

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER
OF THE BMW CAR CLUB OF AMERICA



NOV-DEC 1987
VOL XVII, ISSUE 6

der bayerische



IN THIS ISSUE:

1988 Calendar

Autocross Results

Tulsa Tales

Oktoberfest '87

Out of Africa . . .

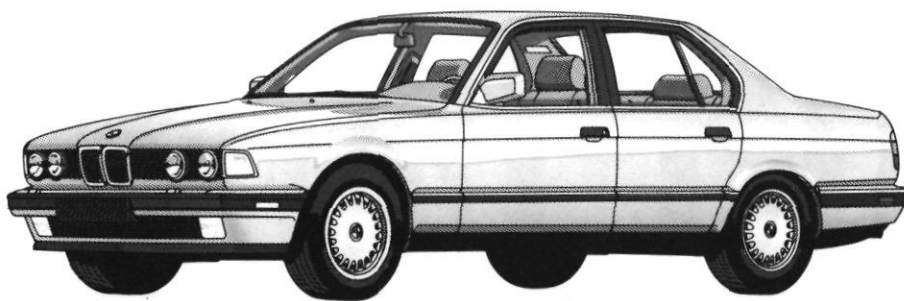
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Revenge of the Black Forest



Yes, that tool that some of you may not be familiar with is a saw. That Saturday evening thunder storm that brought high seas and heavy winds to Washington back in September brought a particularly unwelcome surprise to member Larry Hyman. The "mature oak" which was an attractive sales point for the home he had just purchased in Alexandria gave up the ghost in the storm. The tree missed everything but Larry's pride and joy, his '85 3 series. (And his neighbor's fence, but that's another story. . . .) Larry had the car towed to First Choice Auto Body where it was determined that the car, as well as the tree, were totalled. Larry now has a new, '87 325. Next time you see Larry, ask him about the tree.

Cover: See Story Page 7

Oktoberfest line-up at Bavarian Inn

Photo by Adam Koons

Contents:

Coming Events	2
1988 Calendar	3
President's Message	4
From the Editor's Desk	4
The Governor's Zone	6
Past Events	7, 8, 9, 10
Competition Corner	12
Dave's African Tale	14, 15
Autocross	17, 18
Tulsa Tales	23
Marketplace	26
New Members	27
Advertisers' Index	28

Coming Events

D.C. INTERNATIONAL AUTO SHOW— December 5-13

That's right, the Auto Show is in December this year, not January as in the past. As in the past, however, the National Capital Chapter will be there, and you can be part of the action! We will have our own booth and display, and we are looking for members to represent the chapter, hand out applications and answer questions. Rumor has it that the 750iL will be making an appearance. If you would like to make an appearance as well, call Steve Haygood at 703-420-0698 evenings.

Come out and gain admission on the club, see what's new for 1988, and help the NCC beat the Golden Gate chapter to 2002. We have only 300 members to go!

ANNUAL WINE AND CHEESE PARTY— Friday, December 11

Time: 7:30-midnight.

Our year-end get together is better attended every year. In addition to our move to elegant Post Hall on the Mount Vernon College campus in North West Washington two years ago, each year we seem to get a more diverse and sophisticated selection of wines and cheeses to sample. There are also various imported beers and (domestic) soft drinks for those with a different sort of taste to slake. Whether you are interested in the beer, wine, cheese, conversation, good company, tall tales, door prizes or just relaxing before the fire,

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mark your calendar for Friday, December 11. No fees or reservations necessary. See you there.

Directions: The Mount Vernon College campus is located just above Georgetown. The campus entrance is on W Street Northwest, between Foxhall Road and MacArthur Blvd. Post Hall is part of the Administration Building, just past the entrance gate on the left.

From the North: Beltway (495) in Montgomery County Glen Echo exit; Glen Echo Parkway to MacArthur Blvd exit; right on MacArthur Blvd., four miles to left on W Street; right into campus.

From the South: 493 North to Memorial Bridge; follow Route 50 west signs to Rosslyn exit (first right after merge); right at stop and proceed through Rosslyn and across Key Bridge; left on Canal Road; bear right on Foxhall; left on W Street and left into campus.

OPEN HOUSE—AUTOBAHN MOTOR WORKS Saturday, January 16

Newly opened in Bethesda is Autobahn Motor Works Service Center specializing in BMW servicing and accessories (as well as Mercedes and Porsche). Club members Gary and Andy Stefanelli invite you to inspect their new premises and offer discounts to BMW CCA members on parts and accessories. Come in out of the cold and enjoy refreshments and beer on tap while chattering with ASE-certified Master Technicians, as well as representatives from the manufacturers of Wurth, Lubro Moly, Bosch, Bilstein, Kuecht, Blaupunkt. See on display various BMW's, Porsches and a Lamborghini Countach. See you there!

Directions: From the Beltway (495) take the River Road/Potomac exit, towards Washington, over the railroad track (Roy Rogers on right just before track) to second street on left (just past River Road Texaco and Exxon stations) where they are situated at 5514 Dorsey Lane, Bethesda, MD. Additional parking is available behind AMW premises on Landy Lane, i.e. take a left immediately after crossing railroad track. Telephone number is 656-4948/9.

FILM FEST—Thursday, January 21

Time: 7-10:30 p.m.

Tired of educational tech sessions? Get-me-lost tours? Run-me-ragged driving schools? Finally, an event for lounge lizards and couch potatoes!!

On *Thursday*, January 21, 1988, we are going to get together, drink a few beers (cash bar), eat some great hot munchies (Yuppyspeak translation: hors d'oeuvres) and watch some movies! We will get some varied topics from the club's newly enlarged and organized library, and start the year with an entertaining, informative get together. This will be a great opportunity as well to meet officers and members, ask questions about the club and the Chapter and talk cars. For further information, call Gordon Kimpel at 703-527-3234 evenings or 703-847-9660 days.

Directions: The film fest will be held at the Sheraton Tysons Corner in Virginia. From the beltway, take Route 7 west to the Sheraton which is at the junction of 7 and Dulles Airport Access Road. The Sheraton's number is (703) 448-1234.



National Capital Chapter

1988 Tentative Calendar of Events



JANUARY

- 16 Autobahn Motor Works Open House
- 16 BMW Movie Night
- 30 Tech Session

FEBRUARY

- 1 *der Bayerische* Deadline
- 17 New Member Welcome Reception

MARCH

- 12 Highway Safety Driving School

APRIL

- 1 *der Bayerische* Deadline
- 9 Do-It-Yourself Tech
- 24 Autocross School
- 30 May 1 Overnight Tour

MAY

- 21-22 IMSA Race Corral
- 28-29 Maifest — Driving School
 - Feast / Campfire
 - Vintage CS Gathering

JUNE

- 1 *der Bayerische* Deadline
- 5 Children's Hospital Benefit Autocross
- 19 Deutsch Marque Concours
- 26 Rally

JULY

- 10 Autocross
- 23 Crab Feast

AUGUST

- 1 *der Bayerische* Deadline
- 6 Driving School
- 15-19 BMW CCA Oktoberfest (New York State)
- 27 Rosner BMW Gymkhana

SEPTEMBER

- 10-12 Driving School
- 18 Bavarian Inn Tour

OCTOBER

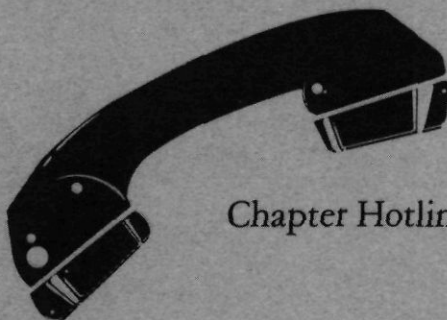
- 1 *der Bayerische* Deadline
- 2 Championship Autocross
- 16 Bavarian Day
- 22 Do-It-Yourself Tech
- 23 Winery Tour
- 28 Halloween Party

NOVEMBER

- 5 Driving School
- 18 Annual Dinner

DECEMBER

- 1 *der Bayerische* Deadline
- 16 Wine and Cheese Party



Chapter Hotline (202) 397-5970

President's Message

THE GAUNTLET IS THROWN. As you are probably aware, the National Capital Chapter is the largest chapter in the BMW CCA. What you probably don't know, is that over the last 12 months, the Golden Gate Chapter has risen from fifth to second place. We have approximately 1700 members, they have approximately 1400. Their president called me the other day to challenge us in our race in the magic number of 2002 members. We've been growing steadily, but they have been surging ahead. Let's all take the challenge and personally commit to sign up one new member. If we do that, no one will EVER catch us!!

WALKING THE TIGHTROPE. I don't know how many of you can imagine the challenge we face in running an organization of this size. With 1700 members of widely divergent interests, we are constantly searching for ways to keep the older members active, while at the same time enticing new members to become active. By the time you read this, we will have had a meeting to set a tentative calendar of events for 1988, but the key word is tentative. We always welcome and encourage your input. If there's something you'd like to have us try, speak up.

SPEAK UP. Communication is critical to the continued evolution and success of the Chapter. It has recently crossed my mind that we do not have an easy means of canvassing our members. I've always been proud of the fact that we don't have meetings, but that we do things together. Maybe it's time to have some meetings also, where anything on your mind can be discussed. Trying to second guess the membership is one thing. Asking the membership what is and is not important is something else. If you think these SPEAK UP sessions are a good idea, come to the Annual Dinner or any other event and tell me.

A NEW PERSPECTIVE. Many of the names printed on the masthead of *Der Bayerische* are the same ones that have been there for some time. We'd really like to give some credit to others for the fine job they're doing. I and other officers will be calling on many of you in the near future to pitch in and help keep this machine running smoothly. Many of you have offered to help in the past; offer again. We have reached the point where we need a break. As much fun and satisfaction as there is in being responsible for a Chapter of this size, it would be a pleasure to just participate in an event once in awhile. We need your help. If you don't call us, we'll call you . . .

See you soon.

Cory Laws

DeB Blues

Those involved in putting together *der Bayerische* would like to apologize for the lateness of this end-of-year issue. Work pressures, problems, holidays, lack of material, etc., etc. could all be blamed; instead we say don't worry folks, we are working on streamlining the process to bring you your car club news and events in a timely fashion come the new year.

