

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



SEPT/OCT 1988
VOL XVIII, ISSUE 5

der bayerische



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DC's FIRST NEW 535i

CONCOURS RESULTS

MEMBERSHIP CONTEST

ROAD RALLY REPORTS

HIGHWAY SAFETY SCHOOL &
DRIVERS SCHOOL APPLICATIONS *Pgs. 17 & 18*

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Please Note: Changes of address are to be sent directly to National headquarters where the address lists/labels are generated. Change of address form at the back of this issue.

Stealing our Hart(ge) away....



John Hartge in the spacious trunk of the new 5; and you can use it for other things, to boot! See Pages 21 to 23 for more on DC's first new 535i.

Photo by Raine Mantysalo

Cover:

Ron & Jan Blais and their '70 2800 CS at Coupefest. See Page 11.

Photo by Raine Mantysalo

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COMING EVENTS

BACK TO SCHOOL DRIVERS SCHOOL SUMMIT POINT RACEWAY, SUMMIT POINT, WV Saturday, September 10

Time: 8am

After two hot months of Summer, you need something to help you forget the sweltering heat in Metropolitan DC. The perfect escape is a Drivers School at Summit Point Raceway, nestled in the scenic mountains of West Virginia.

There has been a minor change in the price schedule for this and future schools, the cost to BMW CCA members is still \$80, but the cost for non-members is now \$100. As usual the tuition includes a catered lunch. Registration will be on a first-come, first-drive basis for Club members driving BMWs. Club members who wish to drive non-BMWs, and non-members 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. The application was included in the last issue of *dB*, complete it and send it to Mark Yaworski, whose address is on the application.

Volunteer workers are welcome and rewarded with a free lunch, please let Mark know if you plan to be a worker to facilitate planning the event.

Spectators are always welcome. If you want to come and watch and would like to enjoy lunch, the cost to non-participants is \$8 and reservations must be made in advance by calling Mark Yaworski at (301) 972-8237 (before 10pm).

HOT SHOE DRIVERS SCHOOL, Summit Point Sunday, September 11

Time: 8am

After a few years hiatus, the Hot Shoe Drivers School makes its return. This school is a drivers education event for experienced drivers school students only. Instead of spending time concentrating on learning the line around the track, how to brake, etc. the day is spent refining the students' skills and working on more advanced driving techniques.

As with the September 10 School, the cost to BMW CCA members is \$80, but the cost for non-members is now \$100. As usual the tuition includes a catered lunch. The application was included in the last issue of *dB*, complete it and send it to Mark Yaworski, whose address appears thereon.

Since this school is for experienced drivers only, students with experience from only one or two schools need not apply. There are no automatic qualifications for admission and the Drivers School Coordinator reserves the right to reject the application of any student who he believes lacks the experience level necessary for Hot Shoe. Final decisions concerning the qualifications of any student will be made by the Chief Instructor.

A free lunch is provided for volunteer workers who are most welcome as are spectators who should make advance reservations at \$8 per person for lunch.

BAVARIAN INN TOUR, Sunday, September 18

Time: Meet at Greenbrier Center at 9:30am

One of the most popular and fun-filled Club events will again take place in the Fall, and that is the tour to Sheperdstown, West Virginia, where Club members gather each year for festivities at the charming Bavarian Inn. The tour, plotted by Tourmeister Bill Via, takes you along beautiful back roads at your own pace with easy-to-follow directions. When you arrive at the Bavarian Inn you will find the Club's reserved tent. The Club will pay for lunch (beverages excluded) for the first fifty registrants. So register soon by calling Terry Forrest at (202) 397-8541. Bring the whole family!

Directions: The tour begins from the Greenbrier Shopping Center where you should arrive by 9:30am to collect your route sheet and lunch tickets. From the Capital Beltway in Virginia, take I-66 west to Rte. 50 west, the shopping center will be 4 miles on your left. We meet behind the Roy Rogers restaurant.

BAVARIAN DAY, Sunday, September 25

BMW Exchuservice, Rockville, MD

Time: 11am - 4pm

Lothar Schuettler and Franziska Baas will once again be our hosts at this, the fourth annual Bavarian Day held at *Exchuservice* in Rockville. In appreciation for your patronage, they are again bringing a little bit of Bavaria to us in the form of music, food and beer and all Club members, their families, guests and prospective members are invited to the festival. Of course to clinch the atmosphere, there will also be plenty of Bavarian cars around for you to inspect and enjoy. This has always been a well-attended, enjoyable event, so come on out and join us and meet some fun-loving friends in a relaxed atmosphere.

A nominal charge will be asked for delectable German delicacies and proceeds will be given to Childrens Hospital. **Directions:** From I-270 take Montrose Road East to Rockville Pike, cross straight through the intersection and you're on Randolph Road. Go to 3rd traffic light and turn left onto Parklawn Drive. Go through two traffic lights then look for the blue and yellow *BMW Exchuservice* sign straight ahead and to your left.

The address at *Exchuservice* is 12200 Parklawn Drive, Rockville, MD and the telephone number is 231-5400. See you there!

continued on next page

**CHAPTER HOTLINE
(202) 397-5970**

BMW NA BMW CCA CORRAL Sunday, October 2

Racing, racing, and more racing! The annual Blue and Gray Classic is upon us again. This invitational race is one of the most competitive of the season. This event brings competitors from the Northern and Southern SCCA regions together, hence the name Blue and Gray.

Over the years this event has gained the reputation for providing some of the best racing of the year. All the drivers have honed their skills and dialed their cars in to be as fast as possible. As a result the racing will be fast and furious with plenty of thrills and occasional spills.

Virtually all classes of SCCA cars will be racing: Formula Atlantic, Formula Continental, Formula Ford, Formula Vee, Formula 440, C Sports Racer, D Sports Racer, Sports 2000, GT 1, 2, 3, 4, and 5, E, F, G, and H Production, Showroom Stock A, B, C, and GT, and of course Improved Touring A, B, C, and S. In other words this is your last chance to witness some great racing in your own backyard.

Come on out, bring the kids (they'll love it), and join us. The Club will provide refreshments, tables and chairs, ample parking, and the *blau mit weiss* tent. Bring a picnic lunch or try the famous 100 mph chili at the concessions stand. A good time will be had by all.

CHAMPIONSHIP AUTOCROSS Sunday, October 9 Time: 9am to 4pm

For the third year in a row the National Capital Chapter is having an open autocross that is part of the MWCSSC's championship series. Over 100 cars of all makes will get three runs in one of four heats. First heat will start no earlier than 9:30, 2nd heat 10:30, 3rd 12:00, and 4th 1:30. No experience is necessary. Preregistration is highly recommended since we can only handle so many cars and these events have been filling up several days before hand. The earlier you pre-register, the better your choice of heats. You can pre-register by calling Sue Baruch at 938-7343 (Vienna) until 10:00pm. Don't but it off. You can always record the Dallas game. Entry fee is \$10.

Whether you plan on running or not, we need your help as course marshalls, car inspectors, etc. Again, no experience necessary. Call Gary Toyama at 569-1336 (Springfield) evenings to volunteer your services, if only for 1 1/2 hours. *Directions:* From Capital Beltway take either Landover Road (Rte. 202) east or Central Avenue (Rte. 214) east to parking lot on west side of Capital Centre.

PRINCE MICHEL VINEYARDS ANNUAL OCTOBERFEST, Saturday, October 15

For the second year in a row this festival will feature a German Car Show for BMWs, Porsches, and Mercedes. The

registration fee for the car show is \$10 and includes festival admission for driver and one passenger. For car show information call Major Tom Madigan at 599-8971 (Andrews Air Force Base).

Directions: Prince Michel Vineyards is off Rte. 29 between Culpepper and Charlottesville, Virginia. Turn right on Rte. 612 in Leon, go 1 1/2 miles to vineyard on left.

WHITE POST CELEBRATES '88 Saturday, October 15 Time: 9am to Dark

White Post, Virginia is a village of 200 people that grew around a survey marker erected by George Washington in 1750. It is now the home of White Post Restorations, a world-famous antique automobile restoration business.

In addition to a display of over 600 antique cars, this festival will feature a tour of the restoration shop, cultural crafts, music, dance, fox hunting exhibition, Old Guard Drum and Fife Corps, an air show with antique planes, sky divers and a fly-by by the Air Force Golden Knights, games, and parades. Evening will see a cross country tour by the antique cars followed by a fireworks display at dark. For information call (703) 837-1140.

Directions: From Beltway take Rte. 50 west to left on Rte. 340. White Post is 50 miles from Beltway.

NAKED MOUNTAIN VINEYARD WINERY TOUR, Sunday, October 16 Time: Meet at Tysons Corner at 10am

An excellent, scenic, real fast (just kidding) tour route is being planned by the inimitable Woody Hair and indomitable Dwight Derr. The Naked Mountain Vineyard in Markham, Virginia is owned by Bob and Phoebe Harper. The winery specializes in white wines, including Chenin Blanc, Sauvignon Blanc, Reisling, Cabernet, and an especially delicious Chardonnay. There will be picnic facilities at the winery, so bring the cheese and family.

Directions: From 495 take Leesburg Pike (Rte. 7) towards Tysons Corner. Immediately after exit get on the service drive to the right. Go past the Roy Rogers and Shell station and turn right into the NBO Menswear parking lot at Tysons Corner.

YOKOHAMA TIRES TECH NIGHT Wednesday, October 19 Time: 8pm

The local MG Car Club has invited NCC members to join them at a technical presentation put on by Yokohama Tire Co. given by Colin Price, the company's traveling technical representative. Colin is on the road about 99% of the time speaking to car clubs, dealers and attending racing events. In his spare time Colin manages to race a Honda CRX in

SCCA show room stock. The presentation consists of a 20 minute film followed by a question and answer period.

It will be held in the administration building in Nottoway Park in Vienna, VA. Directions are listed below. If you have any questions call Bob Watkin of the MG Car Club at (703) 491-3362

Directions: From the Beltway in Northern VA, take I-66 west. Take the first exit for Vienna, Route 243. At the stop sign turn right onto Nutley Street, towards Vienna. Follow Nutley St. for about one mile and turn left onto Courthouse Road. There is a traffic light at this intersection. Note that the street sign is on the far left corner of the intersection and is abbreviated Ct. House Rd. The park entrance is on the left about a quarter mile down the road.

HALLOWEEN PARTY **Wednesday, October 26** **Time: 7:30pm**

This marks the date of the second annual NCC Halloween party. Last year's event was a good inaugural affair, complete with a hoary hoard of ghosts, goblins, and other creatures both large and small. The bewitching will occur at Post Hall on the campus of the Mount Vernon College in Northwest Washington. Last year the early arrivals festooned the halls with spiders webs, skeletons, and other unearthly sights. Come and be a part of it, and please bring your children. There will be games, prizes, and maybe even a repeat appearance by the sorcerer who awed us with his spells. Come early to help decorate. Volunteers are needed for games and to help with refreshments. For details or to offer your assistance call Cory Laws evenings at (703) 450-2310 until 9:59pm.

Directions: Mount Vernon College is located at 2100 Foxhall Road, NW, which is at the corner of Foxhall and W streets. From Georgetown take Canal Road to Foxhall. Turn right onto Foxhall. Take a left on W. The entrance to the college is on the left. Post Hall will be up the hill on your left as you come through the gate. Parking is available in the two lots by the gatehouse.

TISCHER BMW DO-IT-YOURSELF **TECH SESSION, Saturday, October 29** **Time: 9:30am to 1:00pm**

Please note the change in date!

