National Capital Chapter will be hosting a DC council autocross.

Our chapter's driver schools at Summit Point Raceway in nearby West Virginia do not involve any competition, but you can watch some real competition at the same track by spectating at the Sport Car Club of America's regional and national racing programs. More than a dozen club members compete, and the BMW 2002s in the Improved Touring B class make for some of the best racing you will ever see. The vintage sports car races at Summit Point may lack such wheel-to-wheel dicing, but make up for it with the beautiful old cars and the camaraderie at our corrals.

SPEEDSHIFTS: In the last year or so, Mercedes-Benz has seen BMW overtake it in the number of cars sold in the U.S. Part of the reason is due to the fact that BMW's comparable models are priced slightly lower. Another factor may be BMW's image as the more sporting of the two makes. Thanks to Chevrolet, that perception may change. For the last five years or so, many of the top Indy Car teams have used engines designed

continued



Woody's Competition Corner



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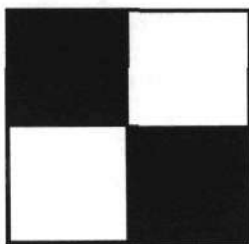
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Woody's Competition Corner

and built by Ilmore Engineering in England. Chevrolet provides financial support and in turn, has been able to put its name and bowtie emblem on the valve covers. Thus Chevrolet could claim that their engines powered the winner at the Indianapolis 500 and other Indy Car races. Well, Chevrolet has pulled its support of the Ilmore engine for the 1994 season.

Mercedes has been providing financial support to Ilmore for the engines used in the formula-one Saubers for the last couple of years. Now they have announced that the Ilmore Indy Car engines that were "Chevrolets" last year will have the Mercedes three-pointed star in 1994. So the Indy 500 winner may be Mercedes-powered.

That won't hurt their image any . . . Correction: in the last issue of dB a couple of lines were left out in the discussion of the '91 BMW 318i and 318is that were being autocrossed at the national level. It should have read: At the SCCA's, Solo II Nationals in Salina, Kansas, the cars took first, second and fifth in E-Stock, first in E-Stock Ladies, first and third in H-Stock and first in H-Stock Ladies. Incidentally, the fifth place in E-Stock was by Terry Baker of Virginia Beach. Terry was the

first treasurer of the National Capital Chapter . . . The Metropolitan Council of Sports Car Clubs (MWCSCC) has voted to adopt the SCCA's car classes for autocross competition. For many years, the MWCSCC was the only autocross group in the country to use their own class makeup. This means that the BMW 325i in all of its variations will be competing in C-Stock against sports cars like the Porsche 944 and 914, Mazda Miata and non-turbo RX7, and non-turbo Toyota MR2. The M3 is in A-Stock where its main competition will be Porsche 911s and the overwhelming Mazda twin-turbo RX7. BMW 2002s are in E-Stock along with 16-valve versions of the 318. The 2002ti and tii are classed in D-Stock and the old 318i and 320i are in H-Stock. CRUNCH. ♣

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Passport welcomes Concours
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By Dallas Johnson

HOLIDAY FUNDRAISER PUTS FOOD ON THE TABLE FOR THE HOMELESS

Old man winter had his way with greater Washington this year. Frigid temperatures and ice storms made it impossible for metropolitan area residents to move about. But one blustery night, BMW owners and supporters braved the cold and made the trek to a holiday fundraiser. The funds were raised for "So Others Might Eat" (SOME), an organization that feeds the homeless. Sponsored by the National Capital Chapter of the BMW Car Club of America, this was not just another get-together where wacky BMW owners clear trunks, exchange differentials, mount V-rated tires, and adjust fuel mixtures. No Siree Bob, this time a real cause for real people produced a hefty sum of more than \$1,400.00 which will be put to use to feed homeless families that might otherwise go hungry. (Pat yourselves on the backs, BMW owners, you're not the stuck-up yuppies the rest of America makes you out to be!)

The big bash was held at Passport BMW of Marlow Heights, Maryland. One of Passport's newest sales additions, club member Paul Vessels, was a hit as the "Host with Most." Although this year's event was more heavily attended than last year's, those who did not make it really missed a treat. Here's just a sample of what they missed. For one, Passport offered a 30% discount on parts and merchandise. The Food was spectacular, especially the salmon pate deliciously prepared by "Classic Catering People", which left an indelible impression on this writer. Door prizes were given to dedicated supporters and much, much more! If you weren't there, by now you should be seething!

By the night's end the chapter announced a new vice president, Chris Leeper. For those of you who know him, you might agree that one work of advice for Mr. VP in order. DECAF!

All things considered, the event was a success. BMW (or Bimmer) owners got a chance to network and at the same time, we made a differ-

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Treasurer's Report

Jennifer Nazarko

ence. Next year we might take on saving the world.