But folks . . . *der Bayerische* is not just a publication for and by those directly involved — it is *your* magazine, the voice piece of all members of the National Capital Chapter. Let's hear from more of you! Send us articles and photos (please remember to put the photographer's name and description of event on back of photos).

Have a happy holiday season and see you all in 1988.

From the Editor's Desk

It's been a BUSY year!! Inbetween a new job, serving as newsletter Editor, Zone Governor, finishing my basement, going to Oktoberfest in Tulsa, and, oh yes, spending time with Joyce, Heather and David, I also attended a few events. Why? Because some of the nicest people I have ever met are members of the BMW CCA, and of the National Capital Chapter. If your life is sufficiently fulfilling and endowed with friends, I envy you. But if you have room for a little more enjoyment and a few more acquaintances, this is the place to be. Come to the year-end party at Post Hall on Friday, December 11 and meet some of the nicest people you will ever want to know.

More about this year. Maifest was a great weekend, whether you drove or just came for the evening's festivities. The Championship Autocross was a complete success, a sellout 120 drivers contributing \$1200 towards our pledge to Childrens Hospital. The NCC Autocross series brought many new and old faces to Lando Point to try another exciting form of autosport. The trip to Bavarian Inn for Oktoberfest was damp, but still exciting enough to "whet" the appetite of almost 30 cars full of NCC spirit. The Crab Feast found a bright July Saturday and a mob of club members at Cosca Regional Park. There were also tech sessions covering almost every aspect of your car; the Highway Safety School with almost 50 new faces making that they know how to make their BMW and the road work together; the winery tour to Byrd Vineyards on a superb Fall day; and I still haven't mentioned the drivers schools, the Spring tour, the Orioles game, and good stuff yet to come. A busy year indeed! On behalf of the 1700 members of the NCC, thank you to the many members who made sure there was a good time to be had.

Next year is already shaping up to be another exciting year for the NCC. Cory Laws has spent some time with other club officers mapping out a strategy to give you the events you want: more old favorites and some new items, too. Check the 1988 calendar in this issue and note dates like March 12, for our annual and very popular Highway Safety School. If you have ever thought about attending, make this the year.

If you feel the spirit moving you, get a head start on the season: help us make these events happen. There are all sorts of details to be tended to, and we always appreciate an extra helping hand. If driving schools are not your style, take your choice. We can use assistance on the newsletter, membership, or social events, and we'd like to get to know you better, so if you are at all interested, call me or Cory and get started.

FLUSTERBOMBE If you own, admire, want to own or are merely curious about the 2002 "mystique", you owe it to yourself to go out and find the third quarter 1987 issue of *Automobile Quarterly*. The 16 page article includes the genesis of the 2002 and 1600 series, why they were called Flusterbombe, and pictures of all the different flavors of 2002, including Turbo, Cabrio and Touring. The typically exhaustive review includes excerpts of contemporary roadtests, beautiful photos, and specifications. The article is particularly notable for its inclusion of members' cars among the photos, including the immaculate version owned by Nick Saridakis, formerly a member of the NCC, and winner of Best of Marque in our last Deutsche Marque Concours. A glance at the story will better explain the peculiar loyalty held by owners and former owners than any other device known to man.

Les Adams

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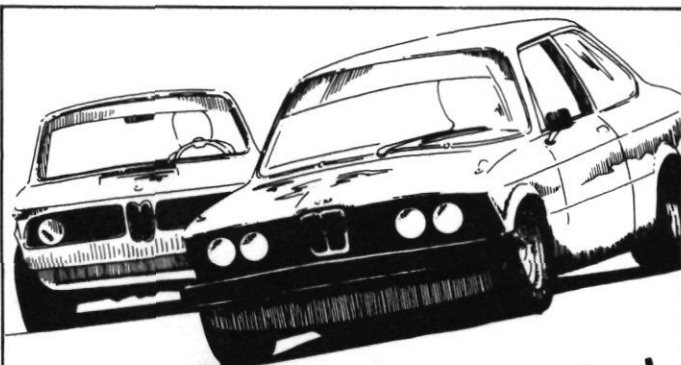
The Governor's Zone

I have just returned from Tulsa where the Board met in the midst of Oktoberfest. John Hartge and I plan an article for the next issue; for the time being, I'll just tell you that O'fests are four days of unadulterated fun. Throw in test drives of a new 735i and an M3, and it's a hard act to follow.

Cory Laws and John Hartge have agreed to head up the Oktoberfest committee to bring O'fest here in 1990. It is not too early to indicate your interest in pitching in. John and Woody Hair are going to run a rally next year to get us in training for the rally we will have as part of the O'fest. We also need to plan for things such as convention planning with an hotel, an Oktoberfest logo, and contacts with our local chambers of commerce, to registration packets and souvenirs. If you have attended an O'fest, and especially if you haven't, think about it now.

The board meeting was quite routine, as we checked on the status of the 58 chapters of the BMW CCA, and continue to concern ourselves with the publication of the *Roundel*. By now, you have received the first effort by our new Editor-in-Chief, (or grand poobah, as he prefers to be called) Yale Rachlin. I got a chance to peek at the galleys in Tulsa and know how dramatic the improvements are. Now up to 80 pages, with plenty of local coverage, and the return of all your old favorites, the "new" *Roundel* remains the primary benefit and symbol of club membership to many members. The *Roundel* should regain its earlier prestige and gain and retain many new members for the club.

Les Adams



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Oktoberfest Tour

The Oktoberfest tour was only my second BMW CCA event and my very first auto tour. I found it to be a great introduction to group motoring and a definite spur to my further participation in BMW CCA activities.

This well-planned and very enjoyable tour took us through scenic horse and cattle country in Loudoun County. Our destination was the Oktoberfest celebration at the Bavarian Inn, a fine old resort overlooking the Potomac in West Virginia.

After arriving at the rendezvous point for the tour, Adam and I had a chance to socialize for a while with the other drivers. I found the organizers and other participants to be warm, friendly, interesting folks. The meteorologists foretold rain and sweaters were required in the cool weather, nonetheless there was a good turnout, with about 50 participants. Weather can only challenge — not deter — the precision automobile and the BMW enthusiast.

By 10 a.m. we had received our tour instructions and we set off in small groups staggered a few minutes apart. We travelled into green, hilly countryside. The tourmeister's directions took us on a well-graded and sparsely used roads with plenty of curves. Our back-country route afforded us a view of a surprisingly varied landscape. The scenery was rural but not rustic. Stone walls and split rail fences apportioned off wide acres of cattle and horse pastures. We saw many fine old houses and ranches, with avenues of trees lining the entrance roads to great estates. As the roads got narrower we found ourselves in wet green glens, by stony brooks, with black cattle grazing on the hills and the mist settling into the treetops above us. I could almost imagine we were driving through the lowlands of Scotland.

After 65 miles we emerged briefly into the world of shopping centers once again for a rest and refueling stop. At this point the co-drivers and navigators had a chance to take the wheel. The first part of the trip took us 1 hour and 20 minutes, an average driving speed of 48 miles per hour.

We then crossed the Potomac and headed north. In this part of the tour the road took us through numerous small towns and long stretches of challenging roadway. After passing the scenic town of Harpers Ferry, the steepness of the roads and angles of the curves became acute. At one point, coming up off the top of a rise, we found ourselves airborne, and a glance in the rear-view mirror showed the cars behind us were also getting a chance to test their suspensions. We had hit what I now understand to be the tourmeister's requisite zero-gee portion of the trip.

Although the weather was drizzly off and on, the road conditions were good throughout the day. Since many of the

'The Gang' at Bavarian Inn.



Dwight Derr and the author, obviously replete!

drivers have participated in BMW CCA-sponsored driving schools, the road challenges were met by all with confidence and control (one might even say verve, swerve, and panache).

At the end of our trip we crossed the Potomac into West Virginia and proceeded up to the Bavarian Inn. For the last 33 miles of the trip, taking us as it did through small towns and open stretches of road, I clocked us at an average of 36 miles per hour.

The Inn is a big stone building on a high terraced hill overlooking the Potomac river. It is surrounded by multi-storied cottages with exposed beams and stuccoed walls painted with alpine and forest scenes. Banners hanging over the road leading up to the Inn "Wellkommened" us to the Oktoberfest celebration. Of course, the BMW CCA tour group participants were ushered into parking spaces nearest to the beer and food.

There were striped tents on the lawn around the Inn, a collipe played on one side, and an oompah band was performing in a gazebo over by the tents. Milling through the crowd were men and women in Bavarian garb. Vested, gaitered, and feather-capped, they Deutsch gesprochen and gave out occasional yodels.

In this festive, if somewhat damp, atmosphere, the tour joined the other celebrants in getting a good head-start on Oktoberfest. Beer was consumed (in moderation), and bratwurst, roast chicken, saurbraten, kartoffel salad, and black forest cake were devoured (without restraint). Under the tents, as the band played and couples waltzed between the drizzle-bursts, the conversations turned to topics such as past and future club events, auto racing, ascertaining whether everyone had flown off the top of that rise, and the new M-series of BMWs. After this gluttonous and agreeably social end to the tour, the participants headed off for home via a direct, easy-going, and pleasant route.

I am definitely sold on the auto touring experience. I give my compliments to the organizers of this very enjoyable day.

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A Chip Off the Old Block

(Actually we're talking about a new chip on a new block, engine, that is!!)

Twenty five to thirty Club members were treated to an outstanding Saturday tech session by TUV owners Isken Kutlicinar and Jim Rando. The morning started out with a delicious brunch catered by Washington Gourmet. (Owner Steve Cohen and his staff did a beautiful job of keeping our plates full and glasses topped off with a selection of wines, beer, and mixed drinks.)

