

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



MAY/JUNE 1988  
VOL XVIII, ISSUE 3

# der bayerische



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## DER BAYERISCHE STAFF

### Editors

Les Adams (202)586-6476 days; (703)569-2144  
David Sossamon (703)442-6487 days; (202)966-1891

### Production Manager

Andrew Short (202)966-1891

### Advertising Manager

Jonathan Jones (301)299-8144 days; 984-0588

## CHAPTER OFFICERS

### President

Cory Laws (202)546-2365 evenings

### Vice President

Terry Forrest (202)382-4096 days; 397-8541

### Treasurer

Lynn Phillips (301)972-8237 evenings

### Secretary

John Hartge (703)549-6445 evenings

### Membership Circulation

Jerry Ishmael (703)525-0300 days; 525-4425

### Social

Dan & Seu Lim (301)839-9203 evenings

### Drivers School Coordinator

Mark Yaworski (301)972-8237 evenings

### Concours

Larry Masten (703)941-1067 days

### Baltimore Activities

Dwight Derr (301)889-9578

### Tourmeister

Bill Via (202)898-3733 days; (703)684-6026

### Club Store

Steve Haygood (703)430-0692 days

### Autocross

Gary Toyama (703)569-1336 evenings

Raine Mantysalo (301)933-1880 evenings

### Club Council Representative

Woody Hair (703)658-0600 days; 243-5796

## Technical Questions & Tech Tips

### Local:

Max Rodriguez  
(301)926-1629 evenings

### Atlantic Zone:

Hugh Wells, Winston-Salem, NC  
(919)748-1601

## Mailing Addresses

### Der Bayerische

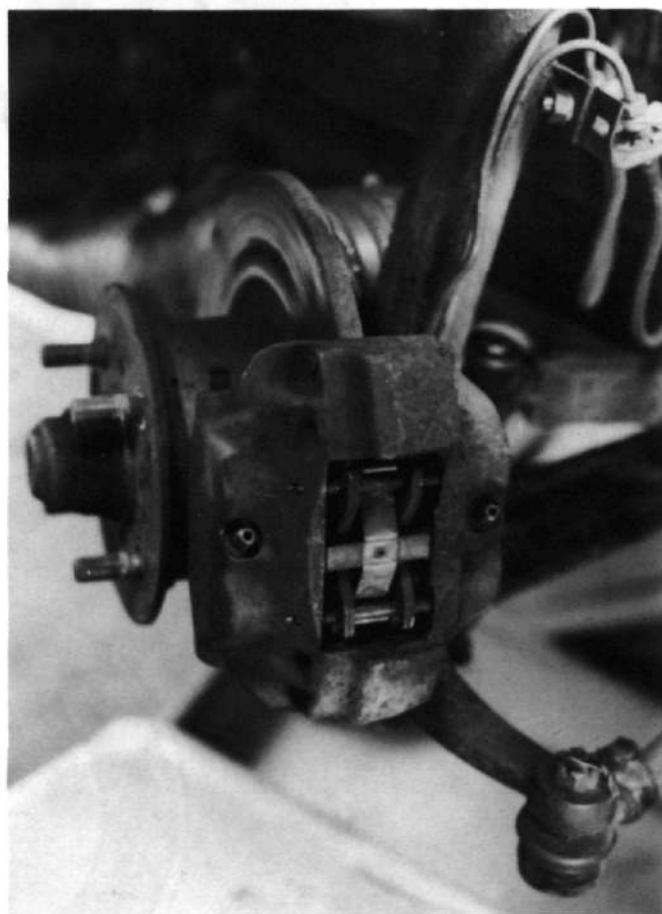
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6939 33rd Street, N.W.  
Washington, D.C. 20015

### National Capital Chapter

P.O. Box 685  
Arlington, VA 22216

## Spring Brakes

See Pages 22-23



*RustBucket shows you how to change those brake pads on your 2002 or 320, with a little help from Hilda.*

## Cover:

Working up a sweat

Photo by Adam Koons

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## COMING EVENTS

### DEUTSCHE MARQUE CONCOURS

**German Embassy, May 15**

**Time: Judging starts at 11:00 am**

**Wine and Cheese Reception at 2:30 pm**

The annual Deutsche Marque Concours will again be held at the Embassy of the Federal Republic of Germany in Washington, D.C. on Sunday, May 15, (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. Advanced reservations are *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 (202) 397-5970,**  
for updated information.

**Registration:** Concours entrants, \$10 per car (includes reception). All others who wish to attend the wine and cheese reception, \$7.50 per head. Send checks in the appropriate amount, payable to *NCC BMW CCA*, to: *Larry Masten, 3904 Gallows Road, Annandale, VA 22003 Tel: (703)941-1067*. Concours registration should be made before May 4. No RSVP required to spectate at the concours.

**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.

### WASHINGTON CONGRESSIONAL

**CONCOURS d'ELEGANCE, Sunday, May 15**

**Time: From 10 am; Grand Prize Presentation 4 pm**

If one concours a day is not sufficient for you why not also plan to attend the one held for the benefit of KIDS, Inc., an organization which helps fulfill the dreams of gravely ill children. This is an all marque concours with 28 classes of vehicles through model year 1968, so lots of variety!

There is still time to submit entries, contact Lew Delafield at (703)968-0387; also, cars for exhibition only (that is not to be judged) will be accepted on the day of the event. If you consider yourself competent to be a judge in this event, call Lew, he could use your expertise.

The concours is being held on the Guerzon Estate at 9119 River Road in Potomac, Maryland. General admission is \$5, kids under 12 free.

### TISCHER MAIFEST, Saturday, May 21

**Time: 12 Noon to 4 pm**

One of our most supportive dealers, Tischer Autopark, is hosting their annual Maifest and have graciously extended an invitation to our club members. This is an enjoyable family event featuring bratwurst and hotdogs, beer and soda, plus lots of activities for children, including the famous moon bounce (an all-time favorite).

Both current and classic BMW's will be on display. An authentic German band will provide the proper atmosphere. Plan now to attend this enjoyable day! The telephone number at Tischer Autopark is (301) 890-3000.

**Directions:**

From D.C. - 29 North from 495, approximately 8 miles. Right on Briggs Chaney Road, right into Autopark..

From Baltimore - 29 South from 695, approximately 15 miles. Left at Briggs Chaney Road, right into Autopark.

### NATIONAL CAPITAL CHAPTER

**RACE CORRAL, Sunday, May 22**

**IMSA GTO/GTU, FIREHAWK Races, Summit Point WV**

On the weekend of May 21st pro racing comes to Summit Point raceway. In last year's series we saw names like: Tom Gloy, Chris Cord, Willy T. Ribbs, Lyn St. James, Bruce Jenner and Scott Pruett. This year many of these same veterans and more will thrill us with the fastest most exciting racing this season. The Firehawk racing series will be of special interest to BMW CCA members as the two Korman sponsored M3's will return to reclaim their title for a second year. Tickets at the gate are \$30.00 and advance sales can be purchased at NTW, or Craven Tire Locations for \$25.00.

If exciting pro racing is not enough to encourage you to come out, how about this. On Sunday 5/22 the NCC will provide parking in a secure area, shelter under the Blau mit Weiss tent, refreshments and lunch. Gretchen of the Hillbrook Inn will provide a delicious assortment of traditional German food during the lunch break. This is becoming a premiere event for NCC members, come on out and enjoy professional racing, good food, beer, soda, BMWs and meet your fellow Club members.

If you have any questions or want more information call Jon Miller at (703) 739-0656 evenings (please leave a message).

### NATIONAL CAPITAL CHAPTER MAIFEST

**Saturday and Sunday, May 28-29**

**General**

The National Capital Chapter's annual Spring event is bigger than ever this year. There will be the usual two days of driving schools. There will be the usual gourmet feast Saturday night at the Hillbrook Inn. And, for the first time, there will be a gathering of classic CS Coupes from through-

*continued on next page*

out the mid-Atlantic area, Georgia, Connecticut and N. Y.

Those who have attended previous Maifests know why it is the most popular club event each Spring. The Coupe tour Saturday through the countryside to Summit Point, West Virginia will provide a new attraction. Come drive or work or watch at the school. Come show off your coupe. Come enjoy the fine food and friends. The application is available in your last issue of *dB* or call Woody Hair at (703)243-5796 for a copy. Your registration packet will provide motel information, if you choose to spend the whole weekend.

### **MAIFEST DRIVERS SCHOOL**

As usual, the central event of Maifest will be a two-day Drivers School. A driver may register for Saturday, Sunday or both days. Two days of Drivers School gives the student more track time than he can shake a stick at (Yessiree, Bob!) and the chance to perfect the skills that can quickly fade away on the highways of America.

Registration is on a first-come, first-drive basis for club members driving BMWs; applications from club members who wish to drive non-BMWs (shocked gasp!) will be held until May 14, two weeks before the school, and then granted available slots based on the order in which the applications were received. Registration will be closed on May 21, one week before Maifest.

The entry fee of \$80 per day will include an excellent catered lunch from the Hillbrook Inn. Corner workers and flaggers will be rewarded with a free lunch and a day (or two) of fun. Spectators are welcome but are reminded that the cost of lunch for non-participants is \$8.

If you plan to come along as a worker or as a spectator and stay for lunch, please inform Kay Heatherly, by completing the appropriate portion of the application form in this issue and mailing it to her.

### **VINTAGE COUPE GATHERING**

**Saturday, May 28**

**Time: 10:00 am**

You read in the February *Roundel* about the San Francisco Chapter's Coupe Fest. Well the East Coast version is being put on by the National Capital Chapter as part of our Maifest weekend. All these beautiful coupes (2000CS, 2800CS and 3.0CS) are invited to gather at BMW NA's regional headquarters in Sterling, Virginia at 10:00 am on Saturday, May 28. After a sufficient period for pictures and talk, the owners will be given route instructions for a scenic 50 mile tour through Virginia horse country to Summit Point, West Virginia where the two-day drivers school will be in process. Between run sessions the coupes will be able to take a couple of parade laps around the two-mile, ten-turn race course. The concession stand will not be open so it is suggested you bring a picnic lunch.

Saturday evening, Maifest will move to the nearby Hillbrook Inn for a buffet dinner on the lawn. A special parking area will be set aside for the coupes. Cost of the

dinner is \$15 per person. The 1 1/2 hour drive back to the Washington area could be avoided by staying in nearby Charlestown.. If you are interested in participating in the drivers school on Sunday, complete the application form in the March/April issue. If you plan to attend any or all of this super week call Woody Hair, 243-5796 in Arlington, Virginia. Dinner reservations are a must.

*Directions* to BMW NA offices at 21545 Ridgetop Circle, Sterling, VA: from Routes 7 and 123 at Tysons Corner, 12.4 miles west on Route 7 to left on Loudoun Technical Drive. left on Ridgetop. Note: BMW NA will be closed so there will be no restroom facilities.

### **BLUE RIDGE RENDEZVOUS**

#### **Memorial Day Weekend**

##### ***Tidewater Chapter Event***

The Virginia Beach Bimmophiles have once again invited members of our chapter to join them at the Mountain Lake Resort, near Blacksburg, Virginia to enjoy a weekend at a reportedly fine country hotel with many amenities.

Those attending will rendezvous at the resort on Saturday afternoon, May 28th. The Tidewater organisers have arranged a rally on mountain roads for Sunday followed by a social that evening.

Sounds like fun! For info write soon to Tidewater President, Gary Wickstrand at P.O. Box 62145, Virginia Beach, VA 23462.