Here it is again, your rare opportunity to work on your own car, get others to help you, and maybe even help others in getting our BMWs ready for the coming winter season (even though it's 96° right now there will be a winter season). Anyway, *Tischer BMW* is being very good to the club by providing their facilities and mechanics to help us all out. Don't plan on any big repairs, we want to complete most minor repairs and service by the time we have to be out. It'll be best to get to *Tischer* early (coffee and donuts, yes) and

plan to be finished by 12:30, in consideration of the mechanics who will be wanting to enjoy their day off. If you have any questions call Raine in the evenings at (301) 933-1880. Hope to see you there!

FALL HIGHWAY SAFETY SCHOOL **Saturday, November 5**

SUMMIT POINT RACEWAY. SUMMIT POINT, WV
Time: 8am

Because of the great response to the Highway Safety School in March, a second Highway Safety School has been scheduled.

The Highway Safety School is the place to learn if you want to know about your car's behavior. The emphasis is on braking, quick handling, and other accident avoidance techniques. If high speed driving is not your forte; have no fear, the speeds in the exercises never exceed those that you drive on the highway. You decide how fast you will go.

If you would like to enroll your newly licensed minor child, this school will teach him or her more than an entire high school drivers ed course. Any registrant under the age of 18 must have a signed and notarized letter of permission from their parent or guardian. (This policy also holds for the high performance schools.)

Due to increased expenses, the cost of the Highway Safety School has been raised to \$80 for BMW CCA members and \$100 for non-members. Registration is on a first come first served basis for members driving BMWs. The applications from members who wish to driver other cars and those from non-members will be held until two weeks before the school. Slots will then be granted on a space available basis. Registration will close one week before the school. The necessary application is included in this publication. Complete it and send it to Mark Yaworski as soon as possible.

The first 15 volunteer workers to register will be rewarded with a free lunch. If you plan to be a worker please let Mark Yaworski know before November 1 to facilitate his planning of the event. Spectators are also welcome. If you want to come and watch and would like to enjoy the catered lunch, the cost for lunch is \$8 and reservations must be made before November 1.

FALL FLING DRIVERS SCHOOL **Sunday, November 6**

SUMMIT POINT RACEWAY. SUMMIT POINT, WV
Time: 8am

This will be the last drivers school of 1988, the last opportunity to practice smooth driving techniques before the onset of the winter doldrums. The usually brisk fall temperatures in the West Virginia mountains promises a change of pace from the blazing infernos of the year's earlier schools. Refer to the Highway Safety School for particulars.

President's Message

A TIME TO REFLECT. By the time you read this, I will have become a proud father. Such times mark important points in our development as individuals, and cause us to reevaluate our chosen roles, and the priorities we have historically followed. In preparing myself for this spectacular event, I've had to come to grips with a number of thoughts and feelings. Many of these feelings centered on new and challenging responsibilities. Others dealt with those responsibilities I shouldered over a year ago when I was elected to head our Chapter.

I've spoken several times recently about the need to move our Chapter orientation towards more family participation, and as the head of my own family, now is a perfect time to forcefully direct the Chapter metamorphosis.

If you've read this far, here's the idea. There are too many old members running the Chapter in old ways. New players must be brought in to change the status quo. Some of the more progressive of the current list of hard-core participants welcome this change in attitude, others will not. However, it is no secret that the demographics of our Chapter have changed dramatically over the last ten years, and the leadership MUST reflect these changes and move on. **HERESY?** This may be an unpopular statement or theory, but I'm not convinced that the pursuit of automobile-related activities is what will carry this Chapter forward towards our goal of 2002 members. I know this may shock some of the members, so I will use myself as an example. I LOVE my BMW, and intend to keep it forever. I enjoy autocrossing competitively and hate to miss an opportunity to drive Summit Point. But, I stopped working on my own car when my time became more valuable to me than the cost of having someone else do the work for me. I've gotten into writing checks instead of changing oil.

I think I have a lot of company out there. An informal poll has uncovered the fact that many Club members like their cars, but do not consider them ends in themselves, or deities to be worshipped. They provide safe, reliable, and enjoyable transportation, but do not automatically cause their drivers to wish for the ultimate in speed handling, or anything else. Maybe it's because we have allowed ourselves to become so engrossed in our chosen professions that we no longer have the emotional or physical energy for such fervor. A nice ride in the country with a visit to a winery at the end will do nicely, thank you.

DO I HAVE SOMETHING HERE? We are preparing a membership survey that will be mailed separately. I urge all of you to think about what I've just said, and answer honestly. As further incentive, we will present a number of door prizes to the respondents, at the Annual Dinner in November. There are many great things planned between now and the Annual Dinner. I hope that a lot of you will take the time to join us. And, if you do, please look for me and tell me what you think, good or bad. We NEED to know.

See you soon....

Cory Laws

From the Eds

We would like to welcome into the **dB** fold, Stacy Surla Koons, who has graciously offered to become the ogre who will pursue copy for the newsletter and coordinate all the necessary information into a publishable form. She is enthusiastic, organized and *mean*, so ideally suited toward achieving our goal of getting the necessary information at deadline time. Seriously, Stacy is as committed as the rest of the **dB** staff to delivering to you, our members, a quality newsletter in a timely manner, so please give her your support and cooperation.

We're #2. Hate to say it, but these are the facts. We have fallen behind the San Francisco Chapter in membership by just one or two members, so get out there and proselytize; with your help we can easily stay the largest Chapter in the nation (and rightly we should be...). Check the Membership Report on Page 32 to see what great prizes we are offering as incentives for you to sign up your friends and others. If you take the time to read the Budget Report below you will see that we indeed urgently need an increased flow of revenue in order to keep bringing you the sort of events, and more, that you have enjoyed in the past. The Club, too, is subject to inflation.

Again, we're #2. Hate even more to say it (though we still have reason to be proud), we came in second with our Club newsletter *der Bayerische* in the annual newsletter contest. See Page 30 for further info. We'll keep trying!

Until next time...

The Eds.

Budget Report

1/1/88 Through 6/30/88

Category Descrip.	Actual 1/2 Yr	Budget Full Yr	Diff.
INCOME			
autocross income	140.00	1,280.00	1,140.00
newsletter advertising	7,575.00	13,805.00	6,230.00
dues from national	10,713.54	21,250.00	10,536.46
other event income	90.00	2592.00	2502.00
insurance subsidies-nat.	0.00	1,000.00	1,000.00
miscellaneous income	12.50	0.00	+12.50
merchandise sales	1,282.81	5,000.00	3717.19
driver school income	11,518.40	27,100.00	15,581.60
TOTAL INCOME	31,332.25	72,027.00	-40,694.75

Bank Balance (Jan. 1, 1988): \$4,353.81

Net Profit/Loss: -\$3,227.29

Bank Balance (June 30, 1988): \$1,126.52

Secretary's Report

Eleven members attended the bi-monthly business meeting held in July at Cory Laws' house in Herndon, VA.

The first order of business was a discussion of the chapter treasury. Lynn Phillips reported the funds are tight. A long discussion developed over ways to cut costs and raise income. We agreed to do the following:

- Pursue the money the national office owes us as insurance reimbursement for driving events.
- Have BMW NA sponsor our October corral at Summit Point.
- Follow through on the often-discussed plan to raise the ad fees for *der Bayerische*.
- Cut the food costs at the driving schools if possible and make sure driving school fees are adequate to cover expenses.
- Make the championship autocross entry fee \$10.00.
- Enlist more members

We discussed various ways to enlist more members and to get more of the members we have more involved in club activities. Andrew Short announced that Stacy Koons has agreed to assist in gathering material for the newsletter. Phil Zubaly has agreed to assist with autocrosses.

Gordon Kimpel asked for help in his efforts to see that all of the area dealerships and independent service facilities have club liaisons as public and consumer relations contacts.

Assignments were made for each of the remaining events on the 1988 calendar.

John Hartge

Category Descrip.	Actual 1/2 Yr	Budget Full Yr	Diff.
EXPENSES			
autocross expenses	0.00	550.00	550.00
newsletter expenses	8,844.89	18,150.00	9,305.11
equipment purchases	33.95	654.00	620.05
other event expenses	4,420.39	6,367.00	1,946.61
insurance expense	1,262.00	2,377.00	1,115.00
mileage reimbursement	119.90	250.00	130.10
miscellaneous expenses	230.28	200.00	-30.28
meeting expenses	789.18	925.00	135.82
telephone expenses	468.95	760.00	291.05
postage - not for dB	143.06	50.00	-93.06
club promo/goodwill	100.00	0.00	-100.00
merchandise purchases	1,806.36	5,000.00	3,193.64
driver school exp's	15,712.52	29,203.00	13,490.48
special mailings exp	444.37	1,350.00	905.63
misc. store expenses	20.00	250.00	230.00
supplies	70.31	400.00	329.69
xeroxing expenses	93.38	200.00	106.62
TOTAL EXPENSES	34,559.54	66,686.00	32,126.46
OVERALL TOTAL	-3,227.29	5,341.00	

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Rockville, MD—Behind White Flint Mall

Deutsche Marque Concours V

This belated reporting is the only Concours associated effort which failed to measure up to an otherwise perfectly executed event. Please do not take this tardiness as a lack of gratitude for the hard work by those of you whose efforts assured the success of the event.

For the fourth consecutive year the site and weather contributed to a perfect event at the German Embassy.

Repeating last year's performance, Nick Saridakis' 1973 2002 was judged Best of Marque of the fifteen BMW's in the forty-five car field which included an equal number of Mercedes and Porsches. Greg Garback won Best of Class in the 1977-and-later six cylinder class with his 1985 528e. Ron Blaise took honors in the earlier six cylinder class with his 1970 2800 CS and Bob Warren's 1968 1600 Cabriolet was Best in Class in the four cylinder competition. The closeness of the competition is reflected in the overall results:

Best of Marque:

'73	2002	Nick Saridakis	101
-----	------	----------------	-----

Four Cylinder:

1st '68	1600 Cabrio	Bob Warren	96
2nd '83	320is	Karl Hoffman	90
3rd '76	2002	Rob Lytton	81

Pre-'77 Six Cylinder:

1st '70	2800 CS	Ron Blaise	87
2nd '73	3.0 CS	Joe Andriaggi	84.5
3rd '72	3.0 CS	Joe Schiavone	77

'77-and-later Six Cylinder:

1st '85	528e	Greg Garback	97
2nd '84	325e	Russ Parise	95
3rd '87	535is	Bob Flynn	94.5

If you think that an expert eye is required to discern to the one-half point level in the various categories by which our cars are judged, you are correct. For the second year in a row, our expert judges included BMW CCA President Phil Marx and Heishman BMW Sales Representative Dick Chichester. Rounding out this expert panel was BMW NA Regional Representative Gene Aton.

Raine Mantysalo was first on the Concours scene and undertook the substantial job of cleanup and setup of the Embassy ballroom for the awards reception. As Officer-of-the-Day Karl Hoffman supervised and coordinated the overall event to insure that things proceeded as planned; a juggling act of no small proportions. Carol Hoffman performed the exacting job of scorekeeper, insuring errorless results. As bartender, Terry Forrest assuaged our thirst at the reception with well-chosen German wines as we

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sampled the numerous delectable cheeses. Our NCC President, Cory Laws presented the attractive trophies to the BMW Concours winners, recognizing the painstaking preparation evident in their pristine examples of the marque.

Mr. Von Kyaw, the Minister of Economy, presented the Best-of-Show Ambassador's Trophy (to a Mercedes owner, unfortunately...) for his excellency, Ambassador Dr. Ruhfus. We are sincerely indebted to these gentlemen and to Mr. Edwin Blankenburg, of the Ambassador's staff, who was instrumental in scheduling, wine procurement and overall liaison for the event.

Again, we thank those of you who participated as entrants and as workers. Your stalwart efforts made this another successful event.