The tech session covered all aspects of Motronics — from general operation, to troubleshooting, and finally to preventative maintenance. Each phase of the presentation was accompanied by detailed drawings, diagrams, and sample parts to help club members better understand the ins and outs of the Motronic "brains". The Motronics computer chips have replaced many of the parts that were the bread and butter of shade tree mechanics. These chips, the real heart of the Motronics system, govern the workings of the ignition and fuel injection systems. The chips respond to ambient temperature, air pressure, engine load, engine temperature and driver demand as many as 400 times a second to help insure a smooth running engine.

Motronics cars require a different type of maintenance than pre U.S. model 1986 BMW's and to some extent less maintenance. This does not mean, however, that they are maintenance free. On the contrary, owners should pay particular attention to their owner's manual for required service needs.

Some of the points we learned about include the following:

1. Reference sensors and engine speed sensors must be kept clean in order for the chips to process information correctly! (This is a do-it-yourself activity.)
2. Make sure that your fuel injection system is adjusted once a year, preferably just after a tune up. This will improve idling and give you better mileage. (This is not a do-it-yourself activity.)
3. The idle control valve and throttle body must be kept clean. Do this task at least once a year.
4. Use only Bosch spark plugs (WR9LS) that are made especially for the Motronics engine.
5. Your plugs should be gapped at .036 and torqued to 20 ft. lbs.
6. "M" cars use a different plug than the standard Motronic plug. The plug to use for spirited driving in an "M" car is the Bosch XR4CS plug, gapped and torqued the same as the basic Motronics plugs.
7. Did you know . . . if you have a BMW with the on-board computer, and you simultaneously push the #1 and #1000 buttons, that it will give you a read out that represents the exact amount of petrol, expressed in litres, left in your tank.

Our afternoon was enjoyable and informative. I encourage other club members to take advantage of the well presented, high quality, and very informative tech sessions that our BMW advertisers offer throughout the year. The tech sessions are an excellent opportunity to meet other club members, learn about your car, and spend an enjoyable afternoon with people who have interests very similar to your own!

Jonathan Jones

Coachworks Tech Session

Your brand new beloved 735i has just had its front end rearranged by an errant Dodge. You check around for a good body shop and find one that bills itself as a German-car "specialist". A few weeks later your little "precious" is all done at a cost just shy of five figures. "Looks pretty good", you think to yourself. Soon, though, doubt begins to creep in as the car just doesn't feel like it used to. Did you really get your five figures worth?

On 22 August, Coachworks of Baltimore hosted a tech session for Club members. In the first part of the session the president of Coachworks, Bill Wiley, presented a videotape detailing the unscrupulous practices of a reputed "top-notch German-car specialist". A severely crunched 735i was supposedly repaired to a good-as-new condition. The estimate specified a virtual rebuild of the entire front end of the car using brand new OEM parts. As good as it looked after completion, the car was almost undrivable; closer inspection revealed many badly damaged parts which had been reused, e.g., a bent frame rail, a damaged power steering pump, etc. Could this/have this happened to you?

Part two of the session was an actual demonstration of a damaged 5er being pulled out on the alignment bench. Eleventy 'leven different measurements were taken to insure that everything was back in its correct location. What wasn't straightened was cut out with a nifty plasma cutter and replaced with a real OEM part! Next, club members were given a tour of the rest of the facilities; the paint booth, the alignment facilities, and the extensive parts warehouse. Afterwards, refreshments were provided and door prizes handed out: Steve Haybad drove away with a neat-o set of BBS wheels and Toys R. Garyamus has a brand-new air dam on his car now!

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BMW's to their original showroom condition. Genuine BMW parts are used exclusively; their warehouse is filled to the rafters with everything imaginable from fenders to frame rails to the little stuff such as trim clips and nuts n' bolts! Even the paint is mixed on the premises! Coachworks is also developing a parts and accessories division and of course NCC members get special treatment. Contact Mike Smith at (301) 243-6800 for your needs. All in all, a truly first-class operation!

Living Vicariously in Baltimore

Sex Drive

West German transportation minister Juergen Warnke, says sexual frustration is the driving force behind the aggressive highway habits of German men.

Reported by UPI, Warnke's comments linking sexual frustration to the heavy-footed tendencies of German motorists came during his ministry budget presentation to a parliamentary committee. Warnke added, however, that his ministry was not in a position to offer psychotherapy or marriage counseling to habitual speeders, the agency reported.

It also said opposition politicians voiced suspicions that many men abuse their automobiles as a "substitute for sexual inadequacy" because they have observed that women drive more responsibly.

West Germany has refused to post general speed limits on its autobahn, leaving high-speed Porches, BMWs and Mercedes to dominate the left lane of the highway system. The Germans are known for their high performance cars and aggressive driving habits.



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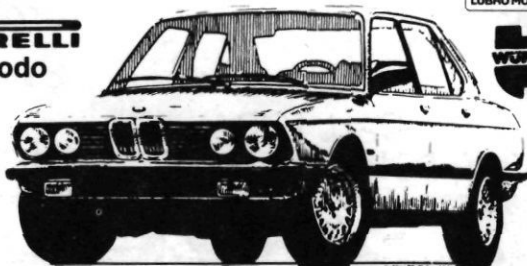


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Excluservice Bavarian Day

What did you do on Sunday, Oct. 18, 1987 besides sleep late and/or attend your favorite worship service? Well if you can't remember, shame on you cause you wasted a perfect opportunity to broaden your horizons in the finer things of life. You and your family missed the third annual Bavarian Day at Excluservice. Don't fret though, 500 or more members and guests had a blast, the most beautiful day of the year, food and drink, fun and games with all proceeds going to Children's Hospital, how could it be any better? The most beautiful cars on the east coast and for you couch potatoes, no Redskin football — so there — no excuses!

If winning prizes, using your skill at any one of several games isn't your bag of marbles, how about three door prizes with tops being a Panasonic microwave oven! Lothar and his staff at Excluservice truly did a first class job appealing to everyone's festive mood. If all the prizes weren't enough to satisfy your hunger, an absolute multitude of German foods were available to satisfy even the most discriminating two year old palate.

For those not interested in adding to their bag of marbles or adding to their waste? Like, the collection of BMW's was better than awesome. Included in the array, a 1930's open air roadster to a stunning 1987 M7 to the "regular," a wide body convertible M635 and hidden in the corner an immaculate M1. If Lothar's first class collection wasn't enough the last few rays of the summer of '87 could have been soaked in listening to a fine German band, meeting new friends or visiting with the old? ones.

A big pat on the back for all those that helped, Terry, Woody, Dwight, Glen, Clarence, to mention but a few. For those names that I missed, call my lawyer!

SPECIAL THANKS. The club would like to thank Excluservice for its donation, via NCC, to Children's Hospital of \$909, this being a 30% increase over last year. Much appreciated!

Steve Haygood

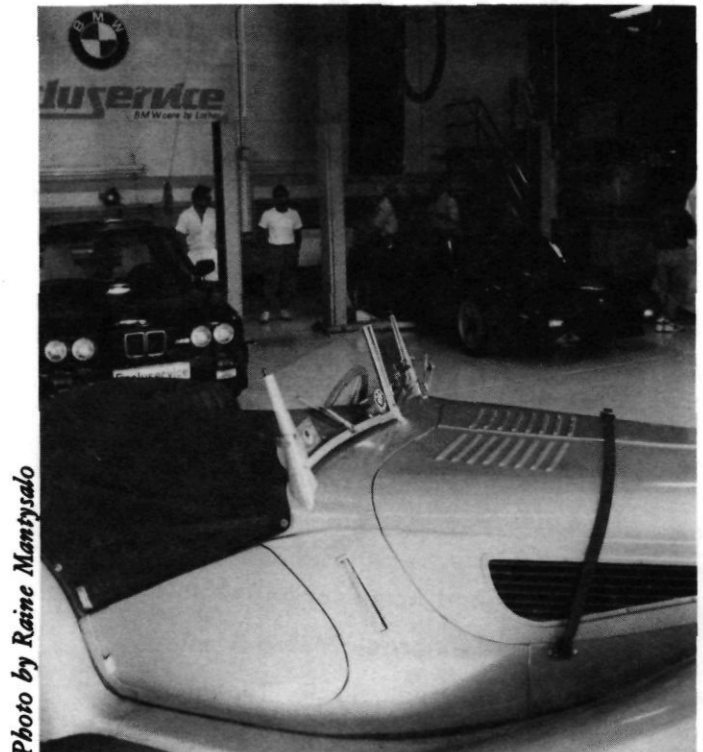
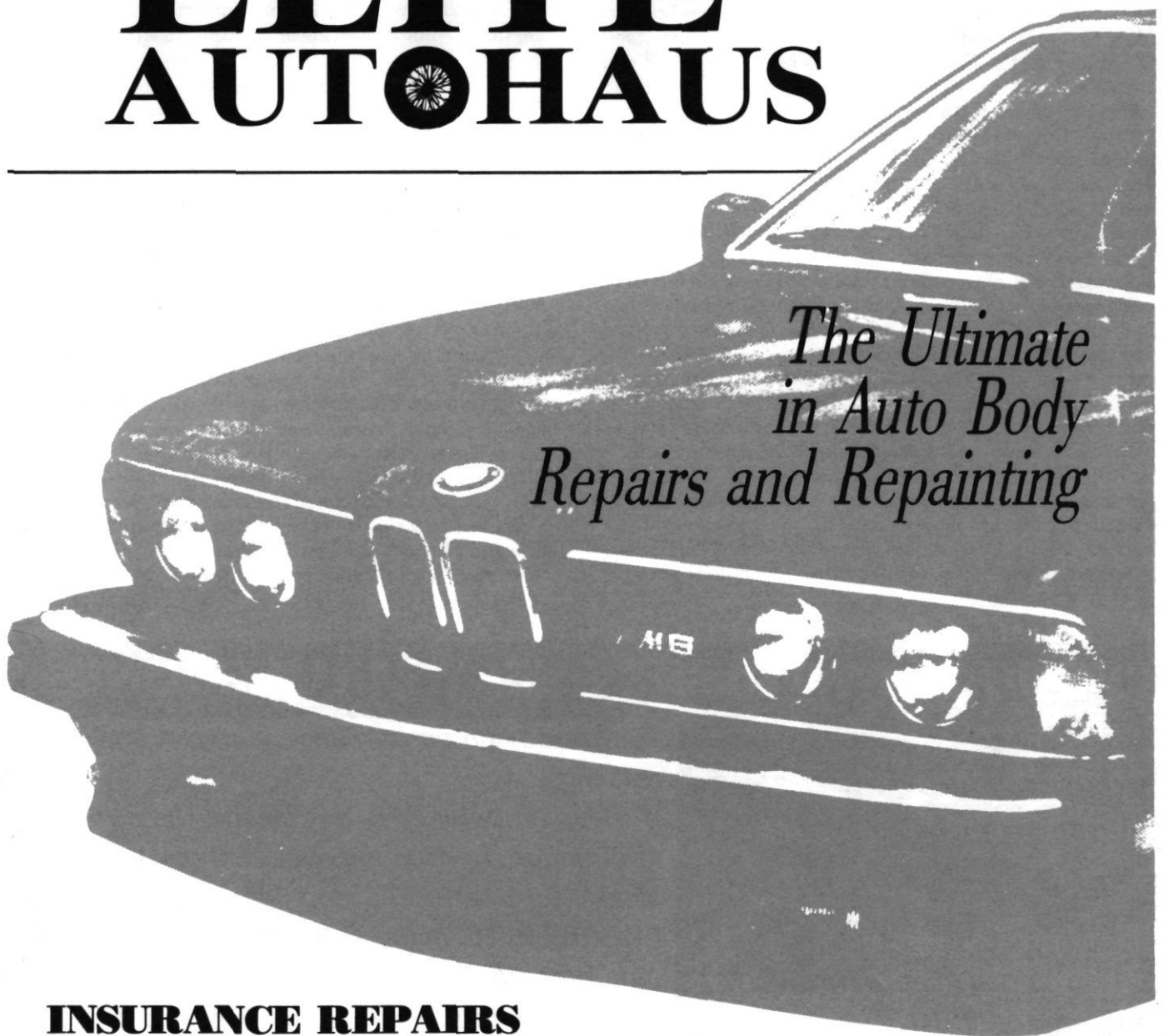