### **DER BAYERISCHE DEADLINE**

#### **June 1**

This is not an event as much as it is a plea from the gnomes that put *dB* together. We are trying very hard to get the newsletter to you in plenty of time for you to make plans, reservations, save your pennies, whatever it takes to attend the many delightful events scheduled for this year. This can only be done however if those kind souls who give of their time and energies to write and gather event details for *dB* do so promptly *before* the deadline. We were still pestering some people for vital info and receiving (much appreciated) unsolicited materials two weeks after this past deadline, by which time we *could* have had the magazine to the printer.

We are aiming at putting *dB* in your hands before the beginning of the months covered in that issue, but can only do so with your help. So please, if the muse won't sing, beat her, or choose one of her sisters to inspire you!

Those of you who contribute articles, regularly or intermittently, are much appreciated. YOU make *dB* what it is. So all the rest of you, join the crowd, send copy, ideas, photos, classified ads (members only), as well as camera-ready advertising copy to the *dB* gnomes at:

*Der Bayerische*  
c/o Andrew Short  
6939 33rd Street, NW  
Washington, DC 20015

## GERMAN CARFEST, Richmond, VA

Saturday, June 4

Time: 12 Noon to 3 pm

Feasting your eyes on a gathering of Bimmers, Mercedes-Benz and Porsches at the restored Downtown Shockoe Slip in Richmond, Virginia could be a pleasant enough way to spend a Saturday afternoon. Add to that a pleasant drive, live German music, shops and restaurants, dealer and vendor displays and the day could be downright entertaining.

Slated as "A gathering of those who share a love for the car", the event will cost you only \$15, with an optional \$12.50 reception. For more information you can contact Jana Dunbar at (804) 786-9657 days; 358-3499 evenings.

## CHILDREN'S HOSP. BENEFIT AUTOCROSS

Sunday, June 5

Time: Heats throughout the day, starting 9 am

Due to construction at Landmark Shopping Center, this year's open autocross for the Benefit of Children's Hospital is being held at Beacon Mall, south of Alexandria. This non-championship event draws a lot of first times and pre-registration is highly recommended if you want to run at a particular time of day. Local celebrities and teams from area police departments also compete.

Entrants are encouraged to obtain at least \$20 in "sponsorships" for their entry and drivers with the most sponsorships will win valuable prizes such as a set of Yokohamas. The regular entry fee is \$10. All proceeds from entry fees, sponsorships, concession sales and a concurrent car wash, go to the hospital. Last year's event raised over \$11,000. A car show will be held at the same time. For autocross pre-registration call Dan Dazzo at (301) 855-4162. To enter your car in the show call Tom Dudley at (301) 681-6132.

This is not a club event but is a cooperative effort by the members of the Metropolitan Washington Council of Sports Car Clubs. Our Club will be helping with tech inspection and pylon chasing. If you are interested in working a shift call Woody Hair at (703) 243-5796.

Directions: Beacon Mall is 2 miles south of the Beltway in Virginia on US 1 (Richmond Hwy). The AC, car show and car wash are all on the back lot. We suggest you confirm the location by calling one of the above phone numbers.

## DETAILS, INC. TECH SESSION

Sunday, June 12

"Details, details, details" is their slogan and they want to show you with what detail they will attend to the detailing of your car and how you can take care of some of the details. But so far we have not been able to get the details from them about where and when, so call the Hotline at (202) 397-5970 for a more detailed account of when Details, Inc will teach us all about detailing. Sorry about that...

## NON-TECH SESSION, Sunday, June 19

THE BALTIMORE ORIOLES vs THE BOSTON RED SOX

Time: 1:35 pm

Celebrate the return of summer! Grab the spouse! Grap the kids! *Bring 'em dan tuh Balmer tuh see dem O's, Hon!* Join some of the best folks around (your fellow 'CCA members) to watch those two perennial A.L. East bridesmaids battle it out. We again have, without a doubt, some of the best seats in the house (upper box) and, sweethearts that we are, will let you have them at the tremendously ridiculous low price of \$4.00 each! As past history has revealed, *dare gonna go ril fast, Hon!* To reserve yours, call Dwight Derr evenings at (301) 889-9578 (*be's up in Balmer, ain't he, Hon?*).

Still undecided? Well as an added perk, it's also Orioles Mug Day! All kids *over* the age of 15 get a free Orioles thermal mug! *It'll keep dat Bob ril cold, Hon!* Everyone also gets a handful of money-off coupons, too! *See ya there, Hon!*

### Directions:

From *Worshintun, Hon:* Take I-95 north towards Baltimore to exit 53, I-395 N into downtown Baltimore. Turn right onto Pratt St. Turn left at Calvert St. (fourth light). Continue north on Calvert and take a right onto 33rd St. Follow the crowd.

North of *Balmer:* All roads lead to the Stadium, Hon! Take I-83 South (JFX) to Cold Spring Lane. Turn left at the end of the ramp. Right onto University Pkwy. (3rd light). Left onto 33rd St. and you're there, Hon.

## TSD RALLY, Sunday, June 26

Time: 10:30 am check-in, 11:00 start

For the first time since the mid-seventies the NCC is holding a rally. This will be a time-speed-distance event designed to introduce a first-timer to the sport. The object is to follow a set of route instructions at certain speeds in order to arrive at the various checkpoints at the correct time. Penalty points will be given for being early or late. Average speeds will not exceed posted speed limits. For basic rally info, refer to Jan/Feb *dB*, pages 22-25.

The course runs through rural parts of Montgomery, Frederick and Washington Counties in Maryland. It is approximately 90 miles long and will take about 4 hours including a rest break. The first car will start at 11:01 am. Each car must have a driver and a navigator, with passengers permitted. Entry fee is \$5 per car. The rally will end at a restaurant near the start.

Pre-registration by telephone is necessary to obtain the General Instructions and your starting time by mail. Registration the day of the rally will be permitted if the maximum field of 60 cars is not full. To pre-register call Woody Hair at (703) 243-5796. Information can also be obtained by calling the Rallymaster, John Hartge at (703) 549-6445.

Directions: Check-in and start of the rally will be behind the Texaco station and Friendly's Restaurant in the Quince Orchard Plaza at the NW corner of Quince Orchard Rd and Clopper Rd in Gaithersburg. Take Rt. 124 West from I-270 to second traffic light.



## **JULY DRIVERS SCHOOL, Saturday, July 9**

**Registration: 8 am**

Guess what? All the rest of the drivers schools in 1988 have been cancelled. Sorry about that, this is being written on April First and I just got caught up in the spirit of the day.

Seriously folks, it's time to prepare for the third drivers school of the year. The date is Saturday, July 9th and the time, as usual, is real early in the morning. The location, once again, Summit Point in West Virginia. Call me, Mark Yaworski, your Drivers School Coordinator, (301) 972-8237, for directions to the track if this is your first time out.

Tuition for the day is \$80, which includes a catered lunch. You'll find the application form is on the centerspread of this issue; fill it out and mail it to Kay Heatherley, whose address is on the form. Registration will be on a first-come, first-drive basis for Club members driving BMWs, Club members who wish to drive non-BMWs may submit their applications which will be held until two weeks before the school and then processed in the order in which they were received. Registration will be closed one week before the school.

Volunteer workers are welcome (and much needed) and will receive lunch as our thanks for their help. If you plan to come and work please let Kay know in advance either by phone or by mail. Advance notice is necessary for planning lunch to keep you from going hungry.

Spectators are welcome, and if you want to enjoy the catered lunch with us, the cost is \$8 and reservations must be made at least one week before the school.

Oh, I almost forgot, if you need to buy a helmet, necessary for all drivers, contact Steve Haygood at the Club Store (703) 460-0692, for a good deal on a Bell helmet.

## **NCC AUTOCROSS, Sunday, July 17**

**Call for time**

Here we go, go, go again! Time to get your car skills in gear for another autocross, July 17 at Landover Mall. If you happened to miss the autocross school, don't worry, come on out anyway! We always welcome novices as well as experienced drivers at these events. Many people say, "I've never done this before....I don't want to make a fool of myself." But hey, we have ALL done this a first time, and yes, once in a while we all make fools of ourselves. But that's part of the fun -- besides, think of what you're learning: car control, self-control, and better driving techniques at "road speed". And if you're like most of us, you'll be grinning like a fool, waiting for your next run!

Reminders: empty your car of anything that's not part of the car, ie. McDonalds wrappers, Coke bottles, books, anything that could distract you during your run. (A good tip for street driving, too.) You may run with spare tire and jack in place, but they must be secured in the trunk. Pump your tires up to 40-50 PSI before arriving. Bring a helmet, or borrow one at the event.

Keep an ear out for the WNCC Hotline, DC 397-5970, a week or so before the event. As this is going to press, Landover Mall is under new management, and we are striving to maintain the privilege of using their lower lot, as we have for the past three or four years. We may need to re-schedule or relocate our autocrosses, and the Hotline is the most expedient means available of notifying you.

## **CRAB FEAST, Saturday, July 23**

**Time: Noon to sunset**

The annual National Capital Chapter family picnic and crab feast will again be held by popular demand in Bowie, MD. at Allen's Pond Park. We have reserved the West Pavilion, which is located on the right side of the parking area (different area from last year). The park offers volley ball, shuffle board, and horse shoes. The Club has reserved the softball field which is located next to the East Pavilion, between 2 and 4 pm. If you are interested in playing please bring your own softball equipment or call Terry Forrest at (202) 383-4096 days; (202) 397-8541 evenings.

There will be grills for those who do not wish to indulge in our delicious, hot, steaming crabs, so don't hesitate to bring your own fare. If you are interested in eating our steamed crabs please send your checks in the amount of \$8 per person (children under 10, \$5) before Wednesday July 20th to (our once again gracious organizer) Seu Lim at 9621 Windermere Turn, Fort Washington, MD 20744. Make checks payable to BMW CCA NCC.

The crab feast was a great success last year, everybody enjoyed themselves, so if you are interested please send your check soon. Maximum capacity is 150 folks.

**Directions:** Take Capital Beltway I-95 to John Hanson Highway (rte. 50) Eastbound exit 19. Go approximately 7 miles to Rte. 197 - Collington Road, first exit. Go to first stop light and make a right turn on Northview Drive. The park is approximately one mile on the right. Make a right at the skating arena. Follow the road to parking area. Park on the right side of lot, follow path to West Pavilion. Come and see old and new and old faces at this event.

### ***A Note from the Drivers School Coordinator to All Workers and Watchers***

If you plan to be a worker at the Maifest Drivers School, or any other, please let me or Kay Heatherley know at least a week in advance. This will help us in planning lunch and in planning how we can best utilize your skills.

Spectators are welcome, but we require advance reservations accompanied by a check for \$8 per person if you would like to enjoy the catered lunch. See you at the track!

## President's Message

**GOOD SIGN #1.** On Wednesday, February 17th, we hosted the first ever (to my knowledge) New Member Reception. The turnout was *fantastic!!!* Not only did we have in excess of 100 people, but a full 60 or more were new faces to me, and most of the others. Do we have something going here? I think so! Will we repeat this affair? You bet your Bimmer!

**GOOD SIGN #2.** I've gotten a number of calls recently by people in need of roadside assistance. While the Club does not offer such services, there is a service that's highly recommended that many of you probably don't know about. It's called "Friends of the BMW". This is a booklet containing the names, addresses, telephone numbers and other pertinent information about various members of our fine organization. It's sorted alphabetically by city within state, and lets you know who you can call for help (or just a cup of coffee and some conversation), when you're out on the road. Listing your name in Friends of BMW entitles you to a free copy. Otherwise, they're available for a nominal charge. Get one for your glove compartment, and another for a friend or your second car. Comes in quite handy at times.

