

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



MAY/JUNE 1989  
VOL. XXIV, ISSUE 3

# der bayerische



## SIGN UP FOR:

- ☐ AUTOCROSS
- ☐ RALLY
- ☐ NATIONAL PHOTO CONTEST
- ☐ FIRECRACKER DRIVERS SCHOOL
- ☒ ALL OF THE ABOVE

BMW CCA NCC  
Box 685  
Arlington, VA 22216

BULK RATE  
U.S. POSTAGE  
PAID  
ARLINGTON, VA  
PERMIT # 2314

30168\*8907\*4  
JOHN B CARPENTER  
RR 2 BOX 607N  
WHITE PLAINS MD 20695

# **TEST-DRIVE THE ALL-NEW 1989 "5" SERIES AND SELECT FROM THE WASHINGTON AREA'S LARGEST INVENTORY!**



VOB is the Mid-Atlantic region's #1 sales leader.  
VOB offers buyers a Roadside Assistance Program.  
VOB offers a AAA-approved Service Department.  
VOB has 20 years experience in BMW sales and service.  
VOB is a specialist in European Delivery and Diplomatic Sales.



1396 Rockville Pike, 984-8989

# der bayerische

is the official publication of the National Capital Chapter of the BMW Car Club of America, Inc. and is not in any way connected with the Bayerische Motoren Werke AG or BMW of North America, Inc. It is provided by and for the Club membership only. The Club assumes no liability for any of the information, opinions or suggestions contained herein. No factory approval is implied unless specifically stated. Modifications within the warranty period of a vehicle may void the warranty. Articles submitted are subject to editing; all copy, photographs and camera-ready advertisements must be received by the editors by the 1st of even numbered months. Contents may not be reproduced without permission in writing except by the BMW CCA and its chapters. Copyright 1989 BMW CCA NCC.

## DER BAYERISCHE STAFF

### Editor

David Sossamon (703)442-6487 days; (202)966-1891

### Production Manager

Andrew Short (202)966-1891

### Advertising Manager

Jonathan Jones (301)469-1282 days; (301)984-0588

## CHAPTER OFFICERS

### President

Cory Laws (703)450-2310 evenings

### Vice President

Jack Chandler (703)620-7159 days; 560-8698

### Treasurer

Lynn Phillips (301)972-8237 evenings

### Secretary

Jon Miller (301)773-3800 days; (703)739-0656

### Membership

Mike Early (301)244-0173 evenings

### Social

Sharon Miller (703)739-0656

### Drivers School Coordinator

Mark Yaworski (301)972-8237 evenings

### Concours

Jack Alexander (703)481-6615 evenings

### Baltimore Activities

Dwight Derr (301)889-9578

### Tourmeister

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

### Club Store

Steve Haygood (703)450-9175 days

### Autocross

Gary Toyama (703)569-1336 evenings

Raine Mantysalo (301)933-1880 evenings

### Club Council Representative

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

### Tech Tips

Max Rodriguez (301)831-9328



BMW CCA  
NATIONAL CAPITAL CHAPTER  
P.O. Box 685, Arlington, VA 22216

# der bayerische

c/o Bumper Crop Studios

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

(202) 966-1891

Please Note: Changes of address are to be sent directly to National headquarters. Change of address form (and application form) at the back of this issue.



*You think you've heard stories about Northern Virginia couples? Well read this one about two having a Sunday brunch for BMW people only, from all over the country, darling! Get the scoop. Story page 14.*

*Photo by Cory Laws*

### Front Cover:

*Woody Hair autocrossing at last year's Oktoberfest. You too can autocross. See Coming Events for upcoming NCC Autocross on Sunday, May 7th.*

*Photo by Skip O'Brien, Circle Bee Photo*

## Contents:

Calendar .....	2
Coming Events .....	3
President's Message .....	9
Editor's Column .....	9
New Zone Governor's Column .....	10
Treasurer's Report .....	12
Tag Spotting .....	15
Drivers School Coord. Chats .....	16
Drivers School Application .....	17
As the Wrench Turns .....	19
Club Store .....	21
Woody's Competition Corner .....	22
Review: Highway Safety School .....	24
New Members .....	28
Marketplace/Help Wanted .....	31
Membership Application .....	32

# '89 CALENDAR

## APRIL

Sun 30 MARRS Corral  
*Summit Point*

## MAY

Sun 7 NCC Autocross  
*Landover Mall*  
Wed 10 Board Meeting  
Sat 13 SPRINGFEST/Swap Meet  
Autoy & Autowerke  
Sat 13 MAIFEST Dinner  
13 & 14 MAIFEST Drivers Schools  
*Summit Point*  
Sat 20 *Tischer* Maifest  
Sat 20 IMSA Pro, *The Point*  
Sun 21 IMSA Corral, *The Point*  
Sun 21 Deutsche Marque Concours  
Sun 28 Children's Hosp. Autocross

## JUNE

Thurs 1 *der Bayerische* deadline  
Wed 7 Open Meeting  
Thurs 15 Photo Contest Deadline!  
Sun 18 Road Apples Rally

## JULY

Sat 1 Driving School  
Wed 12 Board Meeting  
Sat 15 Crab Feast  
Sun 23 Championship Autocross  
7/31-8/5 OKTOBERFEST

## AUGUST

Tues 1 *der Bayerische* deadline  
Sun 6 Autocross  
Sat 12 Dinner Cruise

## SEPTEMBER

Wed 6 Board Meeting  
9 & 10 Driving School  
Wed 13 Open Meeting  
Sun 17 Oktoberfest Tour  
*Bavarian Inn*

## OCTOBER

Sun 1 *der Bayerische* deadline  
Sun 1 MARRS/Blue Gray Corral  
*Summit Point*  
Sun 8 Vintage Races, Corral  
*Summit Point*  
Sat 14 Wine Tasting

## NOVEMBER

Wed 8 Board Meeting  
Fri 17 Annual Dinner

## DECEMBER

Fri 1 *der Bayerische* deadline  
Sat 16 Black Tie Social

• *Calendar is tentative* •



*For up-to-the-minute news*  
**NCC HOTLINE (202) 397-5970**





## COMING EVENTS

### MARRS RACE/BMW CCA CORRAL

**Saturday & Sunday, April 29-30**

*Summit Point Raceway, Summit Point, WV*

The racing season is finally here. The Mid Atlantic Road Racing Series has always provided some of the most exciting racing action at Summit Point Raceway. This year promises to be another banner year for the sport.

The Corral, to be held *Sunday only* will be located in the prime spot on the outside of turn 5 just below the Camel silo. As in the past we will have reserved parking and our blue and white tent with tables and chairs for shelter and picnicing convenience. Unlike past corrals however, the Club will not be providing beer or soda for this particular event so please feel free to bring your own refreshments.

### NCC AUTOCROSS

**Sunday, May 7**

*Time: 10am*

Are you ready?? Now that you've graduated from the Autocross School (or even if you haven't!) come on out and enjoy driving or spectating at the NCC Autocrosses this season at Landover Mall. There will be fun and excitement for all, as driving skills are developed and sharpened on our challenging courses. As always the only thing you can hurt is maybe a little bit of ego, since safety of cars, drivers, and spectators is always paramount (within the bounds of common sense, of course).

Helmets are obligatory. Loaner helmets will be available. Your car must also pass a basic technical inspection:

- front seat belts in good, working condition
- tires inflated to 40-45 psi front and rear (best done en route to the event)
- shocks and springs in reasonable condition
- firm brake pedal (ie. no air in brake lines)
- no excessive steering play
- street-legal exhaust system (no outrageous noise)
- all underhood components secure (particularly battery)
- no loose objects in passenger compartment or trunk (removal of spare tire and jack not necessary, but they must be secure).

*Registration* (\$8 per driver) and tech at 10am. Each driver will be allowed two (untimed) trial runs, followed by three timed runs. Fun runs afterwards as time permits.

*Directions to Landover Mall:* Washington Beltway to Exit 17B, Landover Road westbound. Stay to the right, into Mall parking lot. Continue in a counter-clockwise direction past Sears Auto Center, and take two right turns into lower parking lot.

For more info, call Gary Toyama at 569-1336 weekends and evenings until 10pm.

Keep an ear tuned to WNCC, the Chapter Hotline for any last-minute changes in schedule, weather conditions, etc.

### AUTOY & AUTOWERKE SPRINGFEST/ SWAP MEET

**Saturday, May 13**

*Time: 10:30 to 4:30*

***Missing MAIFEST because of a few  
missing pieces for the old botrod?!***

***Then don't miss this Swap Meet.***

***What you don't find there, look for  
in der Bayerische's Marketplace***

Autoy & Autowerke will host a Springfest and swap meet for BMW and Porsche enthusiasts on Saturday the 13th of May.

Individuals with items to swap/sell please contact Dave Toy at 770-0700 between 11am and 4pm weekdays. This event is not open to commercial vendors.

Refreshments will be available all day and many special "one day only" prices will be offered by Autoy, Inc.

This event will be inside if the weather doesn't cooperate—so rain or shine, see you there!

*Directions to Autoy:* Behind White Flint Mall in Rockville. From Rockville Pike, go East on Nicholson Lane to 4th traffic light; turn right on Boiling Brook Parkway; turn right at 2nd stop sign onto Schykill Road; take 1st right onto Wyaconda Road and left into first parking lot.

## COMING EVENTS, *Continued*

### **MAIFEST 1989**

#### **Drivers Schools:**

**Saturday May 13 and Sunday May 14**

**Summit Point Raceway, West VA**

**Time: 7:45am**

#### **Dinner:**

**Saturday May 13**

**Hillbrook Inn, 7pm**

What is Maifest? The first high performance drivers school of the year for the National Capital Chapter. Two days of drivers school punctuated by a dinner on Saturday night. Camaraderie, door prizes, bench racing. All of these are Maifest.

If you haven't been to a Club function, this is an excellent choice for a first event. If you have been meaning to come to a drivers school, there is no time like the present. If you are not sure about what goes on at a drivers school, come on up and help.

The cost for the drivers school is \$100 per day per driver for BMW CCA members and \$120 for non members. Two drivers per car is possible but strongly discouraged. As usual, registration is on a first come first drive basis for members driving BMWs. The applications from members who wish to drive a lesser car 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. If you wish to attend and have not yet registered, hurry! The application is in the March/April *dB*. Don't forget the stamped, self-addressed business envelope!

The first 15 volunteer workers to register for each day will be rewarded with a free lunch, if you plan to be a worker please let Mark Yaworski know before May 5, 1989 to facilitate his planning of the event.

Spectators are always 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 May 5, 1989.

Maifest '89 T-Shirts will be available, the new design is still in the planning stages. If you would like to reserve a shirt, please write that in on your application, and/or call Mark Yaworski.

Dinner on Saturday night will cost \$20 per

person. An abundance of door prizes is anticipated so come early and stay late. Even if you don't attend the drivers school, come on up for the dinner. *Reservations for dinner must be made in advance.* If you are coming to the school, include your dinner fee with your school tuition. If you are just coming up for dinner call Mark Yaworski for details.

If you have any other questions concerning Maifest, you can reach Mark at (301) 972-8237 between 7 and 10pm.

### **TISCHER MAIFEST**

**Saturday, May 20**

**Time: 12noon to 4pm**

TISCHER always provides a first class MAIFEST for the whole family. Clowns, balloons and the children's favorite, the Moon Bounce, will return again this year. Beer, bratwurst, a German band and exotic German cars offer an interesting afternoon for all.

*Directions:* 29 North from Beltway, 6 miles to right at Briggs Chaney Road at the Montgomery Auto Park. Turn right into park. Telephone (301)890-3000.

### **IMSA RACE WEEKEND CORRAL**

**Sunday, May 21**

**Summit Point, West Virginia**

The IMSA professional road race circuit makes its annual visit to our "home" track, Summit Point Raceway on May 19, 20 and 21. In addition to the super fast GTO and GTU race cars, the showroom stock BMW M3s will return after a year's absence. Wander through the paddock (free admission) and marvel at the million dollar efforts supported by various factories.

The Club Corral will provide a place to park your BMW near Turn 7 and a large blue and white canopy so you can seek shelter from the sun and/or rain. Pack your own picnic lunch and on Sunday the Club will provide sodas and beer.

Saturday will feature a six hour endurance race for the Firehawk showroom stock Sports and Touring classes. The field will be over 50 cars strong and a lot of fender banging is guaranteed. The race will probably start at 1pm. Sunday morning will have the Firehawk M3s in a four hour race for the Grand Sports

class. The main event will be the GTO/GTU two hour race Sunday afternoon. See *Woody's Competition Corner* column elsewhere in this issue for a preview of the racing.

Summit Point is about sixty miles from the Beltway, between Winchester, Virginia and Charles Town, West Virginia. Advance sale tickets are available at locations such as NTW, Radial Tire, Quality Car Service and Craven Tire, and cost \$25 for the weekend or \$22 for Sunday only. Tickets at the gate will cost \$30 for the weekend or \$25 for Sunday.

## **DEUTSCHE MARQUE CONCOURS**

**Sunday, May 21**

*German Embassy, Washington, DC*

**Time: Judging starts at 11am**

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

The annual Deutsche Marque Concours will again be held at the Embassy of the Federal Republic of Germany in Washington, DC on Sunday, May 21. As usual, the concours will feature some of the finest examples of BMW, Porsche and Mercedes Benz models. Up to 45 cars (15 from each marque) will be evaluated by a team of judges. All members and their guests are invited to share in some of the most finely maintained examples of three of Germany's finest cars.

In addition to the concours, a limited number of persons will attend a wine and cheese reception with the German Ambassador. Advanced reservations are required. First preference will be given to concours entrants.

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

If the weather is questionable, call the Chapter Hotline: (202)397-5970 for updated information.

