

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



MARCH - APRIL 1987

der bayerische



IN THIS ISSUE:

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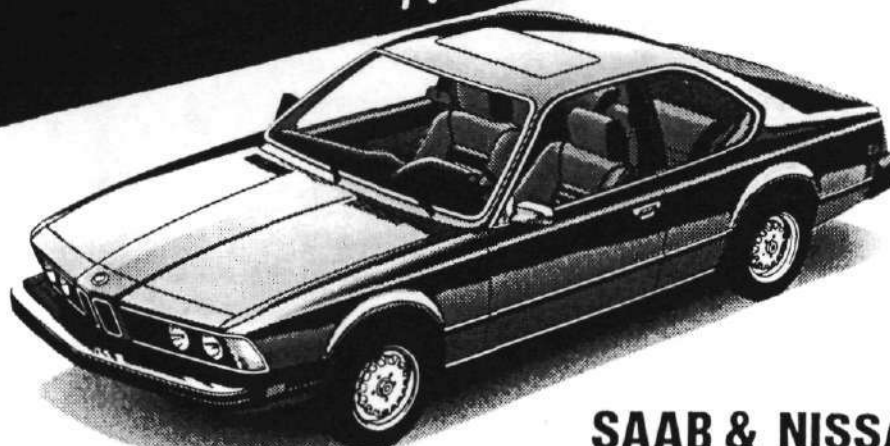
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Autocross

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Raine Mantysalo (301) 897-8291 evenings

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| | |
|--|---|
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|--|---|

Technical Questions & Tech Tips

Local

Atlantic Zone

Max Rodriguez Hugh Wells Winston-Salem, NC
(301) 926-1629 (M-F 7 p.m.-10 p.m.) (919) 748-1601

Chapter Hotline (703) 866-9225

Cover Photo: The New 735, photo by Raine Mantysalo

Coming Events

TECH SESSION — QUALITY CAR SERVICE—March 21

Time: 10:30 a.m.

Plan on keeping your new Bimmer awhile? Wonder how to keep that old high mileage motor singing? Terry Luxford and the rest of the Round Man Racing crew at Quality Car Service will conduct a tech session in their inimitable style. Learn what and how to maintain to keep car and driver happy. As always, time for questions and answers, and a "Quality" lunch.

Directions: From I270, take the Rt. 28 Rockville exit. Left at exit on Montgomery Avenue; four lights to left on Washington Street; two lights to right on E. Middle Lane; two lights to left on N. Stonestreet Avenue to 210 on left. From Rt. 355, Rockville Pike, north to change to Hungerford Lane just past Rt. 28; right at first light, Park Avenue; left at first light on N. Stonestreet to 210.

CAR STEREO TECH — AUTOMOTIVE - HI-FI—March 29

Time: 1-3:30 p.m.

Come out to Manassas on a Sunday afternoon and see the best in car stereo and more. Automotive Hi-Fi carries Alpine, Kenwood, Infinity, Sony and Alphasonick. They will have several factory reps available and their 733i show car with: ten speakers, eight subwoofers, nine amps, three equalizers and an Alpine AM/FM/CD unit. Our host, John Stahl, will provide refreshments.

Directions: Automotive Hi-Fi is located at 9067 Liberia Avenue. Take I66 west to Rt. 28 south; take Rt. 28 about six miles (five lights) into Manassas; left on Liberia Avenue past Anton BMW to Automotive Hi-Fi on the left. Call John Stahl for more information. Metro number 631-6437.

DO-IT-YOURSELF SESSION—TISCHER BMW—April 4

Time: 9 a.m.-1 p.m.

Long time supporter Tischer BMW will again open their work bays to club members on Saturday, April 4. Every year, Tischer offers us the opportunity to take care of routine maintenance, or minor repairs and replacements with lifts, tools and expertise, coffee and doughnuts. Come out and work or watch.

To provide an opportunity to as many members as possible, please do not attempt major projects, e.g., strut replacement. Plenty of members will be on hand for assistance. Call Raine Mantysalo to reserve a spot: 301-933-1880 evenings.

Directions: Tischer is in the Montgomery Auto Sales Park at the junction of Route 29 and Briggs Chaney Road in North Silver Spring.

AUTOCROSS SCHOOL—April 5

Time: 9 a.m. Registration.

Tune up, tune in, and get it on!! We will be holding our second annual autocross school on April 5, where you can learn how to handle your car at low risk, low speeds, and high grins. Low risk, because you can gain valuable knowledge, skill and confidence about driving; all you can hurt is

continued

continued from page 1

maybe a pylon or two. Low speed, because the speed rarely exceeds 40-45 mph, but it sure feels a lot faster as you negotiate the tight, twisty course. The grins come from the thrill and satisfaction you feel as you learn what you and your car can ultimately do in literally hit-or-miss situations, like crush-hour traffic.

Depending upon lot-availability, the school will be held at either Landover Mall or Capital Centre. Registration will start at 9 a.m., and the school will get under way at 10. Cost is \$7. Bring your helmet (loaners will be available), empty your car of everything but spare tire and jack, and pump your tires to 40-45 psi. As always, spectators and helpers are more than welcome, and sodas will be provided.

Keep your telephone tuned to WNCC, the chapter hotline, for the latest, up-to-date info on the location. For more information, call Gary Toyama evenings at 703-569-1336.

SPRING TOUR—April 11

Time: Leave at 10:00 a.m.

A Bill Via driving tour over select roads to a family picnic with a shooting range. Yee hah! Come with the club on an ultimate country drive. Bring whomever and whatever you like for a pack-your-own picnic at Bull Run State Park. Pack your pistol, too, if you like, 'cause there's a shooting range there. Other sports equipment is encouraged (eg. football, volleyball, . . .)

Call Cory Laws at 488-5400 (days) or 546-2365 (evenings till 9:59).

The Bull Run Run will leave from the parking lot of Roy Rogers' (of course!) in the Greenbriar Shopping Center on Route 50 in Fairfax, Virginia.

Directions: From Route 66 West, take the Route 50 exit. Continue for 4 miles to Roy's on the left.

HIGHWAY SAFETY SCHOOL—April 18

Talk about delayed gratification, this is ridiculous! We now have the date for our third annual Highway Safety School: Saturday, April 18 (great weather!). If you just joined or didn't focus on this event before, this school is our way of encouraging you to come learn essential driving skills like effective braking and avoidance maneuvering, and understanding handling. This School differs from our regular driving schools by approaching the subject gradually, giving you time to absorb new skills without any pressure to go fast. These skills translate to every day driving immediately, and could save your life.

The school is half-filled as we go to press, so sign quickly if you are interested. For more information, call Max Rodriguez at 301-926-1629, or Les Adams at 703-569-2144.

Stop! . . . go to page 13!



MARRS CORRAL—April 26

MARRS is the Mid-Atlantic Road Race Series. A corral is our parking area where you can watch, and socialize. Come out to Summit Point and route for our chapter members! See 2002's battle in improved touring! Enjoy spring in the Blue Ridge! The chapter will provide a tent and drinks. Bring a lunch (or brave the Summit Point concessions) and see some of the best racing Summit Point has to offer. For more information, call Bob Gammache at 703-777-3959.

SWAP MEET & TECH INSPECTION AT HEISHMAN BMW—May 2

Time: Driving School Tech 9:30 a.m.-12 Noon

Long time supporter Heishman BMW will host our safety inspection again this year. Driving School participants *must* have an inspection prior to Summit Point either at Heishman's or at your own mechanic. This inspection for Maifest participants at Heishman is free, but you are responsible for repairs. Heishman will have technicians on hand to assure that you BMW is track-ready.

Time: Swap Meet 10:00 a.m.-2:00 p.m.

In addition to offering lifts to the club this May Saturday, Heishman is offering us space on their back lot for a swap meet. Maybe during your spring housecleaning, you found some left-over Bimmer pieces. Maybe housecleaning your Bimmer you discovered a need for some parts. This is the event for you — the opportunity to unload those left-overs or to load up on that needed car stuff. Questions? Call John Hartge evenings at 202-484-3849.

Directions: Heishman BMW, 7154 Jefferson Davis Highway (Route 1), Arlington, about 1 mile south of Crystal City. Enter the back lot from Glebe Road using the service road behind Heishman Porsche-Audi. The BMW lot is at the end on the left. From I-395, take Glebe Road (120 South). Follow 120 South for about 1½ miles. After the Route 1 Junction signs, turn right onto the service road just before Heishman Porsche-Audi.

DEUTSCHE MARQUE CONCOURS AT THE GERMAN EMBASSY—May 10

Time: Judging starts at 11:00 a.m.

Wine and cheese Reception, 2:30 p.m.

