

der Bayerische

NATIONAL CAPITAL CHAPTER

BMW CAR CLUB OF AMERICA



MARCH/APRIL 1992



BMW Car Club
of America



National Capital Chapter Swap Meet/ Tech Session

Sunday - May 17, 1992
9:00 to 5:00

- Tech Sessions by major suppliers including:
Racing Dynamics,
Bilstein, Kamei, Ferodo,
Autothority, Yokohama
- East coast commercial
Vendor Displays
- Private Vendor Displays
- BMW Dealer Displays
(Discount O.E.M. Parts)
- Used BMW Cars &
Parts
- Electrodyne Open
House and "One Day
Only" Sale Items
- Concourse

LOCATION:

Electrodyne, Inc.
4750 Eisenhower Ave
Alexandria, Virginia (703) 823-0202

Private Vendors-

Doug Crowther (703) 450-9175

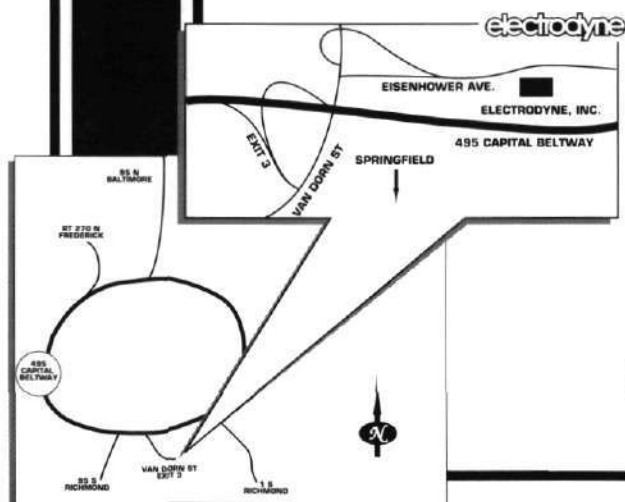
Commercial Vendors-

Paul Vessels (202) 726-7971

General Questions-

Kevin Cowley (301) 552-7282

No Admission Fee • \$10.00 Vendor Fee



der Bayerische

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Newsletter of The National Capital Chapter of the BMW Car Club of America
Vol. 22 / Number 2



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Cover

Woody Hair shot this photo of an 850i in the esses at Road Atlanta during the two-day school held by the Peachtree Chapter.

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President's Message

I hope that you enjoyed your holiday season. Sarah and I are ready for our annual pilgrimage to Daytona for the Daytona 24 hour race. This trip serves as our reminder that spring is on the way. Spring brings back those weekends filled with car club events and, you know that the first drivers school can't be far away. Ah, the smell of brake dust in the morning.

We now know how to ZYMOL our paint, how to take care of the basic maintenance, troubleshoot the basic breakdown, and in a few weeks we'll begin to see and learn how to properly drive our Bavarian beauties. (that is of course if you are showing up for the events) Thanks to all of you for all the hard work planning and promoting these events!

Take a look at our calendar! We have a great variety of events for everyone to enjoy and, most of the schedule is completed for the entire year. Take the time to mark these on your social calendar Now. Make this the year that you get out and experience this great car club. Come and join us, you may just have FUN.

Is the recession being felt at your house? I have been talking to several club members and a few of the local BMW shops. It appears that a lot of folks have decided to put off the basic maintenance of their cars due to the current recession. I know times are tough and, we obviously won't be buying those fancy aftermarket items during times like these, but, be careful not to neglect your basic preventive maintenance. \$100 saved this spring may cost you \$1000 later. Talk to your mechanic. He can help you set up the correct maintenance priorities.

Have you been out lately recruiting new members? We really need to start growing, so please call Dick Bergen (Membership chairman) if you need applications. Sarah and I passed out 100 applications in less than two hours last Sunday! All it takes is a small amount of time. Try one of the large malls in this area or maybe even the parking lot at work.

Please be sure to read the FINE PRINT when you are reading about an upcoming event. Some events may require early registration or have special directions. If enough people ignore calling for registration, some events may be canceled at the last minute. Remember that a lot of hard work and energy has been exhausted in organizing these events.

Lastly, when calling the point of contact (or any club officer) please adhere to common

courtesy. No calls late at night or early in the morning unless it is an absolute emergency. I have had a few really weird ones!

Come out to as many of our events as possible but, most of all....HAVE FUN!!!!!!!!!!!!!!

John Kenworthy

P.S. On behalf of the officers of the NCC we wish to extend a Get Well Soon to Max Rodriguez.

1992 CALENDAR

MARCH

- Wed 4.....Craven Tire Tech Session
 Sun 8.....Malibu Grand-Prix
 Tri-State Challenge
 Sun 15.....WRC Rally
 Sat 21.....Highway Safety School/
 Sun 22.....Drivers School
 Fri 27.....*der Bayerische* cut-off
 Sat 28.....Korman Open House
 Sun 29.....Concours Workshop

APRIL

- Sat /Sun 18-19..Drivers School/Maifest
 Sat/Sun 25-26...Spring/President's Tour

MAY

- Sun 3.....Deutsche Marque
 Concours
 Sun 10.....Heishman BMW Vintage
 Corral/Jefferson 500
 Sun 17.....Electrodyn Swap Meet
 Sun 17.....WRC Rally
 Mon 25.....*der Bayerische* cut-off
 Sun 31.....Childrens Hosp.Autocross

JUNE

- Sun 28.....Championship Autocross

JULY

- Fri 3.....Drivers School
 Sun 12.....MARRS Corral
 Mon 27.....*der Bayerische* cut-off

AUGUST

- Sat 15.....Crab Feast/Concours

SEPTEMBER

- Mon 28.....*der Bayerische* cut-off

OCTOBER

- Sun 4.....Fairfax BMW
 Vintage Corral
 Mon 12.....Drivers School
 Mon/Fri 25-31...Oktoberfest (Florida)

NOVEMBER

- Sun 15.....Championship Rally

DECEMBER

- Sat 5.....Passport BMW Christmas/
 Elections Dinner

DO-IT-YOURSELF TECH SESSION & DRIVER SCHOOL INSPECTION

Wednesday, March 4, 7:00pm

This past October, **Craven Tire Company** of Arlington hosted this event and a dozen or so members were able to use the lifts for needed maintenance or repairs. Service Manager Dave Hutz and Technician Eric Martin were on hand to offer advice, a strong hand, or special tool. Once again Craven will have their facility available for minor work such as oil changes, or brake pad replacement. Bring your own parts and fluids. For those attending the March 21/22 schools at Summit Point, a free tech inspection will be available this evening. Use of the service bays will be on a reservation basis. Call Woody Hair, 703-243-5796 evenings or weekends, to reserve a spot.

Directions: Craven Tire Company, 5200 Lee Highway, North Arlington, Virginia. From Rosslyn, Lee Highway (Rt 29/211) west 3 miles. From Chain Bridge, Glebe Road to right on Lee Highway. Look for Goodyear sign just past Wendy's, about 1/2 mile west of Glebe Road.

MALIBU GRAN PRIX TRI-CHAPTER CHALLENGE

Mt. Laurel, New Jersey
 Sunday, March 8, 10am

The National Capital Chapter has been invited to join the New Jersey and Delaware Valley Chapters of the BMW CCA in a tri-chapter Malibu Gran Prix drive-off.

The probable format will be thus: All participants will get some timed practice laps. The five fastest drivers from each chapter will then face off to determine which chapter has the hottest hot shoes.

Malibu Gran Prix cars are small 3/4 scale open-wheeled formula cars with racing slicks and powered by 24hp rotary engines. The circuit is a twisty, multi-turn (10 or so) road circuit complete with berms on the apexes. The cars are usually faster than the course, which provides for some exciting drives!

The final details were not set at press time but contact either Woody Hair (703) 243-5796 (eves) or Dwight Derr (301) 889-9578 (eves) for details. A caravan/ carpool is planned.

Directions: The Malibu Gran Prix is located in Mt. Laurel, New Jersey (across from Philly, Pa. Take New Jersey Turnpike, Exit 4E.

Coming Events

*continued
 on next page*

Coming Events

continued

HIGHWAY SAFETY SCHOOL Summit Point, WV Saturday, March 21

Drivers' School, Sunday March 22

The NCC program is designed for drivers at every level. The Highway Safety School, a unique program in the world of drivers' schools, is designed specifically for those who have never been to a drivers' school before. It's an intensive day of learning the physics of car control. This year's Highway Safety School will be held on March 21.

The rest of the drivers' school program involves more "open track" time and fewer exercises. Students are grouped by experience and assigned to instructors who ride with the students. Instructors are not allowed to drive students' cars unless asked. Sessions on the skidpad teach proper handling techniques and give the students a feel for oversteer and understeer.

Students are required to have their cars inspected for safety before the drivers' school. Safety inspection includes checking for leaks, for proper fluid levels, for condition of hoses, belts, brake pads and shoes, brake fluid, and tires, and checking the general soundness of the car. Any type of car is welcome, but convertibles must have adequate roll bars. All students and instructors are required to bring a Snell-approved helmet.

You don't have to begin your drivers' school career with the Highway Safety School. There are beginners' groups at every school. If you think you'd like to give it a try but aren't sure, come on out to the track and observe or help us by working a corner. The first regular school of the year will be the day after the Highway Safety School, on March 22.

To get to Summit Point from the Virginia suburbs, go out route 7 West past Leesburg to Berryville, go North on U.S. 340 for a short distance, turn left onto county route 611 and follow it into the town of Summit Point, West Virginia. Then turn left at the stop sign and go about half a mile to the track entrance on the left. From Maryland, take I-270 North to I-70 West in Frederick, then exit immediately onto U.S. 340 South (or West). Follow 340 to Charles Town, West Virginia, and then go straight onto West Virginia route 51. Follow 51 through Charles Town, past the turnoff for business 340, and then bear left at a yield sign onto Summit Point Road. Follow Summit Point Road

for about eight miles, through the town of Summit Point, and on to the track entrance. Events start at 8:00 a.m. (drivers need to be at the track at 7:00), and the drive takes about one and a half hours from either Washington or Baltimore.

KORMAN AUTOWORKS **OPEN HOUSE** Saturday, March 28 Greensboro, North Carolina

Korman Autoworks is having their Annual Open House on Saturday, March 28. Ray Korman has one of the most successful BMW Shops and Race Teams in North America. This is always a very popular event!

Following the open house, many club members from various chapters will go out for a BBQ dinner and on Sunday, the Tarhell Chapter will be hosting an autocross.

If you are interested in caravanning down, give me a call.