Larry Masten

Wagonwork Tech Demo

A demonstration of a Swedish frame re-alignment machine with a laser targeting system, a tour of an eerily lit, waterfiltered, pressurized paint booth, and the performance of what looked like an acupuncture operation on a battered Bimmer; these were some of the Saturday morning activities at the Wagonwork Tech Demo in Alexandria on August 6. In addition, participants were treated to a delicious deli lunch, a drawing with door prizes donated by Tischer, and complimentary customized touch-up kits. Owner Andy Anderson and his son Mike gave an interesting and informative talk on the craft of autobody repair, while repair and painting technicians demonstrated various aspects of the process. There was a good turnout at this session, with about thirty people in attendance, including a bunch of little kids who viewed the hammering, pulling, grinding, and associated pyrotechnics with a great deal of interest.

During the panel straightening demo we got to see the old and new methods for straightening dents. The old method uses a slide hammer to rough out the dents and body putty to fill the panel back in. The new method uses heat and a nailgun to pull out the dent and work the metal itself.

We got to see a car frame being pulled back into line on the Nicator Dataliner - allowing such luxuries as doors that open and close again and wheels that go in the same direction. This machine uses a laser as a measuring device, clear plastic targets hung from the factory spec points on the frame of the car, and hydraulic pulling equipment.

The Italian Nova-Verta paint booth used at Wagonwork is also a high tech piece of equipment. For example, during operation a downdraft of air pulls dust and paint spray below the floor grates to a sheet of flowing water, which filters the particles out of the booth.

Overall, the tech session cast welcome illumination into the BLACK HOLE OF AUTOBODY REPAIR, revealing that the successful restoration of an injured Bimmer is a matter of specialized techniques and technologies, good practices, and a craftsman's approach to the job.

Stacy Surla Koons

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Autocrossing for Charity

The 8th Annual Children's Hospital Autocross was held on a beautiful sunny Sunday in Alexandria in early June. This event is sponsored by the Metropolitan Washington Council of Sports Car Clubs to raise money for Children's Hospital. The National Capital Chapter played a significant role in this year's event, which raised about \$7,000.

Ten BMW drivers entered the competition, which meant racing fun for them and a cash contribution for the hospital. And, a dozen Club members contributed their time working, helping to make the charity event possible. Our primary task was to provide a safety inspection of each car entered in the event. The inspection work started around 8am. When we closed shop shortly after 3pm, we had checked-out 175 cars.

It has become customary to provide 2 adjacent courses at this annual autocross. The courses are mirror images of each other. Cars start each course simultaneously. Since this year's courses started with long straights, the start was like a drag race. Each driver got two runs on each course. The best time of the four was used to place the cars. BMWs run in a variety of classes under the Washington Council rules, so the results listed here don not indicate a first through tenth finish. Those who finished high in their classes are noted.

Douglas Dolton	323i Cabrio	35.357 (1st in class)
Gary Toyama	528i	35.479 (2nd in class)
Alex Matini	635 CSI	35.961 (3rd in class)
Scott Coulter	325i	36.130 (2nd in class)
John Hartge	325e	37.558
Joe Dorr	2002	37.783
Chris Coulter	2002	37.809
John Dixon	325	38.758
Mario Yuri	320i	39.509
Everton Murray	318i	39.615

Woody Hair organized the Club's work crew and made up a shift schedule. Unfortunately, Woody was sick the day of the event. A 6:30am phone call jolted me out of bed and off to the Beacon Mall parking lot to fill in for him. Autocross O.D. Dan Dazzo was very thankful for the help of the following Club members (and so is Children's Hospital): Dwight Derr, Doug Dolton, Terry Forrest, Kay Heatherley, Jerry Ishmael, Chris Leeper, Raine Mantysalo, Larry Masten, Roy Melloni, Jon Miller and Gary Toyama. (Eds. *That goes for you and Woody too, John!*)

John Hartge

A Message to all Maifest Attendees

One driver bought gas directly from the Summit Point representative at the end of the last Sunday Drivers School. This person went off to get his cash and the track rep left before he returned. I would appreciate it if this driver would contact me ASAP as Summit Point Raceway has been pestering me about the money. Thanks.

Mark Yaworski

Bionic Man?



Are cars sbrinking or did Woody Hair become bionic?

Photo by Bill Erskine

At the MARRS II race this season sponsored by Yokohama/Merchant's Tire, Merchant's offered this little car in a drawing. I was sitting in the stands when they drew the name of the winner and I started screaming "I know who Woody Hair is!". A few minutes later, Woody ambled over and claimed his prize; at which point he proceeded to take a few parade laps around the stands! How's that for being a good sport? I suppose the advantage of having a car that small would be that the Yokohama's would cost next to nothing! (Eds. *One question, where's the Roundel?*)

On a more serious thank-you, sponsorship note we (the Club) were afforded the opportunity earlier this year of taking chances in a drawing for free tires at our Maifest event.

We have all noticed the participation of Merchant's in more of our Motorsports events recently. Fortunately for BMW CCA, one of the key people at Merchant's is a comrade in fiendery for our car marquee.

Scot Coulter is the manager of the Tyson's Corner Merchant's store and has actually been participating in our driving schools and was the reason we got our chance at free tires.

Besides their European Mag Mounter, the FMC 8500, complete with safety apparatus, one of the special features of Scot's store is his ace technician, Randy Powers. After only a few minutes of talking with Randy as he worked on a car, I felt that this was definitely one man I would trust to work on my car. To top all that off, Coulter says that his is the only store that gives special consideration to "racers" for the parts and lubricants they might need.

The real clincher that let me know Scot would be "with" the BMW mentality was his response to the question, "How do you drive your BMW 325i, Gray Market car?" Coulter smiled widely and said "As fast as I can safely!"

Thanks again Scot Coulter!

Kay Heatherley



Coupefest at Maifest

Maifest '88 included a new event for the National Capital Chapter - a gathering of vintage coupes, the pre-6 series coupes. Woody Hair suggested showing off the CS Coupes after reading about a similar event by the BMW CCA in California, where rust-free coupes are far more common than in the east. Word went out in the CS special interest group newsletter.

On the morning of May 28, 14 of the vintage cars showed up at BMW NA's regional offices in Sterling, Virginia for the tour that took them to Summit Point, West Virginia. The coupes followed Woody's scenic route through back roads for 58-miles to the race track and the rest of the Maifest gathering and festivities.

At Summit Point, during a break in the driving school, the coupes made a couple of parade laps around the 2-mile road race course. Then, it was time to show off the classic cars and socialize with the crowd at Maifest. In the evening, at the Maifest feast, the coupes were displayed on the lawn of the Hillbrook Inn for everyone to admire.

Our gathering of 14 coupes was no match for the dozens that show up at such meets in California, but CS expert Charlie Richardson thinks ours was the largest gathering ever in the east. Randy Williams brought his coupe the longest distance. Randy (of the Gulf Coast Chapter) drove his fiord blue CSI from Fort Walton Beach, Florida. Raine Mantysalo got to drive Max Rodriguez' "Tundra" to the coupefest. You can soon read about his experience with a classic coupe in an upcoming issue of the Club's national magazine, the *Roundel*. Watch out for it. *Photo by Raine Mantysalo*

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Hot Times at Landover Mall

Fourteen crazy drivers and their friends sweltered in 100+ temperatures at our July 17 autocross on the back lot of Landover Mall.

Autocross Chairman Gary Toyama plotted a course that made the most of our relatively small parking lot. Twelve drivers completed the walk-through and were then joined by two Mercedes pilots who timed their arrival so as to avoid the half mile hike. Of course the big cars from Stuttgart then had to learn the course by observation and the map. Everyone made one practice run and then the official competition began.

After the three timed runs were completed, the results showed ex-treasurer Woody Hair's 325is beating president Cory Law's 944 by three tenths of a second for Fastest Time of the Day. Raine Mantysalo was third fastest in Woody's 325 and Bill Shook's 320 Turbo had the fourth best time.

Fun runs were next and, despite the oppressive heat, no one wanted to quit. Most saw their unofficial times continue to drop. Special thanks to Gary for the fun course, and to the timing and scoring team of Dwight Derr and Karen Charles.

The Club's next autocross is the "open" event at the Capital Center on October 9. See the *Coming Events* section for more details. If anyone knows of a potential site for future autocrosses please contact Gary Toyama or one of the Club officers.

Results

Stock BMWs

		1st Run	2nd	3rd
Woody Hair	87 325is	45.05	44.61	45.37*
Raine Mantysalo	87 325is	46.29	DSQ	47.24*
Roy Melloni	87 325is	54.56	49.85	47.83
Stewart Street	87 535is	OC	48.13	48.40
Rafael Garces	85 318i	OC	48.56	DNS
Ron Davidson	87 535i	49.32	49.40	49.25
Adam Berusch	87 325is	52.31	49.38	49.89

Modified BMWs

Bill Shook	80 320 T	47.63	46.89	OC
John Hartge	84 325e	48.37*	47.27	OC
Mario Yuri	82 320i	48.93	49.39	49.49

X-Cars

Cory Laws	84 944	45.59	45.97	44.91
Klaus Hirtes	78 300SD	50.14	49.83	48.12
Norbert Lamp	77 280SE	OC	51.22	50.60
Jeff Mazer	86 CRX	53.34	OC	OC

*Time includes 1 second penalty for hitting pylon

OC = Off Course

DSQ = Disqualified for hitting pylon at end of stop garage

DNS = Did not start

About writing about....

In late June our Chapter held a road rally event, the first in a number of years. Adam and I drove the course, and after the event Woody Hair asked me if I would write an article about it. I spent a long time afterwards thinking about what kind of article to write. The easiest thing, I thought, would have been simply to say what a road rally is and report where the course was. I could have used the pre-event information package and the post-event result sheets that John Hartge and Woody wrote for us. But that kind of article could have been done much better by one of those guys than by me. I'd have to bring some kind of insight, reveal something important, if I hoped to make the article more interesting to read than a wire plug. And what do I know about rallies?

So I had a problem. What kind of article was I going to write? Well, I asked myself, what is this article supposed to do? Which led to: what is the *dB* for? And, ultimately: what is this Club about? I decided that looking at these questions would be the best way for me to tackle the assignment and would, in the end, result in the best article about a road rally that I could write.

Okay, so what is this Club about? Machinery. Performance. And participation. It's also about getting discounts on parts and service, but I think we can include this in the first category. Now, maybe we don't normally stop and ponder the meaning of the BMW CCA, but if you would I'd say these categories would present themselves to you, too. Okay, so where does this lead us?

It led me to the conclusion that the last of these categories is the most important. I'm glad, too, because it's the only one I'm at all qualified to write about. Plus, this category has and will continue to take me further into the other two - learning about my car as a driving machine and learning better how to use and enjoy it. Moreover, participation is the reason - aha! - for articles about events. I mean, those of us who were there already know what happened. It is mainly because we want to share these experiences, let others know how much fun they are, and encourage people to come out next time, that these articles get written.

It's people who make the Club. This is really a cool realization, if you think about it. It's not being an expert mechanic, it's not being great at driving or rallying or autocrossing. Would I be in this Club if that were the case? Would people be asking me to write articles about events that they worked hard to pull together? No, this Club is about all kinds of people and all kinds of participation. People who are mechanics and track racers and rally drivers, beginners like me, people who don't own BMWs, people who don't even drive, people who read the *dB* and haven't come to a Club activity yet, people whose names keep popping up in articles, people who volunteer and lend their expertise in various ways and thereby enrich the lives of the rest of us. This is the Club. And while I'm not going to go on about it much longer here, the question I have, "Who are these people," is one that I want to pursue, maybe in later articles if they keep letting me do this.