The fourth annual Deutsche Marque Concours will again be held at the Embassy of the Federal Republic of Germany in Washington, D.C. on Sunday, May 10, 1987 (subject to final confirmation by the Embassy). As usual, the concours will feature some of the finest examples of BMW, Porsche and Mercedes Benz models. Up to 45 cars (15 from each marque) will be evaluated by a team of judges. All members and their guests are invited to share in some of the most finely maintained examples of three of Germany's finest cars.

In addition to the concours, a limited number of persons (50 per marque) will attend a wine and cheese reception with the German Ambassador. What a treat for Mother's Day! Advanced reservations *required*. First preference will be given to concours entrants.

Prizes will be awarded to BMWs in classes based on the nature of the entrants (e.g., 4 cylinder pre and post 1977, 6 cylinder pre and post 1977, etc.). In addition, a trophy will be given for Best of Marque, and all entries will be eligible to win the coveted *Ambassador's Trophy*.

If the weather is questionable, call the chapter HOTLINE (703-866-9225) for updated information. *continued*

1987 Calendar of Events

For updates, cancellations, dial *The Ultimate Answering Machine* (703) 866-9225

JANUARY

- 16-18 **World of Wheels**
(Woody Hair)
- 27-1 **Auto Show**
(Bill Ross/John Fowler)
- 28 **Business Meeting**

FEBRUARY

- 5 **DB Deadline**
- 28 **Blob's Park**
(Terry Forrest)

MARCH

- 18 **Business Meeting**
- †21 **Tech Session-Quality Car Service**
(Max Rodriguez)
- †29 **Tech Session-Automotive HiFi**

APRIL

- †4 **Do-it-yourself Session—**
Tischer BMW
(Raine Mantysalo)
- 5 **DB Deadline**
- †5 **Autocross School**
- †11 **Spring Tour**
(Cory Laws)
- †18 **Highway Safety School**
(Max Rodriguez)
- †26 **MARRS Corral**
(Bob Gammache)

MAY

- †2 **Heishman Inspection & Swapmeet**
(John Hartge)
- †10 **Deutsche Marque Concours—**
German Embassy
- †16 **New Model Introduction-Evergreen Motors**
- 20 **Business Meeting**
- †30-31 **MAIFEST-Summit Point Weekend,**
Tour & Party
- †30-31 **Children's Hospital Autocross and Telethon**
(Mike Diggs; Autocross Committee)

JUNE

- 5 **DB Deadline**
- †10 **Tech Session-Craven Tire**
- 14 **Fathers Day Car Show & Autocross**
(John Fowler)
- 27-28 **MARRS Corral**

JULY

- 4 **Firecracker Driving School**
- 11-12 **Corral-IMSA GTO-GTU-Firehawk**
- 18 **Crab Feast**
(Mike Diggs)
- 22 **Business Meeting**
- 26 **Autocross**

AUGUST

- Polo Match**
- 5 **DB Deadline**
- Tech Session-Coachworks, Inc.**
- Orioles Game**
- 30 **Autocross**

SEPTEMBER

- El Cheapo Driving School**
- 18-20 **Blue-Gray Classic-Corral**
- 20 **Bavarian Inn Tour**
- 23 **Business Meeting**

OCTOBER

- 3 **Autoy Oktoberfest**
- 5 **DB Deadline**
- 11 **Championship Open Autocross**
Sponsored by NCC
- 18 **Excluservice**
Bavarian Day
- 19-23 **Oktoberfest-Tulsa, Oklahoma**
- Hotshoe Driving School**
- 25 **Winery Tour**
- 31 **Halloween Party**
(Cory Laws)

NOVEMBER

- Baltimore Aquarium**
- 14 **Tech Session**
- 18 **Business Meeting**
- 20 **Annual Dinner**
(Terry Forrest)
- 28 **Snowshoe Driving School**

DECEMBER

- 5 **DB Deadline**
- 5 **Do-it-yourself Session**
- 11 **Wine and Cheese Party**

† See *COMING EVENTS* on page 1.



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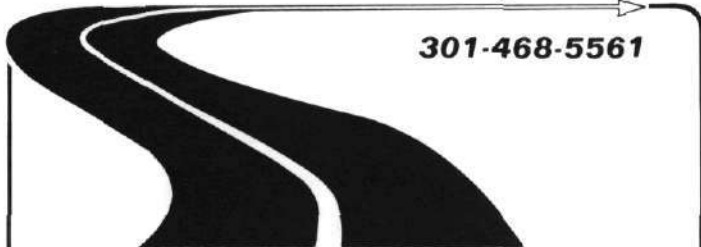
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Randolph Rd. to the second traffic light, turn
on Nebel St. and left into the parking lot.

continued from page 2

Registration: Concours entrants, \$10 per car (includes reception). All others who wish to attend the wine and cheese reception (*Mothers*, spouses, friends, etc.) \$7.50. Send checks in the appropriate amount, payable to *NCC-BMW CCA*, to the address below. Concours registration should be made before May 1. No RSVP required to spectate at the concours.

Mailing Address: Larry Masten, 3904 Gallows Road, Annandale, VA. 22003. Phone: (703) 941-1067, or Bill Ross on 469-9387.

Directions: The German Embassy is located at 4645 Reservoir Road, NW between Foxhall Road and MacArthur Blvd. Parking on Embassy grounds for entrants only. Adequate street parking available.

NEW MODEL INTRODUCTION — EVERGREEN MOTORS — May 16

Time: 10:00 am

325i . . . M5 . . . M635i! Rick Price, General Manager of Evergreen Motors (and one of the founding members of the National Capital Chapter) invites you to come examine the best news from Germany in a long time. Coinciding with the introduction of the 3 series "i" and the twin-cam-four-valve 5 and 6 series, Evergreen is opening a new BMW facility in Frederick. Come see the new models as well as a 1939 Cabrio and an Isetta, and tour their new quarters. Since we are cutting it close on the completion date of their showroom, check the Hotline to confirm before making the trek.

Directions: From D.C., take I-270 north to exit 31A. Go through two lights, Evergreen's new facility will be on the right before the third light (behind the old facility).

From Baltimore, take I-70 west to exit 54. Turn right at the light. Go through one light. Evergreen's new facility will be on the left.

MAIFEST! — May 30-31



The origins of this celebration of spring are shrouded in the mists of time (or too much beer) but the feast continues! Two great days of driving schools, a springtime tour through the Blue Ridge to the Shenandoah Valley; great lunches and a Saturday night festival to cap it all. See the article and application in this issue, and mark your calendar now.

CHILDRENS HOSPITAL TELETHON — May 31

Join in our annual support for Children's Hospital. Participate in the Telethon on Channel 20, assist in meeting our pledge and feel the rewards for your good deed. Contact Mike Diggs for more details. 202-584-0325.

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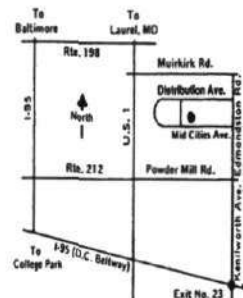
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President's Message

SPRINGTIME. The new year is fully upon us, the snow has fallen, and it's time to get things moving. Spring is here (near?). Wash the Bimmer, change the oil, and come on out for some fun.

Last issue I talked about the sheer size of our Club and its operations. I don't think that the full impact has really hit me yet as I write this. But, we have a lot of history and experience going for us, and will keep things running smoothly. There are a few important calendar issues to make you aware of.

WRONGTIME. One of the things we decided to try was to concentrate on a few less events than we've been running in the past. Well, by hook or crook, that seems to be happening. We've gotten off to a bit of a slow start this year. I had the idea of running a new event this year, the previously scheduled overnighiter. However, I tried to kill two birds with one stone, and ended up missing them both. In talking with several members, I discovered that we have a bunch of skiers in our midst. The idea of a ski trip seemed just the thing to try. Unfortunately, we had decided on Valentine's Day as the date, which this year falls on the same weekend as President's Day. All ski lodges wanted 3 nights (\$\$\$) or nothing. By the time that was apparent, all the country inns were booked solid. Let me know if you think either idea is worth pursuing next year.

To add to this, the Blue Ridge Chapter in Charlottesville has decided not to sponsor a corral at the Foxfield Races because their chapter's turnout has been light the last two years. What's more, there is a conflict with our planned MARRS (Mid Atlantic Road Racing Series) corral. Since many of the people who would go to Charlottesville will be at the track, we've cancelled this event. But, we've been able to add a spring tour and family picnic at Bull Run. The drive will be a Bill Via special. Don't miss it!

TRACKTIME. One more thing is of prime concern to many of us. It seems that we may wind up with a few less driving schools this year than last. Through a long series of events, we ended up with six days of track time last year, but until early this year, had commitments only for May 30-31 for MAIFEST. Now, we have managed to get more dates (April 18 for the Highway Safety School — have you signed up yet?) and to work on an arrangement that should get us more access, but with less notice than we've come to expect. Space is always at a premium, so apply early.