**HEARTIEST CONGRATULATIONS!** ...are due to Dave Thompson, winner of 1987 BMW Sponsored Service Competition. For many years BMW has held service competitions in West Germany, attracting some of the finest mechanics and technicians in Europe. Last year BMW took the competition worldwide with regional competitions in over 25 countries in Europe as well as North and South America. Dave was one of two semi-finalists for the United States who travelled to Munich for the finals. In the end Dave Thompson, one of Martens BMW technical staff, walked away with the award, judged Best BMW Technician in the world! BMW CCA National Capital Chapter wishes to congratulate Dave on this honor and is proud to know that we have such fine service available in our area.

**SAD NEWS TO REPORT.** Unfortunately I didn't find out about this until after I had written my last column, but a good friend of ours had had some rotten luck. London Auto Services, owned by long time members Tom and Sue Baruch, was burned out a few months ago. Tom and Sue have been active supporters of our Chapter for years, and have done us many favors in that time. If any of you are so inclined, I'm sure they'd appreciate some words of encouragement, or even some help in putting their shop back in order, if they haven't already done so. The Baruchs have rented temporary space (also in Falls Church) while their shop is being put back together, so you can still have your car worked on by London Auto by calling 560-6975.

**YOUR CHANCE AT STARDOM.** I got a call recently from Hollywood. That's right, the one in California, not Florida. Seems that they are shooting a movie that includes a 2002. most of the shooting will be done in California, but some will be right here in D.C. Here's a great chance for some lucky Club member to have his/her car immortalized on the silver screen. To complete the D.C. shoot, they need a very clean

*continued on next page*

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## President's Message *continued from previous page*

example of a blue, pre-'74 2002. At the time I write this, I'm not sure of the official blues available for these models, or the interior colors associated, but will need help from one of you. If you have a clean original looking 2002, and wouldn't mind it being used in a scene or two (for a fee of course), please call *immediately!!* Time is critical -planned shoot dates are in mid May - so don't delay. Call now! You can reach me at (703) 442-9100 days, or (202) 546-2365 evenings till 9:59.

**AN UNPAID AD.** This is not to ping those of our advertisers who are less than punctual in paying their advertising invoices, but rather to make a collective plug for all of you. Recently, I've been in need of various parts and services, and have had the distinct pleasure of dealing with a few of our advertisers. In fairness to the ones I've not recently visited, I won't mention the ones I have. The point is, that I am quite pleased to be able to associate and do business with people who treat their customers well, and urge all members to patronize the advertisers. Sometimes, we overlook the fact that were it not for them we could not afford to publish such a first class newsletter (OK, so it is looking more and more like a magazine). So, if you need any products or services for your favorite vehicle, please try one of our advertisers. They'll appreciate your business and you'll appreciate a good deal for your money. Remember also to tell them you are a Club member and that you found them through *der Bayerische!*

That's all for now. See you soon...

*Cory Laws*

## From the Eds

**DB wants to be second class.** That's right, second class postage. This is the next step we must take to get *dB* to you as quickly as possible. Come on you D.C. Movers and Shakers, will one of you take on the responsibility of seeing through the application to upgrade *dB* from her non-glamorous, slow, bulk rate to a more fashionable, faster means of delivery?

After meeting two important April deadlines, DebBie just can't bear to look more forms in the face for a while. Please help! If you have the time to assist in this simple, but tedious matter, please call David Sossamon at 202/966-1891.

**Thanks to Bruce Tassan.** Bruce, a fellow Club member and Washington attorney, has recently advised us on tightening up *dB's* copyright protection. Not that *dB* minds that oldest form of flattery, but give credit where credit is due....

**Shootin' season.** Lots of events, lots of opportunities. Get out your cameras and take some snapshots or award-winning cover shots for *dB*. We (you) need variety. We know you all have some favorite Baby Bimmer pics, or Bimmer goes on holiday shots; show them off to more than your family, share them with the whole Bimmerphile family.

**Writers.** We have been receiving great copy about interesting topics from many Club members, as evidenced, but always need more. So keep it coming, folks.

**Too much fun.** Look at our Calendar, there's something for everyone; we can't enjoy it all on our own. Please help!

*The Eds*

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## Secretary's Report

Our bi-monthly meeting was held March 24 at Jameson's Restaurant in Bethesda.;15 members attended.

We decided that the Chapter business meetings will be held the third Wednesday of each odd numbered month. The May meeting will be at Jonathan Jones' house. President Cory Laws suggested we start thinking about officers for next year. With the exception of Treasurer Lynn Phillips, the officers are in their second terms, at least..

As usual, most of the discussion involved final plans for the events scheduled for the next two months. Gary Toyama informed us of a change of management at Landover Mall, the planned location of our Autocrosses. A new written proposal will have to be presented to Landover. Members were invited to check into other possible locations for Chapter Autocrosses. We decided to offer Club T-shirts at the Maifest. We tabled the idea of commercial sponsorship of club events.

We also made final assignments of responsibility for events to be published in the May-June newsletter. An Oriole game, always a popular event, was added to the calendar in June. The club subsidizes the game tickets. Dwight Derr agreed to make arrangements. John Hartge and Woody Hair reported that Washington Rally Club (and BMW CCA) members Mike Leeper, Jim Miner and David Roach are providing much needed assistance for the Chapter's first rally in memory. We picked up another day at Summit Point in November. Schedule changes are noted in the Calendar of Events.

Cory is working with a committee planning Oktoberfest 1990. Volunteers will be needed.

Lynn Phillips reported income so far in 1988 has been \$11,219, but expenses have been \$12,975. Including the balance from 1987, the Chapter's treasury on the date of the business meeting was \$3,086. A meeting was scheduled to set up a 1988 budget and treasurer's rules.

*John Harige*

### Dear Hilda....

Spring Cleaning? For a *great carwash* and lasting shine, try a quarter cup of Murphy's Oil Soap in a gallon of water for the Bimmer's next bath. In addition to the lustre, the finish is restored to the protective quality of the new car paint preservatives which dealers tout for big bucks. Does a great job on alloy wheels too.....*cleaning windows* can be a real problem, especially on the inside of a car with vinyl interior. Use crumpled up newspaper instead of paper towels for a lint-free job.....If you don't have a good *tire gauge*, AAA offers members a high quality American-made gauge for under \$10.....Van Morrison's new release *Poetic Champions Compose* is absolutely wonderful nighttime *driving music*.....Enjoy your BMW.

*Jim Ryland*

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*Al Zavala was the only one "jumping for joy" when the day at the track was over  
Photos by David Sossamon*

## Highway Safety School An Outside Perspective

Having attended driving schools held by this and other clubs, I eagerly signed up for the BMW Club's second (to my knowledge) highway safety school. My interest was two-fold. First, I wanted to gain more knowledge as to how to act and react to various situations present daily on our highways. Second, I wanted to compare this Club's event with highway safety schools I have previously attended conducted by other car clubs.

I concluded that this event compared very favorably, and was a total success! The secret: excellent organization, plenty of help, lots of good instructors and an enthusiastic group of students. That the weather was a balmy 65 degrees with plenty of sunshine made it that much more enjoyable. Kay Heatherley expeditiously processed my application and Mark Yaworski was flexible enough to add a friend of mine who entered at the "last minute".

Upon arrival at the Summit Point track, the good organization was at once apparent. Cars were asked to line up for tech inspection which Les Adams, Gordon Kimpel and several others performed. Promptly at 09:30, an orientation meeting was called by Jim Harrison, the event leader. Drivers were divided into three groups, each with a leader and complement of instructors. The program consisted of skid pad practice, followed by various braking exercises and then a slalom course with an accident avoidance maneuver at the end. Finally, all that gained knowledge was put into practice on the entire track for a few "slow" laps.

The emphasis was on safety and better understanding of your car and what to do in certain potentially dangerous situations. I venture to say that every student gained some, if not a lot, of valuable experience. The instructors were all very knowledgeable and gave good constructive critiques.

An excellent lunch was included in the school fee and

after the track closed, plenty of beer was available. I was able to renew old acquaintances and meet some members I had not met previously at other events. While the attendance was good, I believe more members could have had the opportunity to attend. Usually there is a fixed number of persons that can attend an event. For drivers schools, this number invariably is reached quickly. I hope the Club can plan this type of event, geared mainly at the average driver who would like to familiarize him/herself more with his/her car, at least once a year.

If you missed this highway safety school, watch out for the next one. The more "educated" drivers we have, the safer our streets and highways will be. The Club offers you the opportunity; grab it!

My thanks go to the event organizers and the numerous helpers without whom this type of event would not be possible. See you next time!

*Klaus Hirtes*

*Ed: Klaus brought his big Benz diesel to the school and left many in a cloud of smoke, so to speak! Catch him, if you can, at future events.*

### Dear DeBbie

For all you lead-footers who travel to the outer banks in N.C. for vacation, a challenge: from Springfield, VA, to the causeway before the outer banks, beat 3hrs. 34mins. and I'll buy you lunch at R.V.'s Restaurant. Of course, if you get a ticket, you're disqualified!

*Redeye*

***DeBbie is back in town and waiting to hear from you folks!***



## BMW CCA Driving Courses

### Master the Possibilities

Can we stand yet another article about the driving courses? I hope so, because I'd like to share my experiences of BMW CCA driving activities from the perspective of a new participant. The courses have been so exciting, so inspiring, so downright practical that I really want to tell others about them. I'm hoping in particular to pique the interest of those who have never taken one of the courses offered by our illustrious and benevolent Club. So, while I risk prosaity in telling (some) people what they already know, still I offer my observations and experiences in the hope that they will inspire others to get some of the goodies that are available through our Club.

My husband Adam and I joined BMW CCA a little over a year ago after purchasing our '74 2002. Our first Club activity was a Highway Safety School held at Summit Point race track in West Virginia. Summit Point is not an oval course of the circuit racing ilk, it's a two-mile, ten-turn track. There is a very wide "shoulder" between the track and the woods for almost the whole way around.

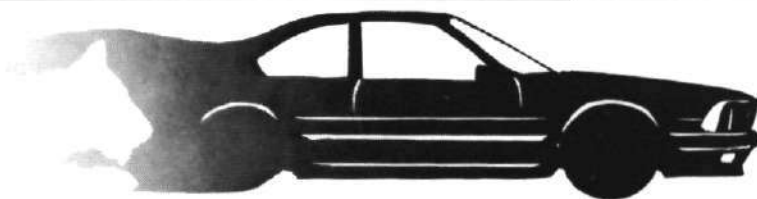
At the course we practiced braking from high speeds and discovering how our vehicles behave in high speed turns. We worked on the track and on the skidpad. The skidpad is a wide circular track, separate from the race track itself, about the width of a four-lane highway and about 100

yards across. On this track the driver goes continuously round and round at higher and higher speeds until his or her car starts to skid. You learn whether your particular car skids from the back or the front, and you learn how it feels to skid and how to recover. We also got to put all these things together and drive on the track, trying out our new skills. The whole experience was thrilling and very useful. To use an aviation term, it gave me the hands-on, in-control opportunity to "press the envelope". I got to learn what my car (and I) will do when doing anything other than driving in a straight line. Personally, I think a course like this should be required of anyone applying for a driver's license.

The courses are led by BMW CCA members who are amateur track racers. These people volunteer their time and expertise to teach others how to drive safely and well at high speeds. They are there to share their knowledge and encourage people who want to have fun doing what they, as racers, do. So, in addition to learning and practicing a lot of new driving skills, I had the chance to realize that people—normal people—take up auto racing as a sport. It occurred to me that I could actually do that myself. Something that I never thought had anything to do with me suddenly became possible.