So now I know what kind of article to write - more to the point, I know what my qualifications to write an article are. They're the same qualifications that you have to read it or to come out and participate. If you can have fun around cars and enjoy other people then you've got the necessary credentials.

And now the article. As you'll see, it's a two-parter, with views from both the participant's side (me) and from the organizers' side (John Hartge speaking for Woody and himself). And (as I say once again at the bottom of my part) if it sounds interesting to you call John or Woody and tell them know. That way I'll get to do it again.

Road Rally

On July 17 our Chapter had its first road rally in over a decade. This event is one of the staple car club activities, so we can feel pleased that the NCC is working to expose us to the range of car club events.

A road rally is a big game. The board consists of a large amount of countryside and a hundred miles or so of roads of various types. The idea is to make your way through the country, following a set of clues given to you at the beginning of the rally, and arrive at a series of checkpoints along the course at EXACTLY the right time, not too soon and not too late. You need at least two people per car, the driver and the navigator. The exact rules can vary from one type of rally to another. But basically it's a big puzzle. It involves problem-solving, precision driving, and the ability to add, subtract, multiply, and divide.

The rules for our rally were given to us at the beginning of the course. Since this was the first road rally event for most of us, our initial problem-solving task was to understand the instructions and begin applying them. The information sheet defined terms, like what counts as a "road" (driveways don't count), and told us how to interpret the clues. For example, the instruction RIGHT TURN AFTER "COW" means take the first right after seeing a the written word "cow" on something (it could be a sign, it could be written on the side of a barn), while VEER LEFT AFTER COW (no quotes) means take your first opportunity to make a less than 90 degree turn after seeing the image of a cow (not a real, movable cow, but something like a picture on a sign or a big statue of a cow on top of a store).

Keeping on the course by attentively following - and trusting - the instructions was a big part of the fun. The scenery was another part. The course took place in Washington County, Maryland in the Middleton/Harper's Ferry/Antietam vicinity. We went through some really charming towns and up into picturesque hills. In fact, at times it was frustrating to be in the middle of a timed course. At several points I would have liked to pull over and check out an interesting crossroads or vista, but I had to content myself with glancing back and forth from the rally instructions to the view.

The precision driving was another part of the challenge. Each car started at a different, specified time. If you exactly followed the course instructions, which included the average speed to maintain between various points, you would arrive at the next checkpoint or control at the correct time. Any deviations result in being too early or too late at the next checkpoint. Our rally was made more difficult by the fact that we didn't know where the checkpoints were or what our actual arrival time was supposed to be.

At each control you get a sheet that gives you a whole bunch of useful information, including what the elapsed time should have been, any useful tips the rallymaster wants you to have, and a new starting time, which is set for something like two minutes after you arrived at the checkpoint. All this makes it possible to gauge your performance along the way and make corrections. For example, you may be making all the turns correctly and feel that you're maintaining the correct speed; however, let's say you get to your first checkpoint and find that your elapsed time was 21.47 minutes, while it should have been 23.15 minutes. You know that you're going a bit too fast. There are other complications, too. Since we're talking about hundredths of a minute, getting stuck behind a farm tractor or stopping to rescue a dog from a burning house can really throw your time off. Therefore you are allowed to "buy time," that is, get some of your penalty points waived if you can come up with a good enough excuse.

And, as with all games, there is a goal to reach; in this case, two goals. The teams with the three best scores will get trophies, to be awarded at the annual club dinner in November. And for all of us, the precise and imprecise alike, there was lunch at the end of the course, enjoyed at Shakeys. The scores for all the drivers are shown below. Greg Johnson and Rick Valentine came in with the winning score of 113. This means that Greg and Rick were a total of only one and thirteen hundredths of a minute off in a course of 100 miles. Pretty impressive, huh?

Thanks must be extended to Woody Hair and John Hartge for putting on this event, a feat that included planning the drive, driving it many many times themselves, writing and mailing out the information packets and post-rally results, and recruiting the checkpoint crews. Thanks to the volunteers, too, who spent a very hot Sunday out on the rural roads of Virginia, giving us our checkpoint sheets and cheerfully answering our questions.

If rallies sound like something you'd like to do, please let John or Woody know about it. We'll get them by popular demand.

Stacy Surla Koons

Road Rally, *The Organizer's View*

Woody Hair and I took on the challenge of organizing the rally because we have enjoyed participating in rallies. The only things that qualified us for the task were our experience participating in rallies and the contacts we had made in our rally experience. We immediately sought the help of three such contacts: Washington Rally Club members Mike Leeper, Jim Miner and David Roach. Three three 2002 drivers (yes, they're Club members, too) really know rallying - they're veterans of the 2-day Bob Ridges rallies in Virginia and the 5-day MG 1000's along the US/Canadian border. They enthusiastically provided their time, expertise and sophisticated equipment to help us.

Woody plotted the course and wrote the route instructions. That was no simple task. By the morning of the rally, Woody had driven the 100-mile course about a half dozen times. I had run it three times. Mike, Jim and David each had run the course at least once. They helped fine-tune the route instructions.

I collected course workers. Our Club members are usually very willing to pitch in and help...when asked. It sure would be nice if members would just volunteer out-of-the-blue one in a while. Helpers meet new people and invariably have a good time. And, they get a line of credit in the newsletter. Thanks to the crews at: *Checkpoint #1* David Roach, Keith Parker, Mario Yuri; *Checkpoint #2* Jim and Linda Miner, Raine Mantysalo; *Checkpoint #3* Mike Leeper, Paulette Fischer, Mark Yaworski, Lynn Phillips; *Checkpoint #4* David Roach, Keith Parker, Larry Masten; *On-site Registration* Lynn Phillips and Mark Yaworski.

As you can see, time/speed/distance rallies are labor-intensive. But all of the work is worthwhile, if the participants enjoy it, and the feedback has been that they did. If we have sufficient number of workers and participants willing, there will be more National Capital Chapter-rallies and the participants, workers and organizers will enjoy them, too..

John Hartge

Results

Position	Driver/Navigator	Model	Penalty points at each Checkpoint*				Total
			#1	#2	#3	#4	
1	Greg Johnson/Rick Valentine	325is	25	39	29	20	113
2	Chris Leeper/Mandi Lisbona	535i	42	7	15	67	131
3	Steve Haygood/Carole Haygood	533i	21	85	76	18	200
4	Tom Verba/Jane Verba	633CSi	12	21	74	96	203
5	Manfred Kuhnert/Martina Kuhnert	530i	114	98	15	6	233
6	Gary Toyama/Dean Villanueva	528i	57	159	76	3	295
7	Klaus Hirtes/Deborah Greene	300SD	121	5	140	36	302
8	Doug Johnson/Gail Perruso	Terrel	18	180	141	35	374
9	Adam Koons/Stacy Surla Koons	2002	157	63	107	78	405
10	Fernando Puig/Ricardo Puig	2002	75	148	221	27	471
11	Gordon Kimpel/Colin Kimpel	M635	90	209	25	198	522
12	Dwight Derr/Gail Stewart	528i	164	142	226	11	543
13	Jim Smith/Patti Gebhardt	325e	147	118	153	216	634
14	Alan Warner/Mike Rutkowski	2002	30	500	44	114	688
15	Paul Fatseas/Renee Fatseas	320i	146	294	383	25	847
16	Mike Kassack/Diane Marcus	325e	73	361	294	232	960
17	David Ford/Eric Brindle	533i	62	53	35	1000	1150
18	Joe Pandolfino/Judy Pandolfino	535is	478	380	289	18	1165

*Each point equals 1/100th of a minute early or late at a checkpoint.

Competition Corner

SCCA racers from up and down the Eastern seaboard will converge on Summit Point Raceway October 1 and 2 for the third annual Blue vs. Grey Classic. \$20,000 in prize money will be awarded to the class winners in the various races for all types of production based sports cars, sports racers, and formula cars. A dozen or so 2002s should be in the Improved Touring category. Practice and preliminary races will be held on Saturday with the longer races for the big bucks on Sunday. Our Club will provide a corral for members and guests with free drinks and a canopy for relief from the sun (or rain). Bring your own picnic lunch.

So far this season Club-member Jim Epting's red 2002 has been unbeatable in the IT-B class. At the July 17 race he set a class lap record of 1:34 something. Other local hotshoes in IT-B Bimmers include Gary Green (yellow), Glen Stewart (red/white), Eric Bucher (blue), John Weaver (white), and Ed York (white). The IT-A race will include the tit's of chapter board members Max Rodriguez (silver) and Bob Gammache (red). Other chapter members to cheer for are Kay Heatherley and Larry Masten (Honda CRX and Peugeot 505T) in Showroom Stock B, Jack Chandler (Porsche 914) in IT-A, Emory Kopf (Datsun 510) IT-C, and Jim Harrison (2002) in GT-3. All of the guys (and gal) instruct at our drivers schools and deserve our support.

Larry Masten has been travelling to races from Atlanta to New Hampshire in order to earn his national license. The payoff is financial support from Peugeot. Original club member Charlie Richardson (#105) has been racing a Scirocco in National races this year and next year plans to campaign his current street car, and RX7 Turbo II. Larry and Charlie continue to drive their concourse winning BMW coupes when not on the race track.

Dan Tackett of the San Diego chapter and several members of the Los Angeles chapter of FMWACA had a great opportunity earlier this year. BMW NA provided a 325is and an M3 for their use in the Lone Pine Time Trials which I gather is an ultra high speed autocross held on an abandoned airport. The 325 was on shaved Gatorbacks while the M3 wore full tread OEM Pirelli P-600s. Dan and the others that drove both cars felt the 6 cylinder is superior in all situations short of flat-out (9/10ths and 10/10ths) driving. Don reported the M3's handling was superb in the time trial competition.

Meanwhile Missouri Valley Chapter member Russ Wiles commented in his chapter newsletter about the relative merits of the M3 vs. 325is as an autocross cars. Russ won the SCCA's Solo II (autocross) national G Stock championship last September in his almost new 325is and followed that with the fastest time at the Octoberfest autocross in Oklahoma. Russ feels autocross times are 80% driver and 20% car. He states the M3 is a better autocross car but the "is" is close with its more flexible engine. For that matter, Russ says the eta engined 3 series is quite close to the "i". A 5th at the '86 national championship and 2nd overall at the '86 Octoberfest in 325e's show he knows what he is talking about.

