

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



JAN.-FEB. 1987

der bayerische



IN THIS ISSUE:

Driving Schools

Autocrosses

Rallies

1987 Calendar

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Coming Events

INTERNATIONAL AUTO SHOW AT THE D.C. CONVENTION CENTER—January 27–February 1

The Auto Show has become one of our largest recruiting efforts in the Chapter, and provides members with a place to stop and discuss club doings with those tending the booth. It also affords those in the booth the opportunity to see the show on a free pass. The booth contains a photo display and slide show of club activities, and is a focal point for anyone interested in BMWs. If you would like to get in on the act, contact Bill Ross evenings at 301-469-9387. With a six day show, there is plenty of opportunity to participate, and we need the help to answer questions and recruit new members. If you can't participate, come out anyway and see the latest Munich has to offer.

VALENTINE'S DAY OVERNIGHTER—February 14

Time: 10:00 am

The Club is going to try something new, an overnighter at a country inn. The term country inn is used rather loosely at this point because we have not yet identified the place. However, the intention is to take a leisurely tour to a suitable lodge, enjoy some comraderie, good food and drink, Sunday brunch and whatever else seems natural. As of press time, plans are sketchy as already mentioned, but if you're interested, call Cory Law's by January 31st at the latest. We anticipate that a room will run approximately \$100-125 for the night, and that the drive would be no more than 3 hours. A deposit of \$50 will be required to secure your reservation. Please call Cory soonest at (202) 546-2365 evenings till 9:59 to make your reservations and get the latest information.

BLOB'S PARK—February 28

Time: 8 pm

Our not customary February social is returning to Blob's Park, the infamous German Bier Hall near Fort Meade, Maryland. Whether you consider this a cultural event, a high camp outing or just another opportunity to spend an evening with several hundred of your closest friends, you are unlikely to leave disappointed. Come out for a Saturday evening of fine German food, gut German bier, and enough polkas to last another two years. The club picks up the tab for dinner entrees for the first hundred members to register with Terry Forrest. There is a modest cover charge; you are also responsible (in all senses) for your bar orders. For further information, call Terry Forrest evenings at 202-397-8541.

Directions: Blob's Park is off Route 175 near Fort Meade. Take the Baltimore/Washington Parkway 14 miles north of the Washington Beltway or 8 miles south of the Baltimore Beltway to the Route 175 exit. Blob's Park is southeast of the intersection, to the right of and behind the firehouse.

HIGHWAY SAFETY SCHOOL—

Date to be Announced

As discussed in this issue, we have the promise of a date, but not the specific date, for our annual Highway Safety School. Check out the article, send in the application, and come out for the time of your life.

President's Message

The first thing I want to do is thank all of you for the vote of confidence in electing me to lead the National Capital Chapter for the coming year. As those of you who've been around a while know, I very much enjoy my involvement in the Club. I pledge to do all I can to further our cause, and make this a more enjoyable and responsive club for all of you. While we were in preparation for the Annual Dinner and other key events of last year's Calendar, I was struck by a recurring thought; we've got two major things going for us: sheer size, and quality people.

We've got a very large organization, the largest BMW chapter in the WORLD! I don't know if you realize how many people 1600 is, but if we EVER got all of them in the same place at the same time, we'd be in BIG trouble (we should have such trouble)! One of the biggest challenges we face is in trying to judge (usually months in advance) member turnout at various events, so that adequate funds can be budgeted for food, beverages, etc. Also, for the very popular driving schools, we are paying an increasingly large track rental fee that must be recouped by the fees we charge. We are very fortunate to have in our organization, a goodly number of truly competent and dedicated members who have given of themselves to make this the smoothly running machine it is.

I'd like to take some space here to recognize the people now listed in the masthead. The first thing you'll notice is that you have new editors for *Der Bayerische*, Les Adams and David Sossamon. Les and I seem to have traded positions, and David was my able co-editor before his relocation. Jonathan Jones has taken over as Business Advertising Manager, responsible for the ads that help us defray the costs of publishing such a first class newsletter. (When are we going to start calling this the magazine it is?) Bill Ross is continuing his direct involvement by handling Circulation and Membership. With a circulation of approximately 2,000 and an average of 100 new members each issue (and countless other changes), we'd be lost without the effort Bill puts in. Terry Forrest has been Vice President for a year already, and has been a huge help to me as editor. I'm looking forward to working more closely with him in my current position.

I've already mentioned the budget issues. We now have an operating budget of almost \$70,000 per year. Thank heavens for Woody Hair! We always know where all the money is, and our books are faithfully in balance, all the time. Seeing as how I can't even keep my checkbook in balance, I don't know how he does it. John Hartge returns to the "official" list by taking on the duties of Secretary. He's always there to help in any capacity, and we're all glad he is. His enthusiasm is contagious. New to the "inner circle" are Mark Yaworski and Lynn Phillips as Social Chairpersons. We noticed that they were attending all the social events, and were enthusiastic in their support, so we asked them to become "official" and help run things. We're glad they agreed. Joe Schiavone has been roped into the head of things Concours. I say roped because as this is being written, we've yet to tell him. Dwight Derr will again be Mr. Baltimore, and despite Dwight's doing his own route for the Winery Tour last year, Bill Via will remain, as always, Tourmeister Extraordinaire. Last year, Bob Gammache became half of the Driving Events team. This year, we are recognizing him along with Max Rodriguez in that capacity. Bob and Max will both have their hands full, trying to juggle Club duties and competition in the Improved

Touring class of SCCA racing. This will be especially true for Max, who is also head of our Club Store, and serves as local Technical Rep. Finally, Gary Toyama has agreed to again take on the chores of Autocross with the able assistance of Raine Mantysalo.

If you compare this year's Calendar with last, you will notice a change that ties into the SCCA racing just mentioned. In the past, we've had corrals at the national races at Summit Point. This year, we're trying something different. The Improved Touring class has made affordable and competitive racing possible to BMW fanatics. So, instead of watching the battles between Porsche, Corvette, Toyota, and Mazda, we can watch 2002s win races! Instead of national names, we can provide a tremendous boost to local heroes who will take on the likes of John Weaver in these regional battles. We will however, have a large corral at the IMSA race this year (who could resist??). So, as we've all said before, come on out.

For things of a more immediate nature, plan to visit the Auto Show at the DC Convention Center. We can use some help at the Club booth, so if you've got the time, we've got the FREE PASSES. Also, don't overlook the Valentine's Day Bed and Breakfast Overnighter. If you're interested, call me NOW to reserve your room. As I write this, plans are still somewhat tentative, so call for details. We will be in a time crunch to make our reservations, and have planned for only about 10 couples, so make your plans NOW!!!!

See you soon.

Cory Laws

From The Editor's Desk

Welcome to 1987 and a change of faces in your chapter leadership. As "newsletter" editor, along with Dave Sossamon, I want to invite you to enjoy your chapter's award winning magazine, *Der Bayerische*. As president, I tried to expand the delivery of "news" to you, and as editor, you can be sure of more of the same. In this issue, you'll find the 1987 calendar, full of favorite old events and a couple of new ones as well. There is news of the change in the way we have to hold driver school registration due to the scheduling problems we have with Summit Point, and a form for your response. There is news of a recall for '85-'86 3 Series owners, information on coming events, lots of classifieds, a surfeit of letters to DeBbie, information for new members, and a whole lot more. To get the most out of your chapter, you have to know what is going on, so read on, keep your *Der Bayerische* (we call it *DB* for short) handy, mark your calendar, and enjoy.

If you like what you read, join us. Write an article about an experience with your BMW, a trip, a tip or repair, a new accessory, or just write a letter to DeBbie, our magazine's persona and sometime wit. We can always use a volunteer to write a short report about an event, or a fresh view on chapter affairs. If you would like more information, give me a call. My number, like that of all the chapter officers, is on the masthead. Feel free to call any of us. We volunteer our time because we are all a little bit crazy about our cars, our club experience, and the great people who join BMW CCA.

Incidentally, your *DB* is not the only news source. WNCC, also known as the Ultimate Answering Machine, continues in operation at 703-866-9225. For the latest word on coming events, cancellations, schedule changes, and who to contact, call WNCC.

Les Adams

1987 Calendar of Events

For updates, cancellations, dial *The Ultimate Answering Machine* (703) 866-9225

JANUARY

- 16-18 **World of Wheels**
(Woody Hair)
- †27-1 **Auto Show**
(Bill Ross/John Fowler)
- 28 **Business Meeting**

FEBRUARY

- 5 **DB Deadline**
- †14-15 **Valentine's Day Tour**
(Cory Laws)
- †28 **Blob's Park**
(Terry Forrest)

MARCH

- 7 **Tech Session-Quality Car Service**
(Max Rodriguez)
- Highway Safety School**
(Max Rodriguez)
- 25 **Business Meeting**

APRIL

- 4 **Do-it-yourself session—**
Brooks BMW
(Dwight Derr)
- 5 **DB Deadline**
- 5 **Autocross School**
- Foxfield/Spring Tour**
(Gordon Kimpel)
- MARRS Corral**
(Bob Gammache)

MAY

- 2 **Heishman Inspection & Swapmeet**
(John Hartge)
- Deutsche Marque Concours—**
German Embassy
- 27 **Business Meeting**
- 30-31 **Maifest**
- Children's Hospital Autocross and Telethon**
(Mike Diggs; Autocross Committee)

JUNE

- 5 **DB Deadline**
- 14 **Fathers Day Car Show**
(John Fowler)
- 21 **Autocross**
- Track Day**

JULY

- 5 **Corral-Double MARRS**
- 11-12 **Corral-IMSA GTP**
- 18 **Crab Feast**
(Mike Diggs)
- 26 **Autocross**
- 29 **Business Meeting**

AUGUST

- Polo Match**
- 5 **DB Deadline**
- German Festival**
- Orioles Game**

SEPTEMBER

- 6 **Double MARRS Corral**
- El Cheapo Driving School**
- 20 **Bavarian Inn Tour**
- 23 **Business Meeting**
- 27 **Autocross**

OCTOBER

- 3 **Autoy Oktoberfest**
- 4 **Corral**
- 5 **DB Deadline**
- 11 **Championship Autocross**
- 18 **Winery Tour**
- 19-23 **Oktoberfest Tulsa, Oklahoma**
- Hotshoe Driving School**
- 25 **Bavarian Day**
- 31 **Halloween Party**
(Cory Laws)

NOVEMBER

- 14 **Tech Session**
- 18 **Business Meeting**
- 20 **Annual Dinner**
(Terry Forrest)