Photo by Raine Mantysalo

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COMPETITION CORNER

The BMW NA team of two M3s developed and raced by Korman Autoworks of Greensboro came on strong after the Firehawk race at Summit Point. In mid August at Elkhart Lake, Wisconsin, #28 was driven by Ray Korman, Ron Christensen and John Andretti. The versatile Archer Brothers (they race trucks and on ice too), Bobby and Tommy, and David Hobbs' son Greg drove #48. While running 3rd and 5th with 15 minutes to go, both cars had to stop for gas and ended up 8th and 11th.

Labor Day weekend at Lime Rock, Connecticut, Ray teamed with Willy Lewis in #28 and Ron shared the #48 car with Dorsey Schroeder, a Skip Barber instructor. Both cars ran well during the race — #48 stayed in second or third most of the day and #28 held the lead during a yellow flag period. At the end #48 was second and #28 30 seconds back in fourth.

September 26 the team put it all together in the 6-hour at Watkins Glen, NY. Davy Jones and John Andretti were free from their CART Indy car commitments. Jones was teamed with the boss in #28 and #48 was piloted by Christensen/Andretti. Young Davy Jones out-qualified the entire 95 car starting field with a Firehawk lap record of 2:17.766. The #48 car also bettered the old mark but started in the fourth row — it's a competitive class. Despite unscheduled pit stops for a punctured tire and a loose sway bar #48 still managed to finish second. Jones had a great battle with the Tom Kendall Camaro until brake failure caused the Chevy to crash with 15 minutes left. So the white #28 M3 cruised in the last of its 483 miles and took the checkered flag about one minute ahead of its teammate.

Remembering Korman's overall win with a Sports class 325e in the 1986 24-hour Glen race, I asked Ray why he does so well on this fast 3.3 mile track. He explained that the better handling BMWs can pass in the wide sweeping turns at the Glen whereas at a track like Summit Point the little Bimmer is forced to follow through the turns at the lead car's slower speed.

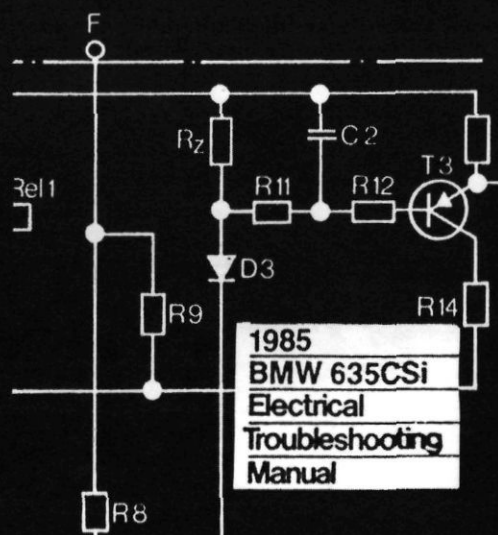
In addition to the Firehawk history-making 1-2 Grand Sports finish by cars on the same team, the BMW 325i that crashed at Summit Point finished 3rd in the Sports class, Yves Coleon and Steve Parker driving. Incidentally, the 95 car starting field is probably an all-time record for a professional race in North America.

The final race of the season was run October 3rd through the streets of Columbus, Ohio, and was definitely a downer after the 1-2 finish one week earlier. It was thought out to be a series of drag races followed by hard braking and this favored the Camaro/Trans-Am V8s. Like early in the season, brake pad consumption caused an unscheduled stop for #28 (Korman/Jones) and its clutch failed with 2 laps to go. Christensen/Andretti (#48) tried to nurse the original pads to the finish but Mario's nephew tagged the wall hard with 15 minutes to go. The race was won by a 944 that the M3s had lapped twice earlier in the race.

Thus the 87 season ended. Ray and Ron have much optimism for 1988. I don't expect the Camaros, Trans Ams, Mustangs, 300 ZX Turbos and 944s to lay down and die. Look for other manufacturers to get involved too. If you haven't seen a Firehawk race let me tell you, they are wild. The huge fields of evenly matched cars makes for a lot of body contact and spins. Some Firehawk videos might be available at our wine and cheese party in December, thanks to Ron and Ellen Christensen.

Meanwhile our local heroes continue to mix it up in the
continued on page 16

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Seven Heaven

Imagine cruising up I-270 toward Frederick in fairly heavy mid-morning traffic. The '86 seven series BMW you are driving is very quiet except for wind noise coming through the open sunroof. Suddenly the left lane opens up. A quick shift from 5th to 3rd, floor the accelerator and the engine noise grows immediately. Shift up to 4th and the speedometer indicates 90 mph before you have to brake for slower traffic. It is obvious this is not your normal 735i.

Actually if this particular car had been assembled in its present form by BMW it would be known as an M7. That's right — a seven series with the same 3.5 liter twin-cam 24 valve 286 hp "M" engine that started life in the early 70's 3.5 CSL race cars and was first put to street use in the exotic M1. Excluservice proprietor Lothar Schuettler invited Raine Mantysalo and myself to sample this unusual hot rod that had just finished his refinement before delivery to a local buyer.

This car started life as a 1986 745i Executive. The swap from the 3.5 turbo to the M engine was initially done by Woellner Enterprises of Palm Beach. Apparently the original owner was disappointed in the performance with the automatic transmission retained from the 745 so a close ratio 5 speed from an M535i was installed. The power was still lacking and the Super 7 ended up in the hands of a Dallas wholesaler. Lothar heard about the car and knew it would suit one of his customer's desires. After a trip to Texas for a test drive and inspection, Lothar suspected a proper exhaust system would solve the underpowered condition. When the car arrived at Lothar's shop in Rockville a compression check showed the problem might be internal. A tear-down revealed non-standard low-compression pistons, apparently installed in a mis-guided attempt at passing EPA emission requirements. With the proper pistons installed the car became the screamer it should have been in the first place. While they were at it Lothar's staff fitted a BBS suspension that lowered the car 1-3/8 inches, and BBS modular wheels with fat Gatorbacks.

On the road it was obvious immediately that with the close ratio sports gearbox (1:1 fifth) and 3.64:1 rear end this car is built for acceleration and not top speed autobahn cruising (which makes sense in the USA). The torque at any RPM in any gear is impressive. Traffic prevented any top speed attempts but at 90 mph it was obvious this seven was capable of an awful lot more. The Motronic engine management system limits the rpms to 6900.

The ride was definitely harsher than a standard seven but not to the point of being obnoxious, even on rough back roads. There was no opportunity to test the handling limits but based on our vigorous driving Raine felt there was too much roll and too little steering response. Perhaps reflecting the nature of our personal cars, I felt this car was just right for its purpose.

With the Euro bumpers, air dam and spoiler, lowered ride height, after-market wheels and "M" badge I don't think this car is a true sleeper but some uninitiated are going to be fooled if they try to challenge this wolf-in-sheep's-clothing. I don't know the identity of the lucky buyer of this unique M7 but hope he/she takes advantage of the BMW club's Summit Point track days so it can be safely driven at its limits.

Woody Hair



Photo by Raine Mantysalo

SPECIFICATIONS

CAR: 1986 BMW 745i Executive

ENGINE: European M635CSi 6 cylinder 3,453 cc

Compression Ratio 10.5:1

Horsepower 286 EIN

TRANSMISSION: BMW 5 speed Sports (from M535i)

Ratios: 1st 3.72

2nd 2.40

3rd 1.77

4th 1.26

5th 1.00

FINAL DRIVE: 3.64:1 Limited Slip (from 728i)

WHEELS: BBS Gold Modular 16x7 front

16x8 rear

TIRES: Goodyear VR Gatorbacks 225/50-16 front

245/45-16 rear

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Limo Racer

It all started in late '84 when BMW SA, lacking a suitable entry, announced it was withdrawing from motor racing in South Africa. To the rescue, one iconoclastic Tony Viana who had built a solid reputation racing Fiats, Chevys, Mazdas, Fords, and since 1981, exclusively BMW's.