SPEED SHIFTS - One of the most famous road races was the Carrera Panamericana that ran the length of Mexico in the early fifties. It was stopped after 5 years because of the danger to drivers and spectators. Crowd control was impossible. For several years now a semi-annual 124 mile race has been run on a highway between San Felipe and Ensenada on the Baja peninsula. Named "LaCarrera" (The Race), it is the only true race run between cities today. A San Diego chapter member finished 39th out of 135 entries last year averaging 89 mph in his street legal 1978 320i. This year he drove his '87 634CSI to 6th overall behind five race cars. His average speed was 124 mph!.....BMW AG has officially announced they will not be developing a car or engine for Formula One or the upcoming Procar series. Instead they plan to continue supporting M3s in the various touring car series. Wolfgang-Peter Flohr, head of BMW Motorsports and a BMW exec for 28 years, has resigned because of this decision. Speaking of M3s - some chapters are getting half a dozen or more examples at their autocrosses or drivers schools. So far we have not had more than one at any of our driving events. I hope our local owners don't look at their M3 as an investment more than an ideal combination street/race car.Autocross tip of the month - oops, 1/6 year: I know the foolishness of such an act, but many times on an autocross course I have sneaked a peek in the rear view mirror to see if I did or did not knock down a pylon at the previous gate. While waiting in line before the start of a recent event I noticed the driver of the preceding car reach up and adjust his mirror for a view of the sky (it was a convertible). I tried it and the temptation to check that mirror is gone. Now it's total concentration on what's ahead.
CRUNCH

Woody Hair

Competition Corner CALENDAR

Sept 10, 11	NCC Drivers School, Summit Point, WV
Sept 11	Porsche Club Champ. Autocross, Cap Center, MD
Sept 11	NASCAR Race, Richmond, VA
Sept 18	NASCAR Race, Dover, DE
Sept 24, 25	IMSA GTO/GTU/Phawk GS/S/T, Watkins Glen, NY
Sept 25	USCC Champ. Autocross, College Park, MD
Sept 25	CART Indy Cars, Nazareth, PA
Oct 1, 2	Blue-Grey SCCA Races, Summit Point, WV
Oct 1, 2	IMSA GTP/GTO/GTU/Phawk GS/S/T, Columbus, OH
Oct 9	NCC Champ. Autocross, Cap Center, MD
Oct 16	Washington Rally Club Rally
Oct 23	Saab Club Champ. Autocross, Cap Center, MD
Oct 29, 30	SCCA Race Drivers School, Summit Point, WV
Nov 5, 6	NCC Drivers School, Summit Point, WV
Nov 6	SCCA Champ. Autocross, Cap Center, MD

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A Few Words from the Drivers School Coordinator

A few policy statements need to be made at this time:

- a self addressed envelope, stamped with 45 cents in postage, must please be included with your drivers school application. This SASE is essential in order to receive your registration material.

- in future, no student may bring a race car to a drivers school. In brief, this means cars must be registered, licensed, insured and may not be towed to the track.

- minors are permitted to drive only at Highway Safety Schools and must send a notarized statement of parental permission.

- starting with the first performance oriented drivers school in 1989, a new helmet standard will be enforced. All drivers will be required to use a helmet that meets or exceeds Snell 75 standards, this includes the Snell 75, Snell 80, Snell 85M and Snell 85SA standards.

A helmet that is Snell certified has a label affixed to the inside of the helmet proclaiming to one and all that a sample of this model of helmet has passed the Snell certification tests. Your helmet will be inspected during the grid inspection at the drivers school and any that are not Snell certified and/or not in good condition will not be approved for use on the track. If you cannot drive at the drivers school because your helmet did not pass tech, we will not be able to refund your school fees.

For now, highway safety schools are exempted from this rule and any DOT approved helmet that is in good condition will be permitted. Helmets that will not pass tech are bicycle helmets, Army issue "tin pots", jet fighter pilot helmets; in short, any helmet that does not have a certification sticker.

A fairly comprehensive piece on helmets is in the works but if you have any questions concerning this policy, give me a call. If you need a new helmet (they make great Christmas gifts), Steve Haygood, the Club Store operator, has a line on Bell helmets at very reasonable prices. When buying a new helmet, the fit is very important. A helmet that is too loose can shift on your head in an accident and cause neck injuries. Bell has a training program to teach helmet salesmen the correct way to fit a helmet to a driver so ask for help if you have questions. One last word on helmets: if you have a five dollar head, wear a five dollar helmet.

Now that we are all clear on helmets, I would like to address a few paragraphs to the volunteer workers that give their time to make the drivers schools such successes.

If you plan to come to work at a drivers school, please come prepared for the weather. If extremely hot weather is anticipated, bring a jug of water to take to your station. We try to make refreshment runs as frequently as possible, but dehydration is always a danger. A wide brimmed hat also is a great help in keeping you from roasting. We plan to purchase patio type umbrellas that can be mounted on the flagger station tubs but until then, you have to provide your own shade.

The same goes for rainy or cold weather, dress warmly and bring extra clothes. It is amazing how much better you feel if you are wearing dry socks. Please try to avoid wearing yellow or red clothing if you are going to work a flag station. A yellow or red shirt could be mistaken for a warning flag.

Finally, thanks for all you help, I really appreciate it. If you can convince a driver to work at one school, they too will appreciate what you do.

Mark Yaworski

Fall Highway Safety School

A P P L I C A T I O N

Summit Point, West Virginia

Saturday, November 5

Drivers:

NOTE: 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. It is your responsibility to ensure your vehicle is safe and properly registered and insured. No race cars allowed. Minors must send notarized parental permission with application.

NAME _____ Membership No. _____

Address _____

City _____ State _____ Zip _____ Chapter _____

Phone: Work _____ Home _____

Car: Year _____ Model _____ Color _____

Previous Drivers Schools:

Highway Safety School Cost: • *Club Members*, \$80
• *Non-Members*, \$100
• includes lunch

Non-

Drivers:

Please indicate number attending and fill in names and telephone numbers.

_____ 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 _____

Mail to:

Mark Yaworski, Driving School Coordinator, 17567 Kohlhoss Road, Poolesville, MD 20837.
If you have any queries, he can be reached at (301) 972-8237.

Make checks payable to the *National Capital Chapter, BMW CCA*, and include with the application.
Please enclose a self-addressed envelope with 45 cents postage along with this application to ensure prompt receipt of your registration material.

☐ Check if attending Sunday too, and fill in application on reverse.



Fall Fling Drivers School Application on Next Page

Fall Fling Drivers School

A P P L I C A T I O N

Summit Point, West Virginia

Sunday, November 6

Drivers:

NOTE: If two of you are driving the same car, please both fill out this application form. (Make photocopy for additional drivers.) If both driving the same car, one of the drivers must have completed three or more drivers schools. All cars *must* have Tech Inspection performed by a qualified service facility prior to arrival at the track. It is your responsibility to ensure your vehicle is safe and properly registered and insured. No race cars allowed.

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 (3 prerequisite for one of the drivers sharing a car):

Driver 1 _____

Driver 2 _____

Drivers School Cost:

- **Club members, \$80 per driver**
- **Non-members, \$100**
- includes lunch

Non-

Drivers:

Please indicate number attending and fill in names and telephone numbers.

_____ I/we will arrive at 8 am Sunday to help and will enjoy a free lunch.

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

NAME _____ Home Phone _____

Mail to:

Mark Yaworski, Driving School Coordinator, 17567 Kohlhoss Road, Poolesville, MD 20837. If you have any queries, he can be reached at (301) 972-8237.

Make checks payable to the *National Capital Chapter, BMW CCA*, and include with the application. *Please enclose a self-addressed envelope with 45 cents postage along with this application to ensure prompt receipt of your registration material.*

☐ Check if attending Saturday too and fill in application on reverse.

Saturday Highway Safety School Application on Previous Page



'88 Calendar

BMW CCA NATIONAL CAPITAL CHAPTER

SEPTEMBER

Saturday 10	Back to School Drivers School, Summit Pt.*
Sunday 11	Hot Shoe Drivers School, Summit Point*
Sunday 18	Bavarian Inn Tour*
Sunday 25	Excluservice Bavarian Day*

OCTOBER

Saturday 1	<i>Der Bayerische</i> Deadline
Sunday 2	Blue-Gray Corral, Summit Point*
Sunday 9	Championship Autocross*
Saturday 15	Prince Michel Vineyards Octobestfest*†
Saturday 15	White Post Celebrates '88*†
Sunday 16	Naked Mountain Vineyard Winery Tour*
Wednesday 19	Yokohama Tires Tech Night*†
Wednesday 26	Halloween Party*
Saturday 29	Do-It-Yourself Tech Session, Tischer BMW*

NOVEMBER

Saturday 5	Fall Highway Safety School*
Sunday 6	Fall Fling Drivers School*
Saturday 12	Engine Rebuild Clinic, Tüv Eng. (see Pg 27)
Friday 18	Annual Dinner

DECEMBER

Thursday 1	<i>Der Bayerische</i> Deadline
Friday 16	Wine and Cheese Party

* See Coming Events section for details

† Not a NCC sponsored event

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TOYOTA • BMW

D.C.'s First New 535i

Photos by Raine Mantysalo



The new 5 is more sleek, more smooth than the 7. The windshield is more raked. It's extremely aerodynamic and quiet at speed. The kidney grill is the body color, except for some small chrome trim. The energy-absorbing bumpers are painted the body color.

Continued on next page



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

when: Sunday, September 25, 1988

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

what if: come no matter what the weather.

where: at EXCLUSERVICE
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**AUF GEHT'S ZUR
BAYERISCHEN GAUDI!**

The New 535i, *Continued from previous page*

I had read all about the new 5er in *Auto Motor und Sport*, *Autoweek*, the *Roundel*, everywhere. But, I hadn't seen a real one and didn't know when I would. So, one July afternoon when Raine told me he was picking up a new 535 at Excluservice for a photo session for *der Bayerische*, I immediately offered my services as photographic assistant. You can see the result of the photo session and some of our observations on this page. You can see this car and other unusual BMWs at the Excluservice Bavarian Day September 25. Lothar Scheuttler imported it in June, just before the gray market rules changed. BMW NA is introducing the car this fall. Lothar's was certainly the first in the Washington area. You should have seen the action when we drove up to a local BMW dealership in the new 5 to deliver some Club newsletters. Within seconds a customer walked up to the diamond black car. Within minutes every sales person had come out of the showroom to take a first look at the new 5. Their observations: "Sleeker than the 7 series." "This will sell!" "I think I'll ask for a transfer from the Porsche department." BMW really has done it right this time. And, for \$40,000. or so, it better be right.

John Hartge



The trunk lid opens right down to the bumper. It makes loading the trunk easier. The long rear window and high trunk lid provide great aerodynamics. However, the high rear deck limits rear visibility, especially when parallel parking — you can't see the car behind you.



This car has plus-2 BBS wheels, 17" with 235/45 Yokohama AVS tires. Stock is 225/60 x 15". Despite the very low profile tires and a sport suspension, this 535 had a comfortable, compliant, yet very controlled ride. The new 5's wheelbase is 5.3" longer than the old, which makes a big difference in rear seat leg room. The sleek styling makes the car appear more compact than it is. Overall, it's 4" longer and 2" wider than the old 5.