BMW CCA, NATIONAL CAPITAL CHAPTER TREASURER'S REPORT FOR 1993

For at least the third year in a row, the Club ended the year in the black, with excess revenues over expenses of \$1,382.11. This is a comfortable margin, but not excessive and believe me, we try to spend all the money on club activities (meaning you). We do have a cushion of funds for operating expenses for approximately six months.

Total revenues for the year came to \$88,369.59, of which 41 percent came from Drivers School fees, 28 percent came from National in the form of membership dues and 13 percent came from advertising income. The rest is comprised of generous sponsorship monies from dealers, vendors, etc. for our events; sales on merchandise like T-

shirts, license plate frames and can huggies; and our one-time national rebate.

Expenses totaled \$86,987.48. *derBayerische* and the Drivers Schools were the most expensive activities, at 32 and 34 percent of expenses, respectively. The *db* remains the one "activity" which does not pay for itself, but which is one of the most important services we provide (only \$11,380 in advertising revenue but total annual cost of \$27,940 to publish). I must also say that we have decided for the fifth year in a row not to raise the advertising rates, so we will continue with the 1989 fee schedule. Please remember to support those who support us! Other expenses include the purchase of a computer and printer, used by the Chapter President and Secretary; tours, autocrosses and other such events; the Holiday Party; the vintage race corrals; and postage, telephone and merchandise purchases.

This year's budget was similar to 1992, and the budget for 1994 is about the same as well. If any of you have ideas for additional events and/or club services, please make your suggestions

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known to any of the chapter board members (front page of names in the **dB**). The only request is that is be "budget neutral", that is, have matching revenue and expense. I'd be happy to talk to anyone who may have questions about the status of the treasury. Let's hope this year is as successful as the last! ♡



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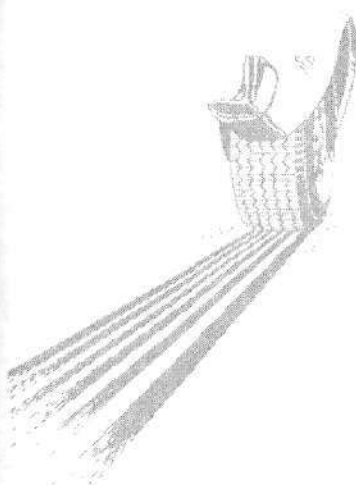


DENTWORKS

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Road Rallying, Part 4: Keeping Score

David Roach



First, to review: Time-speed-distance (TSD) rallying requires two people per car—a driver and a navigator. You're given very precise instructions to follow and speeds to go. As you follow the instructions, you'll encounter checkpoints where the rally workers will record the time you arrive. Your actual arrival time is compared to the time you should have gotten there, and the difference, in hundredths of a minute, is your score; low score wins.

So how do they know what time you're supposed to get there? The rally is very carefully measured in advance, to the nearest .01 mile (about 53 feet). Since the instructions include speeds to travel, the official elapsed time (OET) can be calculated. The OET is added to the time you left the last restart point to calculate the perfect arrival time. For example, let's say you left checkpoint 1 at 11:14.00, went 2.06 miles at 30mph, then paused half a minute, then went 4.32 miles at 40 miles per hour, and then arrived at checkpoint 2 at 11:25.88. The OET is calculated as follows:

2.06 miles at 30 mph = 4.06 minutes
pause .50 minute = .50 minute
4.32 miles at 40 mph = 6.48 minutes

OET = 11.04 minutes

Your scorecard looks like this:

A. Time in	11:25.88
B. Time out (previous checkpoint)	11:14.00
C. Elapsed Time (A-B)	11.88
D. OET	11.04
E. Error (C-D)	.84
F. Score (E*100)	.84

In other words, you were .84 minutes (50 seconds) late. It doesn't matter whether you're early or late, your score is the difference between your actual elapsed time (C) and the official elapsed time (D).

There are three types of checkpoints or controls: open controls, closed controls, and do-it-yourself controls. At open controls, you're required to stop and hand in your scorecard so the control crew can write down your time in and assign you a

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Road Rallying, Part 4: Keeping Score

continued

time out (the time of day you're to leave the control; each open control is like a restart). At closed controls, you're not allowed to stop within sight of the control; instead, you simply drive by at the assigned speed, noting the time of day for your own reference. The control crew records the time of day you drove by and turns this information in at the end of the rally. Scoring is cumulative on a rally with closed controls; if you get behind (or ahead) at one point on the event, you have to make up (or lose) that time as quickly as possible.