Actually it goes back to '81 when, with a strong track record of wins, Tony's piloting skills were coveted by BMW. Ford assumed he would continue racing Fords. Mazda wanted him. So did BMW; but BMW had a problem. The local manufacturing plant (the only one outside of Germany) had just introduced its 535 model . . . yes, it is Fall 1980; no, it is not America! Existing BM (South African for BMW) racers complained that it was too heavy and oversteered too much to be a success on the track. Because of his reputation for making anything win, BMW SA rang up Viana and asked if he'd give their new model a drive. Tony was challenged and decided that if he could get within 2 seconds of the track record of 1 minute 46 seconds (a record which was his own) he would take them up on it.

Onto the track. 1:50. More air in the tires. 1:48. Deal. This looked like it was going to be a piece of cake. Viana, a mechanic of many years experience, was confident he knew enough about car preparation to get a couple more seconds off the time. Off with its head. Surprise, Tony. As he

describes it now, "When you are racing Fords, you're buying mechanical 'stuff', with BMW you're getting *engineering*. When I opened it up, everything was 'in formula'. They had already done all the right things!"

The 5's first race was a 6-hour endurance at Kyalami, near Johannesburg. It gridded 14th. After 1½ hours it was 6th overall and 5 laps ahead of the nearest in class. Brake failure. Over 200 km/hr headed for a wall. Tony took the 5 off the track and using fence poles to brake, stopped within an inch of the wall. Climbing out the passenger door he stomped back to the pits, leaving the BM with its suspension pointing every which way *and* loose. But the race continued in the pits. Encouraged by his supporters and crew, Tony and crew stripped his 5 series road car of its front and rear suspension while the injured 5 was dragged back to the pits for its transplant. One hour later, back in the race, for a finish 11th overall and 2nd in class.

So began Tony's BMW racing career. Four years later it looked as if it might hit another wall when as a result of some rule changes, BMW announced it was withdrawing from motor racing in South Africa, because it had nothing with which to compete. This time Tony was to pull something which to some seemed even more amazing than saving his first BM race. BMW SA had just introduced a unique-to-



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Besides his 745i Viana races a 325i and M5.

South Africa 745i. (*Ed note: no funny numbers, that's four point 5 litres*) With true Viana chutspah he felt it could run against the V8 Ford Sierras and the big-engined Alphas, both also unique to South Africa. "We will beat them with a big limosine!" he proposed to a rather bemused factory, "Think of the boost it will give 7-series drivers to see their car compete." After all there was the marketing war with Mercedes Benz to think about.

Can't be done. Too big. Too heavy. Besides, too late; the first race was just a few weeks away. These were magic words for someone like Tony. The 7 would be an underdog. A BIG underdog. And Tony was determined to ride it. And win. Tony's first victory was with the BMW factory. He got the car. It was a development model, built in S.A. and being tested in Germany. The BMW Formula One team just happened to be in town and were able to help out with hardware and software? Reprograming a new Motronic chip for higher red line, etc. The car was ready.

Many eyes were watching the first race, closely. The Big 7 was looking great. Then, mechanical failure, DNF (Did Not Finish). Embarrassment. Source of problem: unsuccessful experimental parts. Some of those being tested were experimental pins on the brakes as well as the clutch and it had been one of the latter which had decided to simply fall out and not even brute force would engage any gears for poor Viana. The car would be given another chance however. For its second race the limo took the lead and held it. Many happy factory types. Then, broken timing chain = DNF. Embarrassment. Tony again went to battle for the car with his sponsors, and won. The car would get a third chance, the powers-that-be having finally realized that technical problems, not performance, had been the bug-bear.

In the third race, Tony again took the lead in his 'limo'

and held it until, three laps from the end, he was hit and knocked off the track. Known for being a rather hot-blooded, determined type, Tony took chase of the offending driver although with blown tires there was little hope of a catch. When Tony realised how far ahead of the field he still was, he continued, pushing on to a second place finish. His point was made; BMW kept its prominence in motor racing in South Africa. And Tony, his somewhat venerated position as an ace driver.

BMW today is running strong on the South African circuit. 325i's are especially popular in group N, which is roughly equivalent to SCCA showroom stock. As well as campaigning a 325 in this group, Tony races a modified saloon (i.e. GT) M5 when not playing mentor and technical advisor/mechanic to many local budding Bimmer racers.

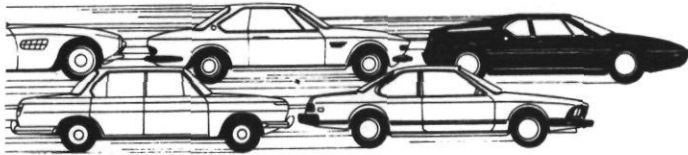
David Sossamon



Competition Corner

continued from page 12

SCCA regionals. Jim Harrison, Jim Epting, Bob Gammache, Gary Green, Ed York and Eric Bucher (all 2002s) and Kay Heatherley (Honda CRX) all had their ups and downs at Summit Point and other tracks such as Watkins Glen. Max Rodriguez (2002) and Emery Kopf (Datsun 510) are two additional club members that hope to be on the track next season.



SPEED SHIFTS — The MG 100 rally this past August had two locally entered 2002Tii's as usual. Jim Miner/Jack von Kaenel finished 5th (70 points) and Mike Leeper/David Roach were 7th (85 points) to the winning team's 53 points. They only had to follow 102 pages of route instructions for five days over mostly dirt roads in Pennsylvania, New York and Canada. The overall average speed worked out to 39 mph. Remember, each point is one one-hundredth of a minute. No doubt George Dickle was along to help them unwind each evening. . . . The Children's Hospital Benefit Autocross this past May raised over \$11,000 for the medical center. . . . Ford of Europe made some mid-season im-

provements to the Sierra Cosworth RS and produced the 500 additional cars necessary for Group A competition. Known as the Sierra RS500, it appears to be faster but less reliable than the BMW M3 in World Touring Car Championship races. The BMWs did prevail in the prestigious 24 hour race at Spa, Belgium. The Ford's turbocharged 2.3 liter engine is said to produce 400 hp in race trim compared to the M3's 300 hp. As of October 5, our club had entered a team in 6 of the 8 championship autocrosses held to date. Our total of 117 points puts us in 5th place, 9 points behind SCCA. The item in the last issue about Cory Laws winning his class in a CAC was in error; since then a 325is did win the C/stock class in one event. The driver will remain nameless. Local rallyist and part-time attorney Bob Higdon broke an obscure but noble record recently. Last spring Bob read in the BMW Motorcycle Owners Club magazine about a new record for riding a motorcycle through 48 states in the least time. This summer he climbed on his BMW and broke the record by 10 hours. His total time was 10 days, 21 hours and 37 minutes. Bob figures he lost about six hours getting a flat tire fixed and then replaced in a remote part of Utah/Nevada. The club has decided that helmets at future drivers schools will have to conform to Snell 80 (or higher) standards. If yours doesn't, why not ask Santa Claus for a new one. And how about a New Years resolution to subscribe to the weekly *Stopwatcher*. It's \$15 per year to 4522 Amherst Lane, Bethesda, MD 20814. **CRUNCH.**

Woody Hair

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





Autocross IV

20 people tested their driving skills against the clock at the Chapter's late August autocross. OD Gary Toyama again plotted a challenging course that maximized our relatively small lot at the Landover Mall Shopping Center.

In his typically smooth style, Cory Laws slipped through the pylons to the Fastest Time of Day in his Modified 1977 535i. Woody Hair, who slipped new Yokohama A008R's on his new 325is, took the stock victory. Cory uses those sticky Yokohamas, too. Barry Miles won the non-BMW class in his Dodge Shelby, which wears Goodyear Gatorbacks.

One of the arguments *for* attending our Chapter autocrosses is the abundant track time. At a large regional event, you may hang around several hours for three 1-minute runs. At our small chapter events, you'll get a couple of practice runs, 3 timed runs, and lots of fun-learning runs. You can get help from the quicker drivers. You can get thrills driving your friend's quicker car. You can even get humiliated, as I did, letting your friends drive your car quicker. Raine Mantysalo, Cory and Woody each drove my car to a faster time in their first runs than I did in any of my 6 runs. Well, it's good to know a Motronic-controlled BMW is always at *its* best, even when the *owner* isn't.

Check out the Autocrosses in 1988. You can learn some driving skills useful in the real world *and* you get some cheap, safe racing thrills, with no more than a little tire wear.

John Hartge

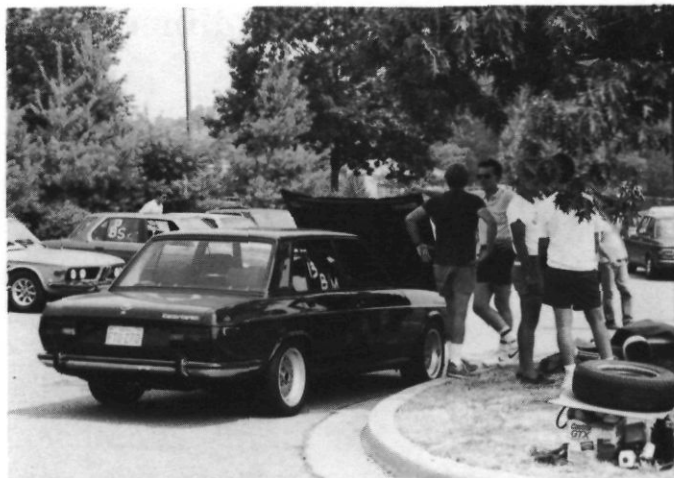
Results

		1st Run	2nd Run	3rd Run
<i>Modified BMW's</i>				
Cory Laws	735i	42.36	42.83	42.81 (1)
Chuck Branscomb	Bavaria	44.24	43.55	43.04
Gary Toyama	528i	46.06	DNF	44.48
John Hartge	325e	45.51	44.59	DNF
Dwight Derr	528i	45.46	46.02	DNF
<i>Stock BMW's</i>				
Woody Hair	325is	42.94 (1)	43.26	DNF
Mike Schwing	M3	45.28	45.51	46.27
Bob Cramer	325e	45.34	46.72	45.57
Rafael Garces	318is	46.14	45.48	46.07 (1)
John Marshall	325is	47.22	46.13	47.26
Frank Doyle	325es	OC	50.79	48.46
<i>Non BMW's</i>				
Barry Miles	GLHS	DNF	43.89	42.72
Robert Espciza	GTI	OC	46.59	45.51
Brian Gerber	Mustang GT	46.32	45.72	47.09