GOODTIME. On a more positive note, I was really impressed by the turnout and quality of traffic at our booth at the Auto Show. I worked for three hours with Max Rodriguez, and we must've signed up about 15 new members. I guess that we've reached a certain *critical mass*. Everyone I talked to was quite aware that the Club existed, and actually sought us out. There was strong interest in all aspects of the activities we enjoy. Many others I talked to had the same good experience. I think we're in for a surge in membership. At the very least, those new members seem to want to get active right away. So, to those of you reading *Der Bayerische* for the first time, WELCOME!!!

One of the great successes of last year's calendar was the Autocross School. Many of you had never had the opportunity to experience a little organized excitement behind the wheel, and took the opportunity to do so in a controlled environment. Those of you who did are sure to return to this year's school. If you missed it, or recently joined, try it. You'll be surprised how much fun you can have at low speed.

Cory Laws

From The Editor's Desk

WAAAAAKE UP! OK National Capital Chapter, out of the winter doldrums and into Spring! We got off to a slow start this year with a few scheduling conflicts and plans that refused to gel, but we are getting our act together and we are ready to get rolling! Take a careful look at the calendar and Coming Events because we had to make some changes. While the calendar for January-March looks like a bomb hit, we are more than making up for it in coming months:

DATES FOR DRIVING SCHOOLS

NEW MODEL INTRODUCTION

TECHS, TOURS AND MORE, MORE, MORE!!!

The Highway Safety School is now scheduled for Saturday, April 18. While the day before Easter may make this a difficult date for some, it worked well last year, and having a Saturday is more convenient for most. If you missed the application last issue, there is another in this issue. Do yourself and your family a favor: sign up yourself, your spouse, your children. Others have, shouldn't you?

Incidentally, if you can't make the Highway Safety School, sign up for our regular version. The pace is faster, but the elements that make you a better driver are there. Which brings us to:

MAIFEST. Two days of driving (a discount if you sign up for both), a tour, fantastic lunches, a great evening at the Hillbrook Inn, a bonfire, door prizes, good company . . . are you coming?

FIRECRACKER. Celebrate the Fourth of July at another driving school on Saturday July 4, followed by, what else, a cook out and fireworks! Application next issue.

NEW MODEL INTRODUCTION. Get intimate with a 325i at Evergreen Motors. Join in the excitement of a revolution in BMW's attitude toward the American market. Evergreen's new showroom may even have the M5 and M635 on hand. Can you bear not to be there?

DER BAYERISCHE is getting more ambitious. We would like to include some additional features and columns. If you feel you have a knack for editing or writing, call Les Adams. Even if you don't, call! In this issue, we announce a photo contest. The purpose is two-fold: to recognize the great photographers who have contributed in the past and to get new ones to contribute to the *DB* in the future. Details elsewhere.

SANITY. Have you noticed a new air of sanity about? Secretary of Transportation Dole has endorsed a change in the speed limit for rural roads. Virginia passed a truck cover law and even considered a repeal of the anti-detector law. And it looks like Virginia may even have a seat belt law before long. Let your legislators know your thoughts, and that you appreciate the return to sanity.

ADVERTISERS. If you have been paying attention, you have noticed some changes in our advertisers. We want them to know how much we appreciate them and you should know that they support your club — they deserve your support. Most give special treatment to club members and give to the club as well, through events, door prizes and sponsorship. Incidentally, we omitted Brooks BMW and Schwing BMW in Baltimore from our list of contributors to the Wine and Cheese Party. Thanks guys! We are going to try to be of more assistance to you and our advertisers with an index in the rear of *DB*. Look for it and remember, support our supporters!

Les Adams



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1987 International Auto Show

The 45th Annual International Auto Show was held at the Washington Convention Center between January 27 and February 1, 1987, and the National Capital Chapter was there in force. While the show greatly effected attendance early in the week, by weekend attendance was up and our recruiting efforts hit their stride. Official show attendance was 339,509.

BMW NA's display contained the current production models (only the 535i was new), a V.I.P. hospitality area and the IMSA GTP race car. Many, including the dealers' sales personnel, were disappointed that the 325i, or 325i Cabrio were not to be found (see Jan/Feb issue for a peek at these cars all the way from Rockville). It seems that NA decided to introduce these cars a week later at the Chicago show following the dealers only introduction. Some of us had also hoped to see the new 12 cylinder engine on a stand. I guess we will have to wait until one of our local dealers invites the Club to an introduction of such models. (Ed. note: see Coming Events!!)

The chapter's display received high praise from the folks at the NA exhibit. John Fowler deserves special recognition for constructing the display, collecting the photographs, locating slides and giving the Chapter's exhibit a thoroughly professional appearance. Many of the NCC's 1600 members took advantage of the booth to meet other members and club officers, to catch pictures of themselves in chapter events or to see what events new to them look like. If you stopped by our booth, you know what a great job John did.

The show provides a unique opportunity for the Club to exchange ideas with NA and the dealers — each is able to reflect on the past year, both in terms of successes and missed opportunities, and to look ahead to what the new year may bring. This somewhat neutral territory gives us an opportunity to chide one another about things such as the engine campaign; recognize the mutual respect by owner and manufacturer; acknowledge the Club's role in notifying owners of recalls; discuss new products and accessories to be offered through the dealer network; exchange views on customer/member relations; and get better acquainted.

Perhaps most importantly, the Show affords us an opportunity to meet other owners who are either unfamiliar with the Club or who need a personal contact to cement the impression left by a flyer under the windshield wiper. It's hard to ask a flyer if member services include service referrals; opportunities to work on your "prize" BMW under close supervision (do-it-yourself techs); why one would want to participate in a highway safety or high speed driving school (improved skills and possible insurance savings); the costs to attend the tour luncheons, wine and cheese party, the steeplechase race or the polo match, local Oktoberfests (no charge); and whether you can bring a guest (yes!). We also talk with prospective owners about why we decided to pay the difference in cost between a BMW and just transportation, what types of service are required and how the manufacturer really stands behind his product. We have had people join because they wanted to find a good member's car through our want ads, wanted to get to know the cars through owners before going to Europe to pick up their car and to see the support system (i.e., the Club) before they buy.

There has been some question whether it is worth the expense, the long hours and the effort to put together a really first rate display. My answer is a definite yes! While I only received one check during the Show (and one offer of a credit card), and although the new members' dues do not offset the



Photos by John Fowler

expense, we should not lose track of the public relations benefits of having high visibility. The return, tangible and intangible, has justified the commitment of time and money. Over the next few months we will track through the New Members list the number of persons who join as a result of the show.

Our special thanks to John Marshall and Cloister Spring Water Company for providing cool, clear water ("Water the way nature meant it to be") for the members who worked the booth, those who worked the BMW NA display and all who entered BMW's V.I.P. hospitality area.

On behalf of John Fowler and myself, I wish to thank the following members who generously gave of their time:

| | | |
|--------------------|--------------------------|----------------|
| Les Adams* | John Fowler* | John Marshall* |
| George Anderson* | Gary Green | Larry Masten* |
| Fern Baguidy | Woody Hair | Joe Olmedo |
| Lewis Baskerville* | John Hartge | Tom Pack* |
| Bart Butler | Mr. & Mrs. Jerry Ishmael | Max Rodriguez |
| Wiley Corbett* | Eugene Jones | Bill Ross |
| Dwight Derr | Mr. & Mrs. Lyman Krekel* | Glenn Sims |
| Lionel Fernandez | Cory Laws | |
| Terry Forrest | Raine Mantysalo | |

*Worked 5 or more hours

Bill Ross

MWCSCC Calendar and Other Events of Interest

You say our calendar on page 3 does not have enough to keep you busy? Here is the schedule of open events sanctioned by the Metropolitan Washington Council of Sports Car Clubs (MWCSCC). Copy it, clip it, put it on the Fridge, and memorize it! Dates and locations are still tentative, so call the Council hotline at 681-5612 for details as each event approaches. Better yet—subscribe to the weekly *Stopwatcher* (\$15 per year, 4522 Amherst Lane, Bethesda, MD 20814). For those who missed the Winter Rally Series there is a second chance. The Branded Rally Club, in conjunction with Montgomery County Rec Department, has a beginner series that kicks off with a seminar on May 1. Championship events award points for a season title. Most autocrosses will be at the Capital Centre but check first to be sure. The Baltimore Area Sports Car Council (BASCC) also conducts a series of autocrosses. Check the *Stopwatcher*.