**Registration:** Concours entrants, \$15 per car (includes reception). All others who wish to attend the wine and cheese reception, \$10 per head. Send checks in the appropriate amount, payable to NCC BMW CCA, to Jack Alexander, 13108 Frog Hollow Ct., Herndon, VA 22078. tel:(703)481-6615.

Concours registration should be made before May 10. No RSVP required to spectate.

**Directions:** The German Embassy is located at 4645 Reservoir Road, NW, between Foxhall and MacArthur

Blvd. Parking on Embassy grounds for entrants only. Adequate street parking available.

*Remember* to bring your camera. This might be where you take the winning photo for the National Photo Contest! Grand prizes await you. Look for further information in this magazine.

## **CHILDREN'S HOSPITAL AUTOCROSS**

**Sunday, May 28**

*Columbia Mall, Columbia, MD*

### ***Flash! Note Date Change...***

Due to lot availability problems, the date has been changed to 5/28. This year's program will top past year's autocrosses. There are a wide variety of events planned. Please see the schedule below for details.

**Saturday, May 27**

- ***Fashion Show*** 1pm inside the Mall
- ***Variety Show*** 7pm inside the Mall

**Sunday, May 28**

### • ***Autocross***

Registration opens at 7am, first car off at 9am. There will be 2 side by side courses, as usual. Registration fee is \$10, or fee will be waived for those with \$20 or more in sponsorship. To pre-register, call Ruth Church at (301)823-6475 in Baltimore from 10am to 10pm. Workers for Tech inspection are needed as well. Please contact Dwight Derr at (301)955-3138 days, or (301)889-9578 evenings to sign up. Both numbers in Baltimore.

### • ***Car Show***

Registration begins at 9am, judging starts at 12 noon. The car show is sponsored by Douglas Speed Sport Center of Silver Spring. Pre-registration is encouraged. Call Douglas at (301)589-2000 to register or for more details. The registration fee is \$5. Classes for almost any motorized vehicle you can think of will be judged. Trophies awarded to best of class only.

### • ***Car Wash***

The usual car wash marathon will be handled by the Northern Virginia US Naval Sea Cadets. Cost is \$5, with washes starting at 9:30am.

### • ***Fashion Show*** 1pm inside the Mall

• ***RE/MAX hot air balloon rides*** —for contributions to Children's Hospital.



## COMING EVENTS, *Continued*

### TARHEEL CHAPTER DRIVING SCHOOL

**Saturday/Sunday, June 3/4**

*Charlotte Motor Speedway*

For those who are prepared to drive a ways to enjoy another drivers school on a new track... the Tarheel Chapter, out of Winston-Salem, North Carolina, will be holding a school at Charlotte Motor Speedway on the above dates. In addition to the driving school Saturday afternoon and Sunday morning, there will be an autocross at CMS on Sunday afternoon. Since *Treffen '89* is a Tarheel Chapter event and space is limited to sixty participants, local members registrations received by March 31 will be given priority. After that any remaining slots are fair dibs for all of us foreigners on a date received basis. The cost is \$125 per driver.

Those interested in registering or who would like more information should contact Mary Jensen at (919)784-1716 or Dave Hinshaw at (919)768-0066. Their address is P.O. Box 848, Winston-Salem, North Carolina 27102.

### OPEN MEMBERSHIP MEETING

**Wednesday, June 7**

**Time: 7:30pm**

This will be an open meeting for all Chapter members. We will present an overview of our 1989 schedule and operations, as well as have an open forum where you will be able to bring up any questions or issues that you may have.

There will be a cash bar starting at 7pm, with the meeting starting at approximately 7:30. Come on out and meet some of your fellow members. Who knows, you may make a new friend! This will be the first of a series of meetings that we've been planning to do for some time. Please take advantage of this excellent opportunity to meet and greet, and put in your two cents (or more) worth. There are several new events planned for this year, and we need to get your input on how to make them the best we can. Door prizes will be awarded. Contact Cory Laws, at (703)450-2310 evenings till 9:59, for more information.

*Meeting Location:* Tysons Corner Marriot at 8028 Leesburg Pike (Rts. 7), Vienna, VA. Tel. 734-3200.

### BMW CCA 1989 PHOTOGRAPHY CONTEST

**Deadline: June 15**

\$1000 of Vivitar Photo equipment and tons of Kodacolor film and processing is included in the top prizes of National's Photo Contest. The winning entry will also be published as a *Roundel* cover! (that entry would need to be a transparency of at least 35mm in a vertical format; other entries can be prints in either format but a minimum of 4" X 6" unmounted.)

NCC entries -photo's subject matter must relate to BMWs- should be sent to *der Bayerische*, 6939 33rd St. NW, Washington, DC 20015, marked "Photo Contest" and must be received by **June 15 at the absolute latest**. All entries must have your name, address and membership # (contest open to current Club members only; *one entry per member*) printed on the reverse. A panel of local judges will choose 5 photos for submission to National.

See the April *Roundel* for complete rules.

### VIRGINIA ROAD APPLES RALLY

**Sunday, June 18**

**Time: Registration at 10am**

**First Car off 11:01am**

Rumors that the long-dormant sport of rallying might be attempting a comeback within the National Capital Chapter were confirmed recently when it was learned that a group identified only as an "ad hoc committee of loonies" claimed responsibility for the planning and proposed perpetration of a 1989 TSD rally. Sources reported that the event is expected to provide participants with a tour of Northern Virginia's famed horse country while teaching some basic lessons about rallying. Sources close to the investigation have told *dB* that the event will be called "Road Apples", will be about 100-miles long, and will be a fun drive at legal speeds whether or not the participants are experienced rallyists. There will be an entry fee of \$10.

Although the full extent of the Club members' involvement in the scheme is unknown at this time, it is suspected that the event's organizers are the same hardened cadre who were responsible for the same sort of silliness in 1988. That silliness, the first of its kind in the NCC for some years, took contestants into the hilly Maryland farm country. It was generally



hailed as a success, with no indications of lost cars to spoil the fun.

It is reportedly that success that inspired the formation of the ad hoc committee. Details are unclear, but there has apparently been a shakeup within the upper echelon of the committee. Last year's co-rallymaster, Woody Hair, has left that post—smiling, it is said—luring Mike Leeper, who had served as an advisor, to fill the void. Alleged co-conspirator John Hartge has been chosen, some say, to seek volunteers to support the project: be alert for his call.

Some reports tie Rallymaster Leeper closely to the Washington Rally Club, whose recent Winter Rally Series (sic) drew solid support from the BMW Club. While he will not deny the connection with WRC, Leeper did promise a "kinder, gentler rally" without all the traps which made the winter series more challenging than some expected. Insiders say he's pleased to see Bimmers coming into checkpoints again and is excited about the prospect of a successful NCC rally.

*This just in...* Woody Hair has confirmed that he is the registrar. For a good time, call Woody and register: (703)243-5796.

*Directions to Starting Point:* Greenbriar Shopping Center, U.S. 50 West of Fair Oaks Mall, Fairfax County. Suggestion: Take I-66 West from I-495 to U.S. 50 West, follow that a few miles, looking for Greenbriar Shopping Center on your left.

## **FIRECRACKER DRIVERS SCHOOL**

**Saturday, July 1**

**Summit Point, West Virginia**

Another great NCC Drivers School run on the same lines as previous such events. See the Maifest Drivers School write-up for more complete information. One difference is that you can save yourself some money if you register early. The cost of the one-day school will be \$100 for Club members, \$120 for non-members. However, there will be a \$25 late charge for entries received after June 24, that is if there are even any slots left at that time! So sign up early folks.

The application form is included in this publication; complete it and send it to the Drivers School Coordinator, Mark Yaworski at the given address. Remember to send with it (a.) a check, and (b.) a stamped, self-addressed business size envelope to receive your registration material. Helpers and spectators welcome as always.

Any questions, call Mark at (301)972-8237.

## **CHAMPIONSHIP AUTOCROSS**

**Sunday, July 23**

**Location Unknown**

The same day this was being written, the Capital Centre in Landover informed the Metropolitan Washington Council of Sports Car Clubs that its large parking lot would no longer be available for autocross use. This leaves our July 23 date and five other championship autocrosses very much in doubt. Hopefully an alternate site will be worked out. In the meantime, it is suggested that you take advantage of the other club's CACs that are being held at Fort Meade or the University of Maryland. If anyone can come up with a potential autocross site they would be praised for life. Our Landover Mall lot is suitable for our closed events but not for a championship event with 100 entries.

Try calling the Club Hotline or the Council Hotline (301)681-5612 around July 10 to see if a solution has been found. Questions about entering championship autocrosses (no experience is necessary) can be directed to Woody Hair at 243-5796 or Gary Toyama at 569-1336.

## **INSTRUCTORS WANTED FOR O'FEST IN COLORADO**

**July 30 to August 1**

The Rocky Mountain Chapter of the BMW CCA is looking for volunteer instructors for their Oktoberfest driving schools on July 31 and August 1 (Monday and Tuesday). A mandatory instructors meeting will be held at the track on Sunday, July 30. They will walk the track and discuss the philosophy of driving school instruction. The remainder of the day will be devoted to track time for the instructors and corner workers.

The school will be conducted at Second Creek Raceway less than 10 miles north-east of Denver's Stapleton Airport. (*Ed. Note correction from previous issue—Second Creek Raceway is not near Colorado Springs. Hope that didn't affect anyone's decision.*) The track is 1.7 miles long and features 14 turns and kinks.

If you are interested and would be available for all three days send your name, address, telephone number and a brief description of your driving school experience (high school Drivers Ed is not what they have in mind) to: Gregg Ten Eyck, 1410 Cherryvale Road, Boulder, CO 80303; Telephone (303) 440-3556.

# M-tech

258-0378

## HOURS

8 to 6 Weekdays  
9 to 3 Saturdays



7553 Rickenbacker Drive  
Gaithersburg, Maryland  
20879

## Everything From Routine Maintenance To Major Overhauls

Factory Trained Technicians  
One Day Service On Most Repairs  
Factory Recommended Maintenance  
DOT-EPA Conversions  
Tires and Wheels  
Discount To Club Members

### HIGH PERFORMANCE SUSPENSION & ENGINE MODIFICATIONS ARE OUR SPECIALTY

#### CHASSIS

- Suspension Overhauls & Modifications
- Braking System Modifications & Improvements
- Aero-Dynamics & Appearance Group Installations

#### DRIVE TRAINS

- 3 Output Groups of Engine Overhauls
- Close Ratio Gearbox
- Final Drive Overhauls & Modifications
- Multiple Carburation Systems

#### PARTS & ACCESSORIES

LARGE INVENTORY OF BMW OEM PARTS

#### HIGH PERFORMANCE PARTS

BILSTIEN  
KONI

BBS  
WEBER

ANSA  
PIRELLI

STAHL  
DUNLOP

MOMO  
HELLA

#### ACCESSORIES

SHEEP SKINS  
FLOOR MATS

SHIFT KNOBS  
ALLOY WHEELS  
AND MUCH MORE...

STEERING WHEELS  
EURO HEAD LAMPS

#### COMPLETE AUTO BODY SERVICES

RESTORATION

RUST REPAIR

COLLISION/INSURANCE WORK

#### MACHINE SERVICE & BENCH OVERHAULS

COMPLETE IN-HOUSE CYLINDER HEAD WORK  
ENGINE OVERHAULS  
GEAR BOX & DIFFERENTIAL

PICK-UP & DELIVERY—  
\$25.00

FREE SHUTTLES  
TO METRO

SOME ENGINE MODIFICATIONS MAY BE ILLEGAL  
FOR STREET USE

## President's Message

**SOUNDING OFF.** The last issue contained an article that troubled me. Under another title, its author decided to editorialize on the operation of the Chapter, and made some charges etc that were completely unsubstantiated. I value any and all input into our operation, but do not agree with the particular forum chosen. Editorials should be confined to letters to the Editor, not included as pot shots in otherwise informative and helpful articles. Good points were brought up, but if the author had attended any of the board meetings this year, he would have had access to all the answers he needed, and would not have had to create the image of confusion to the membership of the Chapter. Please, if you have any questions on what we're doing, feel free to call any of the officers you choose, for the REAL scoop.

**FOLLOW UP.** The above referenced article mentioned the need for general meetings. As all who read my columns know, I am in agreement with this. The problem to date has been when where and how to accomplish this. My initial plan was to hold our board meetings in a permanent location, on a preset schedule, so that all would be welcome and encouraged to attend. We had a board meeting at such a location, but found that parking would not support the numbers of attendees we hoped we would draw. Then, a series of crises and other significant events (specifically the National Meeting) precluded us from attacking this in an organized manner. If you will look at the calendar, there has been an Open Meeting scheduled for June 7, since our initial issue this year. We had also scheduled a membership reception as part of the National Meeting agenda, but there were only a handful of members who were not local officers. The open meetings are good ideas, and are an important part of our plans. Please see the write-up for it later in this issue.

**YOUR ASSISTANCE NEEDED.** We have brought the production of *der Bayerische* completely in-house (except for printing). This has been a major undertaking and requires some new expertise. *Der Bayerische* is our major source of income other than membership dues, and must be treated as such. We're looking for a well organized business manager for the Club's bi-monthly publication. The operation of the Chapter has taken on a decidedly more businesslike approach recently. We could not continue operating this as a hobby. This Business Manager would be responsible for overseeing all operations, including advertising, production, and accounts receivable. We are even considering the use of professional ad salespersons to increase our exposure within the marketplace, and sell our valuable newsletter ads at rates more commensurate with the level of specific market access and penetration we provide. If you have such talents,

please call me or one the officers to discuss this new position.