John Kenworthy

MAIFEST Summit Point, WV Saturday, April 18 Sunday, April 19

We can't seem to get this right. Last year, the National Capital Chapter's Maifest was held in mid-June. This year, it's in mid-April. Well, it's not entirely our fault: we can't seem to get a track date in May.

The Maifest celebration consists of two days of drivers' schools with a dinner in between. If you were there last year, you know what fun it is.

The Maifest drivers' schools will be held on April 18 and 19, 1992, at Summit Point Raceway, Summit Point, West Virginia. Directions are elsewhere in this issue. On Saturday the 18th, we'll have a catered dinner at the track, weather permitting. The cost of the dinner has not yet been decided. There will be plenty of food and refreshments.

Those of you who attended last year's Maifest will remember the good time we had, made possible in part by our friends at Radial Tire Company and Yokohama. They'll be supporting us again this year. For dinner reservations and more information, call David Born at (301)953-7025. See you there!

SPRING TOUR/PRESIDENTS TOUR Manassas, Virginia Saturday, April 25, 8am

The National Capital Chapter has decided to accept the invitation of the Blue Ridge Chapter and will join them, combining our Spring Tour with their President's Tour on the 25th of April.

How did this happen? Well might you ask!

Initially we were intrigued by Sueann Meskell and the Blue Ridge Chapter's letter of invitation (see Jan/Feb. Issue, p.5). A flurry of phone calls ensued (actually accompanied by a flurry of January snowfall . . . but that's another saga.) Complicated messages were left with answering machines, complete with tantalizing hints about historic houses, fields of daffodils, catered luncheons and winery tours (OK, so we're hooked on winery tours. But this one's so great the Kenworthy's bought a whole case . . . and John keeps saying he doesn't even like Virginia wine!)

The tour will include visits to the homes of Presidents Thomas Jefferson and James Monroe. All of us may have visited Monticello many years ago, but so much has been restored and added in the last few years. It is time for another visit. A catered picnic lunch will be provided in the gardens of "Ash Lawn," home of James Monroe.

What's that, Buffy? Not sure Historic Garden Week in Virginia is your sort of thing? Be reassured, then, that this will be one fun time. Look at it this way: you get to luxuriate in all these gardens and glory . . . without having to do any of the digging or the dusting. (My favorite sort of yardwork-touring.) You don't need to be a dowager, debutante or FFV to enjoy this one — Sueann has invited several matching corps of car crazies who plan to join us in Charlottesville for the tour.

The tour will begin at 11:00 and end about 3:00 pm. This leaves time for an optional winery tour and tasting at the nearby Simeon Vineyard. This wine is one of the best produced in Virginia, and the grapes are grown on the same slopes where Thomas Jefferson set out his first vines in 1774.

After the formal tour, you may choose to join us for a special dinner at the local microbrewery, the Blue Ridge Brewing Co. Sueann is negotiating with them for a fixed-price meal for us at 7:00 in the evening.

Winery tours, wine-tasting, dinner in a

microbrewery . . . For those interested in staying in Charlottesville overnight, we have reserved a block of rooms at the Quality Inn, intersection of I-64 and route 250. (Call before March 25, and tell 'em you're with the club, 'cause if we book at least 10 rooms, they've promised a special rate). We also have information on Bed and Breakfast Inns in the area, for those who'd like to make it a truly memorable weekend.

Important Details:

Money: The tour, including catered lunch, will cost \$18 for adults, with lower rates for children under twelve. You need to register (call either Bonnie or Sueann) and send your check to Sueann by April 10.

Travel Directions: We will meet at 8:00am on Saturday morning in the parking lot of the Manassas Shoney's restaurant located on Virginia Route 234, just south of its intersection with Interstate 66 (Exit 11).

We will depart the Shoney's lot at 8:30 and drive straight to Charlottesville. We plan to meet the Blue Ridge Chapter at 10:30 on Saturday morning in the parking lot of the Quality Inn, intersection of I 64 and Route 250. (If you're coming south on Route 29, take Route 250 East to the intersection with I 64.)

Dinner: for those choosing to stay for the dinner at the Blue Ridge Brewing Company, we'll need your reservations. Let Sueann or Bonnie know when you first call, or let us know up to one week before the tour (ie. by April 18) if you plan to join us.

Who To Call: (Or is that "Whom . . .?") Bonnie Butler (or her trusty answering machine) can be reached at 301-663-9263.

Please call evenings between 6:30 and 10:00, and leave an evening or home number in case we need to return your call. We'll need to know how many people (adults, children, etc.) you're bringing, and whether you plan to drive with the group, or meet up with us in Charlottesville.

Let us know, also, if you plan to stay for dinner Saturday evening.

If you have more questions, or should want to contact Sueann Meskell, she can be reached at 804-296-3772.

Coming Events

continued

HEISHMAN BMW VINTAGE RACE CORRAL JEFFERSON 500

BMW Car Club/Ferrari Car Club Sunday,
May 10 at 9:00 AM

Summit Point Raceway has announced a second vintage race for 1992, the Jefferson 500. Yes, this year there will be two vintage races and the National Capital Chapter will be there in full force!

We are pleased to announce that our good friends of the Ferrari Club will be joining us for the May 10 corral. Those who were fortunate enough to be involved with the Ferrari Nationals last year, can attest to the excitement of seeing a large number of the Italian beauties together.

Also, we are working on having a reunion of the 3.0 CSI race cars and we are trying to recruit MI owners from along the east coast. BMW North America has also indicated a fair amount of interest in displaying their collection of BMW race cars. If you came out for the David Hobbs event last June you saw two of these magnificent beauties! (These plans are tentative but very realistic.)

Heishman BMW of Arlington, VA will be supporting the corral. We will have a PIG roast, BBQ chicken and possibly a third entree along with all of the fixin's. (Just like we had at the October corral.) As in the past, all of the food and beverages will be FREE, so bring along your favorite beer stein, clean up your Bimmer or Ferrari, and come watch some great vintage racing!

Bill Scott has informed me that Brian Redman is the driving force behind this event and has recruited some of the best drivers in the world. The feature races will be 1 1/2 hour endurance races on Sat and Sun showcasing Porsches, Ford GT40, Ferrari 512BB, and too many others to list here. If you enjoy cars at all, don't allow yourself to miss this one! Also, if you are planning on spending the night in Winchester, make your reservations now!

As always, if you want to help out, please give me call. I will definitely need someone to tow the cooker up. (Club will reimburse gas cost.)

THANKS to Scott Heishman and all of our friends at Heishman BMW.

John Kenworthy

ELECTRODYNE/RACING DYNAMICS BMWCCA NCC SWAP MEET Sunday May 17, 9:00-5:00

Electrodyne Corp.

4750 Eisenhower Ave. Alexandria, Va.

Electrodyne is hosting our first ever major swap meet, with tech sessions, commercial vendor booths and a concours. The Porsche Club has been successfully doing this for the last 25 years! Last year's estimated attendance was over 1000.

There will be representatives from many large companies (Racing Dynamics, Ferodo, Bilstein, Yokohama and many more) presenting tech sessions, and commercial vendors from up and down the eastern seaboard selling BMW parts and accessories. Many of the local BMW dealer parts departments will be there to sell O.E.M. parts at discounted prices. There will also be automotive artists, and lots of folks just selling the junk out of their garage. There will even be used BMWs for sale.

To help keep you interested all day, there will be a concours. This is the perfect time to get out, clean your car, and enter your first concours!

Admission is FREE, with a \$10 charge to anyone who is selling. This is the perfect opportunity to find that hard-to-find part or to get rid of your old parts. Drop by and enjoy the open house at one of the largest accessory dealers in North America. Electrodyne will be offering a special sale during this event only!

Food and beverages will be on sale. If you want to sell anything at all, please call the appropriate contact. This is open to EVERYONE.

FOR INFORMATION:

General Questions:

Kevin Cowley 301-552-7282

Commercial Vendors:

Paul Vessels 202-726-7971

Private Vendors:

Doug Crowther 703-450-9175

Directions: (See ad on inside front cover)

Electrodyne 703-823-0202

Late breaking news:

At the May 10 event, keep an eye out for Tom Milner's intrepid GTP racecars.

His expectations are lap times of under 1 minute!!



OKTOBERFEST

Palm Beach Gardens Florida

October 26-30

Make plans now because this may be the last Oktoberfest within a reasonable drive for some time. Oktoberfest is the Annual National gathering of BMWs and this year the theme is the 20th Anniversary of the founding of BMW Motorsports subsidiary. There are plans to have many historic cars from Germany shipped over for the event. The drivers' school will be held at the Sebring course that is used for the famous 12-hour race. Ted Kennedy will be leading a late-night tour to Au Bar. Make your vacation plans now.

BOARD MEETING: Minutes Wednesday, 11 December, 1991

PRESENT: John Kenworthy, President-Elect, Jonathan Jones, Vice President, Mike Early, Editor, Jennifer Nazarko, Treasurer, Sarah Kenworthy, Secretary-Elect, Woody Hair, Club Council, Dick Bergen, Membership Chairman, David Roach, Drivers' School Coordinator, Kevin Cowley, Advertising Manager, Paul Vessels and Ed Nazarko.

TOPICS OF DISCUSSION:

1. The Calendar of Events was discussed and all present agreed that upcoming event planning was on schedule. Reports were given on the events that are forthcoming in the near future. Woody Hair will be mapping and planning the winter tour to Winchester soon and will report back on progress. John Kenworthy reported that he would need several volunteers for the Swap Meet to be held at Electrodyne in May. Details are forthcoming on vendors, advertising, etc... Kevin Cowley stated that the Zymöl tech session is in order for Saturday, 25 January 1992.
2. David Roach gave a brief update on the coming year's driving school dates. Dave suggested a meeting with Chief Instructor Bob Gammache and others involved with school operations to discuss issues pertaining to track events. Expenses for the 1992 schools will increase for various reasons including increased track rental fees.
3. *Der Bayerische* advertising rates were discussed at length. The board agreed to continue the discussion at a later meeting.
Jennifer Nazarko stated that the newsletter is slightly under budget due in part to paid advertisers' subscriptions and the host of new advertisers that Kevin Cowley has been able to enlist on the club's behalf.
4. Jennifer presented a brief synopsis of the year end budget totals. All agreed that this has been a good year.
5. A late election Ballot was received from Tamara Hull, (President, Golden Gate Chapter).
6. The Executive Board will hold its 1992 Budget Meeting on Saturday, 28 December, 1991 in the home of Jennifer and Ed Nazarko. Dinner will follow.
7. The board agreed that we should plan as far ahead as possible. The Calendar will be published for the year to allow members to plan to attend the events and to try and compensate for the delays caused by using bulk rate postage for the *der Bayerische* delivery.
8. The next regularly scheduled board meeting will be held on Wednesday, 8 January 1992 at the home of John and Sarah Kenworthy.
9. Mike Early asked that we discuss at our next regular meeting the "Dealer or Parts person of the month" for upcoming issues of the *dB*.

sdk

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**BMW CCA NATIONAL CAPITAL CHAPTER
EXECUTIVE BOARD MEETING: Minutes
Saturday, 28 December, 1991**

PRESENT: John Kenworthy, President-Elect, Mike Early, Vice President-Elect, Jennifer Nazarko, Treasurer, Sarah Kenworthy, Secretary-Elect, Kevin Cowley, Advertising Manager, and David Roach, Drivers' School Coordinator.