Do-it-yourself controls (DIYCs) are not staffed. Instead, they are referenced in the route instructions and contain the acronym "DIYC," as in:

48. DIYC at "BMW"

You then write on your scorecard the time of day you think you should have gotten to that point and then assign yourself a time out that is exactly two minutes later than the time you arrived. For example, if you think you should have arrived at "BMW" at 12:34:45, you write that time (expressed in hours, minutes, and hundredths

rather than seconds: 12:34.75) on your scorecard in the next blank "time in" spot and then write 12:36.75 in the "time out" spot below it and to the right. You should leave the DIYC at that time out.

The general instructions for each rally will say what kinds of controls will be used and will describe the details of control operation. When you encounter an open control, the first thing you'll pass is a checkpoint sign on the right-hand side of the road; do not stop at the checkpoint sign! You'll be timed as you pass the sign, but you should drive on up to where the people are, usually fifty or so feet up the road, and stop there. Most open controls use a "mirror box," which is a box containing a mirror mounted at a 45-degree angle, at the timing line; as you pass the timing line, your car will flash by in the mirror and the timekeeper will note the time. If you pull your car off the road between the timing line and the timekeeper, he or she can't see the mirror box anymore and thus can't time the next car. If you need to pull off the road, go past the people and pull off behind them, but whatever you do,

continued

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Road Rallying, Part 4: Keeping Score

continued

don't pass another rally car once you're past the checkpoint sign.

Stay in your car. Someone will come to you, get your scorecard, and give you a "leg review slip," which will contain information about the leg you just finished, such as the official mileage to the control, the official mileage to the start of the next leg, the OET for the last leg, the number of the next instruction you're to execute, and any other official and unofficial information (unofficial information generally includes an explanation of the "trap" on the preceding leg, if it's a trap rally, and the time calculations used to determine the OET).

After you've turned over your scorecard, wait until it's given back before you proceed (sometimes the control will keep your scorecard, but they'll tell you so—and tell you your time in—if that's the case). After you get your scorecard back, drive on up to the start marker (usually a sign containing the word "start" or the letter "S"), compare your mileage to the official mileage to that point, and then move ahead a few feet so the next car can do the same thing. When your time out arrives,

leave the start marker; most rallyists will leave a few seconds early to give themselves time to get back up to speed.

When you get to the finish of the rally, it's your job to calculate your score. If you need help, just ask. After you've calculated your score, turn in your scorecard to the folks at the scoring table; they'll check your math and then post your score.

If you have any questions about scoring—or any other aspect of TSD rallying, give me a call at (301) 593-3285.

If you're fairly serious about rallying, the first piece of equipment to buy is Clint Goss' book *The Road Rally Handbook*, available from Rally America, 6 Fieldcrest Rd., Westport, CT, 06880. It costs \$34.95 plus \$3.50 for shipping and handling. This book covers every aspect of TSD rallying for all experience levels and all equipment levels. I highly recommend it. 🐾

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THE 1994 RALLY SCHEDULE

As we go to press, the Washington area rally schedule is as follows:

March 13—WRC presents "Quick and Dirty," a simple (trap-free) rally suitable for beginners. The rally master is our own Dave Roach. The start is at the Fox Chapel Shopping Center in Germantown, Maryland; registration opens at 9:00 a.m. and first car is off at 10:01. The cost is \$10 per car (be sure to mention that you're a BMW CCA member to get this cheaper rate). The rally is about 130 miles long and uses less than 20 miles of dirt roads. For registration information, call Dave at 301-593-3285.

May 1—BRANDED presents their first rally of the year.

June 12—BRANDED's second rally.

June 26—BMW CCA rally. The rallymaster is Mike Leeper. Details in the next **dB**.

July 17—WRC's second rally (actually two rallies in one).

August 28—BRANDED's third rally.

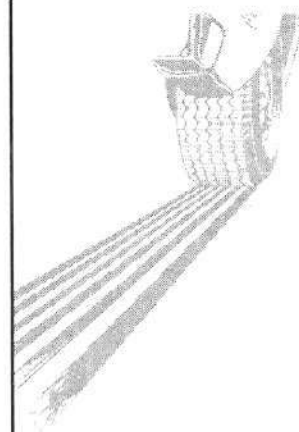
September 18—WRC's third rally.

October 15—BRANDED's "Catocin Monte" rally.

We'll update the schedule as we get information. For more information, call Dave Roach at 301-593-3285.

Road Rallying, Part 4: Keeping Score

continued



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JUMP STARTING DAMAGE TO ONBOARD COMPUTER

BMW Service Information Group 65

To prevent damage to the ONBOARD computer of these vehicles during jump starting or battery recharging, fuse No. 5 must be removed. Look for and use decal shown on all ONBOARD computer equipped vehicles when they are serviced. Replacement decals are available under P/N 89 89 1 000 128.