Autocrosses

| | |
|--------------|---|
| May 3 | Volvo Club* |
| May 17 | SCCA* |
| May 30 | Childrens Hospital Benefit (at Landmark) |
| June 7 | Autocrosses, LTD* |
| June 21 | South East Sports Car Association* |
| July 19 | Annapolis Junction Sports & Touring Club* |
| August 23 | Lotus Club* |
| August 30 | Annapolis Junction STC (Petit Grand Prix) |
| September 13 | University Sports Car Club* |
| September 27 | Porsche Club* |
| October 11 | BMWCCA* |
| October 25 | Saab Club* |
| November 8 | SCCA* |

*denotes championship event

Rallies

| | |
|-------------|--|
| February 1 | Washington Rally Club's Winter Rally Series* |
| February 15 | WRC's, WRC* |
| March 1 | WRC's WRC* |
| March 15 | WRC's WRC* |
| April 11-12 | WRC's Bob Ridges Memorial |
| April 26 | Alfa Romeo/Morgan Clubs* |

| | |
|-------------|--|
| May 1 | Friday Night Branded Club—beginners' seminar |
| May 8 | Friday Night Branded Club* |
| June 14 | Branded Club* |
| July 10 | Friday Night Branded Club* |
| August 9 | Branded Club* |
| November 1 | South East Sports Car Association* |
| November 14 | WRC* |
| November 15 | WRC* |

In addition to IMSA's pro weekend July 11 and 12 at Summit Point, the SCCA is conducting a full schedule of regional and national races at the Point. Come out to some of the regionals and cheer on the NCC members running their Bimmers in the Improved Touring category.

| | |
|-------------------|-------------------------|
| March 28-29 | Race Drivers School |
| April 25-26 | MARRS Regional |
| May 23-24 | MARRS Regional |
| June 13-14 | Spring National |
| June 27-28 | MARRS Regional |
| August 15-16 | Summer National |
| September 5, 6, 7 | "Double" MARRS Regional |
| September 19-20 | Blue-Grey Regional |
| Oct. 31-Nov. 1 | Race Drivers School |

Interested in seeing some professional races this year? Here are some opportunities within a reasonable drive of Washington/Baltimore. We might put together an informal caravan to one of the Watkins Glen events. Call me if you are interested.

| | |
|--------------|---|
| May 25 | Lime Rock, CT—IMSA GTP |
| June 7 | Mid-Ohio (Lexington)—IMSA GTP/GTO/GTU |
| June 13 | Watkins Glen, NY—IMSA Firehawk (24 hours) |
| June 28 | Meadowlands, NJ—CART Indy Car |
| July 5 | Cleveland, OH—CART Indy Car |
| July 5 | Watkins Glen, NY—IMSA GTP/GTO/GTU |
| July 12 | Summit Point, WV—IMSA GTO/GTU/Firehawk |
| August 2 | Lime Rock, CT—SCCA TransAm |
| August 16 | Pocono, PA—CART Indy Car |
| September 6 | Mid-Ohio (Lexington)—CART Indy Car |
| September 27 | Watkins Glen, NY—IMSA GTO/GTU/Firehawk |

Woody Hair

Higher Performance Suspensions



Car magazines, the club's included, are full of ads for performance suspension pieces for your BMW. Does this mean the ultimate driving machine comes from the factory with a wimp suspension that must be upgraded? Are these ads a club that we must add performance suspension pieces to get good performance?

First, NO, BMWs do NOT come from the factory with wimp suspensions. The stock parts (when in good condition) are more than adequate for most drivers under most conditions. But, for the few of us who love zipping down those twisting roads and who find ways to keep that speedo needle wound around near the end of the dial, the stock suspension will seem soft. BMW has begun recognizing our enthusiast needs by offering "s" models in the 3 and 5 series, similar to the M-Technic packages available in Europe.

And second, NO, you do NOT NEED a performance suspension to get good performance. It is *the driver* who gets the car to perform, *not the suspension*. A very skilled driver can make a stock car outperform a modified car driven by a less skilled person. (Ed. note: Sign up for the Maifest driving school!!). BUT, a high performance suspension will make it easier for the driver to run a car near its limits, and a modified car's limits will exceed the limits of a stocker.

This brings to mind a third question: will you have enough opportunities to use the performance to justify the cost of a hot suspension set-up? If this were a strictly objective, cost-effective analysis, the answer might be NO; end of article. But, this is a subjective report from an enthusiast who has often put up the bucks for performance gimmicks, so you know my bias. For the sake of this article, we will assume a modified suspension *is* worth the cost because it is fun, it improves handling and makes your car distinct from a stock Bimmer.

Choosing the "correct" suspension can be a real challenge. It is not practical to pay your mechanic 6-hours labor to put in a suspension just for a test drive. However, because you've joined a club loaded with enthusiasts, you have access to people with lots of ideas and a variety of BMWs, many with modifications. At club events, track down people with different set-ups. Talk with them. Ask if you can go for a ride. Just remember, there may be other variables you can't get a feel for: same model? good condition? road condition? Tires and wheels can make a big difference in ride feel, also.

A modified suspension will lower the car and make it ride firmer. This produces better control during transitions in direction and road surface. The idea is to reduce body roll and keep the tires in optimum contact with the road surface under all driving conditions. *Suspension tuning requires lots of compromises*. Tightening-up a car for flat, quick autocross runs might make it far too harsh for everyday driving. You may have seen ads promoting kits that dramatically improve handling with *no* sacrifice in ride quality. Such claims may be stretching the definition of ride quality. If you get a big improvement in cornering and high speed performance, your normal ride *will be* firmer, although a good street suspension kit should not be harsh.

If your BMW was made within the past 5 or 10 years, chances are you can buy a kit of springs and shocks developed

DINAN ENGINEERING INC.



through some track testing or other real world experience. Don't waste your time trying to match springs and shocks yourself if someone else has already done the work. For example, for the new 3-series, there are numerous "kits" available:

Lower car about ¼" — BMW "s" suspension (U.S. M-Technic)

Lower car about ¾" — BMW European M-Technic (From all press reports, these factory suspensions seem to retain considerable ride comfort and might be good choices if you want to go to 50-series tires or have car-poolers who get car sick easily.)

Lower car about 1" — Dinan Engineering Stages I & II (This California shop track-develops its kits. These are street set-ups with firmer, shorter springs and street Bilsteins. It also has stabilizers.)

Lower car about 1 3/8" —

Alpina (The pioneer of progressive rate springs, soft initially but firmer as they are compressed from more aggressive driving.)

BBS (Progressive springs, firmer than Alpina, with less body lean.)

Hartge (Non-progressive, but comfortably compliant depending on wheel-tire choices.) (These German kits are TUV-tested and use Bilsteins specifically valved and stroked to match the springs.)

Dinan III & IV (similar to other Dinans but with sport Bilsteins.)

Korman (You can be sure Ray's racing experience is applied to his kits.)

Suspension Techniques (Popular provider of suspensions to a variety of cars, using Bilstein, Koni or Tokico Shocks.)

Through club advertisers, you'll probably find such kits cost from about \$600 to \$900 depending on whether larger stabilizer bars are included. Unless you've really got lots of power, you may find the stock stabilizers are adequate on the new 3-series.

Hartge Motorsport is a promoter of stress bars (or strut braces). With a firm suspension and larger tires, aggressive driving will flex the BMW's unit body. These bars fit between the front shock towers, making the body more rigid. Those who use them say you get quicker steering response and better feel. The shiny aluminum bars also look neat.

Those with older BMWs for which kits are harder to find know you can shorten a spring and make it firmer by cutting it. The spring rate increases in direct proportion to the amount cut off. I would take such an approach only with a shop that's had considerable experience with these modifications, Quality Car Service for example. Once you make the spring firmer, you need to install firmer shocks, too. Do NOT try to increase your car's performance by going to a significantly firmer sport shock unless you also modify the springs. Soft stock springs and hard shocks make a harsh ride but not necessarily better performance.

My 325e rides on a BBS suspension from Excluservice. I have lived with this modification for about 15,000 miles and pass along these observations. The car looks very aggressive, lower to the ground. Somehow, even with the exhaust barely 4" off of the ground, I've never had problems hitting bottom. I have a spoiler, which causes me great concern ap-

proaching driveway aprons, but I've never broken it. It is a flexible spoiler, which is essential for a lowered car. On city streets, admittedly it has a hard ride. But then on D.C. streets, everything has a hard ride. (I've stuck with 60-series tires to preserve some ride quality and to preserve the alloy wheels against pot holes.)

Now, the good part — driving. When I get this car onto the road, it feels great. It loves to twist and wind through the countryside. It loves to accelerate through corners. The torque "e" engines and controlled suspension work great through turns. Once the car's at the apex it takes off for the straight as if it's been fired out of a canon. Instructors at driving schools at Summit Point and Sebring described the car as very balanced. In aggressive cornering, I always know what the car's doing and it's very easy to maneuver with throttle and steering wheel. There's no diving in hard braking.

There is no doubt about the fun factor — it's high with this suspension. In slow-speed city driving, the comfort factor, however, is rather low. As speed increases to 40 to 50 miles an hour, the suspension handles even rough roads well. *There's the compromise: brisk speed fun versus low speed comfort.*

Until BMWs have active suspensions that change performance characteristics based on driving and road conditions, we will have to make compromises. But then, why should cars be different from any other aspect of life?