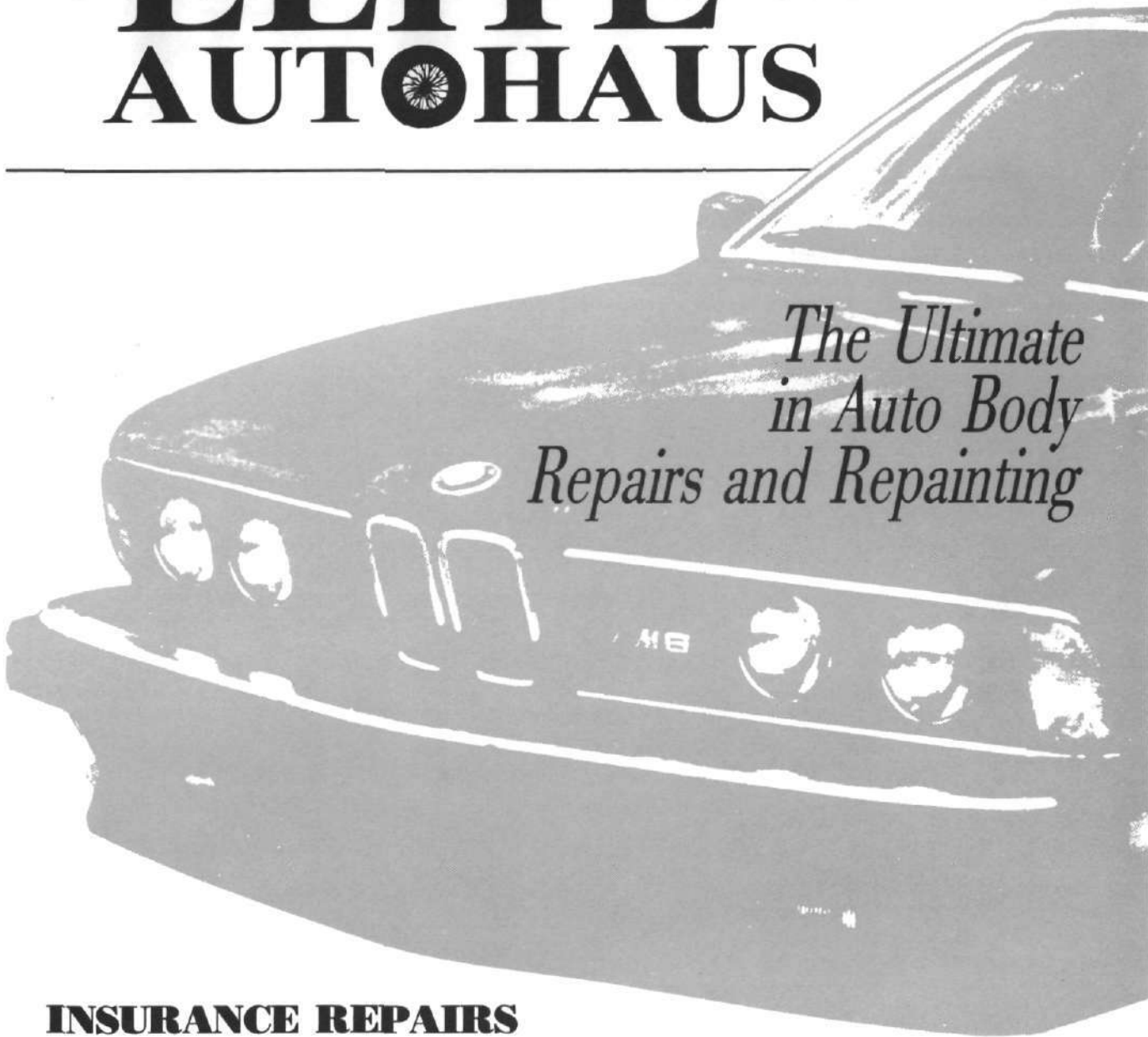


Inside the engine compartment is the 3.5 liter six used in the 1988 6/735i. It's 211 horsepower using the German DIN formula and 208 using the American SAE formula. The German cars all have catalysts now, just like USA versions. This car's power was transmitted by an electronically controlled 4-speed automatic just like the new 7's use. It's very smooth and has economy, sport and manual shift options.

Inside the car, there's a thermostat-climate control system with separate thermostats for driver and passenger. The odometer is an electronic digital read-out, but other gauges are familiar BMW analog types.

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Apropos racing...



Coffey "profiles" by his winning SSB Mazda.

Photo by Marla Davis

Did anyone know we have a real celebrity among the ranks of our driver's school instructional staff?

No kidding! Chuck Coffey, who has taught for us for several seasons, recently won his first MARRS in the Show-room calls, in only ONE year of racing and this season he drove the Mazda RX-7 of Paul Romano in the GTO-GTU Pro Race at Summit Point! To top all of that, he flew out to Niagra Falls to compete in the Trans-Am Series!

Coffey's comments about his sudden exposure to the Pro ranks of racing were "Racing is fun to me. On the Pro level I just want to improve and not mess up anyone else's ride at this point. Once I've gotten it all down, then I'll win!"

We are very fortunate to have instructors of such experience in our schools and we wish Coffey all the best in the 1988 season.

Kay Heatherley

BMW AGM News

The revamped Five and Seven series have put the Bayerische Motoren Werke AG in the lead in the German auto market, domestically and internationally. Figures released at the recent BMW shareholders meeting in Munich showed an increase of 23 percent for foreign, and 42 percent for domestic orders during the first six months of 1988. BMW is however only holding a slim lead over Mercedes Benz in what is a shrinking market due partly to the weakening dollar. Daimler-Benz AG have already announced a 4 percent cut back in production for the rest of this year.

Hardest hit from the dollar's fall from 1985 highs was Dr. Ing. Porsche, traditionally heavily dependent on the U.S. market, is cutting staff and slimming its U.S. dealer networks to, as it puts it, "concentrate on its basic business of selling exclusive sports cars".

BMW is doing just fine however; demand for the new five is so high that folks are having to wait up to a year for delivery of their beautiful new toys. See pgs 22 & 23.

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Warranties, Engines, Calipers & Fantasies

Emissions Warranty

In the August 1988 issue of Road & Track, in the section known as TechCorr, there was an item regarding the changing of the timing belts on a Ferrari Testarossa. For those of you who do not read this magazine, here is the text condensed just a bit.

Question: I own a 1985 Ferrari Testarossa that has been converted to US specs and will shortly receive its 15K mile service. I was told by the dealer that I should change the timing belts, even though the manual recommends to do so at 30K miles. Changing the belts every 15K miles would quickly become a major operating cost. Are such frequent changes really necessary.

Answer: Changing the belts every 15K miles sounds like an expensive proposition. To get answers we called several Ferrari service shops and they told us that the US service manual calls for the first belt replacement at 52K miles. The probable reason is that the EPA frowns upon any major engine work other than routine oil filters at anything less than 50K miles because this might affect exhaust emissions; manufacturers must run their cars through a 50K mile test cycle with no engine repairs to certify their cars for sale in the US. Ferrari is taking a gamble with every TR sold in the US; if a belt should break at less than 50K miles on a US spec car, they would be responsible for the warranty claim.

After I read this, I said to myself..... How does this affect BMW's with timing belts? How about replacement of the O2 sensor before the 50K miles? Isn't the O2 sensor part of the emissions equipment which according to the EPA must be good for 50K miles? If all this is correct, and if you had the misfortune to happen to have had your O2 sensor replaced before its day of expiration and you happen to have paid for it, you should get a refund. The same should probably apply to the timing belt.

To further gather the facts about this, I asked a friend who used to work at a BMW dealership for more details. He stated that according to the EPA regulations, BMW NA is responsible for the replacement of this unit under the emissions warranty which is 50K miles. This is different from the regular new car warranty which is only good for 36K miles or 36 months. He also stated that probably some owners end up paying for the sensor but that the charges were not in bad faith but rather a mistake of the part of the service writer. When I asked about the belt, he could not really give me an answer because he feels that the belt is a part which falls under the normal wear and tear category and that the life expectancy of the belt will largely depend on how the car has been driven.

Well here you have it. Read your owners manual and warranty and at the same time go through your past repair orders and check for the cost of this item. If you paid for it before the 50K miles, make some enquiries, you should be entitled to a refund.

Extended Warranties

How many of you out there purchased a new car and were sold an extended warranty for your precious Bimmer? Probably many of you. But have you really read the fine print? Do you think that by buying such an insurance policy you are safe from repair bills? The answer is yes, and no. It all depends. An extended warranty means just what it implies, but there is a catch. You must continue to maintain your car by the book. There is also a deductible of at least \$100.

The extended warranty does not save you from regular maintenance on the car. You are responsible for tune ups, brakes, oil changes and fluids. However let me give you an example....Let's say that the owners manual calls for the replacement of the timing belt at 50K miles and you decide to ignore it or simply forgot. If the belt breaks and you bend all the valves in the process, guess who pays for the damages....If you guessed The Warranty, you are wrong.

But now let's take this other example. Same as above but you have religiously kept and maintained your little baby by the book. The belt was replaced at 50K miles and suddenly four months later it breaks. Under this scenario, your insurance will cover all repairs, less your deductible.

The extended warranties are a good deal, but remember, you must take care of your car properly to be eligible for claims. Also, KEEP THOSE RECORDS.

On Engine Rebuilding

I get many calls about this. The questions range from, should I get a factory rebuild or should I get rebuilt by an independent shop? And of course, can I do it myself?

The answer to all of the above is Yes. But you must decide what you are really looking for. Are you just looking for a new engine, or more performance than stock? Do you have the time and patience to do it yourself?

If you are just looking for a normal replacement, get a factory rebuild. They come with 12 month/12K miles warranty. This warranty is from BMW NA but it must be exercised at the shop that installed it (so I am told). I have also been told that you must take it to a dealer for warranty work. Check all details before committing your money.

The other option is to have your engine rebuilt for more power. This is of course more expensive, but it might be just what the doctor ordered.

Some of the reasons that people are a bit apprehensive about this option is because of the fallacy that 1) you must have Weber side-draft carburetors and 2) if you have fuel injection, it must also be replaced. As I mentioned in the last issue, there are many things that can be done with fuel injection. Also there are other performance carburetors without the need of opting for side-drafts. Another reason is that many shops do not want to give a warranty on these engines for obvious reasons, but some will. Call me for more

information. (New telephone number: (301)831-9328.

Remember, horsepower is measured in dollars, the more you want the more it costs. Also the more horse power the more wear on the engine. Thus you can have a reasonable powerful engine (135-150 HP) from a 4 cyl without sacrificing reliability or dependability at a cost just a few hundred or even at the same cost of a factory rebuild.

Do-It-Yourself Engine Rebuild Tech Session

Now for the good news. The do-it-yourself engine rebuild tech session is scheduled for the second Saturday in November at Tuv's new Rockville location.

The way we plan to do it is as follows: we will have an engine out of a car ready to show you how take it apart. We will also have an engine ready to be put together to show you the assembly process.

At the end of the session, we plan to hold an auction of the engine for the cost of the parts and the machine shop. There will be no bidding. We will draw a name out of a hat and you will have the option of buying it or we will draw another name. If there are no buyers, not to worry.

The cost will only be for the bottom end. This will include new pistons, rings, bearings, oil pump, water pump, seals etc. In other words, ready to bolt on your cylinder head. You may want to also at this time rebuild your head. The cost will depend on the condition. If it is cracked, guess what, you need a new one, but I also know of a place where you can get a reconditioned head for about half the cost of a new one.

Installation will be extra, but I have arranged with TUV for a very low cost to the lucky winner. On display there will be cars which have been modified by them, so that you can see and discuss the different options and costs.

One last thing, a 4 cyl engine rebuild is just the same as a 6 cylinder. The only difference is two additional pistons. So if you have a six cyl and want to learn, come on out. Maybe you end up buying the engine for that little bright red 2002 of your dreams which you want as your commuter car.

Caliper Rebuild Kits

Several of you have called me wanting to know how difficult rebuilding a caliper may be. Well the answer is that it is quite simple but you must follow the instructions and have a good manual that can point the way.

It takes about an hour to rebuild each caliper. Caliper kits will run about \$15-25 each. With the price of calipers being over \$150.00 each, you can save some money here.

If you are afraid of doing the job yourself, take it to a pro. I only know of one BMW facility that performs this type of work rather than hit you with a Mega Bucks bill for repairs. I do not know how much they charge, but whatever it is, would be quite a savings over a new one.

BMW - The Ultimate Tanning Machine?

You have all seen this commercial. The One with the good-looking blonde in a body suit applying suntan lotion all over the bare spots...Yeah, you remember...Well the other day as I was driving to the CrabFeast, I saw a good-looking woman (I was driving a Jeep with my dad) in an Arrest-Me-Red BMW convertible, wearing NOTHING AT ALL, heading towards Annapolis. As you can imagine, dad ordered me to get closer and not to lose sight of her. (*Eds. Max, we are sure Lori is pleased to hear you are still under your father's thumb....*)

As we pursued her, we finally got close enough to take a peak. One of the advantages of driving a Jeep is that you can see down on what is going on in other cars. To our delight, she was completely bare....

Now that I have your attention...this was all a fantasy and a nice little white lie...just keep paying attention to the maintenance and upkeep of your precious little darling and it will keep you excited for many years to come.

Until next time....