Should the ONBOARD computer have been previously damaged during jump starting or battery recharging, the vehicle might not start. Remove fuse No. 5 to start the vehicle.

Jump Starting Procedure:

1. Disconnect fuse No. 5
2. Carefully observing polarity, connect jumper cables to the positive battery terminal and the chassis ground (not the negative battery terminal) on the vehicle to be jump started. In the manner, sensitive electronic components will be afforded more protection from voltage surges by damping action of the chassis ground.

3. Jump-start the vehicle and switch on:
Heater fan to position 3
Rear window defroster
Headlights
4. Disconnect jumper cables
5. Reinstall fuse No. 5
6. Reset digital clock and radio station preset (memory) if necessary.

(Reprinted from *Gesundheit*, St. Louis BMW Club Newsletter, BMW CCA).

RECALL CAMPAIGN NO. 93V-015

Dear BMW Owner:

BMW AG has determined that a defect which relates to motor vehicle safety exists in certain 1984-1993 model year BMW 3-Series automobiles.

Description of Defect

The coolant system of 3-Series is composed of a number of components that are exposed to con-

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continued

tinuous thermal and mechanical loading. The malfunction or failure of a coolant system component, such as a thermostat, water pump or fan belt, can result in significantly increased coolant temperature and system pressure.

If the indications (e.g., movement of coolant temperature gauge needle into the red zone) of such a critical over-heating condition are not heeded by the driver, and if, in addition, the vehicle is operated under high-load conditions such that the elevated pressure cannot be adequately relieved, it is possible that damage to or failure of, a coolant system component could occur.

If a crack were to form in the end piece of the heater core, coolant could be expelled, perhaps suddenly. In some cases, coolant expelled from the heater core as vapor could cause fogging of the interior surfaces of the windows, reducing the driver's field of view.

Description of Modification

To minimize the likelihood that any coolant sys-

tem malfunction could lead to cracking of the heater core end piece, BMWV will install a thermostatic bypass valve in the engine compartment to control coolant temperature in the heater core. Also, a new design radiator cap will be installed, to control pressure and provide greater coolant overflow in the event of over-heating.

This modification will require approximately one hour and will be performed free of charge by your authorized BMWV dealer.

Precautions:

1. Contact your authorized BMWV dealer to have the necessary modification performed.
2. In the meantime, you should avoid driving your car under high engine load condition (e.g., fully-packed or with trailer, in mountains with steep or long inclines.)
3. If the coolant temperature gauge in the instrument cluster moves into the red zone, indicating an over-heating condition, follow this procedure:

continued

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continued

- turn the rotary heater temperature control knob fully counterclockwise to the maximum cold position.
 - pull over to a safe area, out of the main stream of traffic and stop the engine immediately.
 - contact the nearest BMW dealership for diagnosis and repair of the over heating condition and do not drive the car until it is repaired.
4. Proper maintenance of the coolant system will prevent engine overheating.
 5. If you are not the sole driver of your car, please advise all other drivers of these necessary precautions.

BMW of North America, Inc., *Das Bimmer Rundschreiben*.

BOLT ALERT

Owners of the following BMW's take note of a potential problem:

- All E 24 bodies (6 series)
- All E 28 bodies (5 series)
- Early E 32 bodies (new 7 series, 1988 and '89 models)
- Early E 34 bodies (new 5 series, 1989 model)

There is evidence of a design flaw in a bolt that holds the steering box in place. Out of three vehicles checked we saw one catastrophic failure, one significant deformation, and only one appearing essentially normal.

What I am saying is this; I believe that a questionable bolt may be holding most of your steering boxes in place. I have evidence that caused me to immediately replace that bolt in my '86 M5. The old bolt part number is 32 13 1 125 865. The new bolt part number is 32 13 1 136 051 and retails for about \$12.00.

John Watts, Buckeye Chapter, *Driving Light*, Nov./Dec. 1993.

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SWITCH FIXER

The round, push-button style switch is used for everything from hazard light to defrost and A/C on most models. These also have a tendency to fail by not remaining in the "in" position. Before shelling out the money for a new one, you might want to try the following:

Remove the switch and carefully remove the bezel. This is done with a small screwdriver and a lot of patience while pushing up and out on the bezel. As you remove the bezel, carefully note how it is assembled—especially the spring.

There should be a small metal arm with a pin on the end which follows through a channel. Straighten the arm tip with pliers. This will allow the pin to remain in the grooved channel.

During this time, you can clean the contacts and spray a little silicon on the wear surfaces of the plastic.

Put the spring in place and the button on the top, aligning the pin to the groove.

Put your finger through the hole in the bezel and use it to push down the button. Snap the bezel in place and see if it works.