John Hartge



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Club Store & Miscellaneous Bits

Welcome to Spring 1987. Are you ready to participate in the PASSPORT RADAR DETECTOR BUYATHON III?

Due to continued popular demand, we are going for the third buying spree of these radar detectors. Now that the holiday season is three months behind us and we have recovered from the holiday spending shock, you can now relax and take out \$265.50 (\$299—less 10%) from under your mattress and order yourself a Passport.

Rules are different this time. If you want to participate, send your check or money order in the amount of \$265.50 payable to me. Add \$5.00 if you want them shipped to you. Sorry, no credit cards. Once I get 12 orders, I will deposit the checks and send in the order. We should have them two weeks later. If you happen to be the 13th order, you will be the first name in the next group of twelve.

Rather than hold open a list and then collect the checks, I will order the Passports as soon as I have 12 checks. Your check will not be cashed until the order is ready to be placed. This way we should fill orders faster. In the past, it has taken about 3 to 5 weeks to get a group of twelve. I hope this new method will reduce the wait.

So, if you are ready, send your check or MO payable to: Max Rodriguez, 18601 Pier Point Place, Gaithersburg, Md., 20879.

The club store has been kind of dormant for the last couple of months. As I had stated in the last issue of 1986, prices for parts for our cars have increased and I have been unable to find any good deals on parts.

I have been looking for a new supplier of parts and I may have found one. I am currently negotiating and hope that we have a new parts source by the time you read this.

Please note that I have a new telephone number. You can reach me now on (301) 926-1629 for club store or driving events business, but only between 7 and 10 p.m. evenings!

Recently I became involved with a new product to take care of our precious cars. This product will join a dozen or so already in the market probably about the time you get this newsletter — pardon me — magazine. The product is a new wheel cleaner and will be known as WHEELS.

The product was tested on my own 530i, a 320i, and a Toyota Supra. The wheels of these three different cars were treated with: P21S, Turbo, Eagle 1, Mothers, Spree and Wheels. Following the manufacturers directions, each wheel was cleaned and compared against the others.

The conditions of each wheel were different. The 320i looked as if the owner had never bothered to clean her wheels very well. Both BMW's had brake dust accumulation up front. The Toyota wheels being cast aluminum, had dirt and gum within its pores.

530i — We used TURBO on one rear wheel — results were very poor. We followed by a second application but the results were no better than the first. We then moved to the next rear wheel and tried EAGLE 1. Results were better but still not good enough. MOTHERS was used next on the front and it cleaned very well in comparison to the others. Finally we used WHEELS on the other front and to our surprise, we observed the brake dust accumulation dissipate. We then used a wet sponge and VIOLA we had a perfectly clean wheel.

320i — Same process as for the 530i, but we substituted P21S for TURBO. Not so good but better than TURBO. Again the wheel treated with WHEELS came out shining.

SUPRA — MOTHERS and EAGLE 1 were good, but when we applied WHEELS, the wheel surface came out brilliant. Because of the porous surface of the wheel, instead of using a wet sponge, we used a soap pad (not steel) and that took care of the little parts that the cleaner was unable to get.

After 3 months of testing, WHEELS was the clear winner by a large margin.

WHEELS has been used as the cleaner of preference by most CAR DETAILING businesses in the country under a different name. The product is being repackaged for the auto enthusiast by MF&MF Inc. of Falls Church, Virginia, of which I am a part. WHEELS should be available by the time you read this. It will be less expensive than the competition, and of course, as your Club Store person, I will have some on hand.

Max Rodriguez

Photo Contest!!

Get your photos in the DB! We will accept black and white or color photos in two categories, Cars and "Other". Photos will be judged on style, composition and interest (we assume you know how to focus . . .) Pictures should feature BMW's or BMW people at chapter events. Prizes will be awarded to first and second place in each category. More details will follow in the next issue concerning prizes, but for now, find your camera, clean the lens, buy some film and start shooting at upcoming events.

Photos must be submitted by October 10, but if you would like to see them published, send them as soon as they're dry. (DB readers like pictures with their text!) Winners will be announced at the Annual Dinner.

THERE IS STILL TIME . . .

NATIONAL CAPITAL CHAPTER HIGHWAY SAFETY DRIVING SCHOOL

WELCOME FIRST TIMERS: All are welcome to participate in or observe the driving school.

CORNER WORKERS NEEDED: Take off a beautiful spring day and come to wonderful Summit Point.

WHERE: Summit Point Raceway, Summit Point, West Virginia—only 1½ hrs. from Washington

WHEN: Saturday, April 18.

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

Please check:

___ \$50 enclosed—one driver

___ \$100 enclosed—two drivers

Name(s):1) _____ Chapter _____

:2) _____ Chapter _____

Membership #'s _____

Address _____

City _____ State _____ Zip _____

Phone (H) _____ (W) _____

Car _____ Color _____ Year _____

Previous driving school experience 1st Driver _____ 2nd Driver _____

MAKE CHECK PAYABLE TO: NATIONAL CAPITAL CHAPTER

MAIL CHECK TO: MAX RODRIGUEZ

18601 PIER POINT PL.

GAITHERSBURG, MD 20879

QUESTIONS TO: MAX RODRIGUEZ (301) 330-3934 (M-F 7-10 pm) or LES ADAMS (703) 569-2144 (H)

-----IMPORTANT-----

You must have the tech sheet completely filled out by a recognized mechanic,
with any problems corrected, *before* you arrive at the track.

COMPLETE AND MAIL THE APPLICATION FOR DRIVING AND HELPING

HELPERS URGENTLY NEEDED!!

I will help _____

I am bringing _____ people to help

-----IMPORTANT-----

A self-addressed legal sized envelope, with \$.39 postage, *must* accompany your check and application so you can be mailed your tech sheet. No S.A.S.E., no drive! *Maximum 40 drivers, for maximum instruction and track time.*

Workers will enjoy lunch on the club.

Full refund up to one week prior to school.

National Capital Chapter Maifest Driving Festival

WHERE: Summit Point, West Virginia —only 1½ hours from Washington. Directions to Summit Point elsewhere in the newsletter.

WHEN: Saturday, May 30 and Sunday, May 31, 1987

HOW MUCH: \$80 per driver per day (or \$140 for one driver both days).

HOW MANY: Maximum 40 drivers each day.

DRIVERS: Please Check

_____ Saturday Driving School \$80 per driver } Includes lunch
_____ Sunday Driving School \$80 per driver }
_____ Saturday and Sunday \$140 per driver
_____ Saturday Dinner at \$15 per person (includes complete dinner with beer, wine & soft drinks).

NOTE—If two drivers are sharing the same BMW on the same day, one must be an experienced driver—more than 3 previous schools.

Name Driver (1) _____ Chapter _____

Address _____

City _____ State _____ ZIP _____

Phone: Work _____ Home _____

BMW Year _____ Model _____ Color _____ Membership No. _____

Name Driver (2) _____ Chapter _____

Address _____

City _____ State _____ ZIP _____

Phone: Work _____ Home _____

BMW Year _____ Model _____ Color _____ Membership No. _____

PREVIOUS DRIVING SCHOOLS:

Driver 1. _____

Driver 2: _____

NON-DRIVERS, HELPERS, GROUPIES: Please check and fill in name, address and telephone numbers above.

_____ I will help Saturday } I'll arrive at 8 am to help and will enjoy a free lunch
_____ I will help Sunday }

_____ Saturday Dinner at \$15 per person (includes complete dinner with beer, wine & soft drinks).

_____ I plan to participate in the tour and will arrive around lunch time.

_____ Lunches at \$8 per person.

MAKE CHECK PAYABLE TO: National Capital Chapter

MAIL TO: Kay Heatherley, 12732 Viers Mill Road #204, Rockville, MD 20853

Questions to: Max Rodriguez (301) 926-1629 (M-F 7 p.m. to 10 p.m.)

A legal-sized, self-addressed envelope with 39 cents postage must accompany your check and application so you will receive your tech sheet.

NOTICE

Free Tech Inspection for registrants Saturday, May 2, 1987 9:30-12 noon, Heishman BMW, Arlington, VA.

*Due to festive party Saturday night, camping or a motel room is recommended.
Make your reservations now. Camping is available at the track.*

MAIFEST!

If you have never been to our MAIFEST Driving Festival we have a surprise for you! Our weekend grew out of our immensely popular driving school as it became more social, more rewarding, more fun. MAIFEST is a weekend full of excitement for drivers, for workers, for spectators, for everyone!

Register for a driving school recognized for the quality of instruction, smoothness of organization and lots of track time. You will arrive early, empty your car, go through a final grid inspection and get ready for the drivers' meeting. After cautionary remarks concerning track conditions, car condition and driver condition, rules of the road and rules for off the road, the experienced group will take to the track, newer students will be instructed in what they will have to do on the track. All drivers have to demonstrate competence to our crack group of instructors before venturing on the track solo. The school will include instruction in how to brake effectively, how to handle oversteer and understeer, how to prepare for a corner and how to put all you learn together to achieve that elusive goal: smoothness (and low lap times!).