Max Rodriguez

Shopping List

T-Shirts

A limited number of the Maifest T-shirts are still available. These shirts are high quality cotton T-shirts emblazoned with the Maifest design as shown in the last issue of dB. They are light blue in color and the only size available is large. If you are concerned that an all cotton shirt will shrink excessively, put your fears to rest, the shrinkage factor for these shirts is negligible.

To receive your official "Maifest '88" shirt, send a check for \$8 payable to National Capital Chapter to Mark Yaworski, 17567 Kohlhoos Road, Poolesville, MD 20837.

Don't forget, to receive your "Maifest '88" shirt, send your cheque before midnight tonight!

Helmets

For those of you who are contemplating buying a helmet for Driving Schools, but lack direction, Gordon Kimpel suggests joining the B.F. Goodrich Racing program by calling 800-722-3234 (800-RACE BFG). There is no charge to join. Once a member, you can order direct from Bell Helmet, telephone 217-893-9300.

He purchased a Bell MAG 4 RS which lists for \$189, is offered retail for \$149, for which he paid \$103 through Bell direct. Just measure how fat your head is and dial.. Gordon's kind of shopping.

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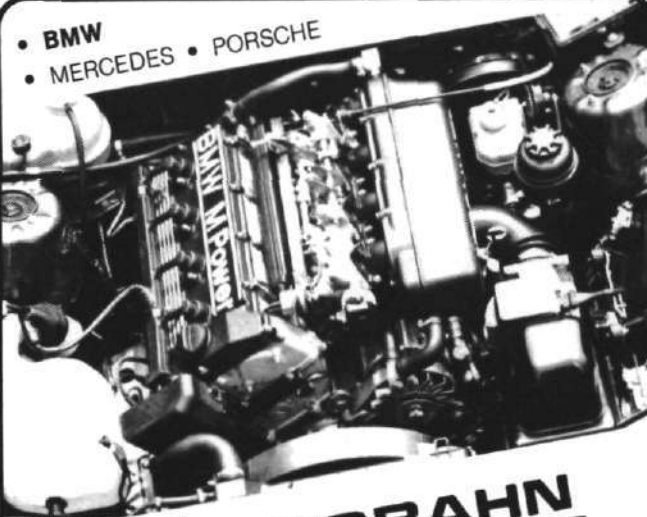
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Tag Spotting

For those of you who aren't up on the life and times of Mark Yaworski, I got married in early September and consequently I have moved to the scenic hamlet of Poolesville, Maryland. Becoming a Maryland resident necessitated registering BMMRR in the Free State and getting a Maryland Driver's License. Survival of this adventure into the bureaucratic morass of the Maryland MVA prompts a comparison of the automobile registration procedures of states with which I am acquainted.

Originally, I hail from Pennsylvania and you might expect me to have some bias but this isn't the case, Pennsylvania makes motor vehicle registration very easy. If you just moved into the state or you just bought a car from, a private party registration is simply a matter of trotting on down to the nearest car dealership, insurance agent or real estate broker; after presenting the on site notary with the bill of sale, old registration, title, etc. and a check, you fill out one form and are given a temporary registration for the car and a set of plates with "T" stickers. The notary sends all the paperwork to the Department of Transportation and in about two weeks you have your permanent stickers, registration and, if no liens are on the title, the title itself. Now that the car has been registered, you have ten days to have it inspected which becomes an annual ritual.

The registration process in Virginia isn't as hassle free as Pennsylvania but it is fairly simple. If the car is less than ten model years old, it needs to pass an emissions test before it can be registered, otherwise it is smog city. Take your pure air proof and your title down to the DMV office, fill out two forms, give them a check and you get your plates. If the car does not have a current Virginia inspection sticker, you have a "short while" to get it inspected. Again, the inspection is an annual ritual. This takes care of Virginia, not including the county registration which is necessary so they can tax your car.

Maryland goes out of its way to make life a hassle when you try to get tags for your car. The first step is a once in a lifetime safety inspection for your car. Yes, the bright boys in Annapolis have decided that one very thorough inspection is equivalent to or better than a brief annual check. The next step involves the title, the MVA wants it in their sweaty hands before they will process your registration.

If the bank still owns part of you Ultimate, the MVA will send you a form to send to your financial institution, who in turn mails the title to the MVA. The MVA calls, after they receive the title, to tell you to "come on down." Of course, you have to trust the bureaucrats to operate at any degree of efficiency and remember to call you and to try again if, by some happenstance, you are not standing by the phone awaiting their call.

Once you get down to the MVA, you stand in line (Ed. would call it a queue) to get the correct forms. Now that you have the forms, you leave the line and go to the counter to use a government issue pen to complete them. With the

completed paperwork clenched in your chubby fist, you get into another line and eventually talk to someone who verifies that you do have a name and address, gives you a number (just like a deli) and directs you to the next line.

The next line isn't a line, it's a cluster. You actually get to sit on a park bench until your number is called. When you are summoned to the counter, the clerk will verify that your name and address are correct, confiscate some of your paperwork, stamp some other paperwork and tell you to stand in line by the cashier's window.

Before the cashier will take your money, she (or he) checks to make sure that you know your name and address; by now you have lost all sense of identity and tell her that you are really Richard M. Nixon. Finally the clerk takes your check (cash also accepted), stamps some paper, and gives you a set of plates. Your car is now registered in the Great State of Maryland but all you have is a temporary registration and no title. As of this writing, it has been three weeks since I registered my car and I have yet to see my title.

If you haven't gone through this fun process yet, you would be better off joining the French Foreign Legion, the Sahara Desert is a picnic by comparison.

Until next time, I'll be looking for you.

Mark Yaworski

Club Store

Congratulations to those 14 members who participated in our latest group purchase of microwave leakage detector units. For those of you who are interested in another purchase to protect your license, give me a call and we'll start all over again. You can have your Passport to safety for \$265.50.

Through the hard work of Dwight and myself, the Club Store has become more efficient and is hard at work saving you, the Club member, those hard earned dollars. More than ever, I'm surprised at the 1600 or so of you that don't use the Club Store. I would guess we've had about 200 different members use the services of the Store in the last 8 months or so, with orders ranging from several thousand to about \$3.00 for a filter. So don't worry about the size of your order and don't complain about the cost of owning your Bimmer if you haven't called.

Remember, if you buy pads yourself, your favorite shoe may frown when you bring it in to be installed on your car. Call Dwight or myself and we'll try to guide you in the right direction. Many thanks to those Club members and suppliers who support and encourage this endeavor. Keep it Runnin'

Steve Haygood (703) 430-0692

In Baltimore: Dwight Derr (301) 889-9578

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Newsletter Contest Results

As mentioned in the Eds. Column, *der Bayerische* came in second in the contest in our category, that of chapters with over 1001 members, judged on one issue of a newsletter published during 1987.

The rules changed this year and newsletters were judged by chapter population (as opposed to geographic regions as before), so we were pitted against four other chapters: Boston, New York, Golden Gate and New Jersey. The Boston Chapter squeaked in over top of us by less than one point to take the lead in our size chapter. I have not seen the breakdown of how the publications were judged or how points were allocated, but I believe the Boston Chapter publishes more frequently than we do which gains more points.

The margin was very narrow, and with our already improved look (well I think it has improved...!), with a little more effort we could conceivably be #1 in this year's contest. Keep the copy coming and the *dB* staff will do their level best to put out a slick publication that will put us on top. Special thanks to all contributors, both the faithful regulars and those inspired from time to time; also to those great photographers whose work graces our pages and covers, keep it up, you're invaluable.

Here are the results of 30 competing chapters:

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101 and under	Central California	21.5
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	Scenic City	16
	Pocono Mountain	15
101-200	Inland Empire	30.5
	Pine Tree	26.5
	Cornhusker	22
	Blue Ridge	20.5
	Bluegrass Bimmers	16
	Sonora	15
	Roadrunner	13.5
	Rocky Mountain	29.05
	Allegheny	26
201-400	San Diego	25
	Motor City	24.5
	Sunshine Bimmers	24
	Genesee Valley	23
	Florida Suncoast	21.5
	Sandlapper	20.5
	Patroon	17
	Lone Star	33
	Connecticut Valley	30.5
401-1000	Tarheel	29
	Bayou	27
	Windy City	23.83
	Boston	29.67
	National Capital	29
over 1001	New York	26
	Golden Gate	25.33
	New Jersey	22.5

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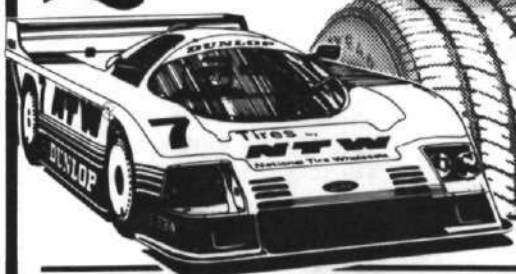
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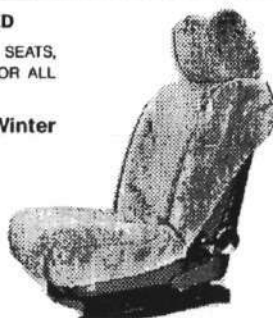
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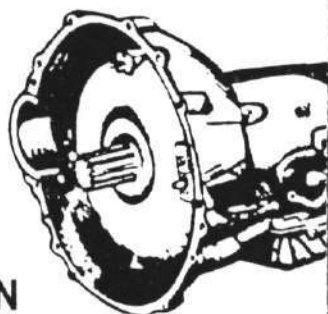
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Membership Report

As evidenced by the long list of new members, our chapter is rapidly growing. As announced in the last newsletter, a **Membership Contest** from July 1 to the Annual Dinner Friday, November 18, is in progress.

FIRST PRIZE: MINIMUM 10 New Members

CHOICE OF EITHER:

- Dinner for two at *La Bonne Auberge*
- Passport Radar Detector

SECOND PRIZE:

CHOICE OF EITHER:

- A free driving school at Summit Point
- 1 Halon fire extinguisher mounted in your car
- Case of good wine

THIRD PRIZE:

CHOICE OF EITHER:

- 2 Washington Capital hockey tickets
- 2 tickets to a Summit Point Race 1989
- 1 free BMW CCA membership for 1 year

In addition, other prizes will be awarded including the ever popular BMW MUGS.

Remember to PRINT your name at the bottom of the application in order to get credit.