The Die Zundkerze

POWER ANTENNA FIX

Some of us have had problems with the power antenna on many recent BMWs. Sometimes it gets stuck and won't go up or down. The BMW shops tell you to oil the mast every week or two, but it doesn't seem to me like you should have to do that.

Being as thrifty as I am, I tore into my 533s power antenna in search on another solution. The culprit was a little clutch inside the unit that is meant to protect the antenna motor and/or mast.

You see, there is this reel inside that does round and round whose job it is to coil and uncoil the one eighth inch thick nylon wire which pushes the antenna up. The clutch keeps the nylon wire from exerting too much pressure on the mast and

continued



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Tech Tips

continued

keeps the motor from burning out. The problems is that after repeated use the little clutch starts to slip too easily. Fixing it is a cinch.

First, remove the trunk liner around the antenna box and remove the entire antenna assembly. There is a 10 mm bolt at the bottom and a large slotted nut that sits at the base of the mast (outside the car) that must be removed.

Unplug the connectors and remove the plastic cover. On top of the reel (2.5 to 3.0 inches in diameter with a locking tab).

Bend the tab down and turn the large nut clockwise one-half to one turn. This will allow more torque to be transmitted. Bend the tab back and put everything back together.

It's easy.

Barry White, Sunshine Bimmer Chapter

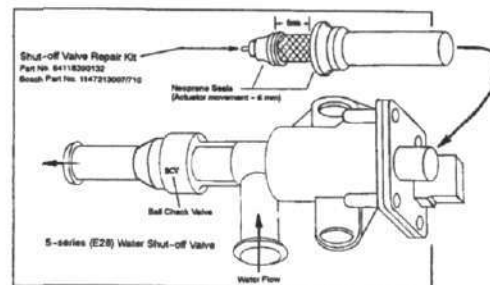
BIG SIX HEATER CONTROL VALVES

Many of BMW's models built in the late eighties with the "big" six (that the 3.3- and 3.5-litre engine)

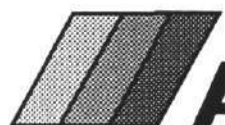
have an electronically-operated heater control valve mounted on the engine compartment bulkhead. It controls the flow of hot coolant from the intake manifold to the heater core.

Unfortunately, the functioning of this valve sometimes leads the owner to believe that the heater is always on. In California, especially in the summer, this can be very irritating.

If this rings a bell, the first thing to check is that two round plastic plugs are present and sealing the two holes in the bulkhead. These plugs have a tendency to fall, or get pushed, out. Secondly, attempt to determine the flow of hot water in the two hoses



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Tech Tips

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attached to the water shut-off valve. Do this with the engine warmed up and the heater temperature control (the blue/red knob) in the off position. If the shut-off valve is working properly, warm water should not pass through it; the solenoid in the valve is energized with the ignition on, stopping water flow.

The neoprene seals inside the valve can rot or be damaged by crud in the system and not be able to shut off the water flow. When the ignition is turned off, the solenoid de-energizes and allows some hot water to get through. This is nice in the winter—you come back to your car and find the interior still warm. On a hot summer day in a California parking lot with all the windows up, this is not such a friendly greeting.

A repair kit exists. It contains a new solenoid actuator, screen, and neoprene seals. It costs about \$40, and takes about an hour to install. The part number is 64118390132.

With the heater shut-off valve out of the car, check to make sure the ball check valve moves freely. It should rattle when you shake the valve, and stop air flow. If you blow into the output end of the valve. Sometimes a malfunctioning heater control valve can

be made to work again by giving it a good thumping with a plastic hammer. It's a good idea to take the valve apart and inspect the seals for an accumulation of crud. No amount of thumping will fix a defective seal.

Phil Street, reprinted from "Whispering Bomb", BMW Automobile Club of America.

ADJUSTING THE HAND BRAKE

There is something annoying and potentially dangerous about having to lift the hand brake lever ten or twelve clicks to hold the car in place on a minor slope. On icy, wet, dusty, or pebbled surfaces, braking with only the rear wheels reduces the chances of brake-induced, uncontrollable skidding. If you need that brake to stop the car or slow it in a moving situation, and it takes a long time to get results, the braking effort may fail.

To correct the lever setting, you need two thin-headed 10 mm open-end wrenches, one of them as short as three inches, a floor jack, a well-ventilated work space, and a wee bit of patience. To do things really well, add four jack stands. If you have

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Tech Tips

continued

brake drums at the rear, have a thin-headed 17mm wrench handy.

Lift the boot around the hand brake level mounting, slide the boot up the handle, and pull the lever up four or five clicks on older models, six clicks for '78 and later cars. Adjust the lower 10 mm nut on each hand brake wire cable until the cable is moderately tight.