Or choose to join our Bill Via tour from Virginia that will get you to the track in time for a gourmet lunch prepared by the incredible Gretchen, innkeeper of Hillbrook Inn. Bring a friend, spouse or family and roam Summit Point. Soak up the sun, watch the Bimmers circle the track faster and faster as drivers show their stuff and share a few beers with us. Or just come up for the dinner at Hillbrook Inn. Help us end the day with a fantastic dinner (\$15, reservation required), and a bonfire afterwards and, of course, lots and lots of door prizes.

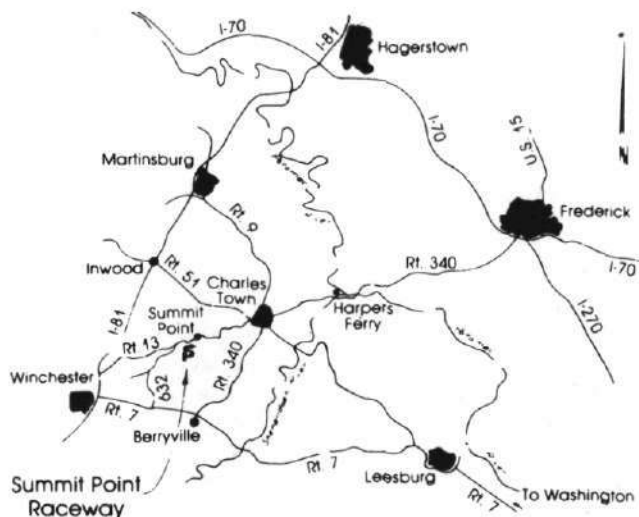
Because the school is so popular, we recommend that you send your application as soon as possible, and if you plan to spend the night, make your reservation in Charles Town (recommended: the Town House). Also, please do not forget to send a self-addressed, stamped envelope (SASE) with your application to receive your tech sheet and advance material concerning the school. No envelope, no drive.

If you plan to take the tour, please call Glenn Sims at 202-474-3816.

And if you will be joining us for dinner, send in your reservation and check, using the school application.

Hope to see you there!

Max Rodriguez



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Two Years With The Ultimate Ultimate

The second anniversary of driving bliss has passed. In January, 1985, 42,000 miles ago, I took delivery of an Artic blue M635.

The first joy of purchasing a European model is the ordering process. Three pages of options! Ranging from "major" decisions — color, seat (cloth, regular or buffalo leather, sport, recaro or no support american); transmission ratios; tire/wheel combinations; to minor — fire extinguisher; interior headlight adjustment; alarm system; and whether to delete the radio — all make for a very exciting moment.

I placed the order in October, 1984 and the car, in Cosmoline blue, arrived at Excluservice, Lothar Scheuttler's shop, three months later. After Lothar completed the DOT work, consisting of reinforced door and bumpers, side lights, headlight conversion, and 100 other bureaucratic excesses, the M was ready for the next government mandated silliness — EPA. That's right, I have no social pollution conscience. J&F Motors did the EPA work; emissions, fuel filler neck and cap, charcoal cannister; a brain box to talk to the BMW DME box, to name a few.

To keep this in perspective, the catalyst is over \$1,000 and the combined EPA and DOT cost \$7,500. This is probably the third biggest government caused waste of money after the B-1 bomber and the MX missile system.

A remote Audiovox CB combined with a Mercedes am/fm/cb antenna has been a great help in spotting "bears," accidents, and inclement weather. This antenna is not as good as a K40 in transmitting, but is almost as good in receiving. I'm always amazed that more members who consider themselves high speed travelers don't use CB's. With the standby features, there is little of the noise and aggravation of earlier models.

The M635 is really the ultimate in motoring excitement. With 286 horsepower, 24 valves and twin cams, the M has two distinct personalities. Under 3,500 RPM the car is very quick. Push the loud pedal past 3,500 and you're piloting a F-16 fighter into hyperspace. A most satisfying roar emits from the large snake like stainless steel headers and you're going 110 MPH before you can say "Gendarme". In fifth gear at 80, the rpm is only 3100, just starting to approach the power band. With a red line of 7,000 rpm a true 160 mph should be attainable (hopefully outside Tulsa, OK., before Oktoberfest).

The suspension is firm, not bone jarring, as some of my

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previous modified BMW's have turned out. On the track, the M is second only to sex. The *power* and smoothness are really hard to describe. If only I had more driving skill to further test *my* limits.

I've been through 3 sets of tires. The Michelin TRX's were long wearing, handling was not great, especially in the rain. The second set was the Fulda Y2000 I won as a door prize from NTW. The Fuldas are excellent in the wet with good adhesion on the track. After 23,000 miles and six driving schools they were as smooth as the proverbial baby's behind.

Due to Kay Heatherley's strong recommendation, I purchased Yokohama 008's from Radial Tire. This is the best handling dry weather tire I've had the pleasure of experiencing. In wet weather the Yokes are as bad as the Michelins.

The only mechanical problem I've encountered so far has been the master brake cylinder failing at 120 miles an hour going down the main straight at Summit Point raceway trying to show an IROC Z-28 some dust. It turned out he saw a whole lot of dust as I went sailing off the track. Due to the great safety of the Summit Point track layout, no damage resulted. In fact, I thought the brakes had failed badly from one too many high speed stops and I was surprised when the pedal pressure didn't come back up after a few laps. Drive and learn!

After two years, I'm still like a kid in a candy store every time I turn the key. The thrill is greatest at driving schools where the power and overall balance can be appreciated to the fullest. I look forward to hundreds of thousands more sweets.

Redeye

The BMMRR Saga Part I: GETTING HOOKED

In the summer of 1984, all I knew about the BMW marque was that BMW was an acronym for Bayerische Motoren Werke and that they made a car called a Bavaria. I knew about the Bavaria only because an acquaintance was looking for one. Now I am a dyed in the wool Bimmerphile and find it hard to believe that there are people that would want to drive anything else.

I needed a car. A good car. Preferably a fast car. So I went looking at cars. I looked at Shelby Chargers and Daytona Turbo Zs, but I don't like front wheel drive and anything with a name like "Turbo Z," well, need I say more? I looked at Mustangs, both the 5 liter GT and the SVO. Both were genuine zoom buggies but for \$15k, I didn't need either. After that I went looking at Thunderbirds and Cougars. I found a Cougar that I liked, so I talked dollars with the salesman and we managed to come up with a mutually agreeable figure but I told him that I wasn't ready to sign that day and that I'd be back. "O.K.," he said. That delay changed my life.

That evening I looked in the want ads of "The Pittsburgh Press" for used cars. My eyes wandered over to the "Imported Cars" section. Perhaps I was looking for a discount Ferrari or a bargain E-Type Jaguar, I don't know, I just looked. As I scanned the columns I ran across some 320s for sale. Two that caught my eye were a '78 and a '79. For some unknown reason, I called the owners and made appointments to look at them.

The first was the '78, it was Schwartz (unbelievers would call it black) and had developed a minor case of acne. Someplace along the line, some mentally deficient person

continued on page 18

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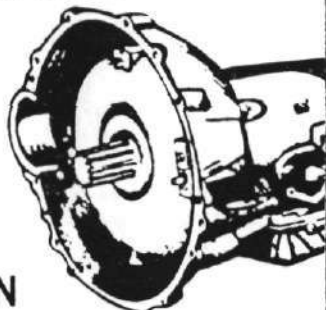
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Competition Corner

At the December meeting of the Metropolitan Washington Council of Sports Car Clubs (MWCSCC), the delegates voted 11 to 9 to adopt the SCCA's Solo II (autocross) preparation rules *en toto*. The quick vote was so unpredicted, there had been no discussion of the consequences.

First, a little background. The Washington Council formulated its rules over 20 years ago and has refined them over time. When the SCCA decided to get into autocrossing on a national basis, it wrote rules that enabled a driver to enter SCCA competition anywhere in the country and know he/she could rely on the same rulebook. Most other autocross organizations across the country now use SCCA rules. MWCSCC has been almost the lone exception. (The Baltimore Council uses Washington rules.) MWCSCC uses 3 basic preparation levels: Stock, Prepared and Modified. SCCA has 4 groups: Stock, Street Prepared, Prepared and Modified, the latter 2 fitting into the Council's modified concept. Many serious competitors have altered their cars to the limit of their organizations rules and because of the differences in allowable items cannot run legally and/or competitively in the other organization's events. Thus the reason some in this area wanted one set of preparation rules good for all possible events.