I learned at the first course that there are certain principles to track racing, like be safe, drive smoothly, go as fast as possible. Another thing I learned was that I do not

*continued on next page*



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## Master the Possibilities *continued from previous page*

ordinarily drive as though I'm in control of my vehicle. I drive as though I'm trying to avoid hitting things, as though maybe a disaster was about to occur. It might look like I'm doing fine, that I'm a good driver, but underneath it all my driving style has been damage-control, not in-control.

And I'm not actually a bad driver (as drivers go...there's the rub). It's just that in the workshop-type environment that we get at the courses I was able to discover the limitations that my driving approach puts on my abilities to drive safely at high speeds. I also got the idea that maybe another driving approach is possible, that instead of driving to avoid hitting things I could drive in control.

It was with his new idea that I came to my second driving course last November. I went with the intention of driving safely, smoothly, and as fast as possible — not in avoidance of things but into the clear and open space on the track. Let me assure you, on a race track there's a new open space in front of you every instant. There's no time to meditate on the nature of existence. Driving under challenging conditions is very physical, and the dangers are real. It was raining during the whole course and about ten out of thirty participants went off the course into the mud at some point during the day. For a lot of the day what was in front of me was a course layout that I really didn't understand, and I did a lot of work with my instructors to learn which turn comes after which and how to move through the "line of the course". And sometimes the open space was a stretch of track that I knew, plenty of elbow room, and an accelerator pedal ready to be pushed to the floor.

I learned a whole lot more that day than I would have had my mission been to "try to avoid disaster". I learned what driving smoothly is about and what the line of the course is. And then, after our course, the instructors took their turn to drive around the track. The instructors will generally take some time to give rides to the course participants, and this part of the day is also extremely exciting and useful. I've had the chance to ride with Bob Gammache, Pat Skeehan, Gary Green, and others, and have learned what it feels like to be doing it right. There was another instructor there in November, a man who had been

introduced to us enthusiastically by Kay Heatherley as the hottest driver around; he's been racing professionally for only two years, he's already the Northeast Divisional Champion, and everybody knows he's bound for Indy. I took the opportunity (heroically, I might add) to get a ride with Freddy Rhemrev behind the wheel.

Let me attempt to describe, to some small degree, the experience of riding with a master racing car driver, and the extent to which this experience has exploded to smithereens what I KNEW was possible to do with a car. As I got into the passenger seat, put on my helmet, and strapped myself in, Kay leaned through the window and said "Don't worry, no matter what he gets you into he'll get you out of it again". Freddy pulled out of the pits and accelerated up to about 110 mph on the straight before the first turn. "Did you volunteer to work on the track, or are you driving today?" he asked. "I'm driving," I answered. "Okay," said Freddy, and he began to instruct me. "On this turn in rainy conditions like these you want to start decelerating right about here."

As we take the turn the entire rear end of the car skids out behind us and we're headed for the woods; he moves the car into the skid and pulls it out toward the center of the track; the car sideslips again, the front end swings back and forth in a thirty degree arc; he pulls it out again; and we're coming up on another turn, flying down the track as if on ice. We slide across the track, off onto the corrugated concrete runoff at the apex of the turn, tires banging a RUMP-BUMP-BUMP-BUMP! before we slip out into the center of the track again, descending now into Turn 5, the tightest turn on the course. Freddy is talking to me the whole time. "People keep wanting to take this turn on the outside. But you gotta stay on the inside, down in here." We hug the curve at 50 or 60 miles an hour. "Normally you'd be doing about 95 through here." We slide again and we're right on top of the next turn; and the next, and the next, and the next.

Coming down the straightaway again. The turnoff to the skid pad is right there. Freddy pulls off the track and comes up the road and onto the skid pad. It's pouring down rain. We're suddenly sideways with respect to the skid pad track — going around nose toward the center, tail toward the





outside, slipping back and forth on the surface. "This is where the fun stuff is," he says. "This is where you get to practice your technique," and we're sliding around unevenly, sometimes pointing straight, then slipping; we go around several revolutions and suddenly we spin all the way around; I think for an instant "He lost control," but no, he DID that on purpose to turn us around. We're off in the opposite direction. Amazing! Finally he pulls out to the entrance to the track. Other instructors are driving by. "Let's let them get ahead of us," he says; and then we are off again.

I'm not giving it to you the way it was. It's hard to describe. We were SLIDING, you have to understand; the car was not maintaining and even adhesion to the road surface. I was experiencing those body sensations that mean, unreservedly, "WE'RE OUT OF CONTROL, WE'RE ABOUT TO CRASH, WE'RE GOING TO DIE." But we weren't out of control. This guy was not skidding or sliding, he was DRIVING a skid down the track. He was driving a condition, a wrong, a terrible, an out-of-control condition. And the great thing was that from the first moment, from that first skid, even when I didn't know what was happening, I felt — how can I say it? — that things were going, not wrong, but RIGHT. I wasn't scared. I felt great. I was excited, ecstatic even. This was mastery. I was blown away.

And the really great thing about this is, it wasn't just a once-in-a-lifetime roller coaster ride with a racing car driver. No. I realized that the way Freddy was driving is a way I can drive. Not that I need to try to be as great as he is, or become a racing car driver. But being in the presence of this mastery made a whole new driving approach possible for me. Before that Saturday I had no idea, no inkling that such mastery was even in the realm of possibility.

Anyway, this kind of incredible learning experience is available to us, amazing as it may seem, and I really encourage everyone to go out there and participate — as a driver or as a volunteer corner worker or flagger. You don't have to plan on being a racer, you don't have to drive any faster than is comfortable to you, the course are not races they are places for Club members to master driving on a new level.

*Stacy Surla Koons*

### ***A Hint from Hilda***

Ever been frustrated by those plastic oil bottles' tendency to blurr all over the valve cover when adding oil to your Bimmer? O'Brien provided the inspiration when he asked, too late, for a funnel. "Why Paddy," I cried, "just put your thumb in it." Not surprisingly, he felt rather foolish that the solution was so simple but most auto-repair tricks are!!

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## Competition Corner

The big IMSA weekend at Summit Point is upon us so let's preview what you should be seeing. Activities Saturday, May 21, will start at 8:00 am with practice and qualifying for various classes. At 1:30 pm is the start of the 6 hour Firehawk race for the Sports and Touring classes. The faster Sports Class will have Shelby Dodges, Alfa Romeo Milanos, Mazda RX7s and hopefully some BMW 325s. The Touring class will be a shoot-out between VW GTIs, Honda CRXs and Toyota MR2s. The Firehawk cars are very close to showroom stock. This, combined with a 60 to 70 car field and close speeds, make the Firehawk race the most interesting in my opinion. It certainly is worth trying to spend both Saturday and Sunday at the track.

Sunday will start early also with qualifying sessions and an 11:00 am start for the Sports 2000 thirty minute sprint race. Sports 2000s resemble small Can-Am cars and it is possible that one of the drivers was seen wearing number 34 with the Chicago Bears last fall. At 1:40 we will have the 100 K race for International Sedans which we discussed in the last issue of *dB*. Roundel advertiser Motorsport Series of Santa Ana, California is supposed to be preparing a 325is for the series. Possible drivers in Shelby CSXs are Michael J. Fox and Justine Bateman from Family Ties.

Main event status falls to the GTO/GTU 3 hour race that should start around 2:15. Remember, despite the similar names and looks to street models, these are sophisticated, thoroughbred race cars that cost well over \$100,000 each. GTO cars have over 3 liters displacement or turbochargers. GTU entries will have under 3 liter non-turbo engines but still put out around 300 horsepower. Top contenders with heavy factory backing in GTO include:

- Dan Gurney's turbocharged Toyota Celicas driven

by Willie T. Ribbs, Chris Cord, and possibly Juan Manuel Fangio II (a nephew). Ribbs won this race last year.

- Jack Roush's Mercur XR4Ti's driven by Scott Pruett and Pete Halsmer. This team dominated the Trans-Am last year and won in the GTO class in the first race of this season, the Daytona 24 Hour. At the Sebring 12 Hour the top Mercer was piloted to 2nd in GTO by the female team of Lynn St. James/Deborah Gregg.

- A 6 liter Ford V8 was used at Daytona by the turbocharged 4 will probably be used at Summit Point. See how liberal the rules are.

- Chevrolet will have several high-tech entries, both as Corvettes and Camaros. Drivers should include Jack Baldwin who literally flew into the woods before turn 4 last year, Greg Pickett, Tommie Riggins and Sebring GTO winners Wally Dallenbach Jr./John Jones.

Other GTO possibilities: Electrodyne owner Chet Vincintz of Falls Church in his old Porsche 930 Turbo or a new 944 Turbo, some V-6 Fieros and Mazda RX7 turbos.

GTU should be a battle between the new C&C Chevrolet Baretas of Tom Kendall and Max Jones and the Maxda RX7s led by Amos Johnson and Dennis Shaw. The Baretta's first race ever was a 48 mile sprint at Miami's street course. Kendall was top qualifier and won the race in the rear wheel drive V6 built by Peerless Automotive. Mazda will have strength in numbers. Other contenders: Porsche 911s, Nissan 300ZX, Pontiac Fiero, and maybe a front wheel drive Dodge Daytona. A BMW 325 finished near the back of the pack at Miami.

There you have it. Pack a lunch for Saturday and take advantage of our free food and drink at the Corral on Sunday. Watch the pros do it this weekend and do it in the Bimmer

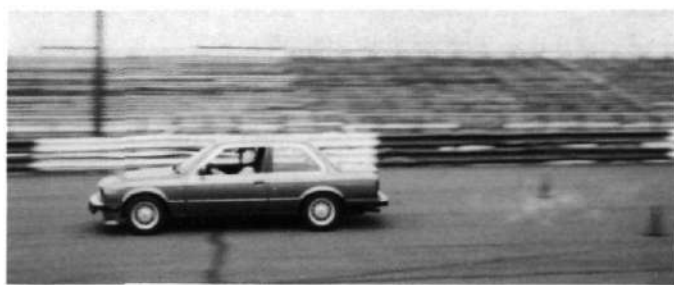
## Winter Fun

### *Autocrossing in the Round/ Rosebud XXX Rally*

In our never-ending quest for driving fun, John Hartge and this writer participated in a couple of unusual events during the late winter. Passing up the third round of the rather sedate Winter Rally Series, we ignored the heavy snow flurries of February 28 and drove out to Manassas for some Richard Petty style autocrossing.

Burke Tire and Auto of Fairfax put on this so-called autocross on the 4/10th mile banked oval of Old Dominion Speedway. The course consisted of a warm-up lap and then two laps of the oval with a flying start and finish. Slightly offset pylon gates kept the speeds down through the banked turns. Each contestant got three official runs - no practice. Any pylons hit during the warm up lap counted against the timed portion of the run.

I had not bothered to exchange the Michelin MXVs for 008's on my 325i but I was so intimidated by the battle-scarred Armco wall that outlined the oval I don't think I



*Hartge by Hart*

approached the tires' real limits. On my first run it seemed I was always in 2nd when I should have been in 3rd, and in 3rd when I should have been in 2nd. The autocrossing portion of my brain was quite rusty. John was able to do the whole run in 2nd gear due to the 2.79 rear end in his 325e. Our final (and best) runs were very close but not competitive with some of the guys and gals who had been doing this for several weeks. John's first place in the sparsely attended D street-prepared class resulted in a \$4.00 cash prize. I guess that makes him a pro.

the next weekend!

