

der Bayerische

NATIONAL CAPITAL CHAPTER BMW CAR CLUB OF AMERICA



JULY/AUGUST 1991

der Bayerische

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Vol. 21 Number 4

Newsletter of the:

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BMW Car Club of America**
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Below:

*An M3 on wet skid pad during the Skip Barber School at RFK Stadium. See pgs.10-13.
Photo by Brian Hair*



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703/836.9BMW

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Cover

*The Deutsche Marque Concours lineup at the German Embassy.
Photo by
David Sossamon
See also page 8*



So like WOW man, there we were going to the National Chapter Congress in San Diego - what a real trip! Our fearless president Dwight Derr drove down from San Francisco with the (lady) chapter president from the Golden Gate Chapter, arriving only slightly after my flight Friday evening. (Can you imagine driving Highway 1 with Dwight at the wheel?! Horrors!) We went to the reception where we met people like Dave Farnsworth, President of BMW CCA; Mark Luckman, Executive Director; James Morris, National Treasurer; Mark Holmes, Director of Marketing; and Carla Harmon of BMW NA and others of similar status. The evening was spent swapping lies and tall tales, as well as techno-head information, at the Columbia Brewery, a great microbrewery with at least five different in-house brews. Saturday morning we were ready to go at 7:30 am, and spent all day in meetings. We listened to presentations and discussed things like the BMW library resources, insurance and liability, home office issues (like space), and the financial situation of the Club. It is in excellent shape, with over \$760,000 in reserve, minus a cushion of approximately \$400,000, which leaves \$350,000 for operating expenses and Chapter support. Several ideas were floated on what to do with the extra funds, such as a one-time Chapter rebate, buying each Chapter a computer, and purchasing a new headquarters building. Lastly, we discussed the LOGO. You'll all probably be very happy to know that the Board voted to retain the current logo after our extensive discussion. There will be a few slight changes like a black box around the logo, the spelling out of BMW CCA and the BMW Roundel will be added. This means that all the BMW trivia we've collected over the years is still current; and they're planning to immediately start producing patches, badges, etc. We also found out some additional ways to obtain extra funds from BMW CCA (Oh be still my beating heart!). It was an informative day, and by 4:30 pm our butts were tired. So we got a quick break and then loaded up in a great caravan of BMWs for a (non)-TAD rally through San Diego. The caravan included some really beautiful cars, like original 1600 and 2002 rag-tops, a supercharged (1936?) Cord, 3.0s, an early euro M5, a 1990 M5, an 850i, and an attractive assortment of several 3, 5, 6 and 7series. Since we did it right, we ended up at the San Diego Automotive Museum -
WOWWOWOWOWOWOWOWOWOWOWOWOWOWOW! The

Museum was like AWESOME, as BMW NA had brought in the BMW Art Cars, painted by the likes of Alexander Calder, Roy Lichtenstein, Frank Stella, Andy Warhol and Ken Done. This exhibit was made possible through the tireless efforts of former National Capital Chapter and now San Diego Chapter member David Katz. Several old models were also on hand, like a mint perfect 507, an Isetta, a 1940 328, a 328 touring superleggera coupe (which won the 1940 Mille Miglia), Cunningham's IT race car, a 328 roadster, a 327 cabriolet, the McLaren 320 Turbo (driven by David Hobbs) and the Benetton-BMW Formula 1. They also had many newer models (850i, RED ZI), and this was the first public display of the new 325 series (but not for those of you who attended Tischer's Maifest!). Other cars on display included a Messerschmidt, '53 Corvette, a Pegaso, a Pierce-Arrow, and several other unique vintage automobiles and motorcycles. After two hours of hor d'ourves, cocktails and picture taking, we ate dinner upstairs, listened to thank-yous and kudos, and wound our way back to the hotel in the caravan. Sunday morning, at 7:way-too-early- 30 am, we reconvened and had individual zone meetings to discuss regional and chapter issues. We also discussed more financial support for chapters, and ended on a general discussion of the Club. The main issue was the proposed move of the National Headquarters, and whether the Club should buy a building or continue to lease space. This would increase useable space and would combine the headquarters, Roundel and storage spaces into one place (besides, we're probably going to get evicted from our current two bedroom rent-controlled apartment). This was a preliminary discussion and we can expect more information later. It was a real treat to attend, and I believe we gained alot of valuable information about the Club in general and Chapter support. You will see this evidenced in our future management of the Chapter. Thanks for sending us! ■

Jennifer Nazarko

Thanks Bill

After many years and many thousands of miles of scenic backroads, Bill Via is stepping down as our Club Tourmeister.

Many of you have experienced one or more of Bill's wonderful tours: always unique, always captivating, always a ton of fun, and always utilizing the best backroad twisties to be found in the area. Those of you who haven't, well, you're out of luck!

Many, many thanks, Bill!

Election Notice

Those of you who aspire to a loftier existence, take note: Now is the time to seriously consider running for office.

Although it's only July (hopefully) as you read this, your intentions should be made known and submitted to *der Bayerische* by the first week of August for inclusion in the September/October issue.

All four elected positions: President, Vice-President, Treasurer, and Secretary are up for grabs each year, with elections held in mid-November.

Do give it your consideration.

"Seat Time" Certificates

If you're thinking of attending one of Summit Point's "Friday at the Track" sessions, you'll need a "Seat Time" Certificate of Attendance. I have these forms; to get one, send a self-addressed, stamped envelope and a note to remind me of what you want, to:

David Roach, 10425 Edgewood Ave., Silver Spring, MD 20901.

Miniature Bimmers

Anyone out there interested in helping form or join a Miniature BMW CCA? This will be an endeavor to bring together all collectors of BMW models, literature, ephemera, BMWbilia etc. Intend to publish a quarterly (4 times a year, not 4 times a decade...) newsletter. More often if enough material.

Interested? Contact Michel Potheau, Box 602, Natick, MA 01760.

JULY

Thurs 4	Drivers School
Wed 10	Board Meeting
Thurs 25	<i>der Bayerische</i> deadline
Sun 28	Orioles Game

AUGUST

5 to 9	National Oktoberfest
Wed 14	Board Meeting
Sat 17	Crab Feast
Sun 25	Autocross

SEPTEMBER

Wed 11	Board Meeting
Sun 15	Bavarian Inn Oktoberfest/Fall Tour
Sun 22	Championship Autocross
Tues 24	<i>der Bayerische</i> deadline

OCTOBER

Sun 6	BMW of Fairfax Vintage Races Corral
Wed 9	Board Meeting
Wed 16	Craven Tire Do-It-Yourself Tech Session
Sat 12	Autoy Oktoberfest
Sun 13	Autocross (Landover)
Sun 20	Winery Tour
26 & 27	Drivers School

NOVEMBER

Wed 13	Board Meeting
Mon 25	<i>der Bayerische</i> deadline

DECEMBER

Wed 11	Board Meeting
--------	---------------

Read the Fine Print

If you read about an event in *der Bayerische* that requires registration by phone, please don't wait until the last minute to call the organizer.

I had to cancel the Wagonworks Tech Session due to lack of phone calls and I understand quite a few people were quite discouraged when they drove up to find no one there.

Keep in mind that a lot of effort goes into an event and when it is cancelled, all of that effort is wasted, both by the organizer and the sponsor.

Thanks for your cooperation in the future.

John K.

Coming Events

JULY

Orioles Outing

AUGUST

Oktoberfest

Crab Feast

Autocross

SEPTEMBER

Bavarian Inn
/Fall Tour

Championship
Autocross

OCTOBER

Vintage Races

Auty Oktoberfest

Autocross

Drivers Schools

ORIOLES OUTING

July 28
Orioles vs. Oakland

Get your popcorn, peanuts, and cold beer hon!

It's time for another outing to see those fabulous Birds in B-town. I am taking advance reservations to save you money. Send me a check now and see the Birds play Oakland for only five bucks.

Listen up - this is a *non car-oriented event*. It's what a lot of y'all been asking for. See ya in Baltimore, hon!

Send checks to: Mike Early; 1650 Belt Street; Baltimore, MD 21230. Or call (301) 244-0173 for more information.

OKTOBERFEST IN CONNECTICUT

August 5 thru 9
Location: Waterbury, Conn.

We do not know if registration for this mega-event has closed or not, but if you just decided at this late date that you want to go - give them a call. Check the May or July Roundel for information. In addition to the usual driver school, autocross, rallies, gymkhana, concours, tech sessions, parties, banquet, bier fest, etc., two new events have been added: the Skip Barber organization will conduct a mini-school at an appropriate site in Waterbury. They might be using the new 325i for this. Also, each chapter will be allowed to enter a five-person team in a one-hour long concours preparation competition. What will they think of next? Another award will go to the chapter that has the most street-legal 2002s on hand.

Several chapter members are planning to go on to the Watkins Glen races on August 10 and 11. Events include NASCAR's Winston Cup cars, SCCA's Trans-Am, and IMSA's Firehawk GS cars (M3s). Call John Kenworthy (703-527-8033) for details.

CRAB FEAST & CONOURS

Saturday, August 17
Location: Patapsco State Park,
Avalon Branch

Ahoy Club members, it will soon be time to dig out the mallets and ice down the keg to cool our burning lips after eating a dozen of Baltimore's Spiciest hard shell crabs. This year the location is about 15 minutes outside of Baltimore (or 20 minutes outside 495 on 95 south) at the Patapsco State Park. We are going to have steamed crabs prepared on the spot from Nick's Inner Harbor Seafood in the Cross Street Market. This should be a great location to stage a concours. Call me, Mike Early, now to make reservations so we can plan something great. (301) 244-0173 after 7:30 pm.

AUTOCROSS

Sunday, August 25
Fees: \$10

Registration: 9:30am; start @ 10
Location: Landover Mall

NOTE: Be sure to remove all loose items from within the car and inflate your tires to 40 PSI.

Don't forget your helmet and bring a friend to help out on the course. All are welcome.

Directions: I495 exit 17B. Stay right into Mall lot. Continue past Sears Auto Center and turn right into lower parking lot.

For more info. call David Ford (202) 966-5108.

BAVARIAN INN OKTOBERFEST

/FALL TOUR
Sunday, September 15
Location: Shephardstown, WV

The Bavarian Inn located in beautiful Shephardstown, W.Va. is having their annual Oktoberfest on Sunday September 15. We will have our annual Fall Tour starting at BMW of Fairfax at 9:00am. We will take the scenic route to Shephardstown and park together in our own 'private' parking area directly in front of the Bavarian Inn.

The one exception this year will be the lack of a reserved seating area due to the extreme loss of money for the past two years. Nonetheless, it will be a fun 'social' event and for the motorcycle freaks in the Club, Summit

Point will be having the A.M.A. Motorcycle Races just 30 minutes away that you can go watch after lunch at the Bavarian Inn. (Traditional German fare). So let's head for the mountains to dance to the German music and dine on the German food.

Call John Kenworthy for any additional info and also to let us know that you will be attending. (see "Read the Fine Print") 703-527-8033.

C **HAMPIONSHIP AUTOCROSS** Sunday, September 22 Fees: \$10

Registr.: 9:30 am, start @ 10am

Location: Call the Hotline

The BMW CCA National Capital Chapter is the host for this in a series of Champion Auto-crosses. For further info please contact David Ford (202) 966-5108.

Please call the Club Hotline to confirm details.

B **MW OF FAIRFAX/SUMMIT POINT** **S.V.R.A. VINTAGE RACE CORRAL** Sunday, October 6; 9:00 - 5:00

BMW of Fairfax again is sponsoring our corral at the S.V.R.A. vintage races at Summit Point Raceway. If you were fortunate enough last year you know it's one of our best events of the year. Just as last year, we will have food and beverage provided as well as a large canopy with tables and chairs for your comfort. Last year we had approx. 50 cars inside the corral and hope for more this year.

Here are some *tentative* additions for this years corral:

1. David Hobbs may be racing and visiting our corral.
2. BMW North America may be involved with sponsorship of the entire race or somewhat involved with our corral.
3. An East Coast "Coupe Fest" with a good selection of the 2800/3.0 CS cars on display.

Please keep in mind that all of these are tentative but we will promise you some beautiful race cars and loads of fun so mark the date on your calendar *now!* See you at the track!

Also if you want to help in any way, give me a call - John Kenworthy 703-527-8033.

A **UTOY & AUTOWERKE'S** **14TH ANNUAL OKTOBERFEST** Saturday, October 12 Time: 1pm

Proceeds to benefit Children's Hospital & a Chesapeake Bay Foundation.

A **UTCROSS** Sunday, October 13 Fees: \$10 Registr.: 9:30am; start 10am Location: Landover Mall

NOTE: Be sure to remove all loose items from within the car and inflate your tires to 40 PSI.

Don't forget your helmet and bring a friend to help out on the course. All are welcome.

Directions: I495 exit 17B. Stay right into Mall lot. Continue past Sears Auto Center and turn right into lower parking lot.

For more info. call David Ford (202) 966-5108.

F **ALL DRIVERS' SCHOOLS** **SUMMIT POINT, W. VA** October 26-27 Weekend

After a long dry spell, the National Capital Chapter returns to Summit Point for the Fall Drivers' Schools, October 26 and 27.

You may run one day or both days; each day's program will be the same. Our drivers' schools are designed to help you learn more about your car and how it behaves when working near its limits. You'll learn about cornering forces, braking, high-speed maneuvering, and proper driving technique. Our instructors are experienced Club members and SCCA racing drivers.

The fee is the usual \$85 per day. Register soon, as the school will probably fill up early. The registration form is elsewhere in this issue.

Coming Events

JULY

Orloles Outing

AUGUST

Oktoberfest

Crab Feast

Autocross

SEPTEMBER

Bavarian Inn
/Fall Tour

Championship
Autocross

OCTOBER

Vintage Races

Autoy Oktoberfest

Autocross

Drivers Schools

Open Meeting 5/2/91


In attendance: Dwight Derr, Kevin Cowley, Jennifer Nazarko, David Roach, Gary Toyama, David Ford, David Sossamon, John Kenworthy, Sara Dickerson, Paul Vessels, Jonathon Jones.

We started out with a review of the German Embassy Concourse, the event was successful with a lot of beautiful cars. Next up was a run through of the calendar of events. See pg. 4 for upcoming events. David Ford brought up our need for a new autocross lot (HELP). Landover, Loudin Campus @ Nova, Cameron Station, George Mason University???? If you have any ideas or contacts regarding any of this please contact David Ford.

Unfortunately very few members took advantage of the chance to have a direct input into the running and planning of the Club. The purpose of Open Meetings is so you the members can do just this, voice your opinion. Please don't be timid we are all very friendly, eager listeners willing and ready to hear your input.

P.S. Thanks to Nina Early for preparing dinner for the Open Meeting, it was great!! (no bias here) ■

Michael Early




Dear National Capital Chapter members,

Just a quick note to say how much I'm looking forward to your participation in the BMW CCA 1991 Oktoberfest.

Check out the May and July Roundel issues for details and registration forms.

See you soon!



In Praise of Drivers Schools

This [...] is going to be about the great people you meet in the BMW CCA. In the middle of March I went to Summit Point to attend the National Capital Chapter's Highway Safety School and St. Patrick's Day Drivers School. I've been to Summit Point three times in the last 4 months and think it's a great road course - one of the big reasons for driving the 7 1/2 hours to get to W. Va. The other reason is that I looked forward to meeting and talking to the DC chapter members again. Let me explain — at a November school I got a chance to meet many of these people. What great people! They were incredibly friendly and helpful. If any of you are track-heads like I am, you really owe it to yourself to attend a National Capital Chapter school. David Roach, Bob Gammache, and Chris Leeper do an excellent job organizing and running the day and a lot of the credit also goes to their club members who sacrificed and worked the event rather than participate. The Highway Safety School was geared towards the novice driver, but exercises were designed to teach something to even the most seasoned driver (ie. off-camber threshold braking, skid pad exercises, etc.). The afternoon session was an introduction to the road course. Sunday's driver's school gave you plenty of track time and excellent in-car instruction. All of the organizers were available for questions/comments all day — a nice touch! Plus, need I say it? Some very fast BMWs. What am I trying to say? If you are interested in trying an interesting and challenging road course, sign up for [the] National Capital Chapter's [next Driving School]. Summit Point is a great track and the DC club puts on a great school! It's listed in the *Roundel* and — tell 'em Allison sent you. ■

Allison Montgomery

Reprinted from the *Halfmoon*.

Looking for a Lot... Not asking for Much

Large, flat, relatively free of obstacles, paved; available Saturdays and/or Sundays for use as an autocross course.

If you know of or have access to such, call David Ford at 202/966.5108



National Capital Chapter members who attended the Mid-Ohio Drivers School.

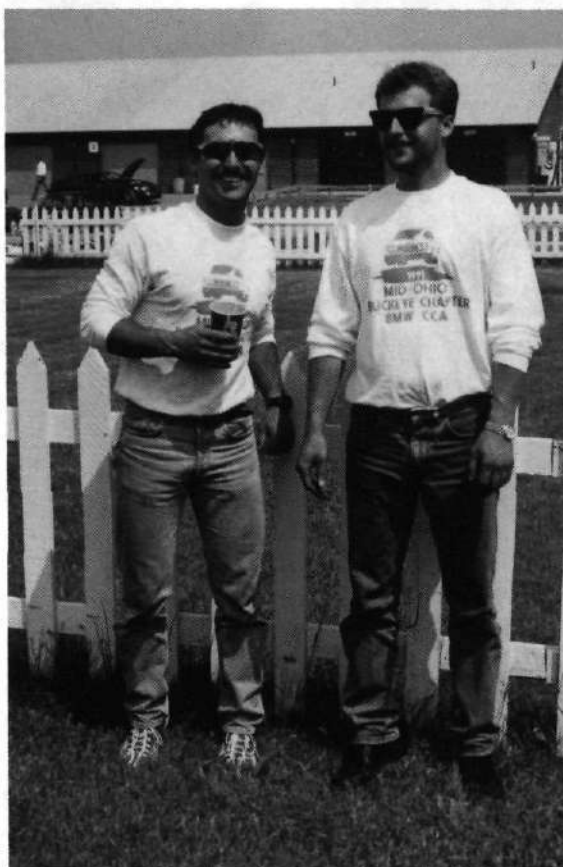
*Above,
from left to right:*

*Mr. X,
Gordon Kimpel,
David Bryan,
Glen Stewart,
Sue Bryan,
Woody Hair,
Mr. X2,
David Sossamon,
and Klaus Hirtes.*

*Right:
Chris Cohen
and Stephan Ohkme.*

(Apologies to those two guys whose names were not known by behind-the-scenes non-participants)

*Photos by
David Sossamon*



Deutsche Marque Concours

Despite the persistent forecast of rain we made our comeback with an appearance of ten cars at the 7th annual Deutsch Marque Concours on the beautiful grounds of the German Embassy.

Bob Warren's 1600 Cabriolet was judged Best of Marque. Lee Barnes' won the Coupe Class with his great looking Burgundy, aluminum paneled, 72 3.0 CSiL which has been fully restored with the exception of a few bits and pieces.

The winners are listed to the right.

The Ambassador's Trophy went to a 50's vintage Mercedes-Benz 4 door Cabriolet. Many thanks to Paul Vessels for putting this together along with judges Phil Marx, Baltimore's Concours Meister Art Zilio, Porsche's A.C. Roda. Also J. Miller, Dwight Derr and scorekeeper Mike Early for their help. My apologies to anyone I may have overlooked.

On a personal note, this is a very fine, family oriented, annual event that hopefully will attract a more representative display of cars that can

parallel Mercedes and Porsche. For example, where are those 6 series coupes, M3's, M5's, 507's? We know they're out there. I see a lot of great looking 325's going through the paces at Summit Point, yet only one 325 showed up this year. We'll be looking for you next year. ■

Russ Parise

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The line-up at the German Embassy

Photo by Paul Vessels

BEST OF MARQUE

Year	Model	Name	Points
68	1600 Cabriolet	Bob Warren	100

FOUR CYLINDER

1.	68	1600 Cabriolet	Bob Warren	100
2.	73	2002	Mike Cabell	89
3.	72	2002 Bauer	Lothar Schuettler	79

COUPE

1.	72	3.0 CSiL	Lee Barnes	60
2.	72	3.0 CS	John Brajole	

77 AND LATER SIX CYLINDER

1.	84	325e	Russ Parise	90.3
2.	85	528i	John Estep	84
3.	90	735i	Demetrius Kleriotis	76.5

SPECIAL INTEREST

1.	81	M1	Rafim Tugberk	75.6
2.	38	327	Lothar Schuettler	72
3.	54	BMW Motorcycle	B. Haike	-

Skip Barber's One Day School

by Jim Hutton

Many Valuable Lessons and a Surprise Le Mans Finish!

Being relatively new to the "drivers school circuit," I was a little more than reluctant about paying \$375 for a day with Skip on R.F.K.'s parking lot. After all for \$85 one can attend a C.C.A. driver school, and on a real race track. Having shed my apprehensions about attending driving schools at last spring's Highway Safety Session, I was anxious to develop the skills which were introduced at that experience. The skid pad bug definitely bitten awe old Jimmy! So, without telling the wife, the check was written and I thought, boy this better be good.

Upon arriving at the stadium we were ushered into the press room made ready for our class session. Welcomes and introductions followed beginning with our four instructors.

Mr. Peter Argetsinger, the leader had just returned from England having raced Formula Fords and F-3 at Brands Hatch. Bob Ancona was a Formula Ford Champion and had also raced in Canada, F-2000's and in the Barber

Saab Pro Series. Jason Holehour began racing at age 8 and had just completed 3 years in Formula Atlantic. Jeff Holtz had been racing Outlaws on banked ovals for 3 years. And finally there was Jed Lewis, the crew chief, who had just changed 26 tires in the last two days. Remember, Skip provides the cars, M-3's no less!

Since my last bill at Radial Tire (God bless'em) was \$830.35, I was beginning to feel that I was already getting my money's worth and I had not left my chair.

Our introductions followed by name and what we drove: M-3, 525, 533, 318, G35CS, Citroen (French guy of course), 535, 300E(spy), 735, 325E, M-5, 325, 2800CS (likes older women too), Honda Accord (Senna sent him) and an Escort G.T. (don't laugh! hare in tortoise clothing). This excellent recall of our name and model number was exhibited at 8 AM Saturday morning, the first test of the day.

Skip's course begins with a thorough class room discussion of vehicle dynamics, followed by two morning practice sessions: one on dis-

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covering the mysteries of under and oversteer, and the other on perfecting threshold braking sans A.B.S.

The afternoon commences with a discussion on driving a proper line or maximizing the road during a turn. all was in preparation for our afternoon autocross road course finale. But first, the figure eight skid pad! Here, we were to combine braking, turning and "lifting off".

Valuable Lesson Number One: How to recover from a skid.

What skip calls "trailing throttle oversteer" is simply when the back end of the vehicle wants to be in front. This state of grace can be achieved by going too fast into your choice of interstate off ramps and then quickly lifting off the accelerator while muscling the steering wheel around to make the turn, Zip! success.

It was noted in discussion that the second dumbest appendage on the male child below the waist is the right foot.

Our off ramp was the figure eight skid pad, watered for extra fun. As I was making my way

nicely around this my instructor yelled "lift and kick!" I said, what? "Lift and kick", Lift and Kick! The accelerator, lift off and kick in the accelerator!" OK, Oh Lord!!! those nice guys at CCA never made me do this.

"Swing the car around by turning into the skid" says the instructor, "but do it Now!!!" Hey, it worked, but so much for the Goodyears.

Valuable Lesson Number Two: How to stop your car.

Easy with A.B.S. brakes, but Skip's instructor turned them off. Now practice was "threshold braking" without locking the wheels, which I felt should be renamed toe power. The excellent organization of the course had us practice these fundamentals repeatedly. Something most would not wish to do with our own cars.

The surprise was that we actually achieved shorter braking distances without A.B.S. and while the brake pad smoke was clearing we were graduated to the Auto Cross course.

One lap show, and four laps timed. Timed for what purpose we would find out later. The →

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Skip Barber School

continued from previous page

→road course was set to reflect different types of curves which we had discussed in the line talk: increasing radius, decreasing radius, hairpin and 90 degree. all are encountered on the street and on the track. The challenge was to learn to approach, apex, and accelerate out of different configurations.

The fundamentals practiced were beginning to be used in combination as we became more confident around the course. Our lap times were averaging 24 seconds.

The Twenty Four Seconds at R.F.K.!

The surprise graduation exercise was finally announced, three teams of six driver were organized by their preliminary "qualifying" times. Each driver was to race four times around the course with a relay foot race to exchange the car ala Le Mans.

Hey, we could all drive like Barney Oldfield by now, but Skip forgot to teach us how to run. Gentlemen start the pandemonium!

Shirt tails flew, eye glasses went air born, sneakers began to melt, shift knobs sailed

through windows, seat belts wouldn't fasten, seat belts wouldn't unfasten. Amid grunts, growls and screams, 18 gazelles tried to remove the rear spoiler of a B.M.W. M-3, holding on for dear life while swinging around the back of the car and trying to land into the drivers seat. I tell you we put on a better show than N.A.S.C.A.R.

Valuable Lesson Number Three: Love your Bimmer.

A deeper respect of intrinsic B.M.W. quality was felt by all after watching the integrity of the cars under extreme abuse. Skip's men said they receive the cars stock with no modifications, the only attention necessary were the tire changes.

I mean we ran the rubber off these cars, all day, temperature 95°, windows down with the A.C. on, the needle didn't even register hot. While today there are many fine cars, it is still hard to have more fun than in a 3 series Bimmer and especially on a day with Skip Barber. ■

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Thoughts about the BMW/Skip Barber High Performance Driving School.

The desire to be perfectly matched with their cars was apparent when the drivers gathered early in the morning to attend the BMW Skip Barber High Performance Driving School. Good drivers wanting to become excellent drivers and excellent drivers desiring to be elegant drivers, but all wanting to be a part of the machines they drive, all wanting to learn to use their cars' capabilities to the upmost and each assigned a gleaming white M-3; was subjected to a day of intense and grueling exercises by the Skip Barber instructors.

The ultimate driver is sensitive to what a car is doing and why it is doing it. That comes with much practice, and practice they did. Starting with adventures on the skid pad. Again and again the M-3s were made to skid and spin around and around, until the phases of correction, pause and recovery were ingrained into each student so well by an in-car instructor, that they became second nature. Radiuses increased and decreased easily with the throttle, a new sensation for most!

In their effort to learn more, those who dared were allowed to backseat during these slidings and slitherings (though for some, the sanctity of the stomach had been invaded). It was a beautiful thing to watch and think about. This ballet of waltzing cars in the parking lot of RFK Stadium.

But this was only the beginning of the making of the ultimate driver! The next adventure in advanced driving was learning to brake. To bring a car to a halt as quickly, as efficiently and as safely as possible.

Each waiting their turn, the M-3's sped towards the braking cones — tires chattering to their drivers when they were at the point of incident skid, the point where traction is greatest and stopping power is most efficient. The point before lock-up, the point on the brake pedal that will work it's miracle of stopping the car in the shortest possible distance, and in a panorama of smoke and smell — of screeches and silence the cars stopped in the box while their drivers listened to the praise and encouragement and criticism of the instructors who knew what and why the "perfect braking" had been elusive — a curl of the toes to release a locked wheel or a misjudgment of pedal pressure. How did they know what had been done on the inside of the car when they were on the outside? It was strange but true — they knew this is threshold braking, screeching without smoke, stopping without lock-up, a braker's goal, a skill that will perhaps save lives in the future.

As the sun and the breeze conspired to instill a peaceful mood, after the sweating and the cursing of the morning parking lot excursions, a gracious buffet was set forth in the coolth of the classroom. but the relaxation did not last for long, the "soon-to-be-ultimate-drivers" marched out into the hot sun again to continue their pummeling of the gravel in the lot. tires used and tires abused were changed on the spot, over and over so that the highest level of control of the car was maintained.

That figure of all figures — the eight, practiced for centuries by galloping horses and graceful skaters, was now practiced by the BMW's — going through the same paces as their predecessors twisting and sliding as all the laws of physics played upon them. No car immune from the load transferring from back to front and front to back, from side to outside, from outside to inside, in the blink of an eye. And more and more aware did these drivers become (already better than most) of the subtle laws of the universe that could not be ignored. Rear ends hanging out in perversity with front ends pivoting around the curves and down the straights of the eights, challenging these horses and those skaters that had been practicing for eons before them.

The task masters had conjured up one more challenge to the students, a course of course! More fun than Summit Point, more challenging than Bridgehampton, short and tricky; masterminded by the diabolical Skip Barber instructors to wring from their students every atom of car control they could muster. Cones flying, cars off the course, they were timed and complimented and cajoled until finally they became masters of themselves and their assigned M-3's.

And finally as a tribute to hard won success, an Olympic game was held, a "BMW-A-LON". Teams were composed, four drivers each, each driver cooperative with teammates to be the fastest team around the course. Hearts pounding and adrenalin flowing, each driver put the M-3 through it's paces, racing around the course, braking within the box, tagging the next on the team and around the course all over again, extending their skills to new heights, knowing that 1/10th of a second can be a decade in time — a race won or lost because of a missed apex, or a misstep exiting the car or a seatbelt fastened too slowly!!

The only thing missing was the lit torch. They packed all the knowledge learned that day into less than thirty seconds. After the day was over, the no longer students compared notes, and returned to their own ultimate driving machines, at last the ultimate driver. ■

On Becoming The "Ultimate Driver" For The "Ultimate Driving Machine"!

by M. Schottland

An Evening With David Hobbs

by
John Kenworthy

June 3, 1991

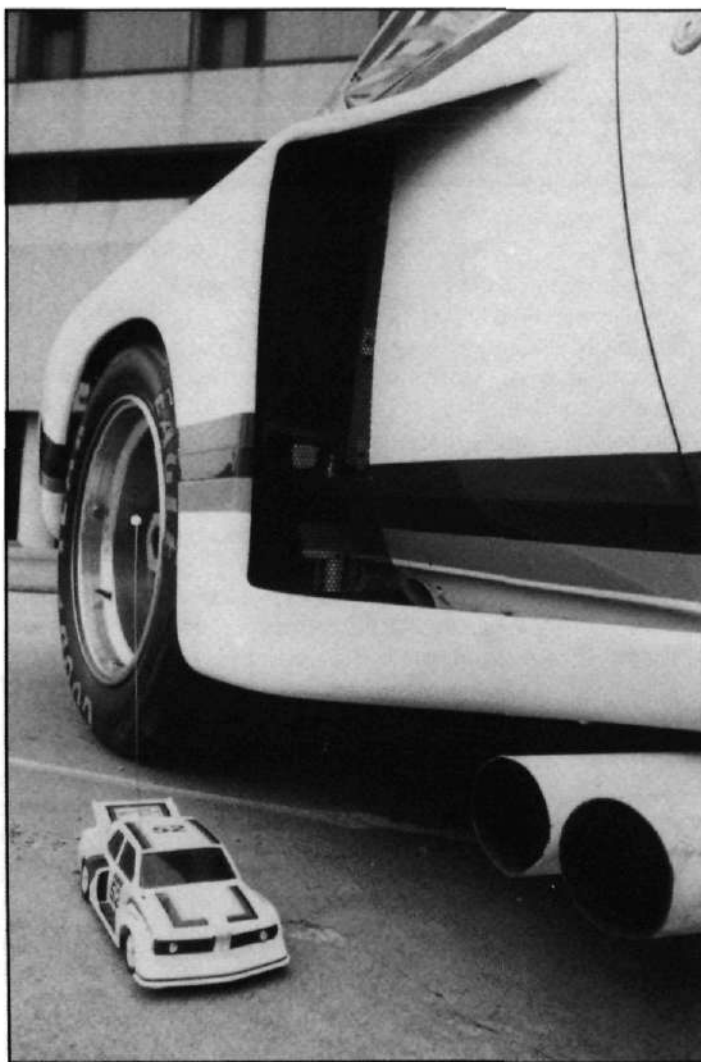
Back in January when I first called David Hobbs at his home in England, it was obvious that I would have the pleasure of actually meeting him sometime this year as he was very receptive to spending some time with our chapter. On Monday morning, June 3, when he called from Montreal to inform me that his flight had been cancelled, all I could imagine was 100 people showing up to no David Hobbs. Well with a little extra effort on David's part, he was in Washington just two hours later than originally planned.

The afternoon began with our board and a few other lucky souls converged on the Quarter Deck restaurant in Rosslyn. I knew that David had probably eaten at some of the best restaurants around the world so only a genuine

"Maryland Crabfeast" would suffice for dinner. He loved the crabs, we loved his humor and the crabs and thanks to BMW North America promotions manager Eric Winsberg, we all loved the price. (Thanks Eric for Dinner!) We all caravanned out to Tysons corner to start out the evenings festivities when David observed Dwight Derrs rather aggressive driving habits. I think I counted 3 jokes later on regarding the "Dwight Derr School of Driving". Good Job David! (Good sport Dwight).

BMW N.A. brought down two of Davids old race cars that he had campaigned in the past, the 3.0 CSL and one of the G.T.P. cars. Bob Diamond and Rasim Tugbert both brought out their beautiful M1's and Martens BMW had a beautiful red M5 and a black 850i on display. Rasim's M1 is white with motorsport stripes and

Left: NCC members peruse the race cars trailered down by BMW NA; Right: The Big and Small of It.



Photos by David Sossamon

by Ken
Schroeder



John Kenworthy (right) with David Hobbs at the podium.

blended in beautifully with the two race cars of the same color.

David got started about 8:30 and probably would still be talking had I not stopped him at 11:00. For 2 1/2 hours he kept us laughing hysterically working his way through his varied racing career. Twenty starts at Le Mans, Indy 500 (where he fell asleep on the grid waiting for the start!) NASCAR (the only foreigner to lead a lap) to the premiere BMW racing driver in the world. during the question and answer he recommended for all of the aspiring race car drivers to become plumbers instead! When asked what his personal street car is, he replied "A Rental Car". His answer to the SCCA corner workers request for him to come out and work a corner "No thanks, I'm a race car driver, not a corner worker". His dry British humour combined with his ability to recall details of twenty some odd years of racing provided about a hundred people from the BMW, Ferrari, Porsche and Sports Car Club of America Car Clubs two-and-a-half hours of entertainment that will never be forgotten.

I want to thank Eric Winsberg of BMW North America for the lunch and for bringing down the race cars, Richard Burton and Martens BMW for the new BMW's, Bob Diamond and Rasim Tugbert for the MI's and most of all, David Hobbs for taking the time out of his extremely hectic schedule to spend the time with us. It was a most enjoyable evening and for all of you who did not make it out, "You Really Blew It!" ■

This year's spring tour was attended by a dozen car-fulls of hearty souls who decided to brave the late winter weather morning (60 degrees) and hope for the best. We were all rewarded for the effort by a very enjoyable romp (133 miles worth) through scenic portions of Maryland and West Virginia. Taking care to observe safe driving through populated areas we whisked past several POIs (that is Points of Interests). But given the heavy foliage and challenging (twisting & winding) road conditions I dare say very few drivers saw them and concentrated looking for the apex of the road. We did however have a few interesting happenings, such as encountering a WWII jeep with mounted machine gun (a perfect commuting vehicle if I ever saw one), a motor cycle gang (filling the country side with resonance) a dead creature hanging from a Stop Sign, etc.. The real winner was the road itself, a pleasure to drive with only a few terrifying moments encountering loose gravel while exiting hair-pin turns. Several slower cars we encountered usually got the message and exited to the side of the road after being passed by 5 straight BMWs.

We ended the tour at Fred Warner's Restaurant in Cresaptown, Maryland with a good Bavarian lunch buffet. Fun was had by all and a very enjoyable trip was made even better with the appearance of the sun and the return of spring weather for the jaunt home.

Our thanks go to Bonnie Butler and Dwight Derr for the great route they planned. ■

*NCC members gather outside Fred Warners.
Photo by Mark McKenzie*



**Tischer
Open House**



Can you spot the BMW logo in this picture? NCC members enjoy a beer at the Tischer Open House which was much enjoyed by all who attended. Thanks Tischer! Photo by Mark McKenzie.

Answer: Behind John Kenworthy on the beer stein!

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Fall Drivers Schools

Saturday, October 26 and Sunday, October 27

Summit Point, West Virginia

- Priority given to BMW CCA members
- Licensed drivers only (students under 18 must obtain parents' permission)
- All cars must be tech inspected by a qualified service facility prior to the event
- It is your responsibility to ensure that your car is safe, properly registered, and insured
- Snell-rated helmet ('80 or later) required
- No convertibles without adequate roll bars
- One driver per car recommended
- Each applicant must complete a separate form (photocopy as necessary)

Cost:

Members: \$85 per day if application received before Oct. 12, \$100 per day after Oct. 12

Nonmembers: \$100 per day if application received before Oct. 12, \$115 per day after Oct. 12

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☐ Saturday, October 26 (\$85) ☐ Sunday, October 27 (\$85) ☐ Both days (\$170)

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Phone: Work () _____ Home () _____

Car: Make _____ Year _____ Model _____ Color _____

List Previous Drivers' Schools _____

☐ I have a Snell '80 helmet ☐ I have a spare helmet ☐ I need a helmet

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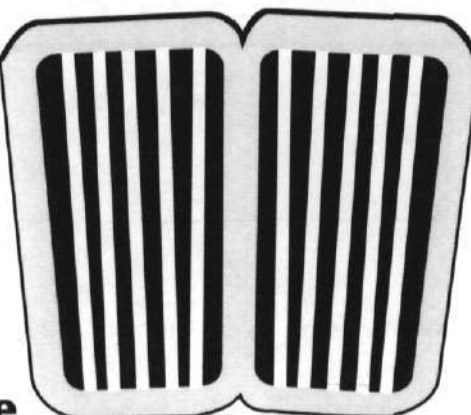
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Questions? Call Dave Roach (301-593-3285) or Chris Leeper (703-455-3041)



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We had hoped to obtain the use of the just-introduced 325i 4-door for a road test, but none was available as this was written in late May. Several items of interest have been gleamed from the sales brochure and press releases on this third generation "baby Bimmer". First, make no mistake about it - this is an entirely new car in every thing but name and engine displacement. Not a single piece is interchangeable with the E-30 version.

By now you know it resembles the 5-series. My boss thought it also looked like the Mercedes 190E. The coefficient of drag is a low .32 or .33 depending on which publication you read. The car is 4" longer, 2" taller, and 2" wider. The wheelbase is just over 5" longer. This results in slightly greater legroom, front and rear. The trunk space is down slightly from 16.1 to 15.2 cubic feet, but loading should be easier with the trunk lid that extends down to the bumper. Fuel capacity is up to 17.2 gallons. My older 325i is supposed to hold 15.1 but I've never been able to cram more than 12.6 into a nearly empty tank. With an expected 3% improvement in gas mileage, cruising range should be much greater.

Much has been written about the twin-cam, 24-valve engine that is identical to the one fitted in the '91 525i. Whereas the old 2.5 liter was suitable for regular fuel, the new version has a 10.0 to 1 compression ratio and requires premium. BMW claims a .7 second improvement in the 0 to 60 standard, and a full second improvement when comparing the automatic versions. A salesman told me it's supposed to be "faster than an M3", but the figures in BMW's brochures do not bear this out.

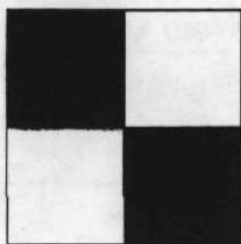
One of the more noticeable performance figures is an electronically limited top-speed of 128 mph. This compares to BMW's 144 mph figure for the supposedly identical European 325i. I assume this was done to allow cheaper H-rated tires. Z-rated tires of the same 205/60-15 size are standard in Europe, with a 225/55-15 Z factory option. When you think about it, there is little need for the ability to do more than twice the national speed limit. I do not know of any U. S. race track used for driver schools that would allow the 189 hp car to exceed 128, so it's really no big deal. However, bragging rights at the local pub can be important to a lot of car owners. Expect AutoTherity to have a chip to remedy this defect real soon.

Meanwhile, raves about the new car continue to pour in from all sources. Peter, the chief instructor at the recent Skip Barber school at RFK Stadium, said he had driven the car and was looking forward to their replacing the M3s in July as the official Skip Barber school car. Both David Hobbs and Erik Wensberg (BMW NA Motorsports) told me they were impressed with the car's capabilities. A recent issue of Britain's Car magazine had a comparison test of the new 325i with a Mercedes 190E 2.6 (5-speed manual), Audi 90 Quattro 20V, Lancia Dedra 2000 Turbo, Honda Accord (?), and Alfa Romeo 75 V6. Their conclusion was that the BMW was still the king of the small sports sedans.

BMW has announced an initial Base Price of \$27,990. That is only \$1430 more than the much inferior car it replaces. The option prices are: automatic transmission (3-mode, 4-speed) \$800, leather upholstery \$1,100, heated seats \$350, limited-slip differential \$510, metallic paint \$435, and on-board computer V \$410. Destination and Handling is \$375, and the dealer prep is supposed to be free. The press release mentions a Sports Package which includes different suspension, cross-spoke alloys (the same 15 x 7 size as the standard alloy), sports seats, leather steering wheel, and telephone pre-wiring, along with a Comfort Package with front and rear armrests, adjustable steering column, power driver's seat, and the ever-popular telephone pre-wiring. No price is given for either package so these might be items that will not appear on the first batch of cars. If BMW NA follows its usual practice, the "sports suspension" will not be as good as the M-Technic package available in Europe.

Somewhere down the road, automatic traction control will become an option, and the 2-door coupe should appear on these shores in January. Discussions on equipment and price of an M3 version are still going on between North America and the factory. Wensberg hinted at the possibility of 275 hp, if and when it comes. Hartge is already advertising a 224 hp version in the European magazines and says a 280 hp turbocharged version is being developed.

It looks like BMW has a real winner here. With the same engine and interior space as the 525i for \$5,000 or so less, which would you buy? ■



Woody's Competition Corner

Due to a lack of any available parking lots, the local autocross season has started with a whimper. As mentioned elsewhere in this issue, the chapter's May 12 event was cancelled at this last minute by the City of Baltimore. Likewise, the Metropolitan Washington Council of Sports Car Clubs' championship season has yet to get underway as this is being written. Even the large and influential SCCA was not able to obtain any suitable site for their April 21 autocross. SESCO's May 6 event never took place because of an administrative screw-up concerning the lot, and attempts to hold the Charitable Childrens Hospital Benefit Autocross failed for the second year in a row - again due to the powers-that-be feeling that an autocross is not a suitable activity for their precious asphalt.

Fortunately, it appears that we have been able to secure the use of the lower-back lot at Landover Mall for our August event. It is highly recommended that you call David Ford (202-9665108) or the Club Hotline before trekking out there.

If anyone is aware of a large parking lot that is relatively free of curbs and island please contact a board member with the information. Our leaders will take the ball from there and attempt to locate and contact the owners.

Meanwhile, as subscribers to the *Stopwatcher* would know, there are other autocross events available. All of the Baltimore council events will apparently take place as scheduled. Most of the Harrisburg (PA) events will have happened by the time you read this, but there are several autocrosses throughout the summer in the Richmond area. Unfortunately, none of the other nearby BMW Club Chapters are into autocrossing (maybe because of a lack of parking lots). The nearest I know of is the New Jersey chapter's events held near Morris - that's about 4 hours from DC folks. If anyone wants to call me (703-243-5796) I will try to tell you what's available. Better yet, subscribe to the weekly *Stopwatcher*.

PORSCHE MIGHT GO RACING: The Porsche Club of America (PCA) is seriously considering establishing a low-key racing program for its members. We are not talking hot laps or solo time-trials at a race track, but actual wheel-to-wheel, passing in corners, racing with winners and losers. The philosophy and car preparation requirements would be similar to that used by the various vintage car racing organizations. This means roll-cages, harnesses, and most-likely fuel cells. Metal-to-metal contact will result in stiff sanctions. In an effort to play down the competitive aspects of racing (read money and cheating), there will be no season championship.

Obviously, PCA has much to consider and resolve before such a program can become reality. Insurance, licensing, training, and track availability are just some of the concerns. I hope they decide to do it and it becomes successful. With PCA's program as a model, maybe BMWCCA will follow suit.

SPEED SHIFTS: At the June 2 SCCA regional races at Pocono International Raceway, our own father-daughter team of Jim and Leah Epting qualified their 2002s in the 1 and 2 positions for the Improved Touring - B class race. Jim won the race and Leah ended up 5th. In the first two MARRS events at Summit Point, Ed York and Jim Epting have traded first and second place finishes with their 2002s in IT-B. Chapter member Larry Masten drove his Peugeot 50S Turbo to a win at the SCCA National held at Charlotte Motor Speedway in April. Kay Heatherley was 5th in her Honda CRX Si. Some members have suggested that we have a drag racing event at one of the local 1/4 mile strips. Anyone out there want to organize it? The Firehawk race at Mid-Ohio saw one of the 318is mentioned in the previous issue finish 3rd in class, but then be protested for using a non-approved size wheel. Apparently BMW NA was able to get the car homologated with 15" wheels since Firestone said their 15" tires were much better suited for the task. The BMW team then found that the oversize wheel was not compatible with the car's gear ratios, so they ran the race on the stock size wheel. The results of the appeal are not known at the time of this writing. Some stock class autocrossers at the national level have complained bitterly about the difficulty and/or expense of obtaining the latest supersoft compound tires. It seems only certain competitors are getting the "Salina" specials. Therefore, the SCCA is considering a special class for those with tires that meet certain treadwear standards. After Audi "stole" the 1990 German Touring Car Championship from BMW using the V8 Quattro (and Hans Stuck), BMW and Mercedes are lobbying for a maximum engine size of 2.5 liters. A *Stopwatcher* I just found had the results of Annapolis Junction's autocross at Fort Meade. Two familiar names appeared among the trophy winners: Jim Epting in an MG-B and Jim Harrison in a Sprite. The date of the issue was August 12, 1966. CRUNCH ■

COMPETITION CORNER CALENDAR

Jul 14

SCCA MARRS races, Summit Point, WV
CART Indy Cars, Meadowlands, NJ
BMW Autocross, Landover Mall (tentative)

Jul 18

Malibu Gran Prix Challenge, Cherry Hill, NJ

Jul 21

SESCA Champ AC, College Park, MD
NASCAR Winston Cup, Pocono, PA

Aug 5-9

BMWCCA O'fest AC & Rally, Waterbury, CT

Aug 10-11

NASCAR Winston Cup/SCCA Trans-Am/IMSA Firehawk, Watkins Glen, NY
SCCA National races, Summit Point, WV

Aug 18

SCCA Champ Autocross (very tentative)

Sep 1-2

SCCA Double MARRS races, Summit Pt., WV

Sep 8

Volvo Club Champ AC, Bowie RaceTrack, MD
NASCAR Winston Cup, Richmond, VA

Sep 15

Branded Club Rally, Gaithersburg, MD
NASCAR Winston Cup, Dover, DE
CART Indy Cars/SCCA Trans-Am, Mid-Ohio

Sep 22

BMW Champ AC (very tentative)

Sep 29

USCC Champ AC, College Park, MD

GERLINGER SPEAKS TO WAPA

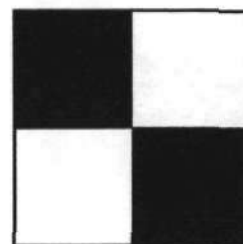
On May 16, Karl Gerlinger, President and CEO of BMW of North America, spoke at the monthly dinner meeting of the Washington Automotive Press Association. After seeing the '92 325i and experiencing a sled that demonstrated the effectiveness of BMW's automatic seat belt tensioner, the press group heard Gerlinger confirm BMW's continued commitment to state-of-the-art safety systems. Anti-lock brakes, standard-across-the-line airbags, automatic traction control systems, and crush zones were given as examples of BMW's safety technology. He reported that crash tests conducted by the German magazine, Auto Motor and Sport, found the BMW 5-series to be the safest car in the world, and pointed out that the identical crash protection technology is built into the new 3-series.

Speaking about the new 3-series, Gerlinger noted that the low-level BMW accounted for up to 60,000 in annual sales during the mid-80s and is closely associated with BMW's "Yuppie" image. North America's goals for the new version are 12,000 sales during the second half of 1991, and then 50,000 per annum as other variations become available. He pointed out the following features that should answer every potential buyer's needs:

1. More interior space, particularly in the rear seat.
2. The previously mentioned safety features.
3. The improved rear suspension system that is safer while retaining BMW's characteristic driving experience.
4. Styling reflecting the current 5, 7, and 850.
5. Twenty one more horsepower and improved gas mileage.
6. A virtually maintenance-free engine

Gerlinger announced a base price of \$27,990 for the 4-door which is \$1,430 more than the car it replaces. The official dealer introduction date was scheduled for June 21, so go on down and see one.

Woody Hair



Woody's Competition Corner

and Competition
Calendar

NOTE:

Scheduled dates for
Summit Point's
"practice days" are:

July 22,
August 5,
September 16,
October 3,
and
November 8.

Munich Meets Maranello

by John Kenworthy

The Mid-Atlantic Region of the Ferrari Club hosted the 1991 National meet on May 17, 18 & 19 here in Northern Virginia. Thirteen enthusiastic BMW Club Members "volunteered" to help out and on Sunday Afternoon when it was all over we all agreed that it was well worth all of the effort.

On Friday, the 17th, the Concours was held at Sully Plantation. Approximately a dozen or so National Capital Members ended up playing "hooky" from the office to go out and do a little drooling. (David Roach was overheard saying maybe he should have a bib on to keep the drool off of his shirt). Imagine, 151 immaculate Ferraris ranging from a 1950 166 inter coupe to a 1991 F40 all in one place. Race cars, street cars, cannonball rally participants, the first 246 dino built, etc., etc., etc. Hell, there were 8 testarossas all lined up in what David Ford nicknamed "Testarossa Alley". When the 512 Berlinetta Boxer/LM race car fired up those twelve beautiful cylinders, I tried to crawl into one of the exhaust pipes to listen just a little closer. I was a bit suspicious that we had really

come across an extreme display of exotic beauties when I saw a brand new shiny BMW 850i parked behind a dumpster in an effort to "stay out of harms way", I think those of us from the BMW Club were the only ones to even notice it!!

On Friday afternoon, David Roach helped out with the rally. He said that it was fun trying to guess which car was coming around the corner where the beautiful exhaust note had arrived first. (Is it a 512 or a 365?)

On Saturday morning, we had to meet at Summit Point at 6:45 AM (Oh dark thirty!) My alarm went off at 4:00 but it was actually quite easy to crawl out knowing why I had to get up. I picked up Jon Miller and we made the journey to beautiful Summit Point. All of our helpers were on time (probably for all the same reasons), but at 6:45 it was so calm and quiet. Little did we know! About 7:15 we heard our first hint of what was going to become the familiar sound of the weekend. a red Testarossa!! Next the tractor trailers started arriving (8 total). by 9:00 AM approximately, 200 Ferraris had →

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Munich Meets Maranello

*continued on
next page*



*The 850i lurking behind a dumpster at the Ferrari Club meet.
Photo by David Sossamon*

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Munich Meets Maranello

continued from
previous page

→ engulfed the Summit Point paddock. The sights, the sounds and the smells. Ahh! Standing at pit out as the first session got underway, I pinched myself to make sure that I was really there. David Born of the Ferrari Club (chief Steward) maintained the biggest grin for the longest time (we should submit paperwork to Guinness). He was obviously in heaven. Lunch was sponsored by Pegasus Motors of Charlottesville, VA. Phil Marx (Ex-BMW Club National President) was there with a variety of Porsche's, BMW's and Audi's available for test drives. (To top off an already "Ultimate Motoring Weekend", I drove a 1991 Porsche 911 Carrera, 2 Cabriolet and a 1991 BMW 850i 6-speed). As the day started to wind down, and my jaws started to ache from the one continuous grin, the highlight of the weekend arrived. Bob Pence offered me a ride during the workers ride session in his F40. (It just so happens this is the same F40 that I saw back in Nov. 90 (see May/June der Bayerische)). When we pulled out onto the straight, it was like we had been launched. The car pulled through each gear with more audacity than I ever would

have imagined. (Have you ever done 145 down the straight of Summit Point?). After about 5 laps I recommended that Bob allow some other folks the experience, so, we pulled into the pits. I got out and helped David Ford aboard and proceeded to let out the biggest scream that you've ever heard. (Oh, what a feeling!)

Sunday was a repeat of Saturday, with one added attraction. During lunch all 4 F40's went out for a photo session on the track. We all tried for the best angle when they all parked side by side on the straight. On Sunday afternoon a representative from Ferrari North America offered me a ride in their F40. My reply was "thanks, but go ahead and take someone else". I had to pinch myself once again! (did I say that?)

Thank you David Born for letting the following BMW Club "Car Nuts" help with the 1991 national meet. Kevin Cowley, Dwight Derr, Mike Early, David Ford, Woody Hair, Klaus Hirtes, Jonathan Jones, John Kenworthy, Jon Miller, Ed Nazarko, Jennifer Nazarko, David Roach and Al Zavala. ■

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Everyone has lists: shopping lists, wish lists, parts lists, laundry lists, etc. The FBI has its 10 "most wanted" list and there is even a "Book of Lists." Brake repair is no different. Nobody can say for sure what the top 10 brake complaints are, but chances are the list we've compiled covers the ones you're most likely to encounter. Here, then, is our list.

Squeals & Chatter

Squeals can be caused by vibrations between the disc pads and caliper. The cure is to resurface the rotors with a nondirectional finish (grind the rotors after they've been turned on a lathe), install new pads and use antisqueal compound or liners on the back of the pads.

Squeals will also be heard when the wear indicators on the disc pads make contact with the rotors.

Chattering on disc brakes can be caused by warped rotors or rotors that have been improperly finished. A brake lathe cuts grooves in a rotor that resemble the grooves in a phonograph record. If the ridges are too

pronounced, they'll grab the pads and make them chatter up and down whenever the brakes are applied. That's why many experts recommend the nondirectional finish on the rotors.

Chatter from drums may indicate a need for adjustment, loose backing plates, contaminated linings, weak or broken return springs, a loose wheel bearing, or a warped, grooved or cracked drum.

Metal scraping against metal noises usually means new linings are needed. If the noise has been going on for some time, chances are new drums and/or rotors may also be necessary if the old ones have been badly scored.

Rattles may mean something is loose. Check the caliper mounting bolts, pad clips or pins and drum hardware.

Erratic Braking

A catchall phrase that covers a lot of territory, erratic braking generally means uneven brake action, but it can also encompass grabbing, pulsating and pulling. Contaminated brake →

The 10 Most Common Brake Complaints

by Larry Carley
reprinted from
ImportCar
as seen in
Whispering Bomb

continued on
next page



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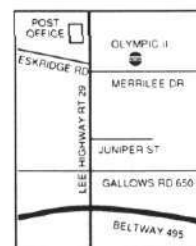
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Brake Complaints

continued from previous page

→linings, misadjusted drum brakes, loose or binding calipers, a faulty metering or proportioning valve, mismatched brake linings (a higher friction lining or different material on one wheel or one side), restricted brake lines, loose front end parts or wheel bearings, or even mismatched tire inflation pressures can make the brakes behave strangely.

Pulling

Pulling to one side when the brakes are applied signals uneven braking action. For any number of reasons, the brakes on one side are not working as well as those on the other side and the tendency is to pull towards the side that creates the most friction. Oil or grease contaminated lining on one side, misadjusted brakes, a bad wheel cylinder or caliper, a dragging brake, even loose wheel bearings, loose front end parts or underinflated tires can cause a brake pull.

Pedal Vibrates

A pulsating brake pedal, which may be accompanied by a shuddering or jerky stop usually

means a warped rotor or an out-of-round drum although it can sometimes be due to loose wheel bearings, a bent axle shaft or loose brake parts.

The faces of a rotor must be parallel (within .0005 inch on most cars) and flat (no more than about .002 to .005 inches of runout) otherwise you'll get a pulsation as the rotor alternately grabs and slips. You can usually spot a warped rotor by the telltale glazed or discolored patches on its faces. Resurfacing the rotor to restore the faces will usually eliminate the pulsation (unless the rotor is bent or is badly worn and has started to collapse in which case a new rotor must be installed).

A drum can sometimes be warped out-of-round by applying the parking brake when the brakes are hot. As the drum cools, it's distorted out of shape.

What causes a rotor to warp? Overtorquing or unevenly torquing the lug nuts with an impact wrench is the main culprit. That's why you should take the time to use a torque wrench. Another cause can be overheating caused by

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Brake Complaints

to be continued

dragging brakes. Defects in the rotor casting, such as thick and thin areas can cause uneven cooling and warpage as can hard spots in the metal itself. Vented rotors can collapse as a result of heavy corrosion or wear. Loose wheel bearings are yet another possible cause.

Grabbing

Oil, grease or brake fluid contaminated linings are the most frequent cause of brake grab followed by scored drums or rotors. A loose caliper can also interfere with smooth braking.

Oil can come from a leaky rear axle seal and grease from a leaky wheel bearing seal. Never reuse an old seal when repacking or replacing wheel bearings.

Dragging

A hot wheel, a sudden appetite for brake linings and/or a drop in fuel economy are all symptoms of brake dragging. Age and corrosion are two factors that can bring about dragging so check for things like weak or broken retracting springs on drum brakes, a

frozen or corroded caliper piston, a floating caliper that has ceased to float because the mounting pins or bushings are corroded tight (uneven wear between the inner and outer pads is a dead giveaway to this problem), overextended drum brake self-adjusters, an emergency brake cable that fails to fully release, or a defective quick takeup valve in the master cylinder.

An overadjusted stop light switch can sometimes prevent the brake pedal from coming all the way out which leaves a residual pressure in the system and causes the brakes to drag. On a diagonally split hydraulic system, the right front caliper is frequently the one that drags. The left rear drum brake has retracting springs to resist the residual pressure but there's nothing to prevent the caliper piston from pushing out. ■

To be continued in the next issue...

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New Members

We would like to welcome these new members to our chapter.

We hope to see all of the new members at any or all of the upcoming events.

New Member	Model	Year
Anderson, John W.	750i	91
Andrews, John E.	2002	74
	735i	88
Berry, Dexter L.	733i	79
Born, David B.	528e	88
Broxton, James W.		
Bryant, Shurman B.		
Burt, Frann	318i	84
Byrnes, Mark D.	325i	89
Cheng, Peter	525i	91
Ciccocelli, Paul M.	M6	88
Cox, Alex M.	318is	91
Gagner, Philip A.	533i	84
Hertl, George W.	325is	88
Johnson, Benjamin	2002	74
Kirwan, Kathleen	318i	91
Lorensen, Michael D.	325is	88
Marshall, Harry P.		

New Member	Model	Year
Moran, John A.	320i	82
Pavlatos, Costas	535i	89
Pessaud Jr., William H.		
Pridgen, Ervin	2800 CS	71
Settles, Frances	633csi	84
Sherman, Whitney	2002	72
Tam, Anthony	325i	87
Walowal, Marc J.		
Wilson, Michael		
Zuri, Erich	528e	85

New Members (or lack of)

We currently have 1937 members in our Chapter. This is a reduction of 16 from last month and is the first reduction in two years. I realize that the National Office drive is over but let's not stop recruiting new members. If you need applications, give me a call. I have a box of 2000 that my wife wants out of the house!

John Kenworthy 703/527.8033

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'84 745i. Black, water buffalo hide and burled hood interior. 70,300 miles. Full complement of luxury features plus 3.5 liter turbocharged performance. Car owner, built-in radar, automatic transmission. Excellent condition. \$14,700. Call Bob eves or weekends 301/484.4429.

'81 320i. Ascot Grey with parchment interior, original owner, nonsmoker, always covered, 5 speed, lowered suspension, Foah spoilers, sunroof, Ronal wheels/Yokohama 205's, Blaupunkt AM/FM/cassette, all records, \$5,000. Call Bill evenings until 9:00 301/859.0665.

'80 733i. VIN 7350297 Silver with blue leather, sunroof/deflector, 90,000 orig. miles, total body restoration, 4 speed, new clutch assembly through out bearing, pressure plate, flywheel, new Bilsteins, tires, sheepskins, very nice and well maintained. New home forces sale. \$8,300. Chris 301/343.0340.

'78 320i. VIN 5440538. Orange with Beige interior. Rebuilt motor, new valves, head, brakes, tires, radiator. AM/FM Cassette, manual, AC, 156,000 miles, runs well. 3 small rust spots. Good project car, wife had baby, new project. \$2,500. Lou 703/448.9090 days, 703/481.9575 eves.

'72 Datsun 240Z. 90% complete prepared as a drivers school/autocross car. All new suspension: adjustable Tokicos, Motorsport springs, swaybars, front and rear stress bars, front and rear camber kits, quick steering arms, etc. has been properly aligned, weighed and balanced. Extra 280 engine (40 over-bore) with header and performance muffler (needs head and carbs) included. Some fender rust but frame and floor are great. Owner moved to California. \$3,500 OBO. Call Woody 703/243.5796.

'71 1600. White/blue interior lots new parts, needs work \$600/OBO. Call Nicholas 301/757.4615.

'77 630CS. Project car, Sahara beige w/tan interior, auto, A/C, pwr windows, alloys, not running due to cracked head, engine partially disassembled, some rust on front fenders and right rear wheel arch. Car is very restorable and needs a good home. Paul 202/726.7971.

'69 1600 Cabriolet. All papers correct and complete, with Idaho title. History available. Car is complete and mechanically excellent, but has lots of rust. It's a ball to drive! \$5,000 obo. Call Dave 208/375.6041.

Parts For Sale

325 Steering Wheel. Leather wrapped, excellent condition. 301/921.4293 eves.

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635 Suspensions. Two available for late model (post '84). Original M635 shocks (bilstein), springs, and bars, low miles. \$500. Alpina kit (shocks and springs). \$400 (originally over \$1500). Stephen 703/893.9587 home.

Wheels and Tires. Four TRX alloys with Michelins, from 533i. fits 5, 6, 7 series. \$325, OBO. call David 202/966.1619.

Wheels. Five Hayashi Racing wheels, four spoke, gold, 13" with Yokohama A001 R's. Fits 320i, 2002. \$395, OBO. Call Davide 202/966.1619.

Tires. Four Michelin 215/75-15's from Jeep Cherokee with 3/16" tread. If you can use 'em, call David 202/966.1619.

Wheels and Tires. Four BBS-Mahle gold center basket weave 14 x 17" rims with worn BF Goodrich Comp T/AA's 2-05/70-14's. Fits 5, 6, 7 series. Call David 202/966.1619.

Tires. For 5, 6, 7 series. Two 205/70VR14 Michelin XWX, used 7K miles, 9/32" of tread left. \$50 each. Call Glenn 703/671.0924 eves, 202/646.1500 x171 days.

Wheels. (4) BBS RZ 305 14x6.5 basketweave. Standard equipment for 91 325iS and 318iS. Optional equip for 325i. Brand new as shipped from factory with center cap tool. \$1000. Call Mike 202/484.5809.

Parting out '76 2002A. Very rusty bottom, lots of good sheet metal, bumpers, grills etc. Above average tan interior, nice dash. Engine runs well, has new head w/Weber etc. All glass excellent (tinted). A/C. Car runs, will sell whole or parts. Call Paul 202/726.7971.

Wheels and Tires. 4 MSW type 8. Gold center/polished lips (center locking like BBS) 16X7 W/225 & 245/50X16 Yokohama AVS intermediates, less than 5K miles on tires. Will fit Bavaria, Coupes, 5,6 & 7 series cars. \$1,350 obo. Call Paul 202/726.7971.

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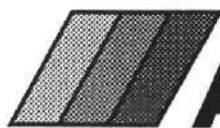
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