(1) second penalty for displaced pylon

OC = off course

DNF = did not finish (probably skidded through the stopgate pylons)





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Championship Autocross

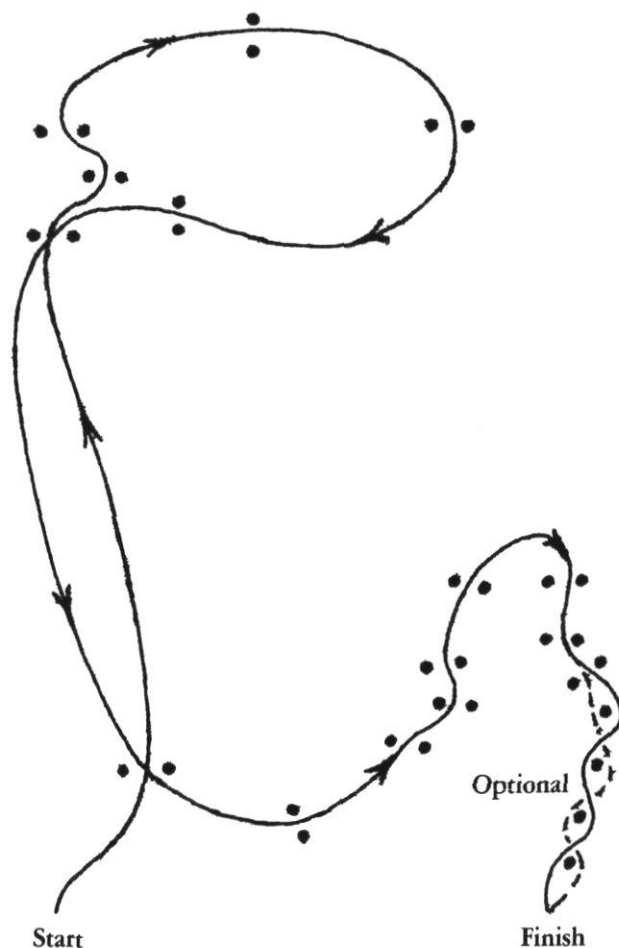
On October 11 the National Capital Chapter hosted the 9th event in the Yokohama/Merchants Tire 1987 Championship Autocross series. The event at the Capital Centre was open to all makes of cars and 120 drivers made 3 runs each on a course laid out by OD Gary Toyama. The \$1,200 in entry fees was passed on to Childrens Hospital as part of our pledge made last May at the Telethon.

Due to the requirement that we be cleaned up and gone from the Capital Centre lot by 4:30, it was necessary to limit the number of entries. All four 30 car heats were filled by pre-registration the day before the event so many would-be drivers had to be turned away. A large crowd of spectators lined the course. For those club members who were attending their first event the club leadership apologizes for not having more time available for introductions and talk — everyone was quite busy.

The course is depicted here. Experienced autocrossers felt it was "tricky" but a fair test of all cars with a fast section that favored power and a slow section that favored maneuverability.

I am sure this CAC had the largest entry by one make of car

OD Gary Toyama's 1987 Championship Autocross Course



for many years and possibly all time — twenty BMWs! Some regulars in the CAC series were off to Road Atlanta for the SCCA championship races, but their places were filled by some rather unusual entries — like a 72 Chevy Nova and a full-sized Ford pickup truck. The driver of the truck had his hands full but did an admirable job of getting around in respectable time with no pylons.

Merchants Tire Center, who is co-sponsoring the series with Yokohama, had a service truck on hand to provide air and advice. It was provided by Ken and Leslie Langford of the Duke Street outlet in Alexandria. Merchants' Tysons Corner store was represented by manager (and club member) Scott Colter in his 325i. Like many of the BMW entries, Scott was driving in his first autocross. He said it was a ball.

As at last year's BMW event, the weather went from sweater and jacket to short sleeve shirt and back to sweater and jacket before the last car completed its 3rd run around 4:00. At least the rain held off. Workers such as Les Adams and Dwight Derr who had failed to pre-register took some fun runs to finish off a successful event. Next time don't fail to sign up in advance.

Official results are not available at press time — they will appear in the next issue. I do believe E/Street Prepared was won by Leo Balzerett of York, Pa in a beautiful red and silver 2002 tii and F/Street Prepared by Max Rodriguez in his tundra 3.0 CS. Maybe looks are an advantage in autocrossing!

Woody Hair

Entirely Satisfied

Merchant's Tire
7880 Sudley Road
Manassas, VA

Attn: Don McAndrews:

Dear Don:

At the BMW Club Maifest this year, I was the lucky winner of a set of Yokohama tires. Since my car, a 1980 633CSI, was still on its original Michelin tires, the timing couldn't have been better. After talking with several club members (including Kay Heatherley) who use Yokohamas, I decided to replace my 195/70-HR14's with a plus-one set up. I selected the A-008 215/60-VR15's at Merchant's Tire Tysons Corner. Special thanks go to Manager, Scott Coulter for his efforts in getting the tires from your warehouse. I mounted my new Yokohama tires on MSW Type 7 (Mercure) wheels, a terrific looking set-up.

So far, I've put about 2,000 miles on the Yokohamas, and they are great! There is noticeable improvement in handling, and the lower profile has had no adverse effect on the ride.

On November 28, I hope to get some analytical proof of the improved performance. I'll be attending my third BMW-CCA Drivers' School at Summit Point, WVA. At the last school, I clocked 1:58:25 as my best time on the two mile circuit (using my old Michelins). I'm anxious to give the Yokohama tires a thorough test at the "Snowshoe Driving School".

For Kay Heatherley and the National Capital Chapter of BMW-CCA, I want to thank Merchant's Tire and Yokohama Tires for your interest in, and support of, our club and SCCA racing events.

Tom Verba
BMW-CCA Member

Taken To The Bridge

Anyone who has read *Der Bayerische* for any length of time knows how much I enjoy driving schools. Those who have attended a school or two know that I am very comfortable attacking Summit Point in my favorite four wheeled chariot. But, can you imagine me being intimidated on the track? Read on.

Woody Hair, Dwight Derr, Larry Masten and I went to the Bridgehampton race track in eastern Long Island, for a two day driving school. I won't bore you with the details of the drive up, but the tour of Brooklyn was, shall I say, unique. The Bridge, as it is known to the racing community, is a 2.85 mile track, with about 11 turns, two elevation changes of over 100 feet, and sand everywhere.

My first session was very tentative. I'm always conservative in the first session of the day, even at Summit Point, but I was truly uncomfortable during the initial laps. I drive by the seat of my pants, and have an instinctive reaction to the events as they happen. However, at half speed, you don't feel the things you do at high speed, and therefore must think of what to do, instead of just doing it. In that session I gained a true insight into the novice experience. I know all about good lines through different kinds of turns and how my car reacts in various situations, but the unfamiliarity of the track, coupled with occasionally not remembering which turn was next, really had me on edge. When asked how I liked the track, I talked around the answer. "Interesting" was the most positive thing I could get out.

For the next session, I had Sue Stouffer as an instructor. Many of you know Sue from Summit Point. She's the one who screams around in a 320i turbo with Pennsylvania tags. Sue was very familiar with the Bridge, and helped me to get comfortable quickly. Aside from many helpful hints, I was also beginning to get up to speed, and was starting to feel the track, instead of just seeing it. From that point on it was fun, and I decided that I enjoyed the track very much.

Besides gaining first hand experience with the uncertainties of a new track, I also picked up several organizational ideas that we will be trying next year. I'm looking forward to trying more "foreign" tracks, and encourage all of you to do the same. And, if you've yet to come to the Point, try that. If I'm instructing, and even if I'm not, I promise that my experience will influence the way we handle newcomers.

Cory Laws

What Do You Mean, Do It Myself?

This was originally intended to be part of The BMMRR Saga, but its scope quickly went beyond that of a usual BMMRR Saga episode. Thus, a new mini series on Tyro Tinkering is born.

When I bought BMMRR, I was told that it was very simple to work on BMW's and that I should be able to do most of BMMRR's maintenance. After perusing the owner's manual and mentally comparing it to the *comprehensive* manuals that had come with my American cars, I foolishly decided that I could do everything, including rebuild the engine, using the trunk lid tool kit.

In my previous life, as an owner of American iron, my automotive maintenance efforts were limited to oil, points,

continued on page 21

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continued from page 19

plugs, and Bondo work; consequently I approached the art of BMW tinkering as a complete rookie. Much of what I have learned in the past three years has been gained the hard way: stripped threads, sheared bolts and, of course, dismantling half of the car only to discover that I didn't have the right replacement parts.

What follows here is a discussion of automotive maintenance, not as advice from an "expert" talking to a novice but as one student to another in hopes that you can avoid my mistakes.

What is the difference between an expert and a beginner? In most categories of human endeavor, the major difference is knowledge and usually that knowledge has been gained through experience. An old saw states, "There's no substitute for experience," and in general that is true, but nowhere does it say that you have to spend years breaking parts or breaking fingers and it is usually beneficial to learn from someone else's mistakes.

There are a number of sources of technical information on BMWs that will help the tinkering tyro on the road to becoming the consummate shade tree mechanic.

In general, a *Hayne's* or *Chilton's* manual should be acquired before anything more complicated than an oil change is attempted. Actually, having both of these on hand is ideal because where one may gloss over a particular subject the other may cover it in depth. A *Hayne's* for your particular BMW may be purchased from a variety of sources including: Circle Tire Company, most dealers and a number of the advertisers in the *Roundel*. The *Chilton's* manual covers just about every Bimmer from the 2000 to the 735i and is available at most discount auto parts stores. There is another manual, *Clymer's*, that I have not yet purchased and cannot therefore comment on its quality or content. (Ed: good, concise, straightforward.)