**A WORD OF THANKS.** This is my forum for sounding off, and I want to take the opportunity to recognize some new and old members for their help. I can't say enough about the "team" of Gordon Kimpel, John Hartge, Woody Hair, Dwight Derr, and anyone who feels offended for my missing their name right now. These people have been a core of support and activity for the Chapter for as long as I can remember. Gordon was my referral into the Club, and is still offering words and letters of wisdom and encouragement. While I have tried to foster the entrance of new blood into the leadership ranks, these core supporters have been ever present to do whatever they could, at every opportunity. I sincerely appreciate you support! Mike Early, a recent member from Baltimore, has become the Membership Coordinator, and has undertaken an active role in the operation of the Chapter in general. Not only has he begun a task that should result in a more active participation from our Baltimore contingent, but he has also offered to help in the promotion of our Chapter to the Baltimore advertisers he works with in his professional life. It's these types of members that help me sleep better at night.

*Cory Laws*

## From the Editor

For the first time in some while you are about to see some controversy in the pages of *dB*. There are within the Club some strong and differing opinions about priorities for the Club as well as the associated ways and means to these various ends. Thanks to all concerned for the opportunity to publish these opinions, and in particular to Max for stimulating much of the dialog in this issue. Max has caught flack not just about what he said but where he said it—in his Tech Tips. For not carving out the editorial portion of his material into a separate and proper editorial, I, as editor, apologize.

There is another area of latent controversy that occasionally rears its head, and that is the relationship of the Club and its publications with commercial concerns. This is not the Generic Car Club of America. We support an enthusiasm for the products of a specific manufacturer. These products are sold through specific dealers and serviced by specific shops. We even name names. Some of these businesses support Club activities, even to the point of creating Club activities, such as tech sessions. Individuals from some of these businesses support the Club in various ways, as well. The help given to our Club by members

*continued on next page*



## BMW PARTS & ACCESSORIES

SINCE 1975—BRINGING YOU THE BEST

MOMO	Steering Road Wheels—World Class
BILSTEIN	Suspension Excellence
VDO	Instrumentation
HELLA	Lighting & OEM Equipment
STAHL	Exhaust Removal At Its Best
ZENDER	Aerodynamics & Style
RECARO	Seating Safety & Comfort
REPCO	Braking Without Dust Or Squeal

These products and many more  
at BMW CCA member discounts

Expert installation available at AutoWerke



10:00-7:00 Weekdays  
10:30-2:00 Saturdays

**770-0700**

Rockville, MD—Behind White Flint Mall

# P M W

*Specialists in the  
Repair, Restoration and Modification  
of all BMW cars*

- ☐ Auto trans rebuilding and sunroof repairs
- ☐ Do-it-yourself parts at 20% discount
- ☐ Two blocks from Rockville Metro
- ☐ Open weekends

**340-8688**

**POTOMAC MOTOR WORKS INCORPORATED**

PAUL EISENBERG

190 Woodland Road

DENNIS BURKE

Rockville, MD. 20850

*From the Editor continued from previous page*

of the commercial sector is indispensable. And appreciated. And acknowledged! If anyone is, for lack of a better word, jealous of another's recognition, then do something about it—out-do them; don't ask me to undo them in the name of fairness. *dB* is prepared to handle lots more material: editorial, technical, anecdotal, even recommendations, positive or negative. I, as editor, will do my best to ensure fairness to the extent that it is possible.

*David Sossamon*

## South Atlantic Zone Report

I really enjoyed attending the recent (March 4 and 5) national board meeting in Washington, DC. The trip itself was great, too—while the tii is a little stiff in the suspension (and the seats are a little thin in the cushion), it's definitely more fun to drive than fly. I also like having control over my departure and arrival times!

A couple of items of particular importance to the National Capital Chapter members came up at the meeting, as follows:

**Photo Contest:** Here's your chance for prizes and fame. A panel of National Capital judges will select the best Chapter photos (up to five) and submit them to the National CCA judges, who will select Zone winners and the overall grand prize winner. Zone winners will each receive a Vivitar camera and Kodacolor film with processing (fifty rolls if Kodak film was used) and will see his/her photo on the cover of the *Roundel*. Don't forget that the cover format is vertical when composing your photograph. Go for it!

**Mailing List:** The National Club is considering the sale of the membership list to carefully selected vendors. Some months ago Mark Luckman mentioned this in his column and requested that members who'd not wish their names included write to let him know. If you're one of those folk who doesn't like to get anything in the mail you haven't specifically asked for, better write to Mark now.

Finally, Thank You! to everyone who voted for me. After only a short time in office, I'm already learning that there's a lot more to Zone Governing than meets the eye; however, I intend to do my best to live up to all my campaign promises (writing this article was one of the easier ones), and I welcome all questions and suggestions.

*Burke Jensen, SAZGuw*



## **An Open Letter to Max Rodriguez**

Dear Max,

In the March/April 'der Bayerische,' you took advantage of your column, 'Max Tech,' to editorialize. I would like to take this opportunity to respond to your questions and comments.

The number of drivers schools has been reduced to six from last year's all time high of eight for a number of reasons. The market has become saturated and enrollment for the individual schools has dropped causing a capital loss on a number of schools. Does it make sense to rent the track for twelve people.

Secondly, it becomes increasingly difficult to recruit volunteers, both instructors and workers, as the number of schools per year increases, volunteers have only a finite number of free hours per year and can reach burn out very quickly. By the way, the Highway Safety School was March 18, where were you?

Thirdly, the quality of the schools has unarguably improved during the past year. To improve the schools has required an extensive investment of effort and time on the part of all involved in the planning and organi-

zation of the events which cannot be maintained if the number of schools is increased.

Finally, on the issue of finding people for any of the different functions, you and others are always saying, "I know a number of people that would love to..." Why do we never see these hundreds of people that "would love to..."?

In the future, it would be appreciated if you would contact the people who have the answers to your questions, or ask to be put on the agenda of a meeting to address the board, and not write inflammatory editorials under the guise of technical advice.

(Signed) Mark Yaworski

### **Ed's Note...**

Max's "Tech Tips" column will reappear in the next issue of *der Bayerische*. Max was so busy preparing for the racing season he didn't have the time to pound away at the keyboard for us in time for this issue...and I thought he was mad because I never return his floppies!

The best of luck to all who are racing this season!

**Service • Parts • Accessories**



**AUTOBAHN**

**MOTOR WORKS**

5514 Dorsey Lane, Bethesda, MD 20816

656-4949

Free Ride to Friendship Heights Metro

## Treasurer's Report

I felt that it was time to let the membership know what is going on with the treasury. We are seriously low on funds, a condition that is largely due to running events at a great cost to the Club during the past couple of years. There are three major areas where we are losing money: Drivers Schools, advertising revenue for "der Bayerische", and non fee supported social events. The Club can no longer afford to be the great benefactor. My goal for this year is to rebuild the coffers. My plan of attack is to eliminate or reduce the costs of as many events as possible, this means that we may have to start charging fees for events that have been free or raising the fees on other events. We have also cut out little extras such as paying for food at board meetings.

On the matter of the newsletter, we are presently looking at revamping our ad system. Our prices for ads are ridiculously low by industry standards, we have raised them a little already and may raise them again. We are also discussing how to adjust the collections so that the cash flow is more regular. Anyone with any expertise in the ad business who would be willing to devote some time to the Club please contact me or Cory.

The drivers school fees have been increased for members and a non-member fee has been added. We are going to begin charging a late fee and start accepting non-members at an earlier date. One big problem we have is that we do not receive the bulk of applications for the schools until just before the school, at which point it is too late to start recruiting from other car clubs.

Through the tremendous efforts of Sharon Miller, we have drastically reduced the cost of food at the schools and other events. The Club purchased no beer for the social hour after the Highway Safety School in March, however, several members bought and donated beer for the "cause." At future schools, if we are able to provide beer, the amount will be reduced. Hopefully the increased fees and decreased expenses will offset this year's increase in track and insurance costs. I believe we have done what we can to decrease the cost of drivers schools, "the proof will be in the pudding." We felt the same way last year and yet still lost a considerable amount on the schools last year.

On the issue of finances, I have adopted a hard line attitude on expenditures until we have built up a "nest egg." All events will be examined to determine if their attendance is sufficient to justify the expense in

money and manpower, if we cannot afford to completely subsidize an event, we will either charge a fee, up the fee, or reluctantly cancel it. This new policy of extreme austerity is necessary for the continued survival of the Club and will continue until we have achieved financial security.

*Lynn Yaworski, Treasurer*

### **Concerning drivers schools...**

I would like to address some comments made by Max Rodriguez in the March/April *dB*. Everyone agrees that drivers schools are a very valuable and desirable event. We must, however, temper our exuberance with practicality. We tried having more schools last year and that is a major reason why the club finances are in such dire straits. I am glad that many people "believe" that the schools can run at "break even or with very little losses", but figures do not lie. We can only charge so much for an individual school. Max's "formula" for fixing fees leaves out all the associated expenses with putting on a school. Max, you of all people should know this. Many people have said that schools would do OK if we recruit more people from outside the Club. This is fine, but it is rather ridiculous for the BMW Car Club to ask its volunteers to give their valuable time to put on schools for non Club members so that a relatively few chapter members can have their "day at the track." At just about every meeting we discuss how to get more Club members at more events, yet we continue to run a every expensive event that does not serve many members. I think we have proved that this chapter cannot support as many schools as we had last year. I do not believe we can support as many as we have scheduled for this year, I hope I am wrong, we will wait and see. I have recommended and continue to recommend reducing the number of schools even further until we can prove that we can run a school without a huge loss. Most chapters only put on one to four schools a year because they cannot support any more.

One problem that we share with most organizations is that the events are planned and executed by a small group of people with very little input from the rest of the membership. If you do not like the way that an event was run, have an idea for a new type of event, or just want to get more involved, you have three courses of action open to you: contact the pertinent Club officer or event coordinator, call the president and ask to be put on the agenda for a business meeting, or write a letter to the editor and present your case in an organized manner. Remember, this is YOUR Club.

*Lynn Yaworski*

## Tischer Do-It-Yourself Tech

The line started forming early on a chilly Saturday morning in April. By the 9am start time, 34 Club members were in line at the Tischer Autopark off of Route 29 in Silver Spring. It was clear the BMW Club would make good use of its 4-hours of shop time.

For several years, Tischer has offered BMW Club members periodic use of its service bays and lifts along with expert advice from staff technicians. On April 8, customer service representative Tom Vahoe and technicians Al Kazlauskas, Ray Snow and Gil Young were on hand. They had a very busy day. Club members have a chance at these sessions to get their cars up on a lift (with the help of the staff) and do their own work...with their own tools.

During this session, work included simple oil and filter changes (they're so much easier on a lift), brake jobs, tune-ups, muffler installations, and window lift repairs. The cars ranged from 2002s to a 735i.

While the primary purpose of these sessions is to allow knowledgeable members to do their own repairs, there is also an opportunity for novices to watch, pitch

in and learn. Unfortunately because of the large group, the last 4 arrivals did not have time to get into a service bay. Our normal turnout is about 25 cars.

Tischer Autopark General Manager Kurt August said when the Porsche club has similar sessions, about 10 cars show up. He had never seen anything like the 34 cars on this day.

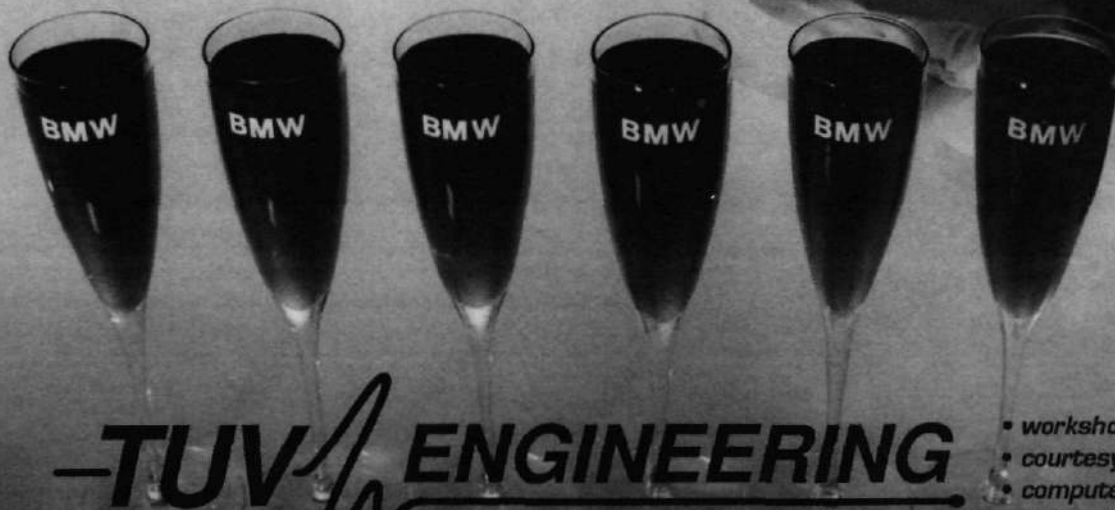
The Club members who administer these do-it-yourself sessions are considering ways to better control the flow of work. It seems like we're always rushing participants to finish their jobs, but we have an obligation to get as many Club members as possible into service bays, and to be out of the shop and cleaned up by 1pm.

The National Capital Chapter is very lucky to have a dealer like Tischer, willing to allow the use of its shop. Keep watching the calendar for our next Do-It-Yourself Tech.