TOPIC OF DISCUSSION: 1992 BUDGET

1. Items listed in last year's budget were used for projection for the 1992 budget along with the Calendar of Events for the coming new year.
2. Jennifer Nazarko pointed out that membership dues, paid advertisement fees for the der Bayerische and drivers' schools are the major sources of club income.
3. Items not renewed for 1992:

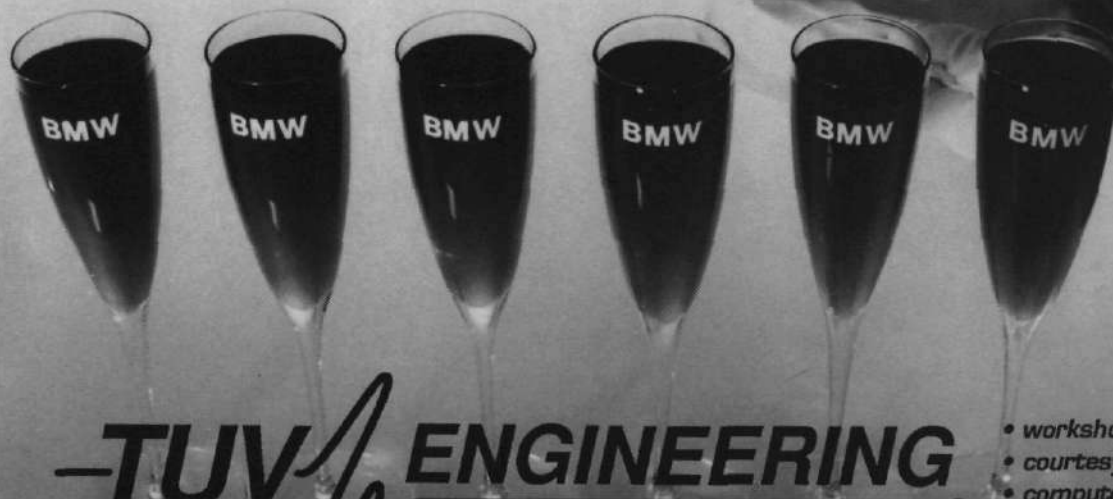
The board agreed not to budget for a new members meeting this year. Only three people showed up last year. No speaking event is planned.

4. Items with increased budgets:

Dave Roach stated that the scheduled Rallies for 1992 will need extra money budgeted for registration costs, copying costs, route mapping and trophies for the winners.

Dave also pointed out that track rental fee increase may necessitate a fee increase for Drivers' Schools. He also pointed out that the Highway Safety School almost never sells out

*Champagne
Service...*



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and that the Friday before Easter could produce a lower turnout out than is usual.

Annual events such as Maifest, the Vintage Race Corral, and the Christmas Party were highly subsidized events by local dealers and vendors last year. John Kenworthy stated that he has solicited monetary help again this year for these same events.

The board agreed to discuss reimbursement of expenses for event planning such as rallies, tours, or other special occasions.

6. John stated that he would like to shop around for lower T-Shirt prices. He will report back to the board.
7. The board agreed that the advertising rates will remain status quo.
8. The board moved to present the budget at its next regular meeting for discussion.
9. Motion to adjourn meeting made by Jennifer.
10. The next regular board meeting will be held at the home of John and Sarah Kenworthy.

sdk



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National Capital Chapter Name Badge Pins

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410-484-4620**

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BMW CCA, NCC – 1991

This past year was a banner one for the National Capital Chapter, as we have finally managed to take ourselves off the proverbial slippery slope and get on solid financial footing. Our sources of success were in taking a firmer stance on having events break even instead of losing money, achieving great attendance at over twenty social and driving programs, and seeking sponsors for major events to help defray costs.

Briefly, we ended the year with net revenues over expenses of \$16,672.86, on revenues of \$90,973.29 and expenses of \$74,300.43. Due to exceptionally good management, the drivers' schools made money, approximately \$5,575. We lost money on the German Concours D'Elegance (\$372) and the David Hobbs Evening (\$325), but both events are well worth keeping due to their attractiveness to different segments of the club. (We could however use a few more participants at the Concours – Buff those Bimmers!!!) Most other events broke even, or came close to it.

Despite increases in the number of advertisers, the dB continues to lose money, approximately \$5,700 last year. We have discussed (and made) cost saving changes to the publication, but refuse to make any changes that would compromise the quality of one of the best club newsletters around. Out of concern for our advertisers during this "economic correction", we have not raised ad rates since 1989. The excellent advertising value of a dB ad, the support of long-time advertisers, and some amazing sales efforts have helped make the loss a lot less than it could have been. Please continue to support our advertisers – as they support you – and keep letting them know that you "saw it in the dB."

We plan to put \$10,000 of the excess income in a CD for cash reserves against potential future losses. We also plan to use \$3,500 to purchase radios for the drivers' schools. The frequently malfunctioning radios supplied by the track have been a major cause of heartburn for the drivers' school coordinators, and sometimes a safety hazard. Since these schools seem to be the most popular event for our members we figured the radios were a worthwhile purchase.

Lastly, the club did not have a charity event last year. Instead, we donated \$500 to the Johns Hopkins Childrens Medical Center. In 1992 we expect to sponsor an event to raise

money for a charity, and we've thrown around a few ideas but if any of YOU have one – please speak up!

If anyone has questions about the Chapter's 1991 financial report, please feel free to contact me at home in the evening, before 10pm. Thank you for your support, and let's all look forward to another great year of exciting events!

Jennifer Nazarko

BMW SMALL SIX TIMING BELT REPLACEMENT

by Will Fischer

Tech Advisor

Reprinted from

The Old Hickory Chapter

Oftentimes, after studying our owners' manuals, we tend to overlook important maintenance requirements at a particular mileage. If you are the proud owner of a BMW with a small six, overlooking a timing belt replacement can be a costly mistake. Should this belt break, major damage will occur, the minimum of which will be several bent valves. However, the result could be as extensive as damage to the cylinder head.

The ideal time for timing belt replacement is every sixty thousand miles. If you are a thrifty owner, you can save double labor costs by replacing the water pump at the same mileage. The average life of a water pump is sixty thousand miles and requires minutes more during belt replacement. Should your water pump need replacing before sixty thousand, you would be wise to also replace the timing belt, if it's approaching that magic number.

To assist your local repair shop in identifying belt maintenance performed on your small six, BMW has made available labels for your engine compartment showing miles/dates replaced.

BMW small sixes are the 2.4, 2.5, and 2.7 liter engines.

BMW CAR CLUB OF AMERICA NATIONAL CAPITAL CHAPTER BOARD MEETING: Minutes Wednesday, 8 January, 1992

PRESENT: John Kenworthy, President, Mike Early, Vice President, Jennifer Nazarko, Treasurer, Sarah Kenworthy, Secretary, Woody Hair, Club Council, Kevin Cowley, Advertising Manager, David Roach, Drivers School Coordinator, Dave Born, Social Events coordinator, Dave Ford, Autocross, Paul Vessels, Concours, Dick Bergen, Membership Chairman, and Barbara Roza.

REVIEW OF MINUTES: John Kenworthy reviewed the minutes of the previous meeting held Saturday, 28 December 1991. Subjects carried over for discussion: T-shirt costs; Expense reimbursement; final discussion on the 1992 budget; "Parts Person of the month"; and, the Calendar of events.

TOPICS OF DISCUSSION:

1. The National Executive Board has

approved an educational Clinic for Drivers School Instructors. This event will be sponsored by BMW CCA and will occur sometime in the spring of this year.

2. The board agreed that reimbursement of personal expenses for event planners and promoters would be limited. All agreed that events such as rallies, tours etc...will need a slightly increased amount of money budgeted and, reimbursement would be minimal.
3. Jennifer Nazarko presented the Budget for the year. Few changes were necessary and the Board approved. (See opposite for Treasurers Report.)
4. John Kenworthy discussed his findings on T-Shirt costs. He has three people currently working on design. When the designs are finished he will submit them to the board for a vote.
5. The next Board will be held in Silver Spring at the home of Jennifer and Ed Nazarko on 12 February 1992.

sdk

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1991 NCC Holiday Party/Elections Dinner – Supported by Passport BMW & BMW North America

The 1991 Holiday Party, held on Saturday, December 6th, was again a great success. Approximately 110 people attended this annual celebration, held at Passport BMW in Marlow Heights, Md.

Everett Hellmuth and the great staff at Passport BMW again showed their generosity by donating money towards the cost of the food, allowing us the use of their beautiful dealership, and giving away a free oil change to each National Capital Chapter member (if every one cashes his in, the retail value could reach \$60,000!). We can't say thanks enough to these great folks, so help them out by giving them your business whenever possible!



Thanks also to all of the contributors and supporters for the wonderful door prizes. BMW North America donated 8 wonderful gifts valued at approximately \$400. Chevron of Baltimore donated 2 cases of Chevron Techron. BMW CCA NCC (Us!) donated 3 framed BMW Art Car Posters. Last but certainly not least, Radial Tire and Yokohama donated a set of Yokohama's!!!!

The band played all night (Yes, the band!), the food was absolutely delectable, and the wine selection was unbelievable. Also, plenty of German beer and non-alcoholic beverages were available for the non-wine drinkers. With the exception of the Honey Baked Ham and the cheese, everything was homemade. Thanks to Mike and Nina Early, Ed and Jennifer Nazarko, Jon and Sharon Miller, David Born, Barbara Roza, Dwight Derr, Kevin Cowley, and all the rest who helped with the party. Great job once again!