If you plan to tinker (or tamper) with your K or L-Jetronic fuel injection system, you must have a copy of *BMW Fuel Injection, the Common Sense Approach*, which is published by The Metric Mechanic in Kansas City, Mo. This book not only explains how to adjust your injection system but also tells how and why it works.

Your club publications, *Der Bayerische* und der *Roundel*, are also excellent sources of technical information. Someone may have written in with the easy solution to the problem you are now having. If you run across an article or letter concerning some obscure facet of maintenance for your model, cut it out and save it, you never know when your auxiliary framis might go south.

Last but not least, your fellow BMW CCA members can be an excellent source of technical information. Many people in the club have quite a bit of experience keeping their Ultimate Driving Machines drivable.

Finally a few words of caution; before attempting any do-it-yourself repairs:

- Read everything you can about your problem;
- Make sure that what you think the problem is, really is the problem;
- Look over the situation very carefully and go over the planned repairs in your mind;
- Take things apart very carefully, you will have to put them back together later.

Mark Yaworski

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Club Store

Jingle Bells and Ho Ho Ho — It is time to do some Christmas shopping.

To start, we are again putting together an order for Passport Radar Detectors. The price is \$265.50 for pick-up or \$270.50 for delivered.

Next item is as I had mentioned in the last issue, through the purchasing power of my company, I am able to provide parts and accessories for your favorite BMW plus Porsche, Mercedes, VW and Nissan.

Lastly, I have made contact with an Auto Broker which allows me to offer you the lowest possible price on a purchase or lease on any car make available. All vehicles come with full factory warranty and can offer any options plus extended warranty if desired.

If you have any questions or to place orders, give me a call, (301) 926-1629.

Max Rodriguez

Tag Spotting

I must apologize to my loyal readers, in the last installment of *Tag Spotting*, I misquoted the slogan on the Indiana license plate. The correct Hoosier phrase is "Back Home Again. . ." which still makes me wonder why they can't make up their minds.

With regard to Ed's comment concerning the omission of his beloved District of Columbia, the topic at hand was *boring* plates, those with no slogan, pizzaz or visual excitement. If he would be so kind as to look at his D.C. plates, he would see a stylized Capitol Building and the slogan "A Capitol City," this does not qualify as a boring plate.

I would like to thank Russ Parise for starting the ball rolling on the Maryland member plates. As Russ said in his article, these are a great alternative to vanity tags and an excellent opportunity to tout the club.

I'll leave you now with a few seasonally appropriate tags.

For the basketball fans:

HYA SXA on a black GTI with a Georgetown decal

HOYA MA on a white Thing

I now want to know if all Georgetown fans drive VW products.

And since it will soon be the season to be jolly I report that JK MNOP was spotted on the beltway. My source says it was on a red sleigh but I am a bit skeptical.

Next time — more tags from more states. Be looking for you.

Mark Yaworski





NCC members Fred Fernald, John Hartge and Les Adams at Octoberfest Driving School in Oklahoma.

More than 300 BMW CCA members traveled to Tulsa, Oklahoma in October for the club's 18th annual Oktoberfest. Five folks from the National Capital Chapter attended: Les Adams, John Hartge, Maximillian Conover, and Fred Fernald and Nancy Yane.

These annual events offer a great opportunity to see a new part of the country, socialize, see the hottest new BMW gear, party, see rare BMWs, feast, drive some new BMWs (courtesy BMW/NA), party, and drive your own BMW (driving schools, autocross, rally, gymkhana).

Sponsors contributed thousands of dollars in door prizes

ranging from performance computer chips to radar detectors to tires. In addition, the largest club raffle in history resulted in drawings for 7 and a half convertibles!

Next year, the BMW CCA Oktoberfest will be in August (while school's out) in upstate New York. It's not far. Plan to attend.

The National Capital Chapter, *your chapter*, has submitted a bid to host the 1990 BMW CCA Oktoberfest. Plan ahead to attend in 1990 and help your fellow chapter workers to make 1990 the best O'fest yet.

John Hartge



Dick Turner Driving School at Hallet Circuit.



Speaks for itself . . .



Prepping a rare 2000 model for Concours.



Tulsa Driving School.

Photos by John Hartge and Les Adams

Bimmer Nervosa

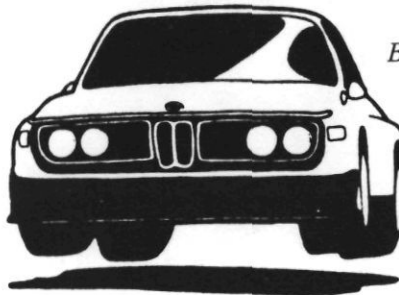
Medical Science has recently discovered a serious psychosis which is named "Automobilia Nervosa." It is identifiable, in its early stages, by certain symptoms such as increased heart rate in the presence of sports cars, sweating palms when coming into contact with MOMO steering wheels, and so on. . . .

As this disease advances, other bizarre behavior patterns become evident. You very likely have the disease if you:

- Armorial your spare tire,
- Inspect the image of your freshly-washed car in plate glass windows,
- Dust the dashboard while waiting at traffic lights,
- Wax the underside of your hood,
- Tune the engine weekly,
- Keep two or three auto accessory catalogs by your bedside in case inspiration should strike you while you are asleep,
- Close the door for passengers so they won't slam it (or worse yet, get fingerprints on the window),
- Take the long way home from work because the curves are better on that road,
- Armorial the side strip inserts,
- "Forget" to turn off your Bamberg deck so the Bose quads will energize your passengers half-way through the sunroof when you hit the ignition switch,
- Change brake pads for the fun of it,
- Struggle to avoid looking superior when the Camaro in front of you runs into the beam in a vain effort to stay ahead of you on a twisting road,
- Park so far out in the shopping center parking lot that you have to take the shuttle bus to get back to your car,
- Armorial the plastic valve stem caps on your tires,

- Roll the sunroof back on the first warm day in February even though you have to turn the heater on full blast just to stay lukewarm,
- Suggest that the four of you take your neighbor's 911 to the theater (or we could take the BMW!!),
- Sneak frequent peeks out to the parking lot during the day to see how your car is doing,
- Periodically throw away three or four of your **least** used wax cans,
- Take your wife's car to the grocery store if it looks like rain,
 - Put on your most convincing "can't everybody corner like this?" expression when zooming up behind other cars on the freeway ramps,
- Feel physically ill when your car is not running right, or is down for repairs (this symptom is especially dangerous, as it indicates the final stages of the disease!).

Although there is no known cure for the disease, there are some treatments which have provided temporary relief: buy a Chevrolet, cancel all your car magazine subscriptions and read only *Consumer Reports*, or renew your membership to the BMW Car Club where you'll get all the sympathy you need to sustain you from here on out.



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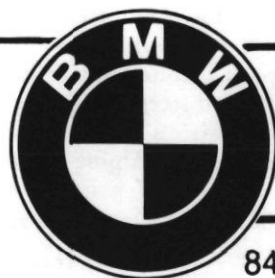
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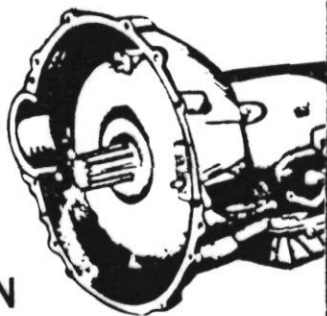
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Wanted: Photocopy of pages 32-21/3 and 1/4 from 530i shop manual. Call D. Dunmire at (301) 989-0331 after 6.

For Sale: BMW 2000 CA Vin #1000464. Car is complete. Ideal project or parts car. Will sell cheap to a good home. Best offer. George Murnaghan. Days (301) 547-2140, Eves (301) 385-1273.

For Sale: 1981 528i Polaris silver w/navy blue leather interior, 56k orig. miles, a/c, 5-sp, ps, pb, power locks and windows, sunroof alloys, Bridgestone tires (195/70-14's). Bilsteins, fogs, non-smoker, garaged. Fanatically maintained. Mechanically and cosmetically pristine. \$11,600. Mike (202) 857-9697 (w) (202) 479-1044.

For Sale: 1977 320i, new guards, red paint, black interior, 2000 miles on 170 H.P. Korman Stage II+ engine, 45 DCOE Webers, Stahl header, free flow exhaust, metric mechanic ultimate transmission, Hartge/Bilstein sport suspension with stress bar, +2 conversion, MGW 15" wheels with 50 series/comp T/A tires, Zender air dam, Flo Fit seats, remote radar detector, additional gauges and map light. Car was prepared for driver schools but is thoroughly streetable and fast. \$9500.00. Emory Kopf, days (301) 286-5479, eves (301) 647-1471 (MD).

For Sale: 320i, fuel injection system and fuel pump, no reasonable offer refused. Emory Kopf (Annapolis) 301 647-1471, w (301) 286-5479.

Free: 2 black vinyl 320 front seats — good-fair condition — u-pickup. Emory Kopf, days (301) 286-5479, eves (301) 647-1471.

For Sale: Exhaust system — New complete exhaust system for 320's, 78 on. Still in packing containers. Includes Stahl header, manifold heat shield, Prima Flow front and rear mufflers, mounting brackets and hardware. Retail for \$562, will sell for \$450 or best offer. Jack Chandler 703 560-8698.

For Sale: 1973 2002 VIN 2590084. Golf yellow w/excellent black interior. Original owner, all records. 2000 miles since restoration 4/86. OEM new paint, sheet metal, chrome, moulding, gaskets, weatherstripping. 325 wheels, TA radials, Weber, Ansa exhaust, touring springs, sway bars, Koni shocks, Scheel seats, Momo wheel, 4 speaker AM/FM/Cass. \$6000. George Dmytrenko 301-744-4791.

For Sale: 1978 320i TURBO. Ford blue with dark blue upholstery/sheepskins. BAE 7 PSI turbo—195 HP! Lowered 1 1/4" front, 2 1/2" rear, progressive rate springs. Sunroof, A/C, Kenwood stereo. Beautifully done. \$7500. Brad Ward (703) 532-7148 or (703) 594-2362.