Chock the front wheels fore and aft, and get the rear wheels clear of the ground. With the gear shift in neutral, turn a rear wheel forward, then back two or three inches, then forward. Tighten the corresponding brake cable nut at the hand brake until the wheel will not turn. Follow the same procedure for the other rear wheel. Let the hand brake off one click. Check the wheels to see if the resistance to turning is about equal. Let the hand brake off another click and check. And another, and another. There should be no braking effect on either wheel with the lever at the fully lowered position or the first click up. Braking effects should start at the second position. If necessary go back to the full braking position (four or five clicks, six for later models) and

work down again.

If the car is up on jack stands, check the brake assemblies front and rear for any leaks, including the small ones indicated by fluid stains on the drums, calipers, lines and clutch, slave or master cylinders. If the car is not on stands, check brake performance click by click with the car in first gear and the engine running. Only minor adjustments should be necessary.

If you have brake drums, make marks so you can return each of the two brake shoe adjusting nuts on each rear wheel to its position, and then move each of the nuts slightly in each direction. This keeps them from rusting into position. Then put them back exactly where they were so you do not screw up your alignment. Put a drop of oil on each to prevent new rust from forming. ☛

Ken Dunn, Tejas Chapter



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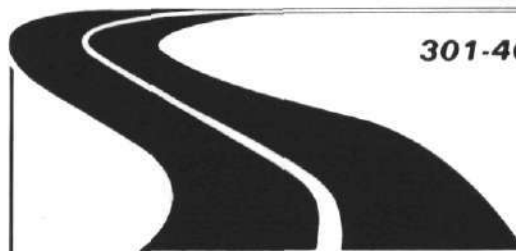
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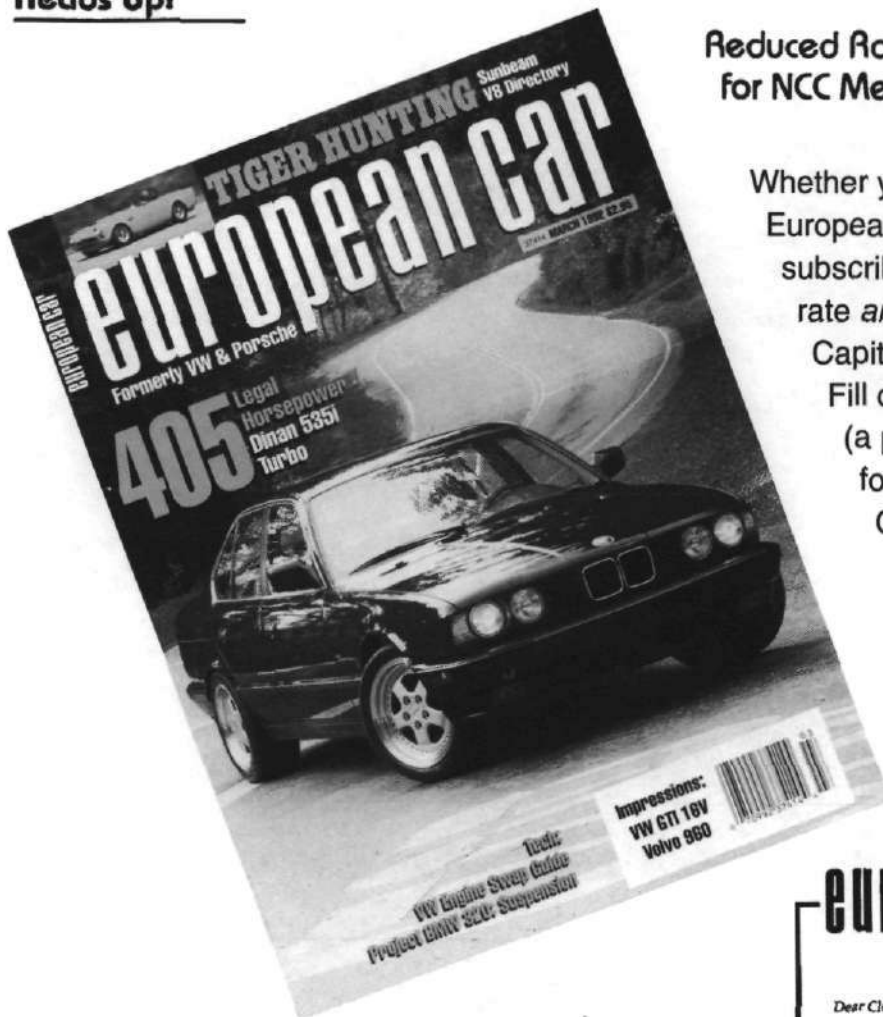
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Washington, Dennis	'83 528e	
Wolpert, Darren	'93 318is	