Gordon M. Kimpel

New Members

NAME	MODEL	REFERRED BY
Bennett S. Rubin	750 IL 1988	
Chuck Roeder	M-5 1988	Bob Knuth
Donald E. Graves	325-I 1987	
Otis Johnson/ Joan Johnson	325-IS 1987	Steve Haygood
Edward C. Rabbit, MD.	M-5 1988	
T. Mark Stamm	750 IL 1988	D. Scott Lee
Leo T. Surla, Jr./ Peggy Rainwater	733-I 1983	A & S Surla Koons
S. D. Samue/Son	735-I 1988	
Glenn A. Walters, Sr.	325-IS 1987	
James S. Bealmear	325-I Conv. 1987	
Mickey Campagna	528-I 1980	
Shawn Cunningham		
Anthony Iton	2002 1976	
Virginia Lindain	325 1987	BMW of Fairfax
Jerome A. Berger	2002 1971	
Alan S. Mark	735-I 1988	
S. J. Botts	528-E 1985; 325-IC 1988	Donna A. Graham
Shann M. Steele	325-ES 1986	
Tyrone T. Bragg	2002 1973	Vaughn Bragg
Thomas J. Egan Jr./	733-I 1984; 325 1987	Susan O. Egan
William F. Burton	325 1987	

NAME	MODEL	REFERRED BY	NAME	MODEL	REFERRED BY
Geoffrey W. Pope	323 1979		Jyoti Lahori	325-E 1986	
Debra A. Calevro	325-I 1987		Grant A. Wheeler	733-I, 1984	
Brendon A. Xiques	318-I 1984	D & S Abner	Barney Harris	2002 1970	Phil Zubaly
Phil Vincenzes	735-I 1985		Kevin K. Grove	325-IS 1987	
James Lee	320-I		Fred Levinsky	528-ES 1988	
Robert Becker	325-IS 1987	Matt Flemming	Dr. Donald L. Baxter, Jr./	325-I Conv. '87	John D. Seiver
Clifford R. Mungal	530-I 1976	Jon W. Miller	Susan P. Baxter (Assoc.)	325 1987	
Cynthia L. Martin	325-I Conv. 1988		Dr. Myron L. Lenkin	733 1984	Excluservice
Dr. H. Lake Westfall, Jr.	325 1988		John M. Lannon	325-I Conv. 1988	G & P Greene
Ellen G. Morris	733 1979	J & F Motors	James F. Amerault/	528-E 1982	Lyman Krekel
Gani Mohammed	2002 1976	Bo Greene	Clay W. Amerault (Assoc.)	2002 1976	
Charles E. Drazba	325-IS 1987		Gary Jonas	735-I 1988	C. Citrin
J. E. Queen	2002 1972	A. L. Sides	J. Andrews Montooth	325-IS 1987	
Jim Greene	3.0-SI 1976	Don Cavkon	Thomas J. deBettencourt/	535-I 1985	Vo Tran
Richard C. O'Sullivan			Kathleen B. deBettencourt		
Anderson Schmieder	325-IS 1987	Bradley Latson	Patrick Butcher	735 1988	
James D. Tallman	318-I 1985		Gloria G. Mason	528-E	
Paul Walters	320-I 1977		Walter Meyer	535-IS 1987	
Kent D. Russell	320 1977	Kerns D. Peterson	Mr. James D. Brown	2002 1974	Glenn H. Sims
Michael Wilson	325-IS 1988		Algie D. Gray	528-E 1987	
Jay Scarola	735 1985		Jim Dohr	3.0s 1974	/Previous Member
Darell Wilkerson	735 1985		Catherine C. Hanks/	735-I 1988	
D. W. Nesbit, III	2002 1975; 733-I 1982		Gary Hanks (Assoc.)		
A.C. Roda	318-I 1984		J. Sprigg Duvall/	735-I 1988	
John L. Diggs	325-IS		Eleanor Duvall (Assoc.)		
A. Fred Dassler/	633-CSI 1983	Cory Laws	C. F. Doindy, Fr.	318-I 1984	
Dassler Family	3.0-CS 1974; 528-I 1980; Bavaria 1974		John F. Weatherby	M-6 1988	Tischer Autopark
Nanik Lahori/	325-E 1986	Dealer			

continued on next page



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

New Members *continued from previous page*

NAME	MODEL	REFERRED BY
Fedric A. Press/ Susan H. Press	735-I 1985	Excluservice
Paul M Hohman	325-IS 1987	
David R. Britton/ Nora A. Koury (Assoc.)	3.0CSI 1974 635-CSI 1979	
Robert Burgess	320-I 1980	Lewis Baskerville
John H. Dickson	1600-2 1970	David Ford
Donald Whitaker	325-ES 1986	Phil Bayer
John S. Wohlgenuth	528-E 1985	William Epperson
William Boger	320-I 1983	
Melvin L. Moore	318-I 1985	
Michael Rosen	325 1988	
Richard J. Wolff	325 1987	Larry Magni
Isidor Patapis	528-E 1982	Steve Haygood
Don Hamilton	528-I 1982	Kurt Frost
David L. Gula	3250I Conv. 1987	
Lorin H. Bleecker/ Lynn Bleecker (Assoc.)	535-I 1985	
Perry J. Rogers	528-I 1981	
Larry Milleremo		Philip J. Bayer
Diane P. Gabriel		
Thomas J. Ettinger	325-CSI Conv. '87	Phil Head
Lawrence Gorman	524 TD 1986	William Poole
Lee Battle	2002 1971; 320-I 1977	
Ms. Marte Olender	325-I 1987	Larry Schnieder
Timothy L. Hall	528-E 1985	
John Annarilli	320-I 1983	R. Kammer
Herbert Leininger	733-I 1983	Foreign Svc Inc.
Sharon Wine	2002 1971	Excluservice
William Vorn Holt	535-IS 1987	Autobahn Motors
James M. Willett	325-IS 1987	
Joe Mirabella	325-IC 1988	Heishman BMW
Sam Bell	528-I 1986	
James Baskerville	320-I 1979	Lewis Baskerville
James M. Barch	528-E 1986	
L. J. Cooper	3.0-SI 1976	David James
Paul R. Guild	533-I 1983	Rob Hanky/VOB
Dr. Dennis F. Marilee	635-CSI 1985	Greg Troendley
James A. Burke	2500 1976	Lothar Schuettler
Yung W. Lee		BMW Exclusive
Charles Zylstra	535-I 1986	A. Schmeider
George Zahaczewsky	635-CSI 1979	
Sand Automotive/ Jim Stauffer/ Bob Schumaker (Assoc.)	2002 1974	Carol J. Cate
Eugene Alexander	528-E 1984	Foreign Service
Brian H. Smith	2002 1972	
Jim Margheret	2002 1976	
Daniel R. Richards	325-I Conv. 1988	J. Wm. Via, Jr.
Catherine A. Kehoe	325-E 1985	John Fowler
J.W. Wilbor		
Marily Humm		J & F Motors
Ernest M. Cohen/ Christine Cohen	528-I 1979	/Previous member
Alex W. Fredian	535-I 1985	
Andrew J. Murray	2002 1976	
Joe McConlogue	320-I 1982	John Roth

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1976 2002. VIN 2375775. Red w/tan interior. One of the area's fastest 2002's. Much modified engine/transmission/suspension. This is a car for a real enthusiast, a must-be-seen and driven car now looking for a good home before the winter. Make me an offer! Raine Mantysalo (301)933-1880.

2002/1600 PARTS: 74-76 Bumpers, \$40 each, Doors \$15 each, Windshield \$30, heated rear glass \$50, alternator \$25, starter \$25, subframes \$30 each, 2002 engines \$75 each, 1600 engine with rebuilt head \$250, Weber 32/36 DGV carb & manifold \$80, Call with your needs, I'll beat any one's prices. Call Chris at (301) 267-6242 eves.

Stahl header for 1976 BMW 530i. New in carton. Best offer. Call Bill King at (301) 630-1000.

1974 2002 VIN 4224172 Alpine White with black interior. Original owner. 160K. Factory Air, Weber, Bilsteins. Excellent condition. Body redone by John Estep of E&E Autobody in 1985. *No Cancer*. Will include past 15 years of *Roundel*. \$3,800 OBO. John Rains at (301) 757-6560.

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New right front fender for 320i, \$75. Pressure plate for '68 and earlier 4 cyl engines, make a good offer. Mark Yaworski at (301) 972-8237, M-F 7-10pm.

1981 323i, 6 cyl, 4 speed, power steering, AM/FM cassette, 56K miles, white w/blue int, blue racing stripes. \$7,850. Call Joyce Horton (703) 845-8076.

Wanted: Shop manual for 2002. Call Mark at (301)972-8237.

Wanted: 2002, in good condition, reasonable priced. Call Jim at (202) 755-6664, days; (301) 585-4412, eves.



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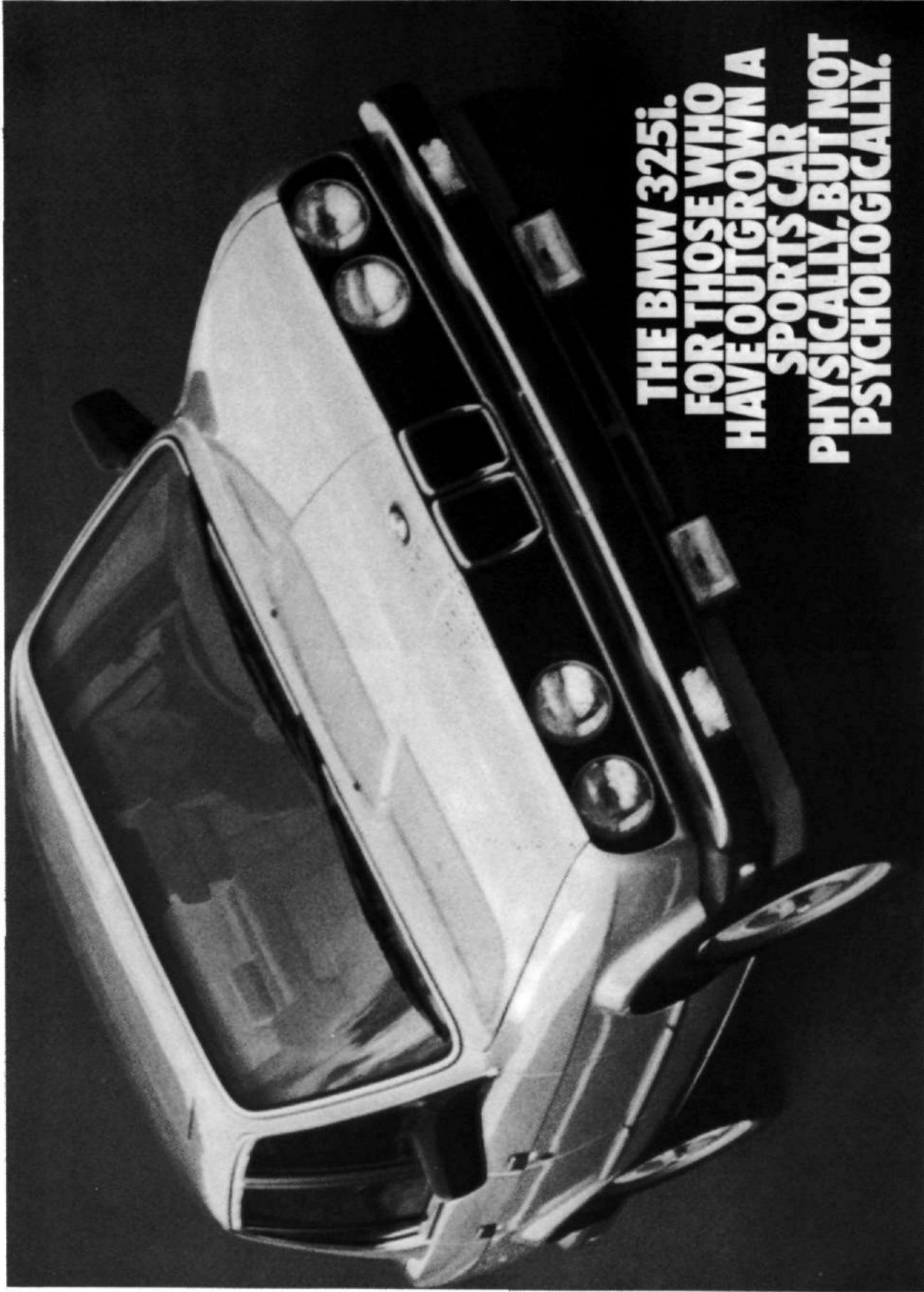
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Excluservice	John Hartge
Autobahn Motor Works	Andrew Short
J&F Motors	Woody Hair
TUV Engineering	Max Rodriguez
Potomac Motors	*
Autobahn (Baltimore)	Harold Burton
Radial Tire	Kay Heatherley
Quality Car	Les Adams
Kraftwagen	Cory Laws
Kirsten Motor Werkes	Jonathan Jones
NTW	*

* We still need liaisons for these shops, folks. So sign up and join the membership race!

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