The Council is *not* adopting the SCCA's car classifications. Thus your 2002 might run locally in E-Prepared and in Pennsylvania in C-Street Prepared. Look at this summary of the differences in each organization's 1986 rules:

continued from page 17

had spray painted the headliner black to match the car. Mechanically, the car was sound and I took it for a test drive. I didn't notice that the tach and speedo positions were reversed with respect to those in the more familiar American machines, so as I was buzzing down this twisting country road I could not understand why I had it almost floored and couldn't get over 40 MPH. After I parked it and took a moment to study the instruments, I realized that I had been doing about 75 (gulp!).

The test drive of the first one had sold me on BMW performance so I went to look at the second. It was Polaris (heretics would call it silver) with a Hardy and Beck airdam, gold BBS 15" wheels and Pirelli P7s (Of course, at this time all of this ment nothing to me.) The owner started babbling on about "Bilsteins," "plus two," "autocross," and other incomprehensible topics. My only question was, "Does it have a cassette?" I took it for a test drive and then the owner took me for a RIDE, after which I told the owner that I had to have that car. One week later BMMRR was mine.

BMMRR came with a BMWCCA decal in the back window, so I asked the former owner about the club and he was only too happy to sign me up. Now, I admit that I am a compulsive joiner, but I love an organization with a well written, informative magazine. I quickly found out that the BMWCCA is much more than a magazine and very soon I was flinging BMMRR around Summit Point Raceway at breakneck speeds, autocrossing, drinking wine and even working at different functions, all with my best girl, Lynn, by my side. Our participation at club events was soon noticed by the powers that be (you know, the infamous They in "They said . . .") and we were drafted into officialdom. All of my fun experiences with the club will be related to you in future episodes of "The BMMRR Saga."

Mark Yaworski

| AREA | SCCA "STOCK" RULES | MWCSCC "STOCK" RULES |
|--------------------|--|--|
| SWAY BARS | Any front anti-roll bar permitted (adjustable linkage is allowed) | Only stock anti-sway bars allowed |
| ENGINE | May rebore to .0472" over stock May balance internal parts May match ports | No overbore allowed No balancing allowed No port matching allowed |
| TIRES | Hoosiers not allowed | Any DOT approved tire allowed |
| SPOILERS | Not allowed unless stock | After market spoilers allowed |
| AREA | SCCA "STREET PREPARED" RULES | MWCSCC "PREPARED" RULES |
| INTAKE | Completely unrestricted (Any carbs, injection & manifold) | Stock except for jets & adjustments |
| CYL HEAD | Stock except for matched ports | Full porting & polishing allowed |
| CRANK & RODS, ETC. | No lightening or clearancing allowed (only balancing) | May be lightened & clearanced (in addition to balancing) |
| WHEELS & TRACK | Any width wheel is allowed Any offset or track width allowed (May protrude beyond body work) | Max of 1.5" wider than stock Up to 2" increase over stock track |
| REAR END | Addition of limited slip allowed | Must be stock |
| VALVE TRAIN | Must be all stock No changes allowed | Any valves & tappets of stock size Any stock type springs & retainers Any pushrods |
| BUMPERS | Stock bumpers required | Not required—can be removed |
| IGNITION | Completely unrestricted | Must use stock distributor housing |
| RADIATOR | No radiator alterations allowed No shrouding changes allowed | Mods or substitute units allowed Shrouding can be altered |
| ELECTRICS | Battery relocation allowed No wiring harness changes | No battery relocation allowed Wiring harness may be altered |
| TORQUE BARS | After market engine torque suppression bars are allowed | Only stock torque bars allowed |
| IMPROVED TOURING | Cars prepared to Improved Touring rules may run in Street Prepared | No special provision for Improved Touring cars |

For the most part, SCCA rules are more liberal. If you had a fully prepared "council" car, however, you would now have to buy an unported and unpolished cylinder head, stock crankshaft, stock radiator, and replace the bumpers. This is on top of the expenditures needed for the dual Webers and manifold, limited slip, wider wheels, etc.

Because of these potential expenditures, a grandfather clause will be considered at the February Council meeting. It will allow any car that ran as a prepared car in an '85 or '86 Council event to continue to run legally for the next two years. Another interesting note—SCCA has yet to release its 1987 Solo II rulebook so it is possible that the Council has voted to adopt rules that nobody will like.

I think the SCCA rules will benefit the casual BMW autocrosser because the Weber(s) you added will no longer throw you into the modified category. One negative aspect—an aftermarket spoiler on an otherwise stock car will now bump you into the prepared group even though the aerodynamic aid is totally useless at autocross speeds.

SPEED SHIFTS—Final standings in the MWCSCC championship autocross and rally series show the following NCC members near the top: Rally—Jim Miner, 2nd Driver, Equipped Class. Autocross—Tom Baruch, 2nd D/P; Sue Baruch, 4th D/P, President Cory Laws, 2nd A/S; and Kay Heatherley, 3rd Ladies. Unfortunately none of these four autocrossers was campaigning in a Bimmer. BMW CCA was 5th in the team standings despite only competing in 3 of the 9 championship events.

As of February 1, it is possible Ray Korman will be running a two-car team of M3s in the IMSA Firehawk series. The decision belongs to BMW NA. First race in the series is Sebring on March 20. Obviously, Ray will not have much time to prepare and sort out the as-yet unavailable cars. The M3 is classed in the top Grand-Sport division where it will compete against IROC Camaros, Trans-Ams, 944s, and 300ZX Turbos. The 325i is classed in the Sports division as the "e" was in 1986

continued on page 21



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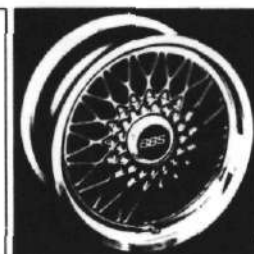
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continued from page 19

when it won the class championship. Word is that the Dodge Shelby-Charger Turbo and Alfa Romeo GTV will have greater factory support in an attempt to take the Sports Class championship away from BMW. . . . The MWCSCC's Autocross Committee has placed the M3 in A Stock where it would compete against 944s, large engine RX-7s, Honda CRX Si's and pre '84 Corvettes. No determination yet on the 325i. . . . Last notice for this year—if you want a full weekend of total driving fun in the Western Virginia mountains, check out the Bob Ridges Memorial Rally. All you need is a sturdy car and a navigator that has a passing knowledge of basic course following instructions. The dates are April 11 & 12. Tii pilot Jim Miner is the Rally Master. See the July '86 *DerBayerische* for a description of last year's event. . . . Former Formula One and Can-Am champ Dennis Hulme is now racing a 325i in Australian and New Zealand touring car events. . . . The Golden Gate BMW CCA chapter must be the most active autocrosswise. In their five '86 A/Cs they had a total of 90 different drivers and 44 ran in the November event. Apparently they don't allow brand X because *all* were driving BMWs. CRUNCH

Woody Hair

Dear DeBbie

Dear DeB,

I'm writing this as I read the 8 page magazine ad for the new 325i models. I need to talk to someone who understands. I'm both excited and hurt. My favorite marque, BMW, is finally bringing its *high-revving* baby six-cylinder powerplant to the U.S. This little sucker is probably the smoothest-most-punch-per-c.c.-little-six in the world and I'm excited it's available here, but I also feel betrayed. Where was BMW's "relentless refusal to compromise" 3-years ago when I ordered my 6-cylinder 3er. I've got the low-revving Eta, with 28% less horsepower, which at the time was promoted as 65% more torquey than the 4-cylinder.

This 325i introduction is one time when I'd like to say let's stop BMW's technological advancement at the point where I invested my hard-earned dollars in a new car. My car's just out of warranty and upstaged already. Let this be fair warning to "i" drivers at Summit Point, the AutoX track and on the road: while my Eta's upstaged by the "i" specifications, I'll be out to see if there is a *practical* real-world difference between my "e" and your "i".

Yours truly,
Upstaged & Miffed

Dear U&M,

Just when I thought the 2002 vs 320i flap had blown over, we're going to get "e" vs "i"? Now that NA is finally bringing in the car we've been for waiting since the 323 was introduced, let's enjoy it!

DeB

Dear DeBbie,

Isn't it curious that dealers were so hostile and just plain nasty about gray market cars a few years ago? Now that BMW NA is officially importing the M635 at a nice profit, BMW's starship is now an accepted member of BMW NA Society. In fact, the dealers are grousing that only 1,000 M635's and 500 M5's will be imported in 1987! What do you think of this change of attitude?

Redeye

Tag Spotting

The following license plates were spotted on an assortment of BMWs around the Metro D.C. area:

RL MCCOY—Gray 535i

COQUI 4—Light Blue 530i (Coqui is the sound made by a Puerto Rican frog.)

BMMRR—Silver 320i

BIM WAH—Clapped out 2002

04A 635—Black 320i

ISELBMW—535i owned by a BMW salesman (They can have seven letters on vanity tags in Maryland.)

FLY BMW—Silver 528e

BMW M1—Red M1

FAST 7—Guess what it's on.

NO IDEA—Beige 2002.