**SPEED SHIFTS:** Note that the Club's summer autocross is now scheduled for July 17. Negotiations for the use of Landover Mall are not complete at this date so please check the Hotline. The September 25 gymkhana has been cancelled. The first Last Bob Ridges Memorial Rally was postponed from April '88 to April '89....In the AlCan Winter Rally, run from Seattle to Anchorage to the Arctic Circle to Calgary, a BMW 325iX finished fourth. Most of the penalty points were due to ex-racer Eric Dahm arriving early at the controls. Temperatures on the route reached minus 50F....The first IMSA Firehawk race of the season was at Sebring and almost 2 weeks after the race the results are still unofficial. Three of the top four finishers were protested for engine violations. If the protests are upheld, this would move the Leo Franchi/David Hobbs Mid-West Motors M3 into 4th place, the Ray Korman/Willie Lewis M3 to 5th and Ed Healy/Mark Kent M3 (from Massachusetts) to 9th. Korman was losing oil through a faulty oil relief valve. Ray pointed out that the M3 is the only Grand Sport class car restricted to 15 inch wheels. The specified Firestone tires are severely overheating which results in distortion. Sixteen inch wheels are a factory option on M3s in Europe but the powers that be in Montvale have not seen fit to add it to the USA catalogue. The 2nd Korman team M3 sits in the Greensboro shop with damage from its crash in Columbus last October. Ray hopes a sponsor will be found to provide the necessary funds for repairs. A 325is entered by T.C. Kline ran in the Sports class with stock shocks, sway bars and brake pads. It survived a rollover in practice and ran way back in the pack during the race. CRUNCH.

*Woody Hair*

## Competition Corner CALENDAR

May 15	Volvo Club Autocross, Baltimore
May 21-22	IMSA/GTO/GTU/IS Firehawk S, T, Summit Pt
May 22	Autocrossers, LTD, CAC, Ft. Meade, MD
May 28-29	NCC Drivers School, Summit Pt, WV
May 30	IMSA GTP/IS, Lime Rock, CT
June 5	Childrens Hosp. Autocross, Alexandria, VA
June 5	IMSA GTP/IS, Mid-Ohio, OH
June 11-12	SCCA Nationals, Summit Pt, VA
June 11-12	IMSA F/hawk 24Hr GS/S/T, Watkins Glen, NY
June 12	Branded Club Rally, Gaithersburg, MD
June 18-19	SCCA Regionals, Nelson Ledges, OH
June 19	NASCAR Winston Cup, Pocono, PA
June 26	NCC Rally, Gaithersburg, MD
June 26	SESCA Championship AC, Capital Center, MD
July 2-3	CART Indy Cars/Trans-Am, Cleveland, OH
July 3	IMSA GTP/IS, Watkins Glen, NY
July 9	NCC Drivers School, Summit Pt, WV
July 10	Branded Club Rally, Gaithersburg, MD
July 17	NCC Autocross, Landover Mall, MD
July 16-17	SCCA Regionals, Summit Pt, WV
July 23-24	Cart Indy Cars/Trans-Am, Meadowlands, NJ
July 24	Lotus Club Championship AC, Cap. Center, MD
July 31	SCCA Championship AC, Capital Center, MD

*Council Hotline*  
**301 681-5612**



*Hair by Hartge*

The following Saturday John and I motored up to Newark, Delaware for the 4:00 pm start of the Rosebud XXX Rally put on by the Brandywine Motorsports Club. It was advertised in the *Stopwatcher* as featuring moderate to brisk speeds over both paved and primitive roads. Before the start we found two other BMWs associated with the National Capital Chapter were entered. Brian Valenti, who is new to the area, was driving his 318i with Andrew Baker navigating. Jerry now lives in the Newark area, but said he hopes to get down for a few drivers schools and autocrosses.

Thirty two cars started the non-trap rally that would for 140 miles through parts of Delaware, SE Pennsylvania and Cecil County, Maryland. The number of entrants with rally computers showed that this was a serious group. Some cars had so many auxiliary lights mounted on bumpers and/or roof bars I was afraid they would start a forest fire.

Small portion of route were on dirt roads and the previous day's rain left them quite slick. As car number 31 found out, they were rutted too. A 29 mph average speed in the dark on such roads was certainly possible, but the effort needed was fun to say the least. I washed so much mud from my car the next day that it (the dirt) still sits on the street in front of my house four weeks later.

Eleven of the 12 timed checkpoints were scored and the three BMWs finished in the middle of the pack. The brisk speeds and dirt roads at night made this an interesting event. It sounds like a similar rally might be a part of the '88 Oktoberfest in Rochester. If you are going, don't be afraid of getting a little dirt on your car and give it a try.

*Woody Hair*



## New Members Reception



*New members  
merge onto the  
Fast Track*

*...with a little  
help from some  
new friends.*

*17 February, 1988*



*Photos by David Sossamon*

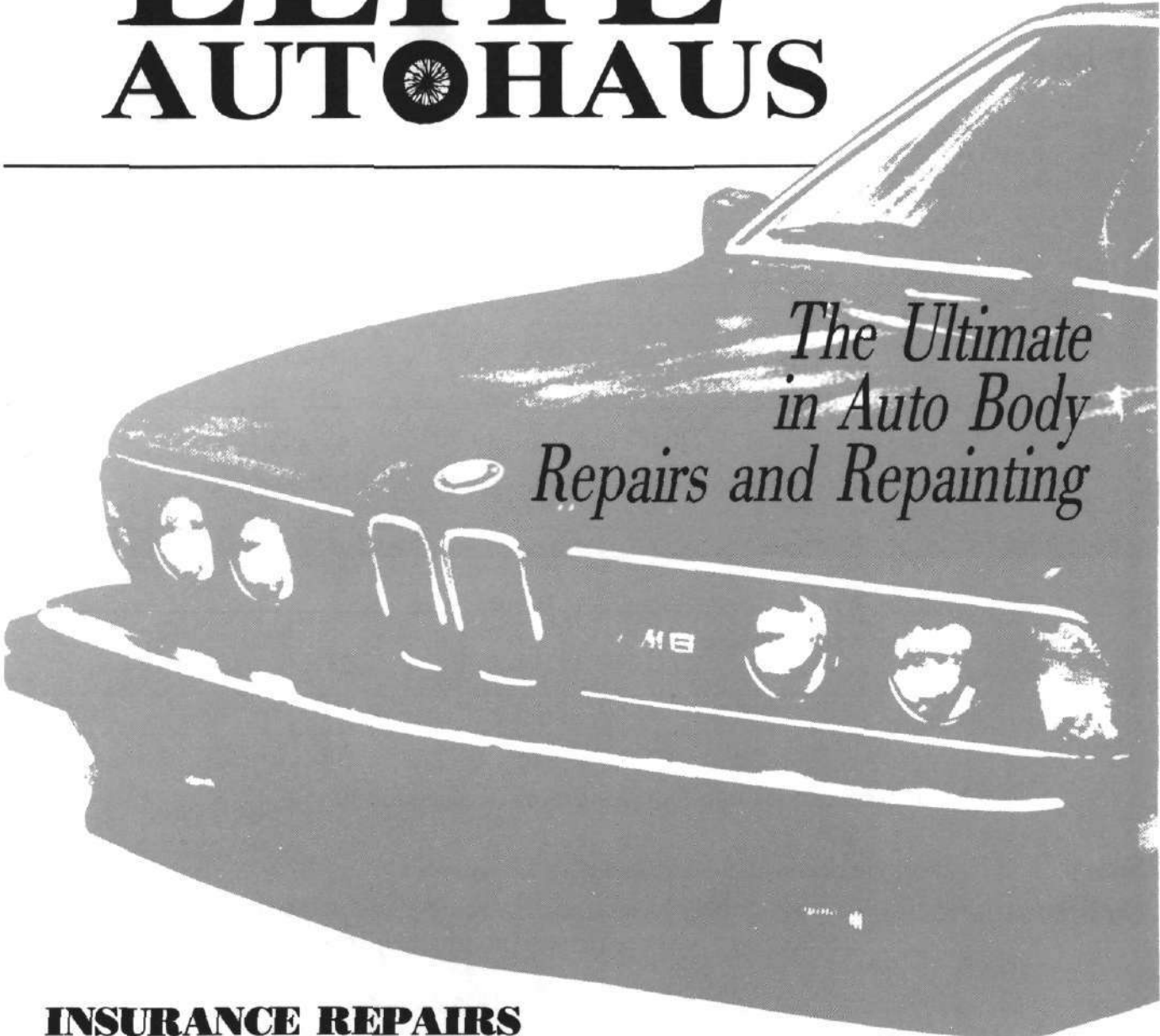
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# July Drivers School

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## A P P L I C A T I O N

---

Summit Point, West Virginia  
Saturday, July 9

### Drivers:

**NOTE:** If two of you are driving the *same* car, please both fill out this application form. In this instance one of the drivers must have completed three or more drivers schools. Otherwise, *each* applicant must fill out a separate form. Photocopy where necessary. All cars *must* have Tech Inspection performed by qualified service facility prior to arrival at the track.

*Please enclose a self-addressed, stamped envelope with this application to ensure prompt receipt of your registration material.*

NAME(1) \_\_\_\_\_ Membership No. \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Chapter \_\_\_\_\_

Phone: Work \_\_\_\_\_ Home \_\_\_\_\_

Car: Year \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_

NAME(2) \_\_\_\_\_ Membership No. \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Chapter \_\_\_\_\_

Phone: Work \_\_\_\_\_ Home \_\_\_\_\_

### Previous Drivers Schools

Driver 1 \_\_\_\_\_

Driver 2 \_\_\_\_\_

**Drivers School Cost: \$80 per driver** (includes lunch)

### Non-

### Drivers:

**Please check and fill in name and telephone number**

\_\_\_\_\_ I/we will arrive at 8 am Saturday to help and will enjoy a free lunch.

\_\_\_\_\_ Lunch(es) at \$8.00 per person (non-participants)

NAME \_\_\_\_\_ Home Phone \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### Payment:

Mail checks, payable to *National Capital Chapter, BMW CCA*, with the application form to Kay Heatherley, 12732 Viers Mill Road #204, Rockville, MD 20853

### Queries:

Questions concerning *Registration only*: Kay Heatherley (301) 949-1326

*All others*: Mark Yaworski (301) 972-8237 (Mon - Fri, 7 pm to 10 pm)

# '88 Calendar

BMW CCA NATIONAL CAPITAL CHAPTER

## MAY

- 15 Deutsche Marque Concours\*
- 15 Washington Congressional  
Concours d'Elegance\*
- 21 Tischer Maifest\*
- 21-22 IMSA Race Corral, Summit Point\*
- 28-29 MAIFEST\*
  - Vintage Coup Gathering
  - Hillbrook Inn Dinner
  - Maifest Drivers School
- 28-29 Blue Ridge Rendezvous\*

## JUNE

- 1 *Der Bayerische* Deadline\*
- 4 German Carfest\*
  - Richmond, VA
- 5 Children's Hospital Autocross\*
- 12 Details, Inc. Tech Session\*
- 19 Orioles vs Red Sox Game\*
- 26 TSD Rally\*

## JULY

- 9 July Drivers School\*
- 17 NCC Autocross\*
- 23 Crab Feast\*

\*See Coming Events

## AUGUST

- 1 *Der Bayerische* Deadline
- 6 Wagonworks Tech Session
- 22-26 BMW CCA Oktoberfest  
Genesee Valley Chapter, NY

## SEPTEMBER

- 10-11 Drivers School
- 18 Bavarian Inn Tour

## OCTOBER

- 1 *Der Bayerische* Deadline
- 1-2 Blue-Gray Corral, Summit Pt.
- 9 Championship Autocross
- 16 Bavarian Day
- 22 Do-It-Yourself Tech Session
- 23 Winery Tour
- 28 Halloween Party

## NOVEMBER

- 5 Drivers School
- 18 Annual Dinner

## DECEMBER

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

Chapter Hotline (202) 397-5970

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## Club Store

PASSPORTS. As of this report, we still need additional orders. I received numerous calls wanting my address to send checks, but few have sent the checks. Come on folks, let's get those Passports movin', so to speak...

We do have TECHRON; and at about half the price of every one else, so if you use it and don't like wasting money, the Club Store is for you (and if you really want to throw away your money and pay too much for this elsewhere, I'm sure Dwight and I can work something out with our favorite charities...a 528i and a 635i!).

We also have FERODO BRAKES available on a group purchase discount. Call me for details.

We are currently working on a deal to set us up as a BELL HELMET dealer for all of the Summit Point fiends, it looks as though it will work out so if you're interested....

We have submitted our application to become an AMSOIL Direct Distributor and hopefully (probably) by the time you read this you'll be able to buy Amsoil products at bargain prices (read: discount).

VDO GUAGES and products are available at prices below what you see advertised so if you want to monitor your baby a little (read: at all) closer, then....

All filters (well almost all) for our cars are in stock, everything else give us a week and your money will produce your product (hopefully).

Attention suppliers: if you want the Club Store to offer your products and feel that you have something special to offer, call. We are always interested.

Maybe some of our Club members have some contacts that would be of benefit to the Club. Thanks to member Mike Cramer at Chevron and G&G Oil we are able to obtain Techron; Andrew Short, with the help of Joe and Thelma at GSA surplus sales, helped us find a microfiche reader for the Store at a bargain. Thanks to everyone who has helped make my job easier and give me a call if you have that contact somewhere.

Finally, I enjoy talking to everyone who calls, but please let me know if you are not serious about ordering parts. Picture this - Joe Cool calls and wants 10 different parts for his Ultimate. I spend long distance dollars (your Club dollars) and time, have several suppliers work up prices, get back to J.C. never to hear from him again. Compounding the obvious, the suppliers I contacted will begin to wonder if I am "the boy who cried wolf" and if this sort of thing happens too often will begin not to take the Club Store seriously. This hasn't yet been a problem, but I just want you to understand why, if I ask you, "Are you serious, or just looking?"

Remember 703/430-0692 (or in Baltimore call Dwight Derr at 301/889-9578) is your Christmas in May number.

Keep it running!

*Steve Haygood*

**Please Note:** The Club Store is run not for profit, but as a service to Club members. It is staffed by volunteers who give their time and energy "for the love of the marque".

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# Spring Brakes

by RustBucket

Changing your brake pads takes but a few minutes, and anybody can do it!

While the average set of pads lasts many tens of thousands of miles, Bimmers and their drivers are anything but average! On the street, I find it necessary to change "Ingot's" pads (the gold 320i) every 10 thou' or so. Even more often, if we have the good fortune of attending one of the fabulous Summit Point drivers schools.

My speciality, if you can call it that, is 2002s, but the 320 and many other recent models are nothing but evolution's offspring of that first and last true BMW. On the '02, the calipers ride the aft side of the rotors; on the 320, they are for'd. No matter; the construction and organization are the same. At the front of this rag you will find a picture of the left front strut assembly. In it please notice the round rotor (aka "disk") and the caliper gripping it. This is a layout common in many, many automobiles of all makes and models. The parts that wear out and need replacement most often are the pads, which are held in place and actuated by the caliper. When you are ready to change your pads, buy a set. Most brands are fine. Rustbucket uses the Beck-Arnley Silver Supreme Semi-Metallic for racing and the street. They cost around \$20 from our friend Fred at Checkered Flag in Mount Airy, and are easy to find.

The procedure for change is simple. Just read along, and refer to the pictures as you go. Be sure now to wear old gloves (Hilda always wears gloves) since the job does expose you to some stubborn filth.

You must first jack up the front of your car, and remove both front wheels. Your owner's manual will guide you through this procedure. As you do each side, it will help if you turn the steering wheel fully to the opposite side for the 2002 (same side for the 320).

Now, hunker down and Let's Change the Brake Pads:

1) Using a long, narrow drift or punch, and a lightweight hammer, drive out the top pad retaining pin. Be gentle.

2) Once the pin is loose, continue pushing it the rest of the way. Watch for the spring clip underneath, as it will want to SPROINGGGI out of the caliper.

3) As you remove the punch, catch and save the clip. Note it's position in the assembly.

4) Punch out the bottom pin, just like the top.

5) Pull the pads out with a pair of large pliers. If they are stuck, pry them carefully to either side, to compress the piston in the caliper.

6 & 7) Use a BIG screwdriver, or similar tool, and lever the pistons (4 in the 2002, 2 in the 320i) ALL the way into the caliper.

8) Insert the new pads, with the compound side toward the rotor.

9) You may use a hammer to lightly tap the pads into place. Align the holes in the pad backing plates with the holes where the pins were.

10) Tap the top pin in through caliper, pad plates, and caliper, until it is all the way into the caliper; from the back.

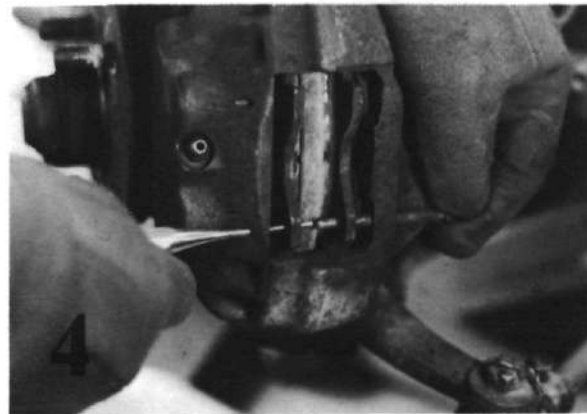
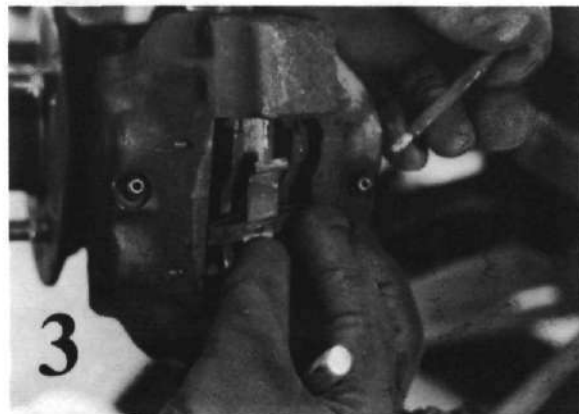
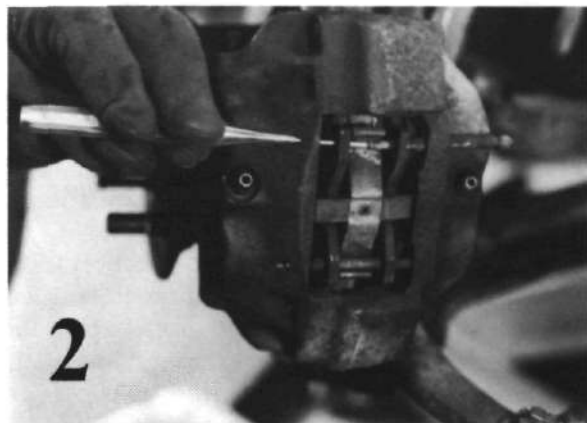
11) Hand the spring slip under the top pin as shown.

12) Push in the bottom end of the clip (it IS springy) and insert the bottom pin.

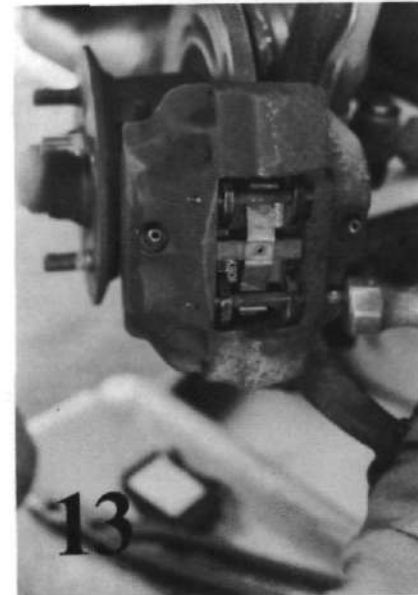
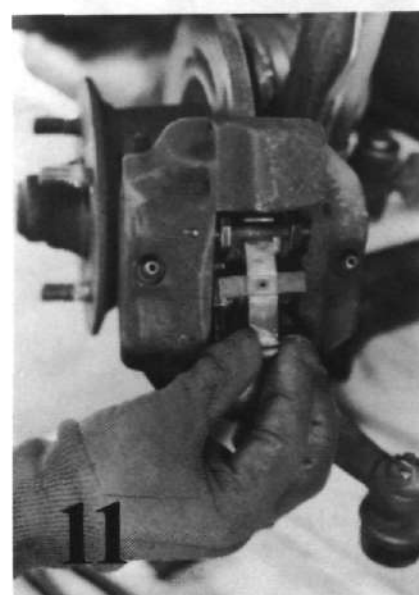
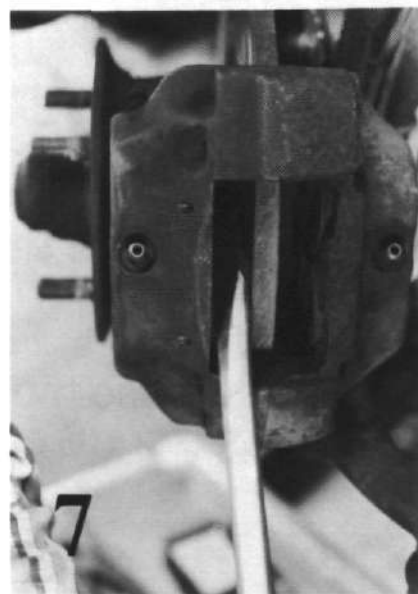
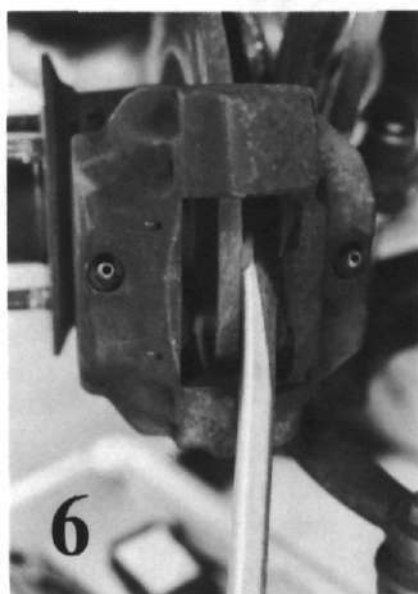
13) Now tap the bottom pin home.

You're done! One side anyway. Now do the other side. For the first few days, use the new pads gently. If you're a hotshoe, we'll tell you next time about bedding brake pads.

See you at Maifest, Schatze!







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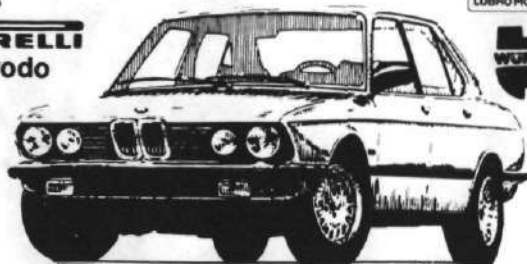
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## Motronics, Tech Sessions & Something Else

As you have read in my past columns, I tend to emphasize the practice of routine maintenance quite a lot. There are many items, as I have described before, which are easy to do and do not require an IQ of 120 to accomplish. The only requirement is that of wanting to save money and seeking a sense of accomplishment.

One area which I have not touched is that of the mysterious Motronic Fuel Management System, which all late models have (1982 & on). So let's talk about a tune-up.

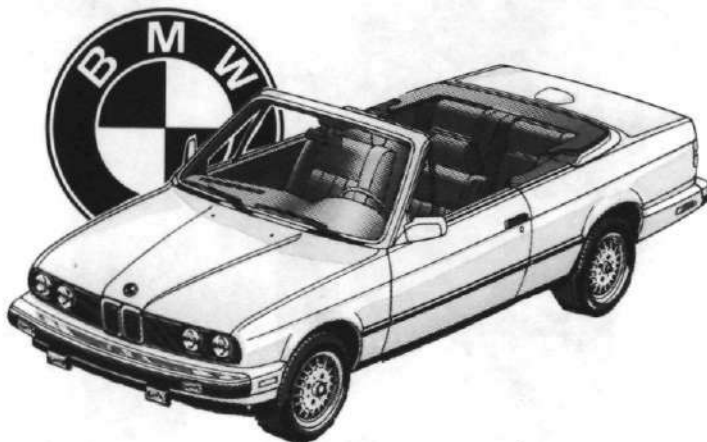
Motronic is a short way of spelling "Complete Engine Management System". It is the most sophisticated system in its class. It is because of this sophistication that people tend to close their eyes and let the experts tackle it. But to perform a tune-up is perhaps the easiest thing to do yourself and save money.

The process requires only a change of:

1. Spark plugs \$36.00
2. Rotor cap \$65.00
3. Wire set (periodically) \$80.00 and up
4. Oxygen sensor (every 50K miles) \$210.00
5. Valve adjustment \$7.00
6. CO calibration \$25.00 (labor)

Item 6 can only be performed at a dealership and/or

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independent facility. Unfortunately, unlike earlier models of BMWs, these parts are very expensive. As you see, parts alone will run you over \$300 at full retail, but you can save a lot by doing the tune-up yourself.

These costs may be shocking to some of you, but if you consider the fact that a) the oxygen sensor is every 50K miles, b) the spark plugs, wires and rotor cap is every 15 to 30K miles, your actual long term cost over a comparable American car would still be less than one third more, but again, you cannot compare a 325i/e to a Chevrolet Cavalier, Pontiac or Ford Thunderbird. If so, you bought the wrong car.

The Do-It-Yourself Tech Sessions are an ideal place to perform this type of work. Come join others in saving money and learn from their experience. We would also like to hear from interested readers what type of tech sessions you would like to see from the Chapter.

#### **Taking it to the Max**

Because of my involvement in racing and my currently running a 2002 tii in SCCA ITA at Summit Point, I am contemplating running a set of working tech sessions on Engine Rebuilding and Performance Modifications. A working tech session means just that. One of the participants will be selected at random where his/her engine will be the subject of disassembly and assembly. Of course, this session will run over the course of two Saturdays with two weeks in between each session because of the machine shop time. The time frame scheduled for this will be during late fall/winter. Those of you who are interested should send me a note at the following address: 444 N. Frederick Ave, Suite L104, Gaithersburg, MD 20877.

#### **The Body Beautiful**

Last year when I was thinking about painting a 2002 and fixing a key scratch on the fender of my black Porsche 944, I was directed to a body shop in Rockville. The place that was recommended was Champion Auto. One Friday afternoon I dropped by to get an estimate on the Porsche; to my surprise his estimate was about one third less than other shops in the area. Since I am always one willing to take a chance, I made the appointment. Within two days I picked up the car and to my amazement the paint was perfect in every respect. So good was the work that you could not tell the difference between the old paint (4 years old) and the new.

Since my first encounter with Gary, the owner, I have recommended others to Champion Auto, and everyone without exception has come back with nothing but accolades. Last time I was there to visit, he had five BMWs which required either minor repairs or complete restorations. The only thing I can say about them is that they take care of your car as if it was their own. So if you are in need of some repairs, go pay them a visit. They'll be more expensive than Maaco, but less than others and the final product will be that of extreme satisfaction.

If you have any good (or bad) experiences about any car repair facility, let us know. We would like to pass this information along to others in the Chapter.

Until next time...

*Max Rodriguez*

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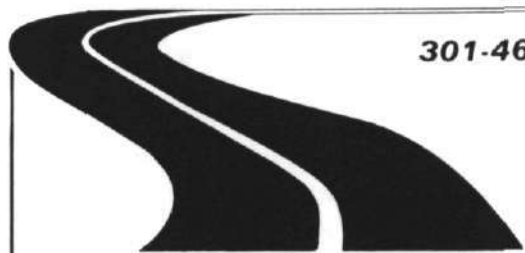
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on Nebel St. and left into the parking lot.*

## "The Other Side"

For every side there has to be an "other side". Such is true for a staunch group of fans at Summit Point Raceway in West Virginia.

In the "Carousel" section of the Summit Point circuit, the entrance of the turn is the regular hunting ground for one set of fans called the \*\*\*\*HEADS. At the exit of the turn we have the colorful fans of what has fondly come to be known as The Other Side.

The members of The Other Side show up at the track so regularly that it became necessary for them to elect officials. The "Mayor" of The Other Side is Mike Stringfellow and the "Assistant Mayor" is Dave Leaf. Kenny Atkins, third member of the board serves as Grid Worker at the Track.

These guys have been manning the same position at every race function since 1972. They show up rain, sleet, snow or mud to root for their favorite racers and to occasionally climb in and help the corner workers. The Other Side mans a full selection of 'monster' flags to display during and after each race.

Once, during the weekend of the Double MARRS, The Other Side provided a hot lunch for all track workers consisting of 800 home-cooked meatballs, pasta salad, bread, chips and cases of sodas. Leftovers went to anyone who attended the Hospitality party at the end of the first race day.

The members of The Other Side are very patriotic. They enjoy driving their campers to the track and have built their own barbecue area and a stand of cinder blocks for their flag display area.

When asked what they get out of this, "Mayor" Stringfellow responded "I'm a car freak. I like to come up here to get away from the city. I come for the friends and enjoy the friendliness of the Summit Point workers." Stringfellow further commented that "I've thought about racing myself but it costs too many bucks. I would rather be a PR person for the racers and the fans. We like to see good close competition racing without the accidents."

From everyone who has raced or worked in torrential rain for three days, let me say, hot food and unflagging helpers are a blessing. From a seasoned viewpoint, it's great to have such supportive fans in the sport of racing.

*Kay Heatherley*

### ***Another Hint from Hilda***

Can't start your Bimmer because of pesky water in the distributor cap? Do like many of our friends who race 'em....put a bead of blue or regular "bathtub" silicone sealant around the base of the cap, being sure to leave a small air hole aft. And your baby stays dry!

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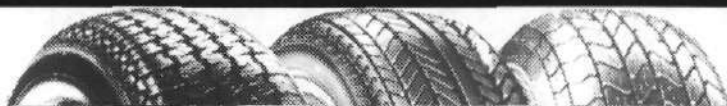
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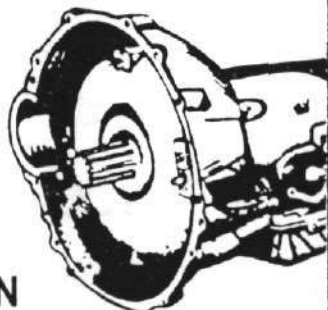
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## Bambi Bimmer Wins Three Awards

Amanda Kay Heatherley, aka Bambi Bimmer, Fonda Honda or Kay, spent three consecutive nights accepting awards from Washington motorsports organizations.

The SCCA D.C. Region's Annual Awards Banquet on January 23 had 300 attendees. The Region's PR award was received by Kay for her efforts in obtaining event sponsors and door prizes for their monthly meetings.

On January 30, the Southeast Sports Car Association held its annual Awards and Installation Banquet. Kay was honored with SESCO's Award for Excellence, primarily for her efforts in obtaining Yokohama Tires and Merchants Tire and Auto Centers sponsorship of the championship autocross series. This program reimbursed clubs (including us) for their trophy, insurance, and mailing expenses. Incidentally, SESCO's new President is Sue Baruch, and VP is Al Zavala, both BMW Club members also.

The following Saturday, February 6, the Metropolitan Washington Council of Sports Car Clubs had its Annual Awards Banquet. The coveted Don Beyer Volvo Achievement Award was presented to Kay, again for her work arranging the Yokohama/Merchants sponsorship deal.

Somehow Kay found time to pursue these PR activities, race her Honda CRX at Summit Point and Watkins Glen, work at our autocrosses, handle registration and instruct at our drivers schools, and even teach a little piano. In 1988 it looks like Kay will be embarking on a new career as a driving instructor for Bill Scott's school at Summit Point.

For those who don't know, Kay started her motorsports activity by autocrossing a 320i. She was also instrumental in obtaining the use of Landover Mall for the Club's autocrosses for the last four years.

Great job Kay!

*Woody Hair*

### GENUINE 'BALMER'

On those rare and wonderful occasions when I watch TV, I am treated to the current state of the art in commercials. The trend has been to more homey "homemade" styles of cinematography, and none has gone further down home than the latest from a local, family-run car dealership.

The manager stands surrounded by his grinning idjit sons, with his gumming father's vacant gaze wandering the ceiling. I ignore him as he tries to impress me with the small size of his apparatus, but I kill the sound and dash to the word processor when he draws...

"See us now for sales, 'cause ah *know* you'll be seein' us later for service".

*Rustbucket*



## Four Pete's Sake...

What has happened to the BMW 4 cylinder engine? At one time BMW thought enough of the 4 cylinder engine to build a monument to it, the 4 cylinder BMW office building at the Munich BMW works.

In 1972 BMW built 2 mid-engine 4 cylinder turbo coupes. The 1990ccm displacement fuelinjected, turbo charge 4 cylinder engine put out 280 horsepower. It gave the coupe, which looked very much like the M1, a top speed of 250 km/. Not bad for a little inline 4 cylinder engine, which had started ten years earlier as a 1.5 liter engine with a single carburetor and a horse-powered 2002s with a 170 horsepower rating at 5800 RPMs and a top speed of 210 km/h at a cost of 20,780 DM.

But where do you find a 4 cylinder engine today in BMWs engine program? The only remaining 4 cylinder engine found in the USA today is the M3. With an output of 192 HP, it is the most powerful and high tech 4 cylinder engine BMW has ever offered, in a street legal US car. More powerful than the famous tii engine, it is only available in limited numbers and quite expensive. The 4 cylinder engine, the way most of us remember it as in the 2002s, the tii, the 320i, 318i and the earlier 1600 is no longer offered by BMW.

A 2 liter, 4 cylinder engine with 140 HP in the 3 series would make for a good base model 320i. Let's see if BMW remembers the basics for the pleasures of driving.

*Buffalo*

## Club Tags, Perhaps (Update)

In the Sept/Oct *der Bayerische*, I mentioned details of the possibility of obtaining organizational tags for Maryland residents. These tags look like vanity tags and in addition at the bottom of the tag "BMW Car Club of America" is printed and of course the tag number series "BMWXXXX". These are excellent (and cheaper) alternatives to vanity tags. A one-time fee of \$4.00 as opposed to an annual fee of \$25.00.

The State of Maryland, however, requires a minimum of 100 applicants. Unfortunately, we have, thus far, a shortage of applicants to meet that goal. I have noticed tags of countless organizations in this area but never one of any car club. So all you Maryland guys and gals, let's get those cards and letters coming so we can be the first in the area and (possibly) in the country to proudly proclaim our marque as well as our Club. In addition, it's great for the instant recognition of a fellow member as well as easily remembering your tag number.

Those interested should write me as follows: Russ Parise, 8109 Irwell Court, Gaithersburg, MD 20877. Please enclose your current tag number, renewal month, along with your name, address and telephone number and any questions you may have. To all of you who have already applied I still have your information on file and will advise you of the progress of this endeavor.

*Russ Parise*

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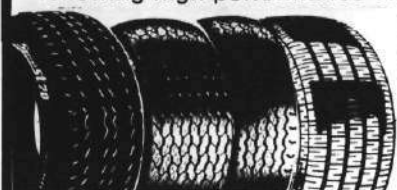
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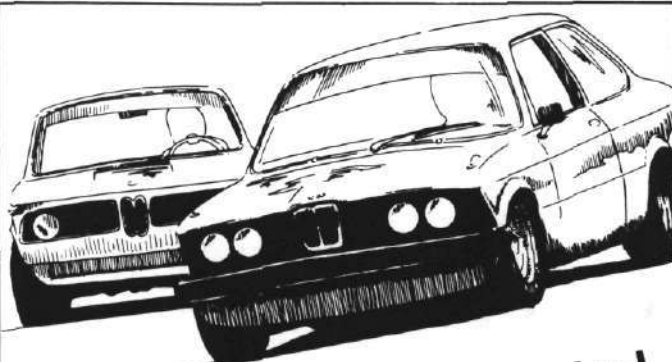
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## Marketplace

### FOR SALE

1971 2800CS, all original, beige, 4-speed, ltd. slip differential, power windows, California kept - virtually no rust. Recent diff. valves, cam and exhaust. Beautiful one-of-a-kind car. \$11,000. Call Brad at (202) 775-3120 days.

Late model, 6-cylinder, 5-speed transmission. Call Steve at (703) 430-0692.

Two Webber DCO3 45 Carbs, w/CANNON manifold and linkage, will fit all 4-cyl. \$450. Bilstein Sports shocks, complete set; will fit 316, 320 and 323 up to 8/82; used less than 1000 miles, \$300. Fuel inj. system (complete) for early 320i, make modest offer. Call Emory Kopf at (301) 647-1471 (h); 286-5479(w).

Set of 4 OEM wheels and tires(200x60x390 TRX) removed from '85 535i after only 20,000 miles. \$250 or best offer. Also set of springs and sway bars from the same car. \$175 or best offer. Martin Lessans (301) 760-5000 (days); 987-0333 (eves).

'71-'72 2002 parts. Hood and trunk lid, no dings or dents, complete rear bumper, all excellent condition. Generator, started, water pump, heater, flywheel and pressure plate, steering box. Two rear side windows, two interior lower rear side panels (black), VDO 3-gauge housing, kidney grill, three steel wheels. \$400 takes all with numerous misc. small parts and hardware thrown in. Call Andy at (703) 536-8287 before 9 pm.

1974 2002, red, tan. Just rebuilt high performance engine and exhaust system w/ MIKUNI carbs, 5-speed, \$800 Alpine stereo, Pirelli's, 120+K, \$6,500. Call Steve at (301) 622-3976.

1976 2002 w/ 1977 320i engine completely rebuilt 10K miles ago. A/C, sunroof, 5 Michelin MX, new 3-piece grill, Weber, Stahl header, 320 drivers seat, electric fuel pump, Bilstein sport shocks, new hoses, radiator, master/slave cylinders, ft. brakes, center track rod, clutch, PP, TOB, Alpine stereo and speakers. Needs paint and minimum body work. Many parts and spares included. Eric Barnhill in S.C. at (803) 882-0779 (days); 882-1928.

1973 2002 Tii, blue metallic with black/tan interior. Restored classic Ext. 4/87. New front fenders, waist chrome, front windshield, door gaskets. Perfect interior and new carpets. Blaupunkt AM/FM cassette, 4 speakers. BWA steering wheel. 1K engine rebuild: new oil pump, chains and sprockets, guides/seals, intake valves. 4K rebuilt transmission and brakes. 318/325 alloys (5), P 6;s (195/60/14), Bilsteins. Battery in trunk. Includes spare injection system. No AC or sunroof. 98.5K miles. \$8,500. Mike Fitzgerald in N.J. (201) 585-7100 ext.5818; 334-3037 eves.

1983 635CSi, 5-speed, sunroof, AC, blue metallic, 80K miles \$19,000. Mike at (301) 587-6028.

*continued on next page*

## New Members

Nicholas Alley	1968	1600		
Autodynamics	-	-		
James Banks	1988	325		
Gerald Batipps	1987	M3	1984	528e
Adam Berusch	1987	325is		
Joseph Castille	1987	528e		
Michael & Sharon Clem	1971	2002		
J.G. Davis, Jr	1984	528e	1986	528e
Robert Dienst	1987	325		
Teresa Erickson	1988	528e		
Alan & Linda Frank	1986	325		
Lewis Friedman	1972	2002tii		
Tracy Giles	1986	325es		
Carl Gossard	-	-		
Will Grady	-	-		
Thomas Green	1987	325is		
Jack Guertin	1987	L7	1987	325cvt
John Helmick	1984	533i		
David Johnsen	1987	535i		
Rick & Cynthia Jones	1984	733i		
Kaylin Keith	1962	501		
William Kerns, Jr	1987	325cvt		
Alan Kreglow	1981	320i		
Michael McCullum	1986	528e		
Richard McDaniel	1986	325is		
Doug McWilliams	1971	2002		
Ken Meuser	1976	2002		
Bob Morrison	1988	325		
Diane Nash	1987	325is		
Linwood Nelson	1979	320i		
Fanebridge Payne	1984	318i		
Rodger Randall	1977	320i		
Jeff & Ellen Shrago	1988	735i		
Tom Shull	1976	2002A		
Raymond Silfa	1986	528e		
Leroy Smith	1981	320i		
William Wagnon	1971	2002		
Janine Williams	1986	325		
Porter Wilson	1985	745i		

Some of the new members were recommended by the following companies: BMW of Fairfax (3), TUV Engineering (2) and Excluservice(3).

### ANOTHER GLASS OF INSPIRATION

The United States and Russia held a roadrace; a two-car roadrace. The U.S. entry won the race.

The next day, the U.S. media reported that the U.S. won and the Russians lost. PRAVDA (without mentioning the number of entries) reported that Russia came in second, and the U.S. finished next-to-last.

*Pete Cage*

## Marketplace continued

### FOR SALE

Tires: 4 Pirelli P77 BWs (195x70x14), 2 w/ 95% tread left, 2 w/ 50%. 2 Pirelli P77 WWs (195x70x14) w/ 60% tread left. 2 snow tires on non-alloy rims (BMW), Continental (205x70SRx14)M+S, 40% tread left. Best offer, Larry at (301) 530-5220, leave message.

Good used windshield for 3.0CS. \$50 OBO. G-Analyst, vehicle dynamics monitor, complete. Only slightly used, original box. \$275 OBO. Call Dina at (408) 372-1787.

2002/1600 parts. 1600 motor w/ rebuilt head \$250; Weber 32/36 DGAV carb \$70; doors w/glass \$50; performance distributor \$75; windshield \$50; gauge set for 72-73 2002 \$75; fuel tank \$50; sending unit \$25; many others. Call Chris at (301) 267-6242 eves.

1974 2002, rebuilt motor, moon roof, beige, standard, clean, new tires, \$4,500 OBO. 1976 2002, extremely strong motor, AC, body rust, Weber. Price negotiable. Both in Annapolis for viewing. Agent: Gene at (301) 268-8941; owner: Mary at (619) 436-2683.

Parting out '72 Tii (late) 2762413; new head, trans shot; fenders, doors, trunk and hood in good condition. New OEM doors for sale. Engine and fuel injection in very good condition. Trade for after-market seats considered. Call Sam after 5:30 pm at (301) 561-1093.

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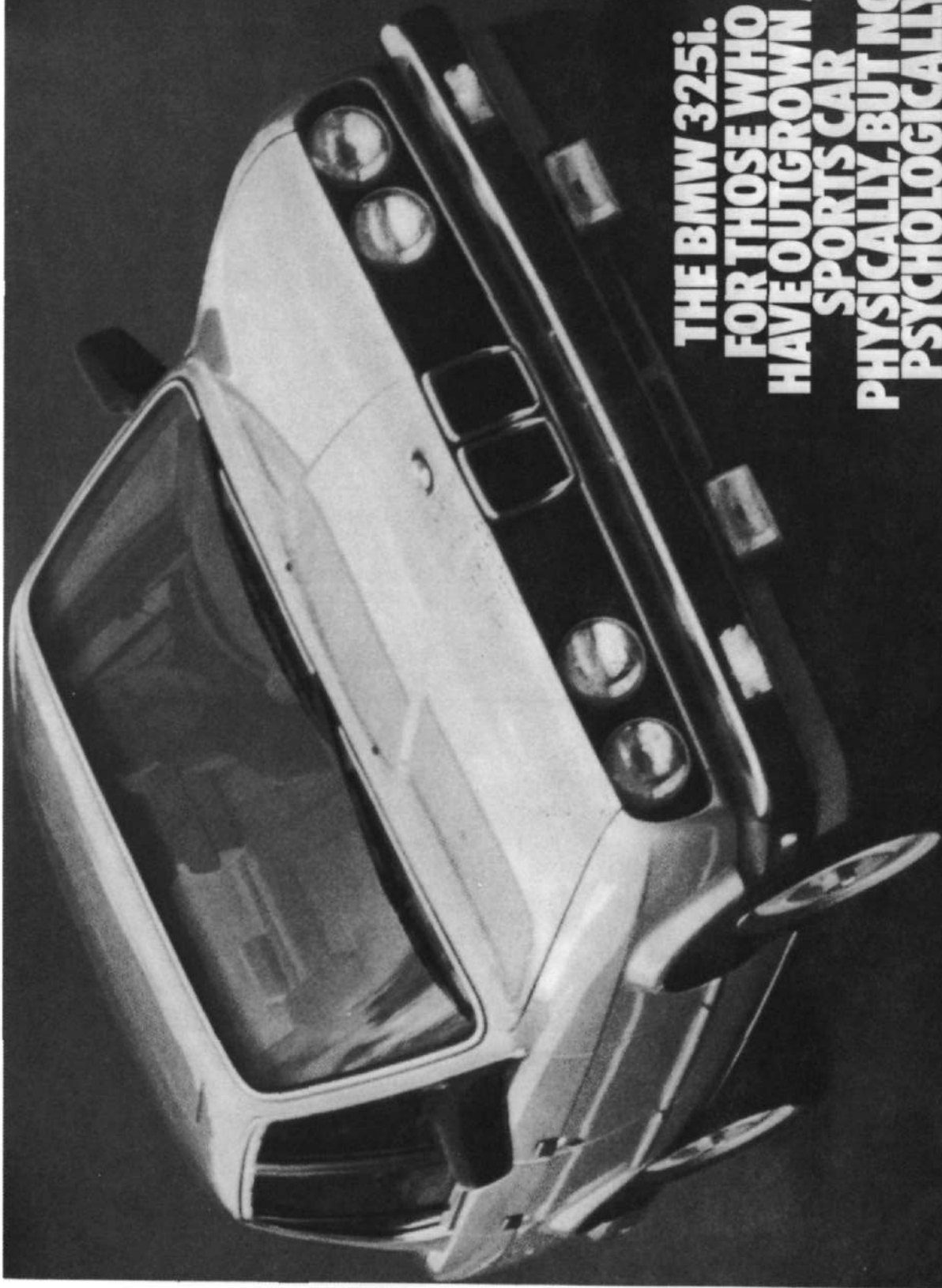
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