B.M.W.C.C.A. - N.C.C. DRIVERS SCHOOL APPLICATION

ANNUAL HIGHWAY SAFETY SCHOOL - MARCH 19

FROSTBITE DRIVER'S SCHOOL - MARCH 20

MAIFEST DRIVER'S SCHOOL - MAY 7 & 8

- First priority given to BMW CCA members
- Licensed drivers only. If under 18, must obtain parental permission.
- All cars must be tech inspected by a qualified service facility prior to the event. It is your responsibility to ensure that your car is safe and insured.
- One driver per car is recommended.
- Snell-rated helmet is required. (Snell '85 or later)
- NO CONVERTIBLES WITHOUT ADEQUATE ROLLBARS MAY ENTER.
- Each applicant must complete a separate application. (Photocopy if necessary.)

DRIVERS SCHOOL ENTRY FEES

MEMBERS: \$100 if application received three weeks BEFORE event.

NON-MEMBERS: \$130 if application received three weeks BEFORE event.

NOTE: A \$25.00 administrative fee will be assessed for cancellations more than two weeks before the event.

Please make checks payable to:

NATIONAL CAPITAL CHAPTER, BMW CCA

Mail this application and check with a self-addressed business size envelope with 52 cents postage to:

**Rob Woolley
15100 Westbury Rd.
Rockville, MD 20853**

QUESTIONS? Call Rob Woolley at (301) 929-3112 evens. before 10 p.m.

(Specify which date. Entry fees are for each day)

☐ Highway Safety School - March 19

☐ Frostbite Driver's School - March 20

☐ Maifest Driver's School -

☐ May 7 ☐ May 8

TOTAL AMT. \$ _____

Name: _____ Membership #: _____

Street: _____ () Check here if new address

City: _____ State: _____ Zip: _____ Chapter: _____

PHONE #s: Work () _____ Home () _____

Car Make: _____ Yr. _____ Model: _____ Color: _____

List previous driver schools attended: _____

() I have a helmet () I have a spare helmet () I may need a helmet

Workers and crew are welcome . . . however students MAY NOT give rides. If you are bringing someone that can help as a corner worker, please list them. _____

Cars for Sale

1974 M2 VIN 422777, See cover Nov. 93, Feb. 92, ROUNDEL pages 82 & 85, also Apr. 92 page 91 for "like" photos, 95% complete ground up restoration, fiberglass hood, trunk and fender flairs. 45DCOE Webers, 304 Schrick, Stahl, 5-speed, 390 LSD, 02 turbo radiator, 19 gal. fuel tank, 25 and 19mm bars adj., big brakes, over \$20,000 spent, always garaged, business opportunity forces sale. \$7,500. (407) 788-1080. (FL)

1980 633Csi VIN 5555193, Safari beige, tan leather and sheepskins. 4-speed, 88k miles. Bought used 3/84. Bilstein struts/Boge turbo-gas shocks. Yokohama A398 215/60x15 All-Seasons on MSW Type 7 wheels. Original spare in trunk. Blaupunkt Aspen SQR. OEM wheels, and radio available. Documented, Zymol'd, Lexol'd. See *Road & Track*: "Bargain Exotics" 12/89. Tom (202) 296-1561 eves. (DC)

1987 BMW 325i Convertible, mint condition, bronzit beige, beige top, beige leather interior, always garaged, never driven over 70mph or on long trips, fully loaded, 46,000 mi., maintained by BMWV specialists. \$15,500, wife's car—driven with care. Call Louis (202) 208-4309 (day), (703) 754-9017 (eve).

1987 BMW L6 VIN WBAEC8408H3265407, Silver exterior and silver interior (gray leather). Rare vehicle, all power, all leather, all options, trip and diagnostic computer, ABS, rear A/C, rear cooler, 88,000 miles, very good original condition, \$14,000. (703) 222-5613. (VA)

1983 533i VIN WBADB7408D1047515. White with Nutria (tan) leather interior, 5-speed, 16" BBS wheels (black/silver) with fresh Yokohama A509s, new 6-speaker AM/FM stereo Dolby cassette. 117k miles, approx. 30k since complete engine rebuild. New front suspension and shocks, water pump. Very good condition. Md. inspected. \$6,500 OBO. David Roach, (310) 593-3285.

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1979 Jeep Wagoneer Red with tan interior. 90k mi. Quadra-Trak all-wheel drive, 360 V-8, automatic, A/C, cruise control, towing package. Recent work includes new radiator, hoses, belts, water pump, rear shoes, drums, and wheel bearings, rebuilt front driveshaft, transmission service. Very little rust. \$2,200 OBO. David Roach, (301) 593-3285.