Wanted: Set of mounted snow tires for 78' 320i. Call Kristin Damon, KE8-2673. (Arlington)

For Sale: 1982/83 323i. WBAAH3106c7453402. Black with grey cloth interior. 56,750 miles, but new factory engine with only 16,500 miles. All records. Immaculate; always garaged; never in accident. 5-speed; limited slip differential; sport suspension; Recaro seats; sport steering wheel; new Goodyear Eagle GT tires on alloy wheels. Concord am/fm stereo cassette radio with front and rear Alpine speakers. Sunroof; air conditioning; power mirrors; fog lights. \$13,000. Ron Cohn. Eves: 301/983-1001 (MD). Days: 202/638-6666 (DC).

For Sale: KYB Gas Shocks — New set of 4, still in boxes. For all 5' series thru 81'. Package includes OEM set of spring

pads. Cost \$275, will sell for \$190. Call Jack Chandler days 620-7159, eves. 560-8698 (VA).

For Sale: 1983 635 CSI. Sapphire blue/blue interior. new tires, brakes, EPA/DOT clear. 80K miles. \$19,000. Call Mike at (301) 972-7297.

New Members

WELCOME!

Please join us at clubs events and get the most from your membership.

Milton Lipnick	1979	733i
Bryan P. Graham	1981	323i
Frank J. Regan	1986	735i
Robert Tantillo	1982	320i
Stevens Brown	1986	535i
Lawrence A. Magni	1985	318i
Hans Schierling	1987	528e
Richard Lidinsky Jr.	1986	325
M. Dendy Young	1979	733i
Larry E. Jennings Jr.	1970	2002
W. Gary Greathouse	1984	533i
Georganne Brier	1976	2002
Robert Michael McAdoo	1986	325e
Todd Creque	1977	320i
Hayes C. Jarman Jr.	1987	428e
David Westin	1975	2002
Bob Benedict	1979	730
Tatiana M. Terleckyj	1973	2002
Lance W. Charnes	1983	320i
Woodrow Arrington	—	—
Gladys Horton	1986	325es
Jerry White	1987	325
Kirk L. Dancy	1982	320i
Sandy Swedenburg	1977	320
Don Klika	1986	325
Charles Sacks	1987	325i
C. Raymond Lake	1984	633csi
Neal Howard	1986	325es
J. Richard Kyzmyak	1984	318i
Walter Bylow	'70 2800	'80 733i
Stuart R. Fine	1986	325
Shar Taheri	1980	320i
John B. K. LaBarre	1979	733i
George Brugger	'85 M7	'84 745i
Aung Chit Tun	1986	528e
Alfonso G. Zavala	—	—
James Wint	1987	325is
Tony Warner II	'79 320i	'86 L7
Thomas L. Ward	1986	535i
Larry Tyce	1985	318i
Annop Tan	1975	530i
George Stone	1981	528i
David Starr	1978	320i
William J. Staley jr.	1986	528e
Mark Slawinski	1973	2002
Kirk Scattergood	1979	2002
Tony Ruszala	1986	318e
Paul Russell	1980	732
Richard Rubin	1986	325e
Daniel Popelas	1984	318e
Ollie Oliver	1982	320i
Troy J. Meyer	1987	325
Roy G. Melloni	1987	325is
Patrick McKenna Jr.	1987	325is
George A. May	'85 325i	'73 2002
W. Grant Lauterbach	1987	535is
Chris Jaques	1976	2002
James E. K. Hildreth	1987	325
Joseph C. Fyrio	1986	528e
Julia Fuller	1984	318i
P. K. Fall	1985	524 TD
David Ellingwood	1985	325e
Max Dorian	'85 325e	'77 320i

Thomas Crank Jr	1984	318i
Robert E. Cook	1971	Bavaria
Lawrence M. Cohen	1986	M635
Chris Cohen	1980	320i
Ralph Capobianco	1974	3.0 CSI
Karen L. Burke	1984	318i
Daniel B. Brooks	—	—
James W. Belcher	1985	735i
John Belbute	1985	325e
Herbert & Claudia Logan	1987	325
James & Nancy Heston	1987	325i Cab.
Stuart & Judith Haman	'87 635 CSI	'83 735i
Jose Rafael & Nancy Garcia	'86 325 es	'87 M6
P. & Susan Matocha	1977	320i
Mary L. & David Lee	1979	320i
Karen & Chuck Rowan	'84 325e	'77 320i
LeRoy & Peggy Lawson	—	—
Wendy & Chick Opel	1985	524TD
Jay & Joanne Hull	1983	320i
Linda & Bruce Gordon	1980	733i
Deborah & Frederick Marl	1979	528i
Kenneth & Yvonne Sobzach	'86 325 es	'84 533i
Brian & Donna Smith	1987	325e
Jonathan & Marcia Javitt	1983	533i
Arthur & Barbara Upperman	1984	528e
Bernace & Irene Symm	1983	733i
David & Ruth Scull	1985	528e
Dave & Ruth Ann Keener	1977	320i
Michael & Carolyn Watkins	1972	2002 Tii
Jeff & Sharon Wright	1983	320i
Richard & Susan Seraydarian	1986	325
Kertis & Kathleen Peterson	1977	633 CSI
Wonkook & NanCheoy Park	'85 735i	'85 528e
Louis G. & Mary Janice Lomp	1985	318i
Brian & Rebecca Garret	1975	2002
Jonathan & Margaret Binnie	1980	733i
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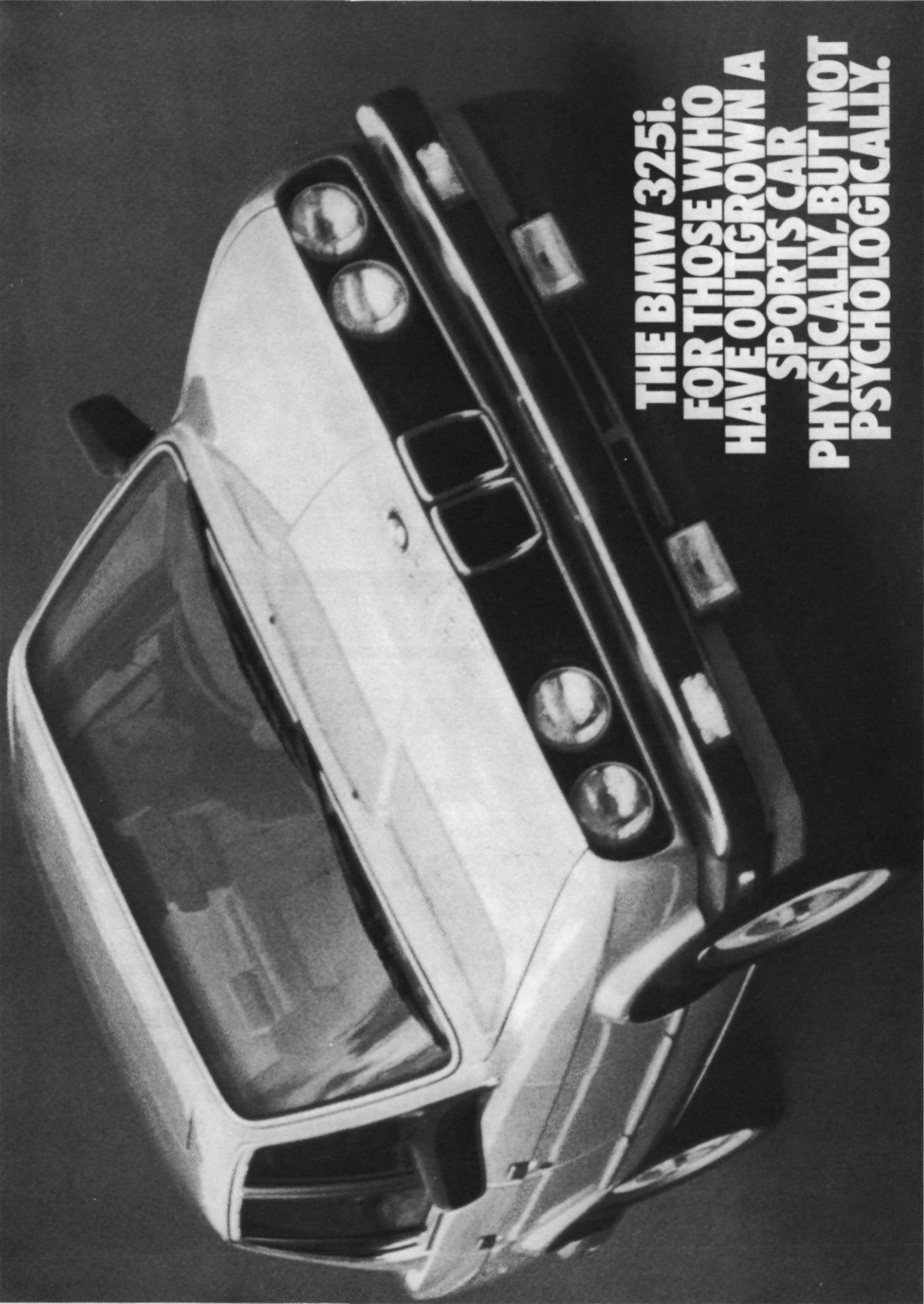
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Index to Advertisers

Firm	Page
Apple BMW	Back
Autobahn Motors Works	13
Auto-Therapy, Inc.	22
Autowerke	16
Autoy, Inc.	27
BMW Excluservice	14
BMW of Fairfax	25
E&E Auto Body	21
Elite Autohaus	11
Evergreen Motors, Inc.	20
Foreign Service	8/21
Heishman BMW	22
J&F Motors, Ltd.	24
Kirsten Motor Werkes	9
London Auto Services, Ltd.	10
German Auto Upholstery	18
Martens BMW	Back
Master Crafters	18
National Tire Wholesale	20
National Transmission Service	26
Potomac Motor Works, Inc.	26
Quality Car Services, Ltd.	6
Radial Tire Co.	8
Ramus International	6
River Road Texaco	10
Rosner BMW	5
Tischer	29
TUV Engineering	12
Ultimate Motor Works	9
VOB Auto Sales	0
Wagonwork Corp.	2
Wheels	6



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