I have found tag spotting to be a diverting pastime while stuck in rush hour traffic. The mental exercise involved in decyphering some tags will prevent you from falling asleep at the wheel and many vanity plates make you smile (or groan) if you can break the code.

If you spot some noteworthy license plates in your travels, make a note of them and send them to DB. Maybe we can make give B-Y1 Howard a run for his money.

Mark Yaworski

Dear Redeye:

I think it's too bad NA is so slow on the uptake. If they'd listened to the enthusiast's voice in the first place, BMW could have the reputation of setting the pace, rather than following in M.B.'s footsteps. Their success over the last several years could have been spectacular; they could have stopped the "grey-market threat" in its tracks; and they could have earned DeB's respect. I hope they learned their lesson.

DeB

Dear DeB,

Please let other members know that River Road Texaco in Bethesda is owned by a club member. I have four mechanics to work on BMW's and I offer 10% discount on parts (we use factory parts) and accessories. River Road Texaco is at 5151 River Road in Bethesda, opposite Channel 20.

Guy Stefanelli

Dear Guy,

Thanks for the news. DeB will be by to collect for the plug.
DeBbie

Dear DeB,

The other day while shopping at the Lake Forest Mall in Gaithersburg, I notice a new restaurant called Olga's Kitchen and someone that looked like a club member managing the place. Do we have members in the restaurant business that we should know about?

Hungry

Dear Hungry,

The Restaurant you are talking about is owned and managed by George Soo-Hoo and his wife. George has stated that if you identify yourself as a club member, they will do something special for you. What does a club member look like anyway?

DeB

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New Members

| | | |
|--------------------------------|-------------|--------------|
| Kenneth F. Boehm | 1980 | 320i |
| Peter Kulyk | 1967 | 2000cs |
| Pat Minter | 1986 | 325 |
| George M. Green III | 1978 | 530i |
| Beverly Evans | 1986 | 325 |
| Nils G. Peterson | 1973 | 2002 |
| Jack Wilson | 1984 | 733i |
| T.L. Barr | 1984 | 318i |
| Katie M. Little | 1984 | 318i |
| Mark Yu | 1986 | 325e |
| Pauline Martin | 1986 | 325es |
| J.C. Ewing | 1974 | 2002 |
| Dave Schiek | 1974 | 2002 |
| Hermey S. Schlesinger | 1982 | 633 CSi |
| Deborah Jones | 1984 | 745i |
| William F. Von Meister | 1985 | M635 |
| Mark C. Wilson | 1983 | 320i |
| Gloria J. Dinkins | 1979 | 320i |
| Dave Anderson | 1985 | 528e |
| Ed Haywood, Jr. | 1987 | 325e |
| Wayne A. Babb | 1987 | 735i |
| Lynn Greco | 1987 | 325es |
| Earle Eagan | 1970 | 2002 |
| John H. Senechal | 1972 | Bavaria |
| Peter Latham | 1971 | 2002 |
| Juana Klihnert | 1979 | 528i |
| Dennis G. Gaul | — | — |
| Marilyn W. Armour | 1984 | 318i |
| William L. Shelton, Jr. | 1986 | 325es |
| Stephen J. Moxley | 1987 | 528e |
| Robert S. Frankel | 1985 | 535i |
| James Altig | 1986 | 524 TD |
| Lee Abigail | 1980 | 633 CSi |
| Michael A. Anikeeff | 1979 | 320i |
| Steve Anlian | 1984 | 325 |
| Marcos L. Balcells | 1980 | 323i |
| Bernard G. Barczak | 1980 | 733i |
| David Berman | 1986 | 524 TD |
| Wesley D. Buschow | 1984 | 318i |
| Loreto Capoccia | 1985 | 318i |
| Steve Cook | 1986 | 325 |
| Michael Colella | 1986 | 325 |
| Jack Dennis | 1987 | 528e |
| Michael M. Dickens | 1974 | 2002 tii |
| George M. Dmytrenko | 1973 | 2002 |
| Pat Donovan | 1980 | 633 CSi |
| Jon W. Eilers | 1986 | 325es |
| Ricardo Epps | 1986 | 325es |
| David J. Evans | — | — |
| Ron K. Fallon | 1983 | 320i |
| George J. Fox | 1974 | 3.0 cs |
| Bob Gerber | 1984 | 325e |
| Howard C. Handy | 1984 | 733i |
| Norm Haaf | 1986 | 325e |
| Edward C. Lee | 1984 | 318i |
| Enver Hodzic | — | — |
| Paul Mathieu | 1974 | 2002 Touring |
| Glenn Mayerschoff | 1980 | 320i |
| George Michell | 1976 | 2002 |
| Lawrence Murray | — | — |
| Timothy L. Musick | — | — |
| Larry Passarelli | 1979 | 635 CSi |
| Thomas A. Shallow | 1983 | 533i |
| K.R. Smith | 1980 | 320i |
| Mark W. Spungin | — | — |
| Stanley Tempchin | — | — |
| William Valentine | 1987 | 528e |
| John Vernon | — | — |
| Steve Weiss | 1973 | 2002 |
| Louis H. Yang | 1986 | 325 |
| David Wyrick | 1976 | 530i |
| D. Brent Hollida | 1971 | 1600 |
| Roy & Donna McDonald | 1986 | 535i |
| Vard & Rita Whittick | 1974 | Bavaria |
| David & Nancy Buttram | 1976 | 2002 |
| Richard White & Hillary Mayell | '87 635 CSi | '86 528e |

| | | |
|---|-------------|----------|
| K. Dunlop Scott & Catharine Travernight | — | — |
| Linda & Victor Mays | 1986 | 528e |
| Robert & Marie Heilen | 1984 | 533i |
| Martin Rajk & Anne M. Kelley | 1973 | 2002 |
| William & Susan Corbett | 1984 | 528e |
| Steven & Madeline D'Alessio | 1987 | 325 |
| Douglas & Cathy Clark | 1977 | 530i |
| John Boyd & Diana Martins-Boyd | — | 320i |
| Bobbie & Clarice Sears | 1985 | 528e |
| Bruce & Barbara Wilmarth | '84 633 CSI | '83 528e |
| Richard & Josh Aubry | 1974 | 2002 |
| Basil & Muriel Cohen | 1984 | 733i |
| J. Haydn & Tricia Davis | '85 535i | '84 318i |
| Edward & Barbara Dawson | 1986 | 325 |
| Donald & Melissa Nielsen | '85 733i | '79 320i |
| Tadahiko & Hiroko Ono | 1980 | 633 CSI |
| Terrence Sparks & Dalfenia S. Benton | 1985 | 318i |
| Ted & Joneanne Venable | 1971 | 2002 |
| Michael & Elaine Wood | 1986 | 325e |

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Money Matters

Unlike the previous year, NCC ended 1986 with income exceeding expenses. This was due to increased membership, increased advertising revenues and greater effort to cover event expenses with appropriate participant fees. Our driving event insurance premiums and the cost of producing our quality newsletter continue to rise. The \$603 excess of merchandise sales over expenses does not represent a new profit-making policy for the Club Store; it reflects the sale of shirts and beer mugs purchased in previous years.

Our 1987 budget is still being refined and will appear in the next issue. Please call me with any questions or suggestions on our finances.

NATIONAL CAPITAL CHAPTER BMWCCA 1986 INCOME AND EXPENSE STATEMENT

| | 1986 ACTUAL | 1986 BUDGET |
|-------------------------------------|--------------------|--------------------|
| INCOME | | |
| Membership Dues | \$20,048.25 | \$19,063.00 |
| Merchandise Sales | 19,473.36 | 4,000.00 |
| Advertising | 10,698.34 | 10,000.00 |
| Insurance Rebates | 998.50 | 699.00 |
| Event Fees | 18,242.92 | 15,085.00 |
| Miscellaneous | 2,482.69 | 1,153.00 |
| Total | \$71,944.06 | \$50,000.00 |
| EXPENSES | | |
| Member Services | \$ 1,258.37 | \$ 680.00 |
| Chapter Promotion | 2,209.15 | 3,115.00 |
| Newsletter | 15,332.46 | 13,530.00 |
| Events | 23,920.22 | 22,085.00 |
| Merchandise Purchases | 18,870.00 | 4,000.00 |
| Business Meetings | 691.17 | 600.00 |
| Zone Congress Travel | 605.50 | 750.00 |
| Equipment Purchases | 258.44 | 1,190.00 |
| Driving Event Insurance | 2,179.00 | 1,443.00 |
| Office Supplies, Postage, Telephone | 532.68 | 1,000.00 |
| Miscellaneous | 1,822.35 | 507.00 |
| Total | \$67,679.34 | \$48,900.00 |
| NET INCOME | \$ 4,264.72 | \$ 1,100.00 |
| Bank Balance Dec. 31, 1985 | \$ 780.84 | |
| Net income | \$4,264.72 | |
| Bank Balance Dec. 31, 1986 | \$5,045.56 | |

Woody Hair, Treasurer

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