BMW 1983 320i VIN WBAAG3307D9010939 5 speed navy blue, K'wood Stereo, Recaros. \$3,400 OBO. Wain Lewis 202-723-2671.

1992 325is Green/Tan Leather, 17K, loaded, CD Chager, 5 spd., sunroof. \$23,000/best offer. Call Calvin 301-871-8109 (eves) 202-625-3237 (days).

1990 M3 red/black leather, 56K, loaded, CD changer, Chip, extra set of wheels (16 x 7.5), new tires, alarm system \$22,000/best offer. Call Gary 703-823-4814 leave a message.

1983 320i Green/tan, 73K, 5 spd., A/C, sunroof, excellent condition, no rust. \$4,000/best offer. Call Robert 301-299-3093 (eves.)

1980 320is Black/black Cloth, 85K 5 package, Recaros, 5 spd., sunroof, A/C, limited slip \$1,800/Best offer. Call Kevin 301-953-2902 (eves).

1976 530i Brown/tan, 16K on rebuilt engine, new shocks and brakes, oversized gas tank (25 gals.) \$3,995/best offer. Call Don 703-659-5227 (eves.)

1974 2002 Silver/black, 4 spd., A/C, Bilsteins, Pete McHenry Motor, Weber, 325is wheels, Recaros, momo, Ansa \$7,000/best offer. Call Keith 703-685-1491 (eves.) 202-233-3723 (days.)

1987 BMW L6 VIN WBAEC8408H3265407. Silver exterior and silver interior (gray leather.) Rare vehicle, all power, all leather, all options, trip and diagnostic computer, ABS, rear A/C, rear cooler, 88,000 miles, very good original condition, \$15,000. Call Emad 703-222-5613 (VA).

For Sale

From 1985 M635 (1) Overdrive Transmission stronger than stock 635 transmission. Rebuilt with 6 mo./6000 warranty. Will fit 5-6-7 series. \$1,850/offer.

Stock Camshafts—replaced at 40,000 miles. New condition.

Bearcat Scanner. Listen to your favorite police, weather channel. Automatically scans for strongest frequency. Make offer. Gordon Kimpel (703) 847-9660 (w), (703) 759-9733 (h).

Car cover for BMW 635, Technalon, bought new from dealer, used one year, very good condition. Call Karen Coffyn, 301-855-7397 (Calvert County).

Old Roundel magazines: Oct. 1983 through May 1991 (only 3 missing).

Old dBs: 1989-1991.

Shop Manual (Clymer) for 320; (1977-1981). Make offer, include shipping or pickup. Call David 410-544-0328 (eve.)

"Driving Summit Point"—a 25 minute VHS tape showing the "traditional" (i.e. FAST) line around Summit Point Raceway from inside and outside of the car, corner by corner. Recommended for novice and intermediate drivers (which includes most of the rest of us.) Send \$20 cash or check to: Art Jaso, 9500 St. Andrew's Way, Silver Spring, MD 20901, 301-588-0468. Please include self-addressed mailing label. Maryland residents add \$1.00 sales tax.

Parts for Sale

Yokohama 008's, 205-14 and factory alloys. Like new, used once. Wheels recently balanced. Perfect for 2002 or 3'er. \$600 OBO. Buyer pays shipping. Call Todd at (717) 790-9247 (PA) after 5:30.

Sachs clutch set for 325, includes clutch, pressure plate, throw out bearing and pilot bearing all new, fits e, i, and s. \$150.00. Call Paul at 202-726-7971.

continued

Parts for Sale

1974 Complete 2002ii engine, 90K
 \$1,000/best offer tii struts/brakes \$275/best offer. Rear differential \$150/best offer. Call for other 02 parts. Call Kevin 301-953-2902 (eves.)

14 year collection of cars & parts—will sell as complete collection or parts as needed; all trades considered, write with needs for parts or call Paul Nolte, 5419 Dickerson Rd, New Kent, VA, 23124, (Hm) 804-932-4768, (Wk) 804-527-6860.

Wanted

Owners of the following BMW models to work with Racing Dynamics on the development of performance accessories. If you own 93> 530i, 530i touring, 540i, 740i, 740iL or any year 325ix and are interested in working with us, please contact Scott at (703) 823-5788 extension 229.

Recaro LS seat: driver side, any condition except bent or broken, prefer cloth, will consider leather. Call Paul 202-726-7971. (DC)

Lost

A black Swiss Army knife with features including scissors and corkscrew "disappeared" from a sales desk adjacent to showroom display floor. Great sentimental value. \$10 reward offered. Call Chris Leeper in evening at 703-455-3041.

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Kevin Cowley
301/953-2902 days. for rate sheet, specs, or to place your ad.

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Sunday - June 5, 1994
9:00 to 4:00 - RAIN or SHINE

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