*John Hartge*

*(Ed. Unfortunately none such Do-It-Yourself Tech session is scheduled in the near future. Such occasions are quite an imposition and responsibility for the host and such are few and far between and also doubly appreciated by the Club and members.)*

*Champagne Service...*



**-TUV ENGINEERING**

301/770-9393

7200 Westmore Rd, Rockville, MD

**ONE OF THE BEST REASONS FOR OWNING A BMW**

- workshop access
- courtesy Metro pick-up
- computerized operations
- state-of-the-art equipment
- all BMW original parts
- warranty-conforming care



## Success: National Meeting

The weekend of March 3rd through the 5th was special indeed. On that Friday, a legion of special dignitaries descended upon the Sheraton Premiere in Tysons Corner. From all corners of the nation, the elected officers and zone governors of our esteemed organization came to Washington to announce the results of the national elections, and set the course for the next 12-24 months of our Club's operation.

Friday started early for me, with a dash up to BMW Regional offices in Sterling to pick up my steed for the weekend, a brand new 535i. Mark Yaworski, due to his enviable 4-day work-week, picked up a 325i. We were the official shuttle service, tasked to pick up and deliver our guests to/from the airports, and wherever else the schedule required. After a few runs (boy, what a machine, even with an automatic!), I managed to make it back to the Sheraton Premiere in time for the hospitality suite opening. There were definitely too many people in too small a room, and the A/C was not initially up to the task.

Saturday, there was a closed board meeting for most of the day, followed by an open meeting where the new board members were introduced. Of specific interest to the National Capital Chapter, our previous zone governor, Barry White, has been replaced by Burke Jensen. Following the open meeting, there was another bout of rampant hospitality (is there a trend here?), before adjourning for dinner. Dinner was excellent! We defected from the Sheraton in favor of

the McLean Hilton, where we were treated to a seafood buffet that included a 1 1/2 lb lobster for everyone. Service was good, the wines were better, and ooh, the desserts!

Sunday, after a quick meeting, we all traveled out to "Stately Laws Manor" for a brunch beyond reproach. There were potato and egg casseroles, shrimp mousse, spinach rolls, a salmon fillet, a honey-baked ham, strawberries with fresh whipped cream, cheesecakes, bundt cakes, etc., etc. Of course, the usual libations, Bloody Marys and Mimosas were provided in ample supply. I think my standing in the neighborhood was enhanced (I hope) by the sight of a dozen BMWs parked out front! There sure were some interesting stares! Maybe the BMW banner on the garage had something to do with it.

I must thank Carla Harmon for arranging for the loan of the two cars. I also want to extend a huge thank you to two wonderful ladies, Sharon Miller and my wife Angela. Sharon prepared most of the food, while Angela prepared the house. Both went way beyond the call of duty to prepare for some 30 guests. The food was tremendous, and the table impeccable (as was the rest of the house for those who got the tour). We also got several very nice thank you's, telling us how wonderful everything was. I think that one of the highlights was the latest BMWophile in the Laws household. Arielle held court in true style, and was exceptionally gracious, allowing everyone to hold her and be rewarded with a big smile. And she raved over the shrimp mousse!

*Cory Laws*

# BMW *extended service*

BMW care by Lothar

auto sales  
and  
repair

12200 parklawn drive • rockville, maryland 20852

Close to the subway

• factory recommended services

including those while under warranty

• DOT and EPA conversions



**(301) 231-5400**

**BBS**

**LOTHAR SCHUETTLER and his staff welcome customers of U.S. and European BMW's**

10% discount on parts + labor to BMWCCA members, who present their membership card when dropping off car.



## • Tag Spotting •

Presenting for your consideration, a series of metaphysical mysteries that have baffled mankind since the creation of the automobile: Why do the strange noises that emanate from under your hood disappear the instant a mechanic touches your hood release?... Why is it impossible to re-fold a road map?... Why do you feel compelled to thank a state trooper when he hands you a \$50 traffic citation?... Does adding a 'Z' to a car's name make it perform better?... Does an 'X' do the same thing? Is a 'ZX' twice as fast?

Now that I've given you these ponderable posers, we can progress to other matters. Some folks like to broadcast their profession on their vanity tags, this is especially true of medical practitioners. The Beltway Irregulars (apologies to A.C. Doyle) have spotted these plates:

- HAND MD** - Must be a hand specialist;
- WE WE MD** - Think about it guys;
- PROCTO** - Think about this one too;
- DR DCAY** - He advocates using Crest;
- 2TH R US** - Now you know where to go when you need new teeth;
- DDS2B** - On campus, natch;
- HEAD DR** - Either a shrink or chief of staff.

*Mark Yaworski*

## WAGONWORK CORP.

### BODY SHOP

20 YEARS

*Specializing BMW*

- BEST BODY REPAIR AVAILABLE
- GENUINE BMW PARTS & PAINT
- DATALINER LASER FRAME MACHINE
- 1 MM ACCURACY
- MIG WELDING

3406 JEFFERSON DAVIS HIGHWAY  
ALEXANDRIA, VA 22305  
(703) 684-2985

## KIRSTEN motor werkes BMW • VOLVO

**Now located in Silver Spring**

Just minutes from Metro

**specializing in complete  
repair, maintenance  
and personalized service.**

- Same day service to scheduled appointments.
- Courtesy rides to and from the Silver Spring Metro.
- Customer courtesy beepers for on the spot service estimates.
- Comfortable air-conditioned waiting room.

**CALL TODAY FOR  
YOUR SCHEDULED APPOINTMENT!**

**589-7743**

934 Philadelphia Ave., Silver Spring, Md. 20910

## Terry & Neil's Quality Car Services Ltd.

BMW SPECIALISTS  
SINCE 1977



**All Factory Recommended Services  
Including During Warranty Period**

Maintenance • Modification • Restoration

**Two Blocks North of the  
Rockville Metro Station**

210 N. Stonestreet Ave., Rockville, MD 20850

Call **340-8BMW** For An Appointment

## A Few Words From the Drivers School Coordinator

My heartfelt thanks go out to the people who came out and worked at the March Highway Safety School. These people sacrificed their physical comfort so that a very safe school could take place.

Once again I need to address the issue of help. I need help at the drivers schools. Not getting ready for the schools, that part is handled. I need help at the events.

Usually at the schools, there are enough volunteers to man the corners with a reasonable number of these people being experienced enough to have one experienced and one novice worker at each flag station, this situation makes me smile. However, there are duties that consume my time at a school that could be done by someone else: manning the gas pumps, getting groups to line up at the start of the sessions, even guarding the gate to keep the riff-raff out of the track. If a cadre of workers can be developed whose members are willing to come to almost every school, the worker crunch can be alleviated, better worker training can take place, and jobs can be rotated. If a solid corps of workers can be formed, the result would be safer and better schools. If you are interested in becoming part of the new organized drivers school worker force, please contact the Drivers School Coordinator.

Starting with the July drivers school there is a new payment policy. If your application is postmarked less than two weeks before the school, you will be assessed a \$25 late registration fee. To be specific, if your application for the July school is mailed 12:01 AM on June 25 1989 you must include a check for \$125 if you are a BMW CCA member or \$145 if you are not a BMW CCA member. Also, those of you who insist on submitting your application without a self addressed, stamped envelope should be aware that your applica-

tion will go to the bottom of the pile.

At last I have begun to receive responses to a Drivers School Survey that have some meaningful comments on them. If you, the participants, don't tell me what you want from a drivers school, you can't complain about what you do get. I would like to take this opportunity to address a few of the comments concerning the Highway Safety School:

- *If this is a "Highway Safety School," why did we spend the afternoon driving around the track, concentrating on "learning the line"?*
- While the line is a term most frequently used in conjunction with competition, the concept of a line through a turn is also valid on the street. If you understand how to identify the proper apex for different types of turns and how to properly approach a curve, your road driving will improve as will your safety margin. One point to remember, the other drivers are not as skillful as you, so stay away from the center line if there is oncoming traffic.
- *Why do we spend so much time with braking exercises?*
- As you will be told time and again, stopping is even more important than going. Learning how your car behaves under heaving braking takes time and learning how to respond properly takes even more time.

Don't forget to make your Maifest dinner reservations. See you at the track.

*Mark Yaworski*

**PS:** Someone left one of their Ultimate Floor Mats at Summit Point after the Highway Safety School. Give me a call at (301)972-8237 to claim it.



**A 750iL blasts down Summit Point's 3,300 ft straight at last year's Maifest.**

*Photo by Brian Hair*

# Firecracker Drivers School

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

Summit Point, West Virginia  
Saturday, July 1

NOTE: Each applicant must fill out a separate form; photocopy where necessary. One driver per car recommended. 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. Cars must be muffled to street legal levels. No race cars allowed. Snell-rated helmet ('75 or later) obligatory. Must be 18 or older to drive.

### • DRIVERS •

NAME \_\_\_\_\_ Membership No. \_\_\_\_\_

Address \_\_\_\_\_

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

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

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

List Previous Drivers Schools: \_\_\_\_\_

\_\_\_\_\_

### • NON - DRIVERS •

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

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

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

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

\_\_\_\_\_

Mail application to: Mark Yaworski, Drivers School Coordinator  
17567 Kohlhoss Road, Poolesville, MD 20837

Drivers School Cost: • Club Members \$100  
• Non-Members \$120  
• \$25 Late Fee if mailed after June 24  
• includes catered lunch

- ☐ I need directions  
☐ I need hotel list

If you have any queries, Mark can be reached at (301) 972-8237, evenings between 7:30 and 9:30pm.  
Make checks payable to the National Capital Chapter, BMW CCA, and include with the application.

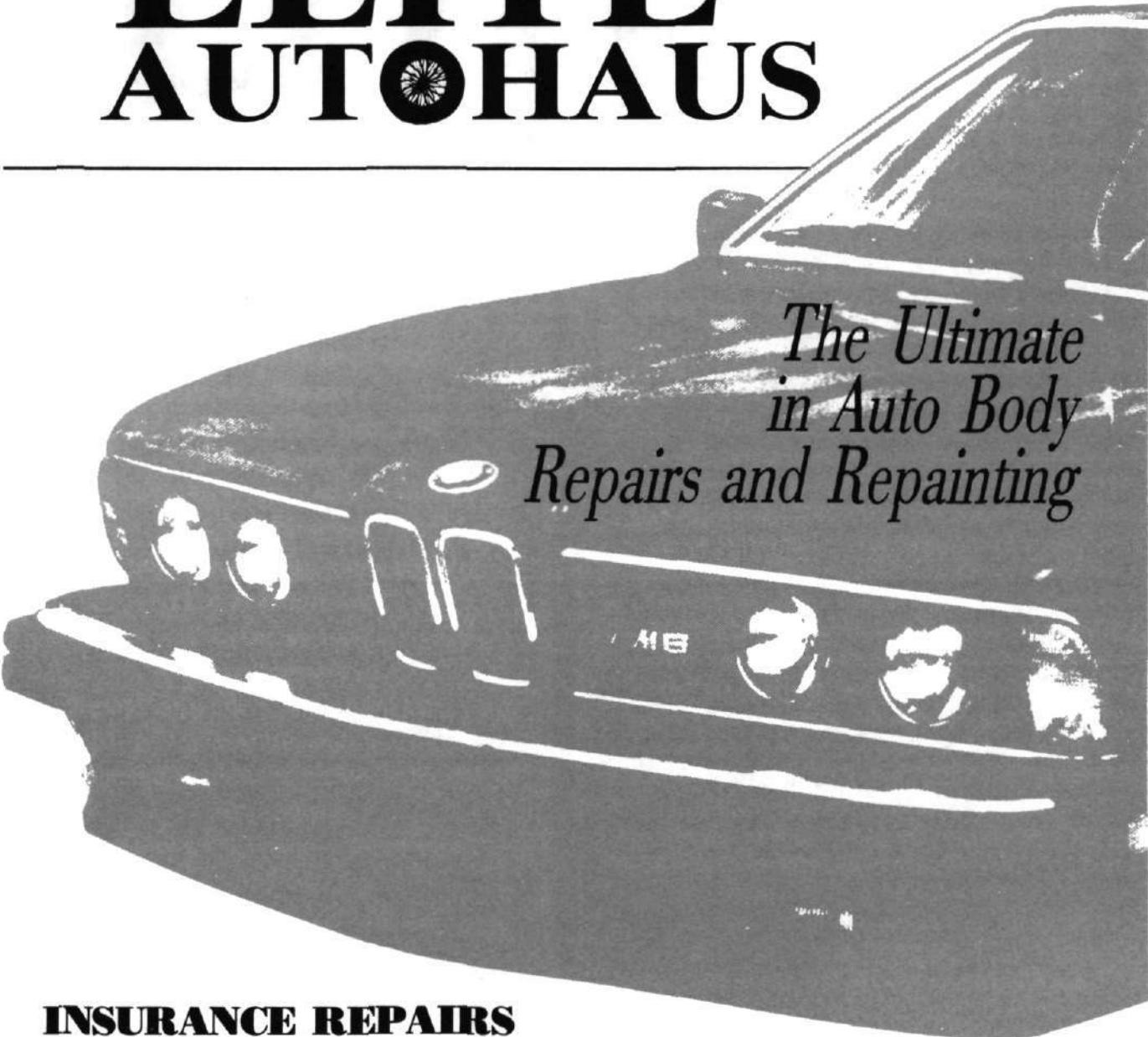


Please enclose a self-addressed business size envelope with 45 cents postage along with this application to ensure prompt receipt of your registration material.

*That Touch of Class...*

# ELITE AUTOHAUS

---



*The Ultimate  
in Auto Body  
Repairs and Repainting*

## **INSURANCE REPAIRS**

- Free Estimates
- Lazer Frame Alignment
- Downdraft Spray Booth with Baking Oven

---

**BALTIMORE**  
**379-0990**

**OAK RUN BUSINESS CENTER**  
**9139 RED BRANCH ROAD**  
**COLUMBIA, MARYLAND**

**WASHINGTON, D.C.**  
**621-2520**





# As the Wrench Turns

## ...some sage technical advice

### Service Intervals

In the last issue I promised to make some recommendations for the tailoring of the service intervals. The service computer function of the newer BMWs is a pretty neat piece. It gives conservative but fairly reliable guidelines for service. That the intervals developed were conservative was good for your BMW but a bit hard on your budget. I have seen thousands of these lights come on and feel that the general trends will be useful to those without the service computer function or with defective units. There are, however, two very strong provisos in the use of these trends.

The first has to do with the warranty period. After a brief fling with the computed service intervals, BMW NA decreed a 7,500-mile oil service and 15,000-mile Inspection service interval. This seemed sort of arbitrary at the time but BMW NA had found itself trying to honor a warranty on vehicles that it might see twice in 36,000 miles. Besides, these intervals fell in the median of the computed periods. So, whether you do it yourself or work with an independent or a dealer or even some combination, you must abide by the service requirements of your warranty if you are to expect BMW NA & BMW AG to provide you with the BMW that you had in mind when you plunked down your long green.

The second proviso has to do with aging vehicles. The service computer doesn't know the condition of the piston rings, etc. As your Bimmer ages, the service requirement will increase and the optimal interval will decrease. For example, as the ring seal deteriorates, the contamination of the oil will increase. As the oil goes so goes your engine's bearings, camshaft, and rockers.

And so, on with the show. Set your time scale on the basis of usage patterns; ranging from cars driven just a mile or two with each start event and only around town—a typical strictly urban use pattern—to those that see strictly highway usage. For all BMWs with conventional breaker-point ignitions the rough range for Inspection Services is 6,000 to 10,000 miles. For 4-cylinder cars electronic ignition and oxygen sensors, the range is 16,000 to 23,000 miles. For the eta motors, the range is 12,000 to 23,000 miles. For the big 6, the range is 16,000 to 28,000 miles. We don't have a good data base for the 2.5l i-motors or the V-12.

Please remember the objective of this—namely to get the full use of maintenance parts and labor without getting left by the side of the road. Work with your service pro and be sure to tell them if your operating conditions change.

### Leaded Fuels

One of the questions I answer most is: "Can I run my BMW on un-leaded fuel. It says in the owner's manual..." The answer is yes. The materials selected by BMW engineers have always been among the best—the engines will run on perfume. Even the race engines for those classes which specify pump fuels do not need the lead in any concentration.

### Octane Ratings

On this (fuel) subject, the next question is: "What octane should be used?" Wahl now...waffle-waffle...hedge...that-there depends on what you got and what you want it to do. While a race car could cruise at 75mph on the highway on 87 octane fuel, a street car coming out of turn 1 at Summit Point and accelerating for turn 3 would sound like a bag of castanets as it accelerated through 75mph on the same fuel.

I recommend 93 octane for manual transmission equipped cars to assure a safety factor for the engine. The sound of "pinging" is a mechanical force hammering on the crown of your pistons and trying to pound the bearings out. An occasional ping or two isn't too bad and indicates that you have all the timing that the engine and the fuel can tolerate. Automatics are more octane-tolerant where the torque converter softens the driveline and road effects.

Fuels are a lot like oils in that they vary slightly in additive packages and base stock formulations. The fuels are modified for seasonal temperature conditions, unlike oils. The nature of these modifications and the associated timing of introduction of modification(s) as well as the differences between refineries conspire to make recommendations impossible.

We *can* say that 93 or 94 octane will work satisfactorily with *any* properly designed and built engine with mechanical compression ratios of 9:1 to 11:1 and 38° to 36° of total advance. We *also* can say that there has been considerable confusion generated over the proper selection of components and how they affect the engine characteristics.

In the next installment of *As the Wrench Turns*, I'll lay out some of these components and their interrelationships. Our massive exposé promises to explode the myth of octane booster additives and destroy the market for certain under-sized sidedraft carburetors.

### Stage One Performance Modifications

Whether you are trying to increase your survival chances in the Beltway Bashes or lower your lap time at

*continued on next page*

# German Auto Upholstery Specialists

John Longo and Victor Carrera

Fabricating and Restoring

- Seats • Dashboards
- Carpeting • Headliners
- Door Panels

Complete line of German fabrics plus many exotic fabrics available

Call for an appointment

**762-4373**

7408 Westmore Road, Bay G  
Rockville, Maryland 20850

## radial tire co.

### Your Performance Tire Headquarters!

To service our discriminating BMW customers more effectively, Radial Tire is now actively stocking the following high performance tires to fit your BMW:



Fulda Y-2000  
Goodyear NCT  
Goodyear GT  
Continental CS41  
Vredestein ST70  
Phoenix 3011  
Michelin XVS

As usual, our pricing will be the most competitive in the Washington area!

Please call for your  
**BMW CLUB PRICE**



**BMW Alloy Wheel Clearance**  
Manufactured by Momo, Ronal and ATS

For  
2002 and  
320i

**\$85.00**  
each

13" x 6" Original BMW Spoke Design  
13" x 6" Gold "BBS" Style  
All wheels new and in boxes.

## Radial Tire Co.

9101 Brookville Road  
SILVER SPRING, MD

585-2740 or 585-2730

### As the Wrench Turns *continued from previous page*

Summit Point, the biggest impact per dollar spent comes from the contact patch; where the tires meet the road. HAH! You thought we were going to say engine.

Don't get me wrong, we love engines, they aren't fussy, they sound great, and, when they pin you in the seat with acceleration, they enchant. But, if you ignore the sensory date and check the stopwatch, you will find that improving the wheels and tires, suspension and brakes, but retaining a stock engine will reduce a Summit Point lap time by roughly 10 seconds from a completely stock car's time and a hot motor alone will yield only about 5 seconds. The improvements in controllability improve your chances of dodging the errant Kenworth or Chevette Supersport in the Beltway Bashes.

Just as for engines, the selection of components involves some understanding of interrelationships, e.g. why you should upgrade your suspension before upgrading your brakes. The next issue of *As the Wrench Turns* will detail some of the current thinking on BMW suspension practice. Somewhere between Pot-hole City and Daytona there is a set-up that will make your BMW more controllable—safer *and* faster.

### Evolution

We keep touching on the subject of evolution but without much perspective. The current thinking on suspension, brakes, and even engines is only that. Racers go a bit faster each year because they refine themselves and their cars. We expect to go faster at the track and safer on the street next year because of this year's evolutions.

The current round of refinements in both engines and suspensions are the work of Tom Howen, out of Charlottesville, Virginia. Tom wrote a piece for the December 1988 *Roundel* on his elegant engine refinements. He also developed a simple algorithm for the selection of the basic spring and shock rates which we all could have used since day one. Most recently, his argument for the removal of the rear anti-sway bar has improved the controllability of both street and race cars.

While we blithely recommend that you evolve your own ultimate driving machine by starting with the wheels, tires and suspension, we did it all backwards and started with engines some 30 years ago. It was Jiri the incomparable AutoSport that started us on the trail of the elusive ideal suspension in early 1972.

In a different perspective, today's 185-horsepower, 2-liter, 4-cylinder, cookbook *street* engine is the current evolution of the 181-horsepower, 2-liter, 4-cylinder, state-of-the-art Trans-Am *race* engine of 20 years ago. And the tires—the tires are better today

than the 1969 race rubber. You can check this out for yourself—just come on out to Summit Point and watch the white 2002 from New Jersey run around the track faster than a certain M-6 or even a 3.5CS.

### **Brake Fluid**

It seems that brake fluid deteriorates much more rapidly than it used to. BMW has recommended an annual change of fluid for the last 10 years or so and that seemed to work out just fine. But, somewhere around 1985 or '86, we began to notice a change in the rate of sedimentation in the reservoirs, darkening of the fluid, and component failure.

When doing an Inspection Service, I find it a good practice to clean the reservoir and flush the whole system if the fluid looks dark or shows any sedimentation. It doesn't add much to the cost of the service and we replaced fewer hydraulic components this last winter. It's too early to claim it as a success but we think it will help and it's an easy check to make.

For those attending the Drivers and/or Safety Schools, have your fluid flushed after the school as well as before. The brakes get a good workout and the heat will accelerate the deterioration of the fluid. Ten years ago we could bleed the brakes and race all weekend. Now we flush the entire system before and after every event.

### **Tire Pressure**

Nothing will tear up your tires and wear out your front end faster than underinflated tires. Since there is no appreciable visual difference between 18psi and 38psi, your only defence is a good tire gauge and frequent checks. For everything but the 02-series, start with 34psi front and 32psi rear. Two psi more is better, but most folks don't like the ride quality. If you are travelling with luggage, then use 36psi all around. Don't be bashful about going to 38psi either—everything will work better including the mileage. For the 02-series, use 30psi front and 28psi rear as a starting point.

A word about gauges. A simple pencil gauge will do just fine—just throw it away every Spring, or if you have one of the \$100+ gauges, throw it away every other Spring. There are two other gauges to consider. The g-analyst will give you so much fun that it should be illegal. And lastly, a tire pyrometer will complete your racing equipment inventory. These devices, the g-analyst in particular, allow you to tune yourself as well as your vehicle.

### **Cooling Systems**

When you next check your coolant, smell it. If it smells fishy or looks dark, change it. Around here, getting caught in rush hour in the summer means that your cooling system had better be in good shape. The newer aluminum radiators won't live as long as the

brass units but they do a better job. How long any radiator lives is a function of the cleanliness of the coolant. BMW has been recommending a 2-year change cycle, and this is a pretty good rule of thumb; also a good argument for an additive to reinforce the additive package that protects the radiator and the cylinder head.

Well, that's it for now. Strong opinions to follow. If you would like some advice on a technical problem or would like to see a particular subject covered in this column feel free to write to: As the Wrench Turns, c/o Bumper Crop Studios, 6939 33rd Street, NW, Washington, DC 20015. Please include your name, address, and a daytime telephone number. Stay safe.

*Terry Luxford*

## **• Club Store •**

Spring is here (because of our lead time, more like summer); congrats to those who purchased microwave detection units so they aren't unknowingly sprayed with those invisible license-revoking waves of energy.

To those new in the Club...the Club Store is here for your use. It is not a store front exactly, but rather is at my home in a corner of the garage. We try to keep most filters for all BMWs in stock, Techron, valve cover gaskets and other things that sometimes surprise me (Hazard switch for a '74 2002?). If we don't have your requested item, we can generally obtain the parts from one of the local supporter advertisers within a couple of days. If that doesn't suit your whim, by all means look through our grand collection of advertisers and present your membership card for possible discount!

I am sure Max, all of our technically inclined members, and the shops that advertise within these pages, join me in saying—now that warm weather is here, change all those fluids—motor, transmission, differential, radiator and brake fluid—no not the battery fluid!

My non-BMW friends ask me about the mystique of our cars, my reply condensed is, "Keep the oil changed every 3000 miles, adjust the valves periodically and keep it cool in the summer, and the cars will last 150,000 - 200,000 miles and be tighter at those miles than a domestic or Japanese at half that!"

Keep it running.

*Steve Haygood*

**• (703) 450-9175 •**



On May 19, 20 and 21 the International Motor Sports Association (IMSA) makes its annual visit to Summit Point Raceway in nearby West Virginia. Friday the 19th will be devoted to practice and qualifying. Saturday will see more qualifying runs for GTO and GTU and a six-hour endurance race for the Sports and Touring classes of the Firehawk showroom stock series. Sunday morning's feature will be a four-hour race for the Firehawk Grand Sports class and Sunday afternoon will have the main event - a two-hour race for the high tech (read fast and expensive) GTO and GTU race cars that resemble their production counterparts in name and silhouette only. A race for the single seat Formula Club Fords with a \$5,000 purse will be held either Saturday or Sunday. Here is a preview of who/what will be entered.

### **GTO (GT over 3 liters)**

The favorites have to be the Jack Roush entered Mercury Cougars with sponsorship by Strohs Light. Probable drivers will be Pete Halsmer and Wally Dallenback Jr. Last year's race was dominated by the Roush Merkurs and the Cougars have won the first three races of this season (Daytona 24 Hour, Miami, and Sebring 12 Hour). New this year are four wheel drive Audi 90s crewed by Group 44 of Winchester. Probable drivers are Hurley Haywood and Germany's ex-BMW pilot Hans Stuck. Last year Audi dominated the similar SCCA Trans-Am series with cars based on the Audi 200 chassis. This year the cars have tube frames and should be even faster. Audi chose to skip the long distance Daytona and Sebring events but were very competitive with the Cougars at Miami until sidelined by an accident and flat tire. Another new model is the "1990" Nissan 300ZX Turbo driven by Steve Millen. Other possible contenders will include a 3 rotor Mazda RX-7 driven by Roger Mandeville, Corvettes, Camaros, and Mustangs and Capris. Dan Gurney's Toyota Celicas are not competing in GTO this year. Unfortunately the several teams that are rumored to be preparing Ferrari F40s for GTO will not have their acts together in time for Summit Point.

### **GTU (GT under 3 liters)**

This is a very competitive class that used to be dominated by Mazda RX-7s. Amos Johnson, Al Bacon and Dennis Shaw are among the top Mazda drivers. Sebring was won by a Pontiac Fiero and Dodge has a group of fine drivers for their Daytonas including Kal Showket, Joe Varde, and former local BMW driver

Garth Ullom. Nissan's effort is headed by Bob Leitzinger in a new 240SX.

### **American Challenge Class**

Running concurrently with the GTO/GTU cars is the American Challenge class. Only American cars such as the Olds Toronado and Buick Skylark are eligible and they are quite similar to the GTOs.

### **Firehawk Series**

This series is for regular production cars. Allowed modifications include shocks, sway bars, straight-thru exhaust systems and seats. Many factories are spending lots of money assuring their cars are more equal than others.

#### **• Firehawk Grand Sports**

Fifty-three cars were entered in the Sebring 4 Hour in March. This is our chance to cheer for the BMW M3s! Drivers might include Ray Korman, Willie Lewis, Leo Franchi, Mark Kent, Tom McCabe and possibly David Hobbs. At Summit Point the Bimmers should be quite competitive with the hordes of Camaros, Trans-Ams, Mustangs, Porsche 944s, and Nissan 300ZX Turbos. The Grand Sports class was not part of the schedule at Summit Point last year.

#### **• Firehawk Sports**

A large variety of sporty coupes and sedans make up this class. The turbocharged Dodge Daytonas have to be rated as favorites based on experience and quality of drivers. Last year's race saw a 1-2-3 finish by Honda CRX Si's. New entries this year include turbocharged Mitsubishi Eclipses and Ford Probes, and Peugeot 405Mi 16s. Last year a BMW 325is was quite competitive at Summit Point but its entrant, LeTeam from New York, had the car up for sale recently.

#### **• Firehawk Touring**

This class has been dominated in the past by the VW GTI 16 Valve, but seven Olds Calais Quad 4s were entered at Sebring. Why the 2.3 liter Olds is not in the Sports class is beyond me but look for both of these two makes to be up among the leading Sports class cars by the end of the six hours. Mitsubishi Mirages might be competitive too.

For details of the National Capital Chapter's corral see the Coming Events section of this *dB*. At the same time, make plans to enter our Rally in June and Championship Autocross in July (if it is held), both of which are described in Coming Events.

by Woody Hair

**SPEED SHIFTS:** See the note below concerning our use of the Capital Center parking lot for our Championship Autocross.....Last year FISA, the international governing body for motorsports eliminated the World Touring Car Championship and went back to a European TCC. It proved to be so popular among fans that FISA eliminated the ETCC also, apparently fearing the competition for its planned World Pro Car championship. Now the national German Touring Car Championship has taken up the slack and provided a place for the M3s to compete against Ford Sierras, Mercedes 190E 2.5 16Vs, hot Toyotas and Opels. Interest by the factories is high and several races in the series are scheduled in other countries.....The future of La Carrera town to town race in Baja, Mexico, mentioned in this column in the past because of the high finishing position of street legal BMWs, is in doubt. One driver and one passenger were killed in accidents in the March 1989 event.....Seven Club members turned out in BMWs for the second of USCC's winter autocross series including Don Whitaker in his new M5.....This year's Winter Rally Series has caused a lot of controversy because the degree of difficulty was higher than usual for a series designed to introduce beginners to the sport.....Before turning in my Denver rent-a-car after a ski trip I went by Second Creek Raceway, site of the Oktoberfest drivers school. I got permission to do several laps, luggage, skis and all, which my son videotaped from the passenger seat. If anyone going to Oktoberfest would like to preview the track at a slow speed give me a call. Incidentally, the Plymouth Sundance was capable of 0 to 60 in 19 seconds! CRUNCH.

### **Autocrossers...**

Please note that the Capital Center has denied use of their parking lot by various car clubs. Therefore the location and even the existence of some of the Championship Autocrosses including our July 23 date is tentative at best. It is suggested that you call the council hotline (301-681-5612) a week before the event to get the most up to date information.

## **COMPETITION CORNER CALENDAR**

*Sat/Sun, May 19-21*

**IMSA GTO/GTU/Firehawk GS/S/T, Summit Pt, WV**

*Sunday, May 21*

**ALTD Championship Autocross, Ft. Meade, MD**

*Sat & Mon, May 27 & 29*

**IMSA GTP/Firehawk GS, Line Rock, CT**

*Sunday, June 4*

**Children's Hospital Autocross, Columbia, MD**

*Sunday, June 4*

**IMSA GTP/Firehawk S/T, Mid-Ohio (Lexington)**

*Sunday, June 4*

**NASCAR, Dover, DE**

*Sat/Sun, June 10-11*

**SCCA Nationals, Summit Point, WV**

*Sat/Sun, June 10-11*

**Firehawk 24 Hour GS/S/T, Watkins Glen, NY**

*Sunday, June 18*

**NCC-BMW CCA Rally, Fairfax, VA**

*Sunday, June 18*

**SCCA Championship Autocross\***

*Sunday, June 18*

**NASCAR, Pocono Raceway, PA**

*Saturday, July 1*

**NCC-BMW CCA Drivers School, Summit Pt, WV**

*Sat/Sun, July 1-2*

**CART Indy Cars/ SCCA Trans-Am, Cleveland, OH**

*Sunday, July 2*

**IMSA GTP, Watkins Glen, NY**

*Sunday, July 2*

**Lotus Club Championship Autocross\***

*Tuesday, July 4*

**Firehawk S/T, Lime Rock, CT**

*Sunday, July 9*

**Branded Club Rally, Gaithersburg, MD**

*Sat/Sun, July 15-16*

**SCCA Solo I & Solo II, Summit Point, WV**

*Sunday, July 16*

**CART Indy Cars, Meadowlands, NJ**

*Sunday, July 23*

**NCC-BMW CCA Championship Autocross\***

\* Tentative at Press Time

**Council Hotline (301) 681-5612**



## MASTER CRAFTERS

**AUTO REBUILDING  
AND REFINISHING, INC.**

7406-7408 Westmore Road  
Rockville, MD 20850

(301) 251-9410-11

HOURS: 8:30 — 6:00  
ESTIMATES: 9:00 — 5:00  
*Saturday By Appointment Only*

### We Have Expanded

#### We Now Offer:

Rust Proofing      Exterior Polishing  
Glass Repairs      Used Body Parts  
Interior Cleaning      (BMW-Mercedes-Volvo)

Rental Cars at Low Rates  
Shuttle to Rockville Metro



## Spring H'way Safety School

The 1989 driving events have gotten underway with the passing of the March 18 Highway Safety School at Summit Point Raceway. The event was a well-attended success with over 30 students in a variety of BMWs and non-BMWs, including a four-wheel drive vehicle. If you were not there you missed a great event and I urge you to partake and enjoy as I did.

First, many thanks are in order to all those who devoted their time. The course workers did a great job and had to contend with a fickle Spring day (sunny and hot in the morning and cool and wet in the afternoon). Thanks to the driving instructors whose nerves and vocal chords underwent a slight workout. A big thanks goes to Bob Gammache (Club member racing a 2002 tii in SCCA Class ITA) the head instructor and organizer of the day's exercises, and to Mark Yaworski, the drivers school coordinator, without whom the event may not have taken place. Lastly, to *all* those who helped, thanks for your part!

It was a fun and educational time. In a nutshell, the emphasis of this school was to enhance or develop

*...develop one's  
knowledge of  
how one's car  
behaves...*

one's knowledge of how one's car behaves and apply this knowledge in panic or emergency situations. Isn't it better to possess this ability of safe car control before such

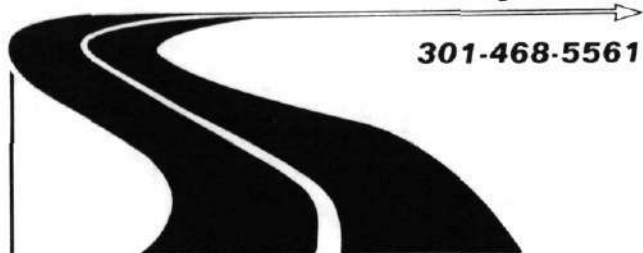
dire situations occur, than having to learn when faced with an adverse condition where mistakes are unforgiving? Hopefully, the school developed new confidence and ability in the students allowing them to know that they are more in control. A knowledgeable driver is much different from the typical vehicle or equipment operators who unfortunately dominate the roadways.

The students were extremely varied with many newly licensed drivers, and even some with previous track experience. No one could not have learned a thing or two or at least had some fun at this event. In all, the turnout represented a good cross-section of today's drivers situated where learning would be performed in a safe and controlled environment with proficient instructors of varying expertise.

The events which transpired started with a quick morning tech inspection of the cars, followed by a talk from Bob on points of safety, the course objectives, the exercises planned, and more safety (ie. you take it as you and your ability dictate, this is not a competitive event).

## AUTO-THERAPY, INC.

301-468-5561



**Independent Porsche-BMW Service Facility**

**Engine and Custom Work**

**Hi-Performance Parts and Accessories**

**Discount to BMWCCA Members**

**Monday - Friday 8:00 to 6:00**

**Saturday 10:00 to 2:00 Parts & Car Pick-up Only**

**Tracy Maatsch, Factory-Trained BMW Technician**

**Roger Bratter, Porsche Technician**

**Danny Slane, Factory-Trained Porsche Technician**

**12255 Nebel Street, Rockville, Maryland**

**Directions: From the Beltway to 355 N., take a right onto  
Randolph Rd. to the second traffic light, turn  
on Nebel St. and left into the parking lot.**



So off to the track we went. We were split into two groups to expand our skills by performing five different exercises. They consisted of the skidpad (my favorite), straight line braking, turn braking, obstacle avoidance with complete stopping (the 5 cones) and a slalom. All the braking exercises required brisk entry speeds and hard controlled braking to a complete stop. The point was to avoid the tendency to lock up the brakes while maintaining the maximum potential of the cars brakes which occurs just before lock up. In a sense, an attempt at human ABS braking.

*...an attempt  
at human  
ABS braking.*

The morning session ended under sunny skies with a late and much needed lunch. Thanks to Sharon Miller for all her efforts. And then came the rain. No, it was not just rain, but a heavy downpour which fortunately happened during this break and subsided soon afterwards to a sporadic light rain. However, the rain changed the afternoon plans. The last sessions were spent on the whole track with the students beginning to learn-the-line. This activity was essentially an introduction to a performance oriented driving school in wet weather conditions. A real life and valuable learning situation. The noteworthy consequence of rain is greatly reduced speeds which can safely be obtained. Hence your typical beltway traffic in the rain!

The day finally came to a close, hopefully instilling all the students with new satisfaction and appreciation of their automobile and their ability to control it. It was a great hands-on experience to

*new satisfaction  
& appreciation  
of their  
automobile...*

understand and feel the effects of weight transfer and then being able to anticipate the results to maneuver the car safely should adverse situations arise. Perhaps a secondary

benefit of the school is an increased enjoyment with your BMW on deserted stretches of road and entrance ramps.

Lastly, a special thanks to my instructors during the day, John Hartge and Woody Hair. The active Club members are an outstanding bunch of individuals and I urge all those who've yet to attend an event or get involved to do so.

P.S. Hey Baltimore folks, where were you? We were grossly underrepresented at this event, so as the Club brochure says, "Join us..."

*Alan R. Warner*

# CLEARANCE SALE!

**on all items in stock**

*Call for details!*



**MOTORING SALES, PARTS  
AND ACCESSORIES**

**(301) 831-9328**

*Max Rodriguez*

444 N. Frederick Avenue, Suite L-104  
Gaithersburg, MD 20877-2432

BBS - BILSTEIN - FOHA - KAMEI - VDO GUAGES  
WEBER - MIKUNI - REPCO - FERODO - KONI - NARDI  
NUMEROUS PRODUCTS FOR BMW/PORSCHE/MERCEDES



## Tremendous Selection Creative Financing & Leasing

Knowledgeable, Friendly,  
Professional BMW Sales Staff  
Award-Winning Service Dept.

Oldest, Exclusive BMW  
Dealer in Metro Washington



# HEISHMAN BMW

**THE BMW DEALER.**

3154 Jefferson Davis Hwy. (Rt.1)  
in Crystal City - Arlington, Va. 684-8500

# BMW

---

## OF FAIRFAX

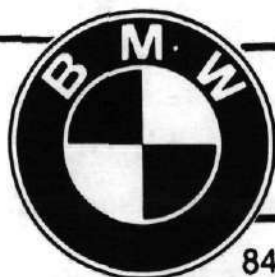
---

Extraordinary  
personal attention  
to meet the needs of the  
discerning driver. Service  
by factory trained BMW experts.  
Professional service by  
professionals. Huge parts  
inventory. Car stereo.  
Accessories.



Body and paint  
repair specialists.  
The best in used cars.  
And, of course, complete  
leasing services. The ultimate  
dealer for the ultimate  
driving machines.  
Virginia dealer  
license #976.

"The World of BMW  
and nothing less."



---

**BMW** **OF FAIRFAX**

8427 LEE HIGHWAY FAIRFAX, VA. 560-2300

## The Sticking Power-Antenna Fix

By Barry White, Sunshine Bimmer Chapter

Some of us have had problems with the power antenna on many recent BMWs. Sometimes it gets stuck and won't go up or down. This is embarrassing as well as inconvenient.

The BMW shops tell you to oil the mast every week or two (*Ed. A European company, Hirschmann, even manufacture for BMW a specific product Antennen Cleaner for cleaning your Ultimate Antenna which comes in neat foil packages complete with Roundel and contains a special emulsion for good radio reception...*) but it doesn't seem to me like you should have to do that. Next, they'll tell you your shaft is bent (I've heard that before). If that doesn't cure the problem they'll tell you to replace the entire power antenna. I haven't priced them but I'd guess their cost to be \$100-\$150. Being "thrifty" as I am, and being a graduate mechanical engineer, I tore into my 533's power antenna in search of another solution. I found one that cost me only about one hour's time on a lazy Saturday.

The culprit was a little clutch inside the unit that is meant to protect the antenna motor and/or mast. You see, there's this reel inside that goes round and round and its job is to coil and uncoil the one-eighth inch thick nylon wire. When uncoiled, this nylon wire pushes the antenna up. The clutch keeps the nylon wire from exerting too much pressure on the antenna mast and keeps the motor from burning out is the mast gets stuck. The problem is that after repeated use, that little clutch starts to slip too easily. Fixing it is a cinch.

- First remove the trunk liner around the antenna box, then remove the whole antenna assembly.
- There's a 10mm bolt at the bottom and a large slotted nut that sits at the base of the mast (outside of the car) that must be removed.
- Unplug the connectors and remove the plastic cover. Inside you'll see that reel (about 2.5"-3" diameter) with a locking tab.
- Bend the tab down and turn the large nut clockwise one-half to one whole turn. This will cause the clutch to allow more torque to be transmitted to the sticking problem.
- Bend the tab back and put everything back together. It's that easy!

Good luck and happy wrenching!

Thanks to Barry White...happy listening.

# BMW

## ULTIMATE MOTOR WORKS, inc.

Complete Repair and Service

Mon - Fri

(301) 770-4372

7:30 - 6:00

K. G. Tatarian

Sat by Appointment

Proprietor

- Equipped with the latest Modern Facilities
- Factory-Trained European Technicians
- Discounts to BMW Club Members
- 24,000 Mile Warranty on Engine and Transmission Rebuilding
- Parts and Accessories

Next to Twinbrook Metro Station

1830 Chapman Ave., Rockville, MD 20852

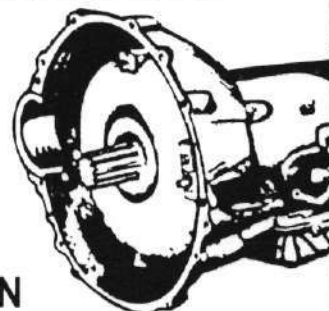
## NATIONAL TRANSMISSION SERVICE

CERTIFIED MECHANICS BY NATIONAL INSTITUTE FOR AUTOMOTIVE SERVICE & EXCELLENCE

### ONE DAY SERVICE

SPECIALISTS FOR FOREIGN & DOMESTIC CARS

BMW, MERCEDES, JAGUAR, VOLVO AND VOLKSWAGEN



FREE LOANER CAR BY APPOINTMENT  
SENIOR CITIZEN DISCOUNTS



5733 SEMINARY ROAD  
Bailey's Cross Roads Virginia

5700 CENTER LANE

379-8000

845-0180



# New Members

Name	Model	Referred by
WALTER R. ARIAS	318i 1984	
ANTHONY CRAIG ATKINS	325is 1987	
C.B.BARFOOT	325 1988	STEVEN KLEIN
ROGER S. BERGDAHL	2002 1974	GORDON KIMPEL
CHED BRADLEY	2002tii 1973	ROB WOOLEY
TIM BROWN	325 1987	JOHN MARSHALL
ANTONIO F. BRUTON	528e 1988	
RON BUCHALSKI	318i 1985	
PATRICK J. CARNES	2002 1974	
ARNOLD V. CARROLL	325 1987	
CHARLES CASSAGNOL	2002 1974	R. CASSINOL
KAWA DEREK CHAN	325e 1985	
WILFRED J.A. CHARETTE	318i 1984	
COL. H. W. CHERRINGTON	325i CONV. 1988 N.A.	
ALVIN C. COLLINS	528e 1988	
JEFFREY C. COUNCIL	530i 1977	RADIAL TIRE
ROB CRIMINGER	2002tii 1972	
CESAR R. CRISOSTOMO	528e 1986	BMW OF FAIRFAX
PEGGY DELLINGER	325d 1986	THE GAMMACHES
CORNELIUS DERAMUS	325 1987	PHIL BAYER
MANDEEP DHADLY	630csi 1980	GABRIEL AVISSAR
CINDY DONER		
THOMAS R. DONOHUE	320 '82 528 '88	T.KEZAR
CURTIS DOUGLAS	2002 1976	JEROME JONES
PAUL A. EQUALE		
RICHARD E. FIORETTI	735i 1985	
MARK FLANIGAN	320i 1978	JOHN B. HANDY
MATT FLEUMER	735i '80 318i '84	GARY TOYAMA
SANDRA KAY FOSTER	1600 1968	MARK YAWORSKI
JOE GHATTAS	M3 1988	MARK YAWORSKI
JEFFREY & SUSAN GILBERT	320i 1980	
BENJAMIN Z. GOLDMAN	M5 '88 325es 1'86	GORDON KIMPEL
EDWARD J. GREY	2002tii 1972	MATHEW BISHOP
SCOTT GREENBERG	325is 1987	GORDON KIMPEL
DAVID HAINSWORTH	733i 1984	BMW OF FAIRFAX
DAN L. HEISEY	2002 1975	
MADGE HENNING	518 1982	
JACK HOPKINS	318i 1984	
MELINDA A. JAMES	2002 1974	
CHRISTIAN JENSEN	528e 1985	
RICHARD JONES	2002 1972	KEVIN GILLIS
ROBERT C. JOHNSON	320i 1978	GUY PAVAGEAU
STEVE KING	733 1984	STEVE HAYGOOD
EDWARD J. KINNEY	530i '76 633csi '80	GORDON KIMPEL
DR. GAIL KIRKLAND		
DON KITTREL	735i 1988	L.BASKERVILLE
THOMAS W. KLOTE	318i 1985	J & F MOTORS
MANFRED & INGRID KUHNERT	530i 1976	GORDON KIMPEL
FRANK J. LABER	325e 1985	NICK NIKAS
GERALD C. LACEY		
PETER LANG	320i 1977	J & F MOTORS
EDGAR H. LEVIN	528e 1982/1988	EXCLUSERVICE
RICHARD LIEBHABER	M3 1989	
MR & MRS MANOLAGDANEO	533 1984	ROCHELLE GROSS
PETE McCORMICK	2002 1973	
JAMES McGEE	735i 1985	JOHN HARTGE
BRETT McGINNIS	320i 1983	
WAYNE B. McLURKIN	528e 1986	EXCLUSERVICE

LESLIE MEIL	733 1984	KEN DeMATTEO
GEORGE MILONOGIANNIS	2002 1974	ROAD & TRACK
PETER MODLIN	2002 1974	
JEFFREY MOWREY	525ia 1989	LARRY HARE
PHIL NAPOLITANO	2002 1976	
LT. KENNETH OLYMESE	2002 1975	CURTIS GLOVER
JORGE R. ORDONEZ		DWIGHT DERR
CHANDLER L. VAN ORMAN	733i 1983	LES ADAMS
JOHN PANAS	3.0 72 528i 79 325i 87	CORY LAWS
MOSES E.A. PARRISH	M5 1988	DWIGHT J. DERR
JOHN PERRY	320 1978	TUV Engineering
FRANK P. PRESTA	735i 1988	STEVE HAYGOOD
DAVID PREVE'	2002 '75 528E '82	J & F MOTORS
WALTER PREYSNAR	528e 19083	TUV Engineering
DR. MITCHELL B. RAMBLER	528e 1988	RUSS PARISE
STEPHEN C. RAMDAT	M6 1988	
JAMES N. REDDISH		
NORMAN ROSKOS	325i '89 325 '86	KARL HOFFMAN
ROBERT J. ROURKE	325e 1984	
MARK W. SAUNDERS	2002tii 1972	M.C.SAUNDERS
ALEX SCHAEFER	2002 '71 528e '84	BMW OF FAIRFAX
ROBERT B. SERINO	325es 1986	MIKE MILLS
BRENDA L. SIMMONS	325 1987	
AARIN D. SMITH		W.E. CATHER
KENDALL SMITH	533i 1984	MIKE MILLS
RICHARD SMITH	M6 1988	MIKE McCONNEL
R.W. SMITH	633csi 1982	L. SCHUETTTLER
HAROLD W. SPALTER	2002 1975	ALAN WAGNER
HARLIE S. SPENCER	BAVARIA 1972	TISCHER AUTO
JAMES STEPHENS	325i 1987	G.A. SOLIER
NAOR STOEHR	750il '89 325i '88	MIKE MILLS
CHAUNCEY C. STOKES	528e 1984	M. RHODES
SAKAE TAKUSHIMA	325 1987	BROOKS BMW
EUGENE K. TAYLOR	633csi	
IAN TRACEY	535i 1985	
KEVIN VAILLANT	318i 1984	
TODD WALLER	318i 1984	
PETER R. WANOOGIAN	2002 1973	MIKE MILLS
JOHN K. WATERS	M6 1988	
BRETT WEARE	2002 '74 320i '77(2)	G. KIMPEL
HARATO WILLIAMS	528i 1980	
CONWAY WILSON	320i 1977	L. BASKERVILLE
KEITH WOODWARD	2002i '73 320i '79	R. MANTYSALO
ROBERT YAASI	732i 1980	TISCHER AUTO
ALBAN J. ZOLLY	530i 1975	

We welcome all new members and urge you to attend as many of our fun events as possible. Bring the whole family and meet others with diverse interests not just limited to Bimmers! Feel free to pass on your ideas to Chapter officers and send write-ups and photographs of your Bimmer experiences to *der Bayerische*. We look forward to hearing from you.

## Does Your BMW have an 'eta' Engine?

*...then change that camshaft drive belt*

*by Harmon Fisher, Bayou Chapter*

If your BMW model is 528e or 325e you should know that the low RPM economy engine differs in one major aspect from other models, as it does not have the double-link steel chain for driving the camshaft. The camshaft drive on eta engines is a toothed rubber belt, and the factory recommends that it be changed at 60,000 miles.

If (when) the camshaft drive belt fails, major damage to the engine could occur. This damage could include bent valves and damage to the tops of the pistons. If that does happen, repair costs could approach \$2,000.

We strongly recommend that if your BMW 528e or 325e is approaching the 60,000 mile mark, be sure that the camshaft drive belt is changed at the next inspection. The cost might be a surprise, but it surely won't be as much as damage repair.

## 100% Natural Sheepskin Seatcovers



### WE SPECIALIZE IN CUSTOM FITTED

SEAT COVERS FOR FRONT SEATS, BACK SEATS, HEADRESTS, ARMRESTS AND FLOORMATS FOR ALL CARS, TRUCKS, VANS RV'S, AND PLANES.

**COOL in Summer**

**WARM in Winter**

World's Finest Quality  
**SUPER PLUSH ONE INCH THICK**  
**AUSTRALIAN IMPERIAL MOUTON**

**LARGEST**  
Manufacturer in N. California



**RAMUS**  
INTERNATIONAL



### FOR ALL BMW ENTHUSIASTS

Ramus International Custom Tailored Sheepskin Seatcovers are individually hand selected by our professional staff. Each seatcover is made to the exact dimensions of every **MODEL BMW** to add yet more luxury and comfort.



#### WASHINGTON, D.C.

**ALEXANDRIA**  
Pinecrest Plaza  
6552-A Little River Trpk.  
(703) 750-2888

#### CALIFORNIA

61 BELVEDERE ST., SAN RAFAEL, CA 94901  
For Mail Order, FREE Brochure and Wholesale  
Information, Call TOLL FREE 9-5:30 Pacific Time  
(800) 426-6626 (out. CA)  
Main Office: (415) 456-1313 (in. CA)

**GREAT  
GIFTS**

Slippers  
**NOW \$28**



# AutoWerke & Autoy

Service, Parts & Accessories for BMW, Porsche & Audi Automobiles

Honest Personal Service—by Professionals

Only highest quality parts—at competitive prices

Same location for 10 years—Close to White Flint Metro

## 770-0700

4954 Wyaconda Road—Rockville, MD 20852

10 am - 7 pm Weekdays

10:30-2 pm Saturdays (parts store only)

**SPRING & SUMMER SPECIALS ON RECARO—MOMO—VDO—BILSTEIN—HELLA**

# J & F MOTORS LTD.

## EXCLUSIVELY BMW

Computerized:

- Alignment
- Wheel Balance
- Engine Analysis

**SERVICE Department**  
**PARTS Department**  
**USED BMW Sales**  
**BODY & PAINT Shop**

Direct Telex and Airfreight Service from Munich.

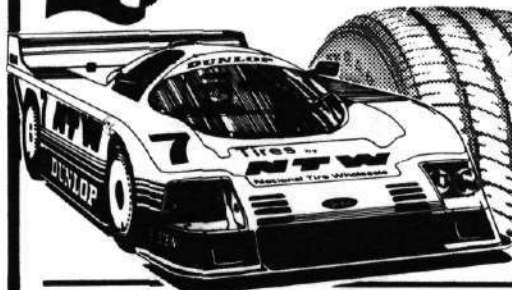
4076 S. Four Mile Run Drive  
 Arlington, Virginia. 22206

**703-671-7757**

TELEX MCHID:1710818

# NTW

**The People Who Sell You High Performance Tires**  
**Should Drive A High Performance Car.**



Watch for the  
 NTW/Dunlop  
 GTP Race Car on  
 the IMSA Circuit

**GOODYEAR PIRELLI FALKEN MICHELIN BRIDGESTONE DUNLOP**  
 and more!

**VIRGINIA**  
 Alexandria, VA 2000 Eisenhower Ave.  
 (Off I-95 and Telegraph Rd., Exit 2 North)  
 (703) 683-8600  
 Chantilly, VA 4040 Valley Road  
 (703) 631-6711  
 Fairfax/Merrifield, VA 2209 Prosperity Ave.  
 (703) 686-7770  
 Manassas, VA 7220 Nathan Court  
 (703) 361-6824  
 Newington, VA 8195 Backlick Rd.  
 (703) 350-7810  
 Springfield, VA 5258 Port Royal Rd.  
 (703) 321-7811  
 Tysons Corner, VA 1524 Springhill Rd.  
 (703) 893-4210  
 Dale City/Woodbridge Clearance Center  
 (703) 491-7141  
 2359 Research Dr. (turn off Telegraph Rd.) Bldgs available at  
 Clearance Center Only (703) 643-1722

**WASHINGTON, D.C.**  
 Washington, D.C. 67 K Street, S.W.  
 (202) 554-4605

**MARYLAND**  
 Beltsville, MD 5640 Sunnyside  
 (301) 441-3445  
 Columbia, MD 6810 Oakhall Lane  
 (301) 596-2880  
 Forestville, MD 7703 Penn Belt Dr.  
 (301) 426-1155  
 Gaithersburg, MD 15609 Frederick Rd.  
 (Rt. 355 - North of Gude Dr.)  
 (301) 762-5550  
 Largo, MD 9100-A East Hampton Dr.  
 (301) 350-7801  
 Rockville, MD 12241 Nebel St.  
 (301) 881-6134

Convenient  
 D.C. Area Hours  
 Monday & Thursday  
 7:30 am-8:00 pm  
 Tues., Wed. & Fri.  
 7:30 am-6:30 pm  
 Saturday 7:30 am-3:00 pm

Washington D.C.  
 Monday thru Friday  
 7:30 am-6:00 pm  
 Saturday 7:30 am-2:00 pm

**Discount to Car  
 Club Members**

**NTW SERVICE**

- Computerized Wheel Balancing
- Computerized Wheel Alignment
- Shock & Strut Service
- Disc & Drum Brake Service



SPECIAL EQUIPMENT FOR  
 ALLOY WHEELS  
 ALL WORK FULLY GUARANTEED

**NTW**  
 National Tire Wholesales

**Tires By NTW. Driven To Perform.**



# MARKETPLACE

## CARS FOR SALE

**1984 325** (Last issue's cover-car). Surprise M5 find forces sale! Baltic Blue, Pacific Blue fabric interior, BBS suspension, Hartge 14X7 alloys, Yokohama AVS, modest sport drivetrain tuning (Veloz chip, 325 "i" cam & diff), 20,000 mi. on tuned head & diff, 78,000 total super-maintained miles. Cleanest, funest 325 available. \$14,800/offer. Call John Hartge (703)549-6445.

**1976 2002** VIN 2375775. Red with tan interior. Fresh engine with 304" Schrick cam, sidedraft Webers, Stahl headers, Piranha ignition. Close ration 5-spd, 6 1/2x13 Hayashi wheels with 205x13 Yokohama 001R's, new. Fresh brakes, etc. Car is in excellent shape \$8,900. Please call Raine Mantysalo (301) 933-1880, evenings and weekends.

**1976 530i** 111K miles. PS, PB, A/C, sunroof, Arctic Blue, stock, no rust, oxidized paint, \$3,500. Jeff (703)321-9316 anytime.

## PARTS FOR SALE

**Wheels and Tires:** One new set of Goodrich COMP T/A R1 205/60 VR13 racing tires mounted and balanced on spoked alloy wheels. Great for autocross, drivers schools or SCCA racing. Fits 320 or 2002. Asking \$525. Jack, eves. (703)560-8698.

**Wheels and Tires:** 4 7X14 Alpina style Alloy wheels w/mounted and balanced Goodyear Eagle GT 215/60 X 14 \$650. Also 4 7X15 MSW type 7 wheels (Anthracite centers w/machine finish lip) w/ mounted and balanced Goodyear Eagle GT 215/60 X 15, less than 1K miles on tires \$825. Call Paul at 829-1330 til 10pm.

**Colgan Bra** will fit 84-85 318i, 325 2-dr & 4-dr 86 & 87 or 325e 84-87. With embossed BMW logo. New. \$70. 921-4293 eves.

**Skirts** Side skirts for 5 series cars, fits 77-88. Also skirts for 6 series cars, fits 77-present (2 styles). Full aerodynamic kit available for new body 5&7 series. Paint & installation avail. Serious enquiries only. Call Paul at 829-1330 til 10pm.

**BMW Steering Wheel** Three spoke, 325e. Like New. \$150. 921-4293.

**Diff** 325e Limited Slip Differential. \$450. 60,000 well-maintained miles. Stock 2.79 ratio. Improve your traction. Call John (703)549-6445.

**Parts** 2002 & tii factory shop manual \$35. 320i & Bavaria repair manual \$6, 6 cyl leather steering wheel \$25, 6 cyl radiator & fan w/ viscous damper assy., Bavaria carb kits, 2500 driveshaft, flex Guibo discs for 486 cyl., 2002 pads, early 2002 instrument cluster, early 4 cyl wheel cyl kits, VC gaskets, and head gaskets. Make offer. Call (301)267-9245.

**2002 Parts** \$300 takes all: engines, transmissions, suspension, interior and body parts, much misc. Call Chris at (301)267-6242.

## HELP WANTED

**Business Manager** for *der Bayerische*. Well-organized person needed to oversee all operations, including advertising, production, and accounts receivable. Call Cory Laws (703)450-2310 eves., to volunteer.

**Key-Entry** of *dB* articles. Be the first, well...the second, to read each *dB*. Typist needed to key-in *dB* articles every two months. Location: upper NW DC. Tools: IBM-PC clone, one or more of several popular word processing programs. Time: approx. 1 day's total work per issue. Call Andrew Short (202)966-1891 days or eves. to volunteer.

**Drivers School "Roadies"** Ah, the smell of Castrol in the morning, and brake pads burning in the pits! Regular, reliable help needed at driving schools with responsibilities ranging from manning the gas pumps, staging the cars in the pits (grabbing the bull horn by the handle), even guarding the gate. Call Mark Yaworski at (301)972-8237, eves. to volunteer for glory.

**Party People** to help with this year's Winter Holiday Party (location as yet unknown), scheduled for Saturday, December 16, 1989. We are trying something different this year: a black-tie event! Sharon Miller and Angela Laws are the co-chairmen of the Winter Holiday Party Committee and need the help of some Club members (and/or their spouses) in such areas as preparing hors d'oeuvres, decorations, entertainment. If you would like to lend a helping hand, call Sharon at (703)739-0656 or Angela at (703)450-2310 eves.

# Membership Application



Send To:  
**BMW CAR CLUB OF AMERICA, INC.**  
**345 Harvard Street, Cambridge, MA 02138**

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_

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

Home Telephone \_\_\_\_\_ Business Telephone \_\_\_\_\_

BMW Model \_\_\_\_\_ Year \_\_\_\_\_ Serial No. \_\_\_\_\_

BMW Model \_\_\_\_\_ Year \_\_\_\_\_ Serial No. \_\_\_\_\_

I heard about *BMW CCA* from:

Special Interests: ☐ Maintenance ☐ Drivers Schools  
☐ Rallies ☐ Social ☐ Model Cars  
☐ Concours ☐ Autocross

*Annual Dues \$30.00*

*Associate Membership for spouse \$5.00 extra.*

Your check made payable to **BMW CCA**  
 must accompany this application.

## National Capital Chapter Member- Change of Address

Please send this portion of the form and your old  
 mailing label to National at the address above.

NAME \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

## Shops and Liaisons

Apple BMW  
 BMW of Fairfax  
 Brooks  
 Evergreen Motors

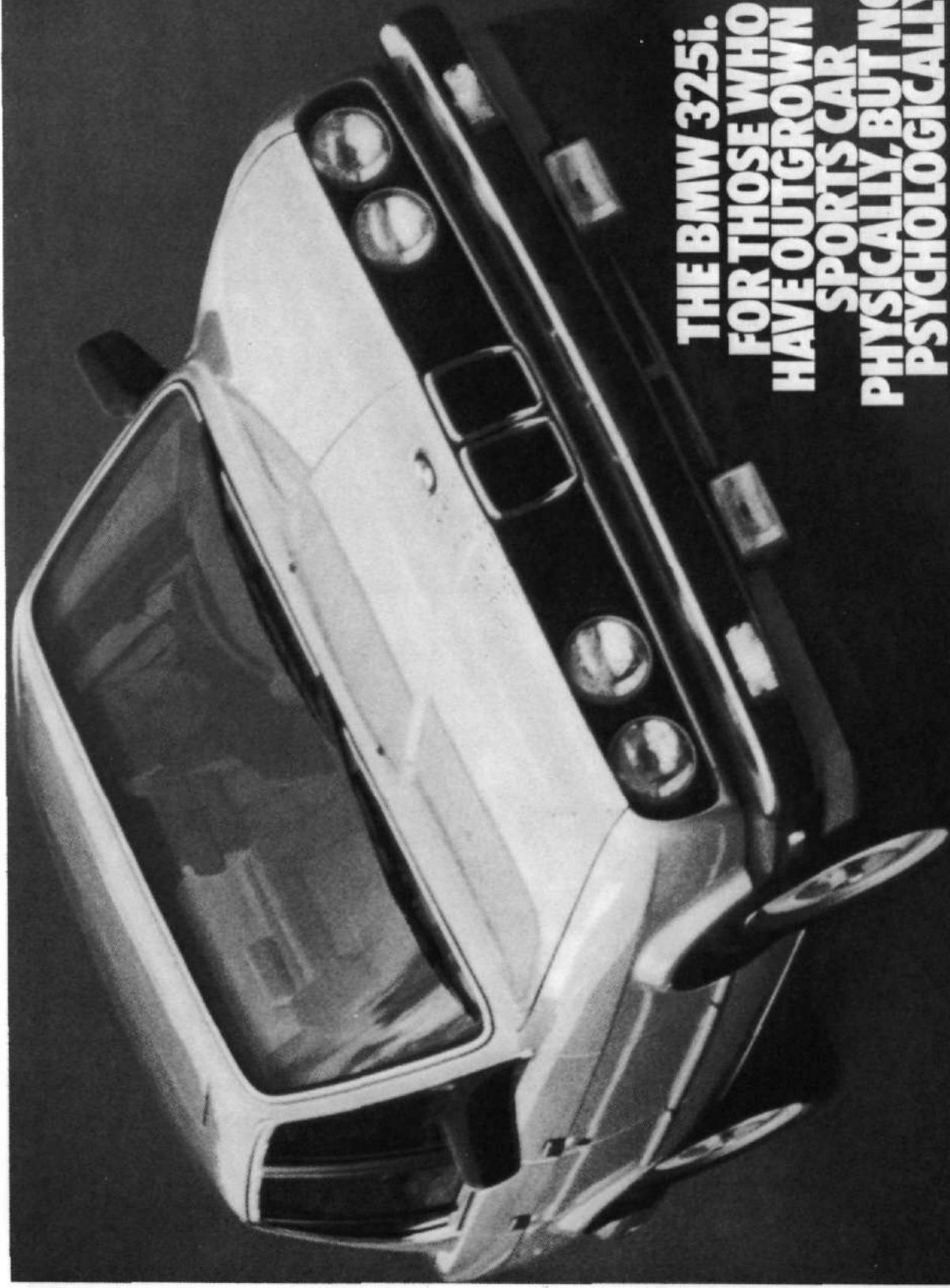
Heishman  
 Martens  
 Genderson  
 Tischer  
 Coach Works  
 VOB  
 Russel  
 Schwing  
 Auto Therapy  
 Autoy  
 Excluservice  
 Autobahn Motor Works  
 J&F Motors  
 TUV Engineering  
 Potomac Motors  
 Autobahn (Baltimore)  
 Radial Tire  
 Quality Car  
 Kraftwagen  
 Kirsten Motor Werkes  
 NTW

John Fowler  
 Clayton Klemm  
 Steve Haygood  
 Dwight Derr  
 Skip Menzies &  
 Joe Pandolfino  
 John Hartge  
 Joe Pandolfino  
 Chuck Shear  
 Raine Mantysalo  
 Dwight Derr  
 Russ Parise  
 Dwight Derr  
 Don Miller  
 \*  
 \*  
 Andrew Short  
 \*  
 Max Rodriguez  
 \*  
 Harold Burton  
 Kay Heatherley  
 \*  
 Cory Laws  
 Jonathan Jones  
 Russ Parise

\* We still need liaisons for these shops, folks. So sign up and join  
 the membership race! Call Gordon Kimpel at (703) 847-9660 days  
 or 527-3234 in the evenings if you would like to offer your support.

## Index to Advertisers

Firm	Page
Apple BMW .....	Back
Autobahn Motor Works .....	30
Auto-Therapy, Inc. ....	25
Autowerke .....	14
Autoy, Inc. ....	10
BMW Excluservice .....	13
BMW of Fairfax .....	18
Elite Autohaus .....	20
German Auto Upholstery .....	24
Heishman BMW .....	23
J&F Motors, Ltd. ....	26
Kirsten Motor Werkes .....	27
Martens BMW .....	Back
Master Crafters .....	25
MaxLor .....	11
M-tech .....	8
National Tire Wholesale .....	14
National Transmission Service .....	15
Potomac Motor Works, Inc. ....	10
Quality Car Services, Ltd. ....	27
Radial Tire Co. ....	24
Ramus International .....	23
Tischer .....	33
TUV Engineering .....	29
Ultimate Motor Works .....	15
VOB Auto Sales .....	0
Wagonwork Corp. ....	31



**THE BMW 325i.  
FOR THOSE WHO  
HAVE OUTGROWN A  
SPORTS CAR  
PHYSICALLY, BUT NOT  
PSYCHOLOGICALLY.**

**TISCHER**

**SILVER SPRING  
MARYLAND  
890-3000**

# The Ultimate In Sales And Service.

When you drive the best,  
you expect the best.  
Martens BMW is committed  
to 100% Customer Satisfaction  
in Sales and Service.



## MARTENS

B M W

5050 Auth Way • Marlow Heights, Md.

**423-8400**

# TEMPTING

## NEWS FOR BMW BUYERS!

Get the BMW you've been waiting for TODAY at Special Grand Opening Prices at the All New Apple BMW with these tempting offers:

- **All New 1988 735i IN STOCK!**
- **325i Convertibles IN STOCK!**
- **Highest Trade-in Allowances**
- **Financing up to 84 Months**

Financing subject to approved credit



9010 Liberia Ave., Manassas, Va.  
Just 7 minutes from I-66 exit 13 on Route 28 South!  
**Metro 631-1966 • Local 361-5161**