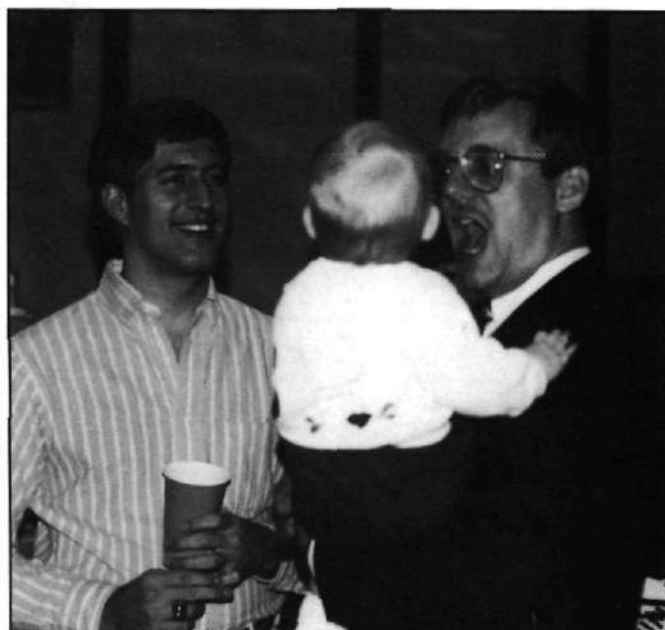
In the only contested election, Mike Early narrowly edged out Dwight Derr for Vice-President.

John Kenworthy

Photos by Woody Hair

Left: Chris Leeper, John Kenworthy, Everett Hellmuth, (President, Passport BMW)
Below left: David Born, Barbara Roza, Jenny and Ed Nazarko.

Below right: Rafael Garces watches as Mark Yaworski bites ear from Xmas cookie.



Presented in the order of recommended application:

1. **Cleaning Wheels** - Use Zymöl Brite product to remove brake dust and road grime from any type of wheel without harming the painted surface of the wheel. Summer heat plus the heat from driving and braking causes brake dust to bond to the wheel's surface, requiring periodic removal to prevent pitting.
2. **Cleaning Exterior Body** - Use Zymöl Clear car wash in warm water to remove surface dirt and grime without removing wax. Use cotton terry cloth towels to wash the car starting from the roof on down to the bottom. It is a good idea to use one towel for the upper part of the vehicle and another for the lower part so as not to rub the grit from the bottom onto the upper surfaces. Rinse thoroughly and use a chamois or cloth absorber to remove all the water from the outside.
3. **Deep Cleaning the Exterior** - Zymöl H-D Cleanse is applied with a cotton flannel towel folded into a four inch square. H-D is applied to the towel and rubbed onto the painted surfaces with a back and forth motion (not circular). Do the entire car to let it penetrate before wiping off. As you wipe it off you will notice the characteristic squeak that indicates a clean surface. H-D can be applied to chrome, smooth plastic and vinyl trim. It will remove bug and bird dropping stains, road tar and light scratches. Deeper scratches should be addressed first by working H-D with your hands until the pressure and rubbing action warms the paint surface. This will result in smoothing over the scratch. H-D should be applied at a shirt-sleeve temperature of 55 degrees F or higher.
4. **Waxing the Exterior** - Select the appropriate Zymöl wax (Carbon, Japon, Fantasy, Concours, Destiny, etc) for your particular vehicle type (light, dark, clear coated, etc.) application requirements (regular, concours and budget). The waxes are applied with an applicator sponge or a folded flannel towel (do not use the same one used for H-D) in a back and forth (again, not circular) motion. Apply the wax to a small area, let stand for 5-10 seconds and buff with a cotton terry cloth towel (available from Zymöl). Do not use any sort of electric buffer as it can actually scratch the Paint surface. Wax the car in the shade. A special wax, Zymöl Detail, is recommended for use on wheels, chrome trim, and head lights.

How to Make Your Bimmer Squeaky Clean

Notes from the
technical session
on the use of
Zymöl products
conducted by
Winston of Auto
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*continued
on next page*

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Squeaky Clean Bimmer, cont.

5. Treating Tires and Rough Exterior Trim - Zymöl Vinyl is a vinyl and rubber conditioner that softens and gives the material a fresh, smooth, but non-glare finish. It is applied with a flannel cloth to tire surfaces and vinyl trim. The rough vinyl protection strips usually found under the doors are best treated with Vinyl rather than using H-D cleanse and wax. Believe it or not, peanut butter (smooth, not crunchy) may be used to remove stubborn stains from vinyl trim, just warm the peanut butter and apply with a toothbrush to stained area.

6. Cleaning Cloth and Fabric - Zymöl Fabrique is a fabric washing concentrate that is mixed with non-sodium seltzer water and applied with a spray bottle to cloth seats, head liners, carpets and cloth floor mats. A soft brush is used to work the solution into the fabric and a wet/dry vacuum is used to remove the dirt and remaining solution.

7. Clean the Engine - Strik is an all natural degreaser that is used to remove cosmoline, oil and tar. It is mixed with tap water and applied with a spray bottle. Let it stand for a couple of minutes, brush, rinse off with water and towel dry.



8. Cleaning/Treating Leather - Use warm water and a bar of glycerine saddle soap. Dampen a folded towel and rub it over the glycerine soap bar. Rub the leather with the soap and water solution and use a soft brush to get into the cracks and crevices. With a clean, damp towel, wipe the excess soap and loose dirt from the leather areas and towel dry with a clean, dry terry cloth towel. Zymöl Treat is then applied with a folded cotton flannel cloth to warm leather (leave car outside in the summer or run the heater for 10 minutes in the winter) in one direction. Towel off any excess Treat.

9. Windows - Zymöl's Glass product is a citrus-based glass cleaning product that removes all the nasties that one encounters. You mix it with sodium-free distilled water in a spray bottle and spray it onto a paper towel that is used to clean the glass. A dry paper towel is used immediately after application to dry and remove the streaks from the glass.

10. Miscellaneous - It takes about six hours to go through the complete exterior process (steps 1 through 5). The products come with an "Owner's Manual" that gives quick instructions on the application of all Zymöl products. The products are expensive, but are concentrated and go a long way. For example, the 3 oz. wax supply should give about 15 waxings. That works out to a little under \$2.50 per application. If you have ever waxed your car without using H-D or some other deep cleaner, you know how hard (physically) it is to work up a shine and how so-so the results are. Zymöl is quite easy to apply and the results are impressive.

Thanks to Winston of Auto Elegance for his excellent lecture. Also, thank you Everett, once again, for the use of your dealership, Passport BMW.

Bill Jablonowski



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In addition to painting capabilities, Wagonwork has a full complement of equipment designed to return your car to its pre-accident state. Our system of precise laser and powerful hydraulic pulling equipment, are employed together to ease the damaged metal back into shape and actually reverse the effect of a collision. Thus, your car can be returned to its original specifications in every dimension within an accuracy variation of one millimeter, (1/25th of an inch) — closer than factory tolerances! To complement its sophisticated realignment system, Wagonwork has the latest computerized wheel alignment equipment which permits both suspension system inspection and correction as well as exact alignment of each wheel to manufacturer's specifications.

The most sophisticated and advanced technology in the autobody repair business is useless unless it is employed by skilled, professional technicians. Constant changes in automotive construction make it imperative that the people who are entrusted with returning your car to its pre-accident state have access to the latest training and repair procedures. The Wagonwork team receives its training and certification through the non-profit Inter-Industry conference on Auto Collision Repair (I-CAR) and the National Institute for Automotive Service Excellence (ASE). Once a year, our employees attend the National Autobody Congress and Exposition where they attend seminars, demonstrations and lectures outlining the latest repair techniques and equipment on the market. Wagonwork personnel, many of whom have many years of service with the firm, have earned both professional and repeated customer recognition based on a hard earned reputation for excellence. Our people are proud of their craftsmanship, and it is reflected in the work they do every day.

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3-SERIES COUPE UNVEILED

By John Hartge

BMW made history at the start of the new year by introducing a new car model to the world in the United States, not Europe. The scene was the North American International Auto Show in Detroit in January. The model was the new 3-series coupe. BMW executives from Munich and New Jersey presented the new car to hundreds of reporters from around the world visiting the Detroit show.

At first glance you might think this is just a 2-door version of the 325i 4-door introduced last June. The coupe (code name E36/2) does share its basic platform with the 4-door — the wheelbase, tracks, suspension and powertrain are the same. But from the kidney grill back, every exterior body panel is different.

Coupe Differences:

The coupe is 1 inch lower and 1/2 inch wider. The hood is 3 inches longer and the rear deck 1 inch shorter. The coupe features split fold down rear seats for your skis or other long

cargo items. With seats in the normal position, trunk space is down about 1 cubic foot. The bumpers are painted the body color. Coupe front windows are frameless and, upon opening the door, slip down a bit to clear gaskets similar to 850i windows. Unlike the 850, the 3-series coupe does have a B-pillar between front and rear windows, but the flush-fit rear glass attractively covers the pillar. The coupe and sedan both have 15 X 7 alloy wheels, but in different styles. The coupe's aerodynamic drag coefficient is .32 compared to the sedan's .33.

Nomenclature:

All U.S. BMW coupes will be "is" models to distinguish them from the 4-doors. The 325is goes on sale in April, the 318is in May. The "s" no longer denotes a sport-equipped model, though you will be able to order a sport suspension/seat package for the coupes, but not until later this year.

continued on page 18

Das Coupé der neuen BMW 3er-Reihe

Photo courtesy BMW/AG



3-SERIES COUPE UNVEILED

continued



Left Top: 325is Coupe making its world debut at Detroit Auto Show in January

Left Middle: Coupe rear seats fold down accessing trunk cargo area

Left Bottom: Coupe front windows are frameless, rear windows are the familiar pop open type. Both are flush mount, hiding the structural B pillar

Below Top: An Izzeta for the 21st Century, BMW's electric prototype

Below Bottom: Could this be the stripped down BMW club members have been asking for?

Photos by John Hartge



3-SERIES COUPE UNVEILED

continued

Base Price:

318is \$23,600 (\$700 more than the new 4-door 318i coming soon) 325is \$29,100 (\$1,110 more than the 4-door 325i, but the coupe base price includes leather)

Performance:

Technical specifications are the same for coupe and sedan. The cars both have 51/49 weight distribution and weigh within 1 pound of each other, 3020 pounds. By the way, the new 1.8 liter 4-cylinder E36 BMWs have 138 horsepower, 4 more than the 16 valve E30. You won't notice 4 horsepower, but you should notice better low and midrange response. A more sophisticated intake system and knock sensors provide a broader power band. And fuel economy is up about 10%. The EPA rates the new 318, which is 264 pounds heavier, at 30 MPG highway, instead of 27. The 1992 325is coupe uses the same 189 horsepower 6 cylinder found in the 4-door 325i and 525i.

Subtle differences like the lower roof, longer hood, and smaller tail lights make the coupe

look better proportioned than the sedan. The Detroit show cars had a low stance, making them look aggressive. I hope these were not tricked out suspensions just for the show. Also, these cars had special paint and interior trim, available in Europe by special order. Hopefully such individual options will become available to American consumers. The special two-tone leather interior trim really finished the show cars nicely, making them very competitive with interiors of Acura and Lexus.

The new M3 will be based on this coupe, but it may be a long time before we see it. Old racing rules mean BMW will be racing the old E30 4-cylinder M3 in Europe again this year, so there's no need to rush the new 6-cylinder M3 (rumored to be 250 horsepower in street form) into the new coupe body. BMW/NA has held the price down fairly well on the new 3-series sedan and coupe, but that may not be carried through on the new M3. Maybe the car's slow introduction will provide time to save for the down payment. BMW dealers should have the new non-M3 coupes starting in April.

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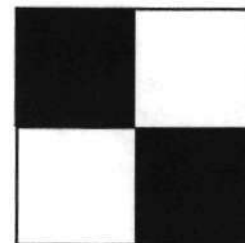
This column started six years ago this month with a review of the various racing series. Much has changed since that article, which was never intended to be a regular thing. Maybe it's time for a quick review of what we might be seeing in 1992. We'll start with the big European series.

FORMULA ONE - The two top teams, McLaren-Honda and Williams-Renault, should continue to dominate. They will continue to have Ayrton Senna/Gerhard Berger and Nigel Mansell/Ricardo Patrese as team drivers. Ivan Capelli replaces the fired Alain Prost at Ferrari, joining Jean Alesi. Even if they had been reliable, the Ferraris were lacking the speed of McLaren and Williams. With nearly a full season of teething, the Ford V8 might enable Benetton and Jordan to show better. Porsche found in '91 that their new engine was no match for multi-million dollar engine programs of Honda and Renault, and have dropped out for '92. Don't expect to see any BMW or Mercedes power in '92 either. Most of the Formula One races will be carried live or same day on ESPN with David

Hobbs as the expert analyst.

WORLD SPORTS CAR CHAMPIONSHIP - With factory participation limited to Jaguar, Mercedes and Peugeot in '91, this series was almost completely scrubbed for '92. FISA, the governing body, recanted, and will probably allow the turbocharged Porsche 962s to join the 3.5 liter non-turbo cars. Despite the rumors of BMW building a racing engine, don't look for the *Roundel* on any cars in '92. And despite the series title, the closest race to us will probably be in Mexico.

GERMAN TOURING CAR CHAMPIONSHIP - This series is so popular, there were GTCC events in Belgium and England. In '92 there will be some events that will comprise a European Touring Car Championship. BMW is developing the E-36 six-cylinder version of the M3 (with 400 hp), but I'm not sure how they will be able to meet the normal requirement for production of 5,000 street versions. Mercedes, Audi and Opel will provide the major competition. In '91, the only TV coverage in the U.S. was one brief story on ESPN's Saturday Night Thunder and a very



Woody's Competition Corner

*continued
on page 20*



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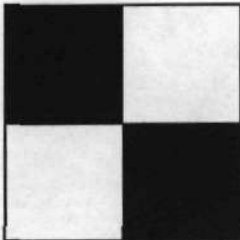
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Competition Corner

continued
from page 19

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NASCAR WINSTON CUP - It doesn't have anything to do with BMWs and the cars may all be alike but for the engines, but what a competitive series and great TV coverage. Even if you're a Ford man/woman, it will be hard not to root for Dale Jarrett in Joe Gibbs' Chevy. There is a rumor that Toyota wants to put a Lexus V8 in a U.S. built Camry for the series. If you're not into watching stock car racing, give it a try.

CART INDY CARS - '91 Champ Michael Andretti and his teammate/father Mario are switching from Ilmor-Chevy to a new Cosworth-Ford engine this year. Alfa-Romeo is giving up the chase though. This series usually provides closer racing than Formula One and lots of TV coverage. The drivers come from various disciplines (for example, John Andretti was racing a showroom stock BMW M3 at Summit Point in '87).

IMSA GTP - This series doesn't have anywhere near the number of factories supporting the cars that it did six years ago, but any one of the

Nissans, Toyotas, Jaguars, Porsches or Chevy Intrepids is capable of winning on any given Sunday. Mazda is entering the fray with a 4-rotor engine. Remember they won the LeMans 24-Hour last year. Most of the independents have decided that the expense of fielding a car that is many seconds-a-lap slower than the factory jobs is not economical. So look for very small fields, fleshed out with the slower Camel Lights cars. There won't be anything from BMW.

IMSA GTS - Previously known as GTO, these are the most sophisticated front-engined cars racing today. IMSA says they are production based, but only the engine block and roof-line need be close. Like GTP, expenses have narrowed the fields to the two-car factory supported teams from Mazda, Nissan and Oldsmobile. Ford has dropped out as Oldsmobile comes in. GTU (less than 3-1iters) continues as before with Dodge Daytonas, RX7s, and Nissan 240SXs the big guns.

IMSA POTENZA SUPER-CAR SERIES — '91 was the first year for these very slightly modified production sports cars. Wins were scored by Corvettes, Porsche Carrera Turbos and the



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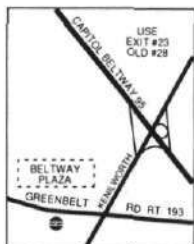
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Florida-built, Chrysler powered Consuliers. IMSA will try various weight penalties and allowances to make the Acura NSX, Lotus Esprit, Dodge Stealth more competitive. The new Maxda RX7 will be there in '92 too. No BMW 850s or M5s yet.

IMSA FIREHAWK - The top Grand Sports class was totally dominated by Porsche 944S2s after IMSA allowed it big weight reductions and special suspension pieces. The various Chevy Camaro, Pontiac Firebird, and BMW M3 teams threw in the towel as they were so quickly made non-competitive. This series is supposed to be for showroom stock cars, but even the \$35,000 ILE Camaros that can't be registered for the street were out of it. The Sports class was usually won by one of several factory-sponsored Oldsmobile Calais or Eagle Talons and the Touring class by Honda CRX Si. T.C. Kline, a BMWCCA member from Ohio is planning to campaign a '92 BMW 325i in the Sports Class this year. After the Leo Franchi team of BMW 318is's kept getting smashed up, it is not known if he can mount the costs for an effort in '92. I still think this is the most interesting racing going from a spectator standpoint. The cars and speeds are somewhat comparable to what we run in driver schools, and the huge fields of sixty to ninety cars make for lots of fender-to-fender racing from green flag to checker. You never know who might be taking a busman's holiday in a Firehawk race. Last year at Watkins Glen, I saw Al Unser Jr. drove Saturn to victory in the Touring class.

SCCA TRANS-AM - Tube frames and American V8 or V6 engines mark this series. Similar cars to the IMSA GTS. Neither Ford nor Oldsmobile are planning factory efforts so Chevy Camaros should dominate.

SCCA ESCORT WORLD CHALLENGE - Showroom stock sports cars with some modifications allowed. The top class is usually won by a Corvette or Lotus Esprit, with Mustang winning once in '91. The lesser "Super Production" class saw several BMW M3s competing from time-to-time, but Eagle Talons and Honda CRXs should continue to lead the points chase due to the number of entries.

SCCA NATIONALS AND REGIONALS - This is what we get to see at Summit Point. The Nationals are actually a Northeastern U.S. series that compete for points leading to invitations to the National Runoffs that are held at Road Atlanta each October. There the

winners from each of the other U.S. divisions meet for one race to determine the National champion in each of 23 or so classes. The Regional series is known locally as the Mid-Atlantic Road Racing Series (MARRS). In addition to the various sports-racing, formula, GT, and Showroom stock classes, the Regional SCCA races have four Improved Touring classes. These cars are older models with suspension modifications and straight exhaust systems. Locally, the BMW 2002 has dominated the IT-B class. A new SCCA class known as American Sedan (AS) will debut this year. Camaros, Firebirds, Mustangs, Capris with Improved Touring type modifications will battle on both the the National and Regional level. This will be a place where cars prepared to the IMSA Firehawk GS class and SCCA World Challenge series can compete in amateur events.

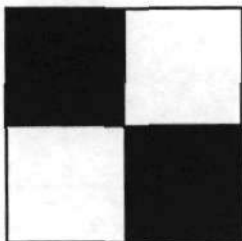
If you watch a lot of racing on ESPN you know that they give a fair amount of coverage to other events such as IMSA's Barber Saab and SCCA Toyota Atlantic series, not to mention the sprint cars, midgets, stadium trucks, drags, etc. Television can't convey the speed and sounds of actually being there though. Plan to go see your favorite form of racing this year. The Saturday night stock car races at Old Dominion Speedway in Manassas aren't bad either.

Woody Hair

Jenny Nazarko at Turn 10 in 325is

Photo by Woody Hair





Competition Corner Calendar

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March 8.....	Malibu GP, Mt. Laurel, NJ
March 8	USCC Autocross, College Park, MD
March 8	NASCAR Winston Cup, Richmond, VA
March 15.....	WRC Rally, Largo MD
March 21-22.....	BMW Driver Schools, Summit Point, WV
April 5	USCC Autocross, College Park, MD
April 12.....	Branded Club Rally, Sterling, VA
April 12	SCCA Champ Autocross, Frederick, MD
April 18-19	BMW Driver Schools, Summit Point, WV
April 26.....	SCCA MARRS Races, Summit Point, WV
May 3	SESCA Champ Autocross, DC Area
May 9-10.....	Vintage Races, Summit Point, WV
May 17	SCCA MARRS Races, Summit Point, WV
May 17	WRC Rally, Silver Spring, MD
May 31	Children's Hospital Autocross (tentative)
May 31	NASCAR Winton Cup, Dover, DE

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What's a Drivers' School Like?

by David Roach

So, what's a drivers' school like, anyway? Well... If you want to rock and roll...

Take the case of Stephanie McGrath of the New Jersey Chapter. She wanted to learn to drive better, to improve her autocrossing skills. She had (at the time) a Mazda 626, and she thought a NCC Highway Safety School was just the place to start. So, with some trepidation, she signed up. That was in 1990, just two years ago. Her instructor, Jay Frye, was "wonderful," she says. Jay encouraged her to come back, and she did. She was hooked.

Today, Stephanie is a Sports Car Club of America (SCCA) Regional racing license holder, a corner worker, and an instructor at BMW CCA schools at Grattan and Summit Point. To say that the Highway Safety School sparked Stephanie's interest in cars and driving is a major understatement.

Stephanie races an improved touring (IT) 2002tii in the SCCA's regional racing program. She's also an SCCA flagging and communications licenseholder, working corners at SCCA races at Lime Rock and elsewhere. She's been to dozens of drivers' schools up

and down the East coast, from Lime Rock in Connecticut to Roebling Road in Georgia. She uses her drivers' school skills on the street as well. "I'm a lot more confident of my driving ability," Stephanie says. Not long ago, she had to put that ability to the test. At dusk one evening she was driving down a residential street with a car coming the other way. Suddenly, a child ran out from between two parked cars. "Without my drivers' school experience, I would have hit the kid or run head-on into the other car," she recalls. "But I thought of the highway safety schools's slalom exercises steer one way, then steer back the other." She avoided a tragedy.

Or take the case of Bob Gammache, the National Capital Chapter's chief instructor. Bob attended his first school, and the rest is history (at least if you've been reading this magazine for a while). From BMW CCA schools, Bob graduated to SCCA racing, attending two SCCA racing schools at Summit Point in 1987, building his own ITA race car, a 2002tii, and winning the regional Mid-Atlantic Road Racing

continued on page 24

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What's a Drivers' School Like?

continued
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Series (MARRS) championship in 1989. In 1990, Bob and his partners, Terry Luxford and Sandy Sandford, decided to build a faster car to run in SCCA national events. They spent 1990 rebuilding his tii into a tube-frame, all-out race car. There's still more sorting out to do, but soon (maybe this year) there will be a BMW competing in the SCCA's GT3 class and maybe even making it to the SCCA National Championships at Road Atlanta this October.

Stephanie and Bob have taken the experience and enthusiasm they gained at drivers' schools and used them to build racing careers.

I'm sure they agree that they needed a lot of enthusiasm to carry them through the long hours and hard work of building cars, learning to drive them, and studying ways to go faster. But it all started with a drivers' school.

Or if you don't...

Then there's Dave Bryan. Dave attended his first NCC drivers' school at Lime Rock in 1980. Like most first-time students (this writer included), Dave was a little nervous, especially after the "orientation laps," when an instructor drove four students around the track in his 2002, sliding the car with one hand and talking the whole way. Since then, he's been to hundreds of schools.

But Dave has no desire to compete. "If another car and I were coming into a corner at the same time, I'd be the first to yield. You can't win races that way. I like to drive fast, but I just don't have the competitive urge." Nevertheless, if you ride with Dave around the track, you quickly realize how few cars could ever catch him in a corner. His driving illustrates the controlled violence required to drive a racing car, to first know the car's limits and then to push the car to the edge of those limits consistently without going beyond them.

Dave and his wife Sue both teach at NCC schools and at a host of other BMW CCA schools in the East. They do it to introduce others to the fun of driving fast safely and to get time on the track. "Driving at the track is my form of relaxation," he says. Dave and Sue hope their students will take what they learn about car control at the track and apply it on the street.

Or there's Miriam Schottland. Miriam came to BMW schools from that other German manufacturer of high-performance cars, Porsche. Her story is unique. In 1988, she moved to Washington from New York City. She soon realized she needed a car, but "I didn't know the front of a car from the back." It took

her a year to work up the courage to buy one. An artist, Miriam began looking at cars on the street, trying to find one that pleased her artistic sensibilities. "All cars looked alike to me, but occasionally I'd see a funny-looking little car that I liked. I had no idea what kind of car it was." She took a photo of one and started asking friends what it was. Finally, she asked the right person. "That's a Porsche 911," he said. She bought one and began learning to drive it.

She joined PCA, read about their "drivers' education" program, and decided to attend. But when she got to the track, she was terrified. Early in the day, she went off the track at turn one; her instructor shook his head. "I'm never coming back," she thought. "I've had it. I'm selling this thing." But her determination got the better of her fears, and Miriam decided to stick it out. She went to another school and "...got hooked. It's totally addictive." She joined BMW CCA and began attending NCC drivers' schools. Today, Miriam still attends every NCC school, as well as many others, and she also instructs at Bill Scott Racing's Friday at the Track sessions.

Like the others, Miriam feels more confident driving on the street. And she has an "on the road" story to tell also. Once, when she was coming back from a school at Summit Point, someone ran a stop sign in front of her. "I used my threshold braking experience to stop safely. If I'd just jammed on the brakes, I would have slid into him."

It all comes down to this...

The people we've introduced here are just a few examples of those who have used NCC drivers' school experience to improve their driving and to have fun. If you own a BMW, it's a good indication that you appreciate fine cars and enjoy driving. But there's always room for improvement. And that's where a drivers' school can help. You'll learn what it feels like to drive your car close to its limits. In doing so, you'll learn how to control your car at its limits, and you'll be better able to handle your car on the street.

Obviously, you can't drive your car anywhere close to its limits on the street 99 percent of the time. But every once in a while, you'll encounter a situation where you have to call on your car's abilities to get you out of a tight spot. If you've never called on these abilities before, you won't know what they are. But if you've used them on the track, and if you're practiced in their use,

continued on page 26

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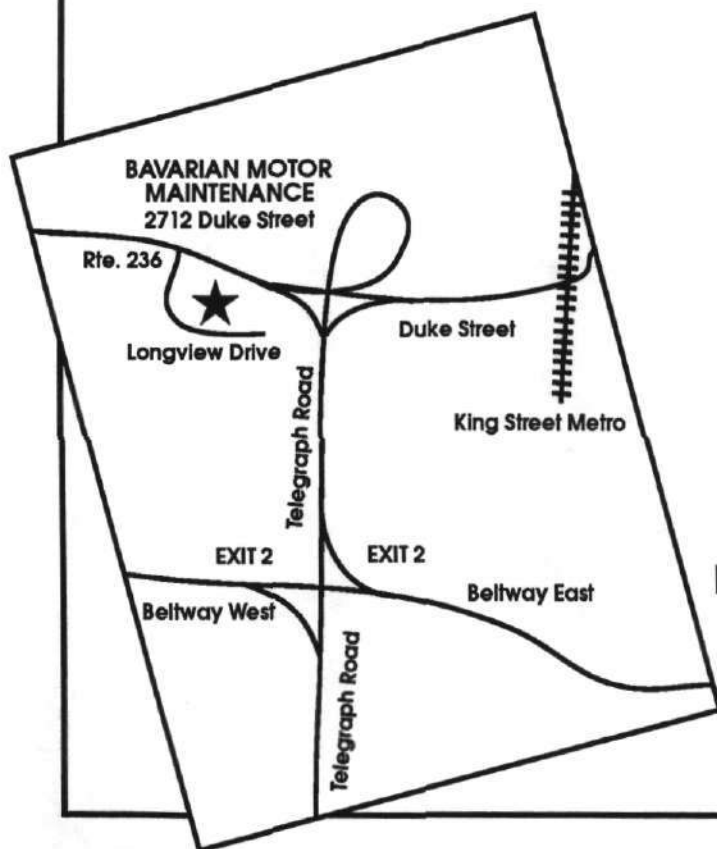
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What's a Drivers' School Like?

*continued
from page 24*

you just might be able to save your car and yourself.

There are two factors that make up car control: (1) your car, and (2) you. The "car" factor in car control is a matter of physics, discussed in such arcane terms as "polar moment of inertia," "trailing throttle oversteer," and "decreasing-radius turn." You don't have to learn these terms. You just have to grasp, perhaps intuitively, the physical principles that control what your car does, and be able to work with them rather than trying to overcome them. The "you" factor is a matter of your sensitivity to the car's movements, your awareness of what is going around outside your car, and your ability to use this information in planning ahead, be it for the next 20 feet or the next 20 miles.

Car control is what our drivers' schools are designed to teach. In a sentence, a drivers' school lets you get to know your car better by understanding its capabilities and through practice. The better you know what your car is doing and what your car can and cannot do, the safer your driving will be, at whatever speed you drive.

An Invitation...

Come out to a drivers' school. Give it a try. You needn't be worried about being slow; we'll put you in a group with comparable experience. The highway safety school (March 21) is a great place to start, whether you've got a million miles of driving experience or none at all. If you have a teenage child with a license and little experience, the Highway Safety School will teach all the things that high school drivers' ed missed; it's also the best place to get an understanding of what the consequences of stupid driving behavior might be. We'll put you through half a day of on-track exercises, teaching you how to handle your car in corners and under braking. We'll teach you what oversteer and understeer feel like and how to compensate for them. Then we'll give you half a day to practice what you've learned. You'll come away from the school with a new level of confidence in your driving, a new appreciation for the abilities of your car and the people who designed it, and, we hope, a sense of exhilaration and a desire to do it again.

David Roach

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• **MAIFEST Drivers Schools** — Saturday & Sunday, April 18 & 19

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- 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)

Enrollment Details:

Make checks payable to **National Capital Chapter, BMW CCA**

Mail application, self-addressed business-size envelope with 52 cents postage and check to:
Woody Hair, 3401 N. Utah Street, Arlington, VA 22207

March Schools:

- ☐ **Highway Safety School** — Saturday, March 21 (\$85)
- ☐ **Drivers School** — Sunday, March 22 (\$85)
- ☐ **Both March Schools** (\$170)

April Schools:

- ☐ **Drivers School** — Saturday, April 18 (\$95)
- ☐ **Drivers School** — Sunday, April 19 (\$95)
- ☐ **Both MAIFEST Drivers Schools** — Saturday & Sunday, April 18-19 (\$190)

Special MAIFEST Pricing:

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Nonmembers: \$110 per day if application received before April 4, \$125 per day after April 4

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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

Questions? Call Woody Hair at 703-243-5796.



March & April Drivers' Schools

NOTE:

This application form is for two sets of Drivers' Schools.

If you wish to attend both the March and April Schools, please photocopy this form and submit one for each school.

WRC Practice Rally

Have you thought you might want to try a "sports car" rally sometime but never actually did it? Perhaps you were afraid of getting lost, looking stupid, etc. Maybe you did a rally years ago, thought it was fun, but can't remember what it was all about. Well, the Washington Rally Club has announced a do-it-yourself Practice Rally that may be just the thing for you.

It is a complete rally run on public roads in Fairfax and Loudoun counties in Virginia, but without any other contestants. And you can do it whenever you like - even five years from now. For a \$7 fee you will receive a set of General Instructions, Route Instructions for the 50 mile course, and a set of "Idiot Slips" which explain each leg. You will also receive an explanation of how to do "unequipped" timekeeping, correct for your car's odometer error, and what to do at a checkpoint. You will get to experience several "traps" too. In addition, you will receive a coupon good for \$5 off on the entry fee at a real WRC rally.

To "register" for the WRC Practice Rally, send your name, address and a \$7 check payable to WRC to: Jeff Nicoll, 4332 Andes Drive, Fairfax, VA 22030. Questions about this, or rallying in general, can be addressed to Doug Sheatsley at 703-221-6940.

Concours Workshop

Join us for our first ever concours workshop co-hosted by the Potomac Region of Porsche Club of America. The event will cover topics such as washing, waxing, general detailing and concours preparation. I certainly hope that many of you who come out to this workshop plan to participate in one of the upcoming concours events. The most difficult part of concouring is finding the time to prepare. This workshop should solve some of the mysteries of preparation and entice some of you to participate.

Date: March 29

Time: 10am sharp.

Location: Merchant Tire Training Center, 9073 Euclid Avenue Manassas, Virginia.

Directions: 66 West to Rt. 28 towards Centerville/Manassas. Follow Rt. 28 7-10 miles and make left at traffic light, Liberia Avenue (in front of Giant). Go 2 traffic lights and make left onto Euclid Avenue. Second large building on right.

Questions: Paul Vessels 202-829-0169

The Concours d' Elegance

The Concours d' Elegance could be characterized as one of the most glamorous but least understood of all motoring events. People have always marveled or wondered why anyone would be so inclined to spend thousands of dollars and/or hundreds of hours restoring and cleaning an automobile. Some say it's craziness, others say it's interesting to see automobiles in such immaculate condition, and participants say it's the thrill of competition and the joy of camaraderie.

Concours d' Elegance: Con cours (kon-koor)n. [Fr.] 1. running together; a meeting. 2. Competition. el-e-gance (ela-gans) n. [Fr.] 1. The quality of being elegant. 2. Anything elegant.

Concours d' Elegance began in Europe in the late 1800s as a display of art in which both the automobile and its occupants were shown and judged as a "complete package of elegance." Concours, as we know it today, is quite different in that only the auto is judged, with that judging being based on the quality of restoration, general appearance, preparation, overall cleanliness and in some classes or events, originality of the marque.

Preparation for an event is critical as each and every automobile will be scrutinized by a team of experienced judges looking at the overall quality of each entry to award or deduct valuable points which are used to score each entry and decide the winner in each category. There are four areas normally judged in a "top only" concours — the exterior (including wheels and tires), the engine compartment, the interior, and the trunk or storage compartment. There is also a fifth area which is judged in "full concours" classes or events, that area being the chassis or undercarriage. Keep in mind that these rules change or vary from event to event depending upon the sponsor or host.

BMW club concours tend to be top only events by nature because "we like to drive our cars". Although, if you have aspirations of entering the upcoming Deutsche Marque Concours at the German Embassy, I would suggest that you clean and detail your wheel wells as competition gets pretty tough here.

In addition to the Deutsche Marque Concours in May, there will be other concours events throughout the year which include a concours workshop in March co-hosted by PCA, a "clean car show" in May, held in conjunction with the

Electrodyn Swap Meet and Tech Session (maybe some of the Driver School Junkies will "show" for this one....your cars will clean up won't they?), a top only concours/annual crabfeast, and the ever popular Auto O'Fest in October. I hope to see some new faces as well as the old ones at these events. Until next time....keep the shiny side up.

Paul Vessels

'92 Drivers' School Schedule

As you should be well aware by now, our 1992 track schedule starts on Saturday, March 21, with our popular Highway Safety School. The following day is our regular one-day high performance school. The application for either or both of these events was in the Jan/Feb issue of *der Bayersiche*. Our traditional Maifest drivers' schools will be on April 18-19. This is run as two one-day schools and drivers can participate either day or both. The application is elsewhere in this issue. Future events will be Friday, July 3, and Monday, October 12.

While we would have preferred to have Maifest in May, and a two-day school in the fall, several factors conspired against us. More organizations than ever are trying to obtain weekends at Summit Point. In addition to the many race weekends scheduled by SCCA, two motorcycle groups and one karting club, the local Porsche Club, and Car Guys driver education organization are competing with us for prime dates. The Ferrari and Mercedes Clubs are also on the schedule every year. Chapters of BMW CCA and PCA (Porsche) from outside of this area are also trying to join the fun at Summit Point.

In an effort to meet this demand, Summit Point owner Bill Scott has decided to rent the track to the clubs on a Friday-Saturday and Sunday-Monday basis. Since we have always run our two-day schools as two separate one-day events, it was felt that the Friday or Monday would end up being under-subscribed at best. Summit Point is also planning to host a special vintage "challenge" race weekend May 9-10. That eliminated our chance for a May date. Thus the choices for a Saturday-Sunday

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Things To Do...

continued from page 29

"Maifest" were either Easter weekend in April or early August. We chose the earlier date. We were also offered Saturday-Sunday weekend in late October, but that would have conflicted with the Florida Oktoberfest which will draw many of our members.

You should also note that Friday, July 3, will be the national holiday for the Fourth, and Monday, October 12 is Columbus Day. Those days should be well attended based on our experiences in the recent past.

If these dates are not enough to fill your needs, remember that nearby chapters have scheduled schools at Mid-Ohio (May 9-10), Watkins Glen (June 20-21), and Charlotte Motor Speedway (August 22-23). Nelson Ledges has been repaved but its dates are unknown at this time. As if May 9-10 didn't have enough going on, Road Atlanta and Road America are also hosting BMW CCA schools that weekend.

David Roach

FLASHER

A strange thing happened to me the other day on the way to work...I got flashed. No, no, no, not by some pervert not even by a sex goddess in a trench coat. I was flashed by another bimmer...late model 535. What's so strange about this you say? Well, once upon a time in bimmer land, long before the advent of yuppies, uppies, and whatever folks who drove BMWs flashed their headlights whenever they met one another in oncoming traffic etc. They did this as a display of camaraderie of the marque. It didn't make a difference if you were driving a 7-series or an 02, or anything in between, if you met another bimmer the two flashed each other. I also own a Porsche and the 911 guys almost always flash back or wave. Anyway, I haven't been flashed by a bimmer in years and usually when I flash I get a strange look, the finger, or they slam on brakes to slow down for radar. Needless to say, when this 1990 BMW flashed, it startled me so bad I didn't have time to flash him back,

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so I waved and then had to think for a moment..."He isn't driving a Porsche...oh, neither am I today". I turned around and caught up with him and gave him an application to join the club and a copy of the newsletter...He thought it was great and wondered why he had never heard about BMWCA. So let's start flashing again like the good old days, and remember, you don't even need your trenchcoat.

Paul Vessels

BMW CCA, Just Do It!

As I have repeatedly told many friends in the past year, Drivers Schools are a blast. It's a safe and legal way to really learn the performance limits of your car, but don't let me lead you to believe that there is no risk involved or that it is cheap.

First of all, attending the BMW Drivers Schools will cost you \$100 as a non-club member, or \$85 for members. Joining the BMW Car Club of America (BMW CCA) requires an annual membership fee of \$30. Last year, I joined the BMW CCA and immediately received 2 BMW related magazine subscriptions. One is a "Hot Rod" size color publication called the "Roundel", which is the BMW national magazine. The "Roundel" is full of BMW tech info and advertisements, as well as photos of nice Bimmers and various racing events. I usually glance through the pictures and file it. The second publication, the "der Bayerische", is the local National Capitol Chapter magazine which is put together by club members. This magazine covers local club events (autocrosses, Drivers Schools, meetings, car shows, etc.), and includes local retailer advertisements. If you do well at an event, or are interested in writing an article, you may even see your name in print.

The \$30 membership fee will get you the above magazine subscriptions and entitles you to discounts at several local automotive retailers. For instance, last summer I bought a set of Yokohama racing tires at the Radial Tire Co. in Silver Spring, MD. These tires would have cost over \$700 retail, or about \$550 if purchased through mail order places like the "Tire Rack" plus mounting and balancing at your local tire service store (typically \$60 - \$80 for a set of 4). However, by presenting my BMW membership card to Radial Tire Co. owner, Paul Morcones, I

got my new tires for far less than that, including mounting and balancing. I definitely recouped the \$30 membership fee. These discounts aren't only for your race car, but for any car you own.

This year I attended two BMW CCA Drivers Schools at Summit Point Raceway in lovely Summit Point, WV. If your math skills are good, you have already calculated that as a member, I saved \$15 per school, or \$30 altogether. There's that membership fee again!

If you have ever wondered what it's like to go real fast in your car around a road course, this is the cheapest and most convenient way to find out. Since before I learned to drive, it has been my dream to drive a race car, and believe me, my Drivers Schools experiences were better than I ever imagined.

Enough of justifying the cost of joining the BMW CCA. The second point I would like to make is that the automotive events sponsored by the club relate to behind-the-wheel fun. Whether or not you make any new friends, you will have an outstanding opportunity to safely run the heck out of your car without getting busted. Of course, any time you get in a car there is risk involved, and things can and often do go wrong. But if you approach the various driving events with a safe car and without the use of hormones, you can do well and have lots of trouble free fun.

I kind of skipped around spending \$200 in membership/Drivers School fees, and another \$500 or so for tires, but I feel that the money spent for the knowledge and equipment helped make my experience at Watkins Glen with SAAC of Rochester/Buffalo (Shelby American Automobile Club) more exciting and enjoyable. My autocross times have also improved, allowing me to place as high as first place in B Street Prepared autocross events.

The summer of 1991 was by far the most fun summer I have had since high school, and maybe, just maybe, joining the BMW CCA had something to do with it. Thanks Woody for your instruction, and Congratulations Jack!

Greg Weldy, Team Mustang

New Members

As always, we would like to welcome our new members and we do hope to see you at our events. Thanks to the individuals and dealers that helped the new members in joining the club.

Membership Contest

Members, Members, Members - The life and blood of our organization and the focus of a super contest that begins December 1st. Yes, current members, this contest is for you and the pay off is (in best BMW tradition) fantastic..... and simple..... read on.....

The prize(s)..... two \$100 bills (cash!) for two lucky (ie you!) Club members. One bill goes to the member (you!) who signs up the most new members between Dec. 1, 1991 and March 31, 1992.

Anyone (ie you) who signs up even one new member will have their name "put in a hat" for a drawing (at Maifest 92). If your name is drawn (chances are it will be!) you win the other \$100.

Membership forms (conveniently found in the *Roundel*, *dB*, or from John Kenworthy) should be filled out with your name and membership #. Give out as many as possible to increase your chances of winning..... Good luck..... \$\$\$\$\$\$.

NEW MEMBERS	YEAR/MODEL	SPONSOR
Arenales, Alfonso	85 528e	
Barnes, Clifford	75 2002	John Kenworthy
Bessette, Nancy	84 318i	
Bhan, Chandler	78 530i, 87 L7	Jennifer Nazarko
Block, Martin	88 535is, 91 318is	Gordon Kimpel
Breithauer, nancy	84 318i	
Butz, Sam	82 320i	Excluservice
Cage, Pete	80 528i	John Kenworthy
Clark, Tom		Dave Roach
Corchiarino, Chris	79 320i	Dwight Derr
Corson, Charles and Gayle	89 325i	BMW Of Fairfax
Cusack, Michael	89 325i	
Doefler, Douglas		
Egan, mark	82 733i	Mike Foerster
Fisher, John & Donna	87 325i Cabriolet	
Flaherty, Willaim		
Frazier, Robert		
Fredrickson, Gregory		
George, Thomas	87 325is	
Glanoy, Jody		Greg Johnson
Gruenloh, Eric	79 733i	
Hammerschlag, Alan	83 528e	
Aran, Michael	86 325i	
Arris, George & Doris	90 750iL, 91 325i	
Harris Jr., Maurice	86 325e	
Atcher, William	72 3.0 CS	John Bowen
Heaton, Michael	80 320i	Jake Jergano
Himes, Alan, Lawrence & Susan	86 745i, 88 M5, 91 535i	
Hinton, R. Gordon		
Homes, Jon	88 325i Cabriolet	
Hoyt, Douglas	84 318i, 85 325e	Foreign Service
Hundley, Aaron	84 528e	Dave Burn
Hurst, James		J&F Motors
Ianniolo, Peter	84 533i	Mike Mills
Kadosh, Itzhak	88 325is	
Katz, Sanjeen	86 325e	Mike Mills
Lane, Daniel	83 320i	E.A. Giglio
Langlois, Marc-Oliver	76 2002	
Lawson, Cynthia	87 L7	Dave Berry
Leverton, Tracy	87 325is	
Levitt, WM. Mark	85 524td	BMW of Fairfax
McCarthy, Mike	72 2002tii	
McGraw, David	80 320i	
McReynolds, Mike	74 2002	
Mendenica, Alex	82 320i	Gorden Mendenica
Menefee III, Lawrence		
Meyer, Thomas	89 525i	
Mildenberger, Edward	85 528e	C. Whitechurch
Nye, John	80 528i	John Kenworthy
Phillipson, John	82 325	
Rodgers, Theodore	91 325i	Mike Mills
Rosenquist, Ben	78 320i	John Rosenquist
Sala, Robert	85 535i	
Schofield, Michael		
Severe, Brad	84 533i	David Stark
Spiker, Emily	87 325i Cabriolet	J & F Motors
Spraggins, Clara	91 318i	David Short
Stephany, Ellen	89 325i, 89 M3	Ed Nork
Stubblefield	89 735iL	Mike Mills
Templeton, Scott	86 535i	John Kenworthy
Walling, Mark	90 325i	BMW of Fairfax
Weber, Scott	89 635CSi	Mike Early
Werkheiser, Jim	74 2002	Sam Moultrie
Williams, Karen	88 325is	James Sharpe
Yeh, Charles	83 320i, 735iL	

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'89 735IA. White with natural leather, airbag, ABS, heated seats, sunroof, sunscreen. 55,000 highway miles, 100,000 mile bumper to bumper extended warranty. Concord 12 CD changer w/wireless remote & 130 watt quad amplifier. BMW remote locking security system. Technifone handsfree cellular phone. Non smoker. Mint condition. \$26,000 or best offer. Call Burt 703/442.0500 X225.

'78 320i. Project car w/2002 engine conversion, engine has 20,000 miles on rebuild, 4 speed, sunroof, 325 alloy wheels, Ford blue w/black int., needs finishing. \$1,700 or B/O. Call Paul 202/726.7971

'77 630CSI. Ford blue with navy interior always covered and garaged. Sunroof, Blaupunkt AM/FM/cassette with 80 watt amp and updated BMW sound system. 5 speed with new clutch package along with Korman suspension-package with Bilstein shocks. 4 MSW type 8 gold center/polished lips (center locking like BBS) 16"x7" with 225 & 245 50"x16" Yokohama AVS intermediates with less than 5K miles on tires. M6 rear spoiler with integrated go lights and zender side skirts. 3 year old restoration done on body with photographs of body work. Nice car to have. \$8,500 or best offer. Call Herb 202/829.0158.

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 for \$500. Call Paul 202/726.7971.

'73 3.0 CSI. Great shape, 54K, \$15.5K. Call John 703/569.8328.

'79528i. VIN 5332367. Left side damage. Car tracks straight. HiCompr 3.5 liter w/MetMech HiFlow Sport head (250+ hp). Less than 15k on balanced bottom

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end. Custom baffled oilpan. Headers/freeflow exh. New str, alt, wp, radiator, etc., etc. MetMech Ultimate transmission. 40% lockup diff. Adj Koni's. Monster adj Susp Tech swaybars w/ reinforced subframes. New decambered fr. sus. Battery relocated to trunk. BBS Airdam. S/r, A/C, PW, Cent Lock, Alloys, etc., Auto-X winner '89, '90, '91... Sub-7 sec 0-60 times; too fast for responsible folk... Call Dwight 410/889-9578 eves. & weekends.

'87 325ic Convertible. Gray/tan interior. 5 spd, 85K miles, ext. warranty, alarm, car phone, cover. \$17,500/OBO. Call 301/422.8979.

'81 Euro 318. 45mm sidedrafts, Shrick 292, 9.1 compression, limited slip diff., Alpina wheels & suspension. Low miles \$3,800/OBO. Call Andy 301/441.2142.

'73 2002. Blue/tan interior, rebuilt engine, new paint, shocks & tires. BBS alloys, 4 spd. \$2,400/OBO. Call Kevin 301/552.7282.

'83 533i. WBADB740XD1048276 Anthracite Grey w/ red lthr int, MSW alloys, sheepskin seat covers, lmted slip diff, new battery/clutch, very clean inside/out. \$6,500/OBO. Call Neil 202/546.8598.

'75 2002. VIN 2366936, Restored 1990. 69K miles, Guards red, black int., sunroof, Weber, Stahl header, Yokohama A-008s, Bilstein shocks, Flo-Fit seat, Miller/Norburn suspension, must sell, must see, \$5,500/OBO. Rich 410/750.2495.

'81 M535i. Fast and beautiful. Rare, hand-built M Car, only 1806 built, full Euro specs, factory Recaro seats, aero body, 5 spd, sport box and rear by Metric Mechanic, 218 plus H.P., arctic blue, Goodyear GT+4s, 118K miles. Must sell. \$5,950. Call George 301/794.6900 days; 301/951.3751 eves.

'71 2002. 95% restored, new motor, new trans, Weber carb, metallic grey 2 stage paint, new front fender and rear quarter panels, garage kept, BBS style rims, custom suspension, beautiful car looking for good home. \$7,000 firm. 301/469.8963.

'74 3.0CSI. Polaris blue, auto, 45K miles, new battery, fuel filter, plugs, wires, belts, motor and trans. mounts, exhaust system, tires, etc. Very good to excellent condition \$15,000. Call Sandra 202/828.0060 days.

'88 M5. Black, Natur leather, 48K highway miles on Motorsport Engine, Dinan Power Chip, new Pirelli P700Z tires, heated Power Sports seats. No dents or dings, garaged & covered. \$26,000/OBO. Leave message 301/472.2156.

'83 320i. 5 spd, A/C, BMW AM/FM, SNRF, new muffler, 2 new tires, exc. cond. 124K miles. \$4,200. Call Brent 703/684.6876.

'72 Bavaria. Excell. cond., new Bilsteins, Webers, auro, sunroof, A/C, Ziebart. \$1,200/OBO. Call Ken 301/761.5288.

'72 Bavaria. Auto, recently retired family car, 102K miles, LOF every 2,000 miles, complete records, excellent inside, engine strong, dual Webers, very little rust, needs paint. Call Harold 410/252.0161.

'88 735IA. Black/Natur. Concours in/out. 27K miles. Original owner. Non-smoker. 7/75 warranty, BMW alarm. CD w/6 disk changer. Oil & filter every 3k. Garaged, never driven in snow. Zymöl exterior, Lexol interior. BMW mats. BBS 1-piece black wheels. Autothority chip. Heated seats. Full records, manuals, fiche. Best offer over \$25k. Call Phil 703/620.4651.

Parts Etc., For Sale

der Bayerische Library, from June 1979 to present. Most issues in very good shape. Make offer. Call George 301/774.7878.

Free Roundel Back Issues: 75 issues between January 1984 and present. You pick up. Call Glenn 703/671.0924 or 202/268.6745.

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Wheels. Used or new 15" or 16" wheels for a 1986 528e and 14" or 15" for a 1983 320i. Call Jack 703/883.3840 days.

Window Motor. Right front. PN 51331369248. Will fit Feb. 1975 528i and 530i to 1981. New in box. BMW retail \$225. Will sell for \$110. Call Jack 703/883.3840 days.

Steering Wheel. 3 spoke, leather, OEM from 89 325is, exc. cond. Will help with installation. \$75. Call Joe 410/682.5981 days, 410/838.0797 eves.

Wheels & Tires. Four BBS 14 x 6.5 basketweave wheels (OEM 89 325is) v. good condition with 4 Good-year Eagle GA tires (215/60-14 with 17K miles). Best offer. Call Joe 410/682.5981 days, 410/838.0797 eves.

Parts. 2002. New rt. front signal, \$25; new parking brake cables, \$20/pr.; instrument panel with working odometer \$30; wiper motor '71 or newer \$30, fits up to '74 \$30, 1976 \$30. Call 410/267.6242.

Parts. Clutch packages I-320i, 1 325e \$150 each. Call Paul 202/726.7971

Parting out or take whole car. '73 2002. Has been rolled. Black int. Plus many other spares, incl. extra engine/transmission. Call Mike 301/821.4024 days; 301/561.3471 eves.

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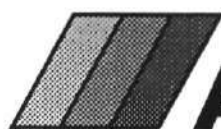
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Turbo system for 320i, complete. \$300/OBO. Momo steering wheel, alpina style. \$75. Tii clock. \$45. Call Andy 301/441.2142.

'88 Factory Alloys and center caps. PN 36 11 1 179 761. Fit 5, 6, 7. Brand new, never used. List \$378.73 each. 1 for \$200; 4 for \$600; 5 for \$700. BMW OEM Alpine AM/FM/WB/Cass anti-theft radio and fader with code. List \$871. Sell for \$400. Call Phil 703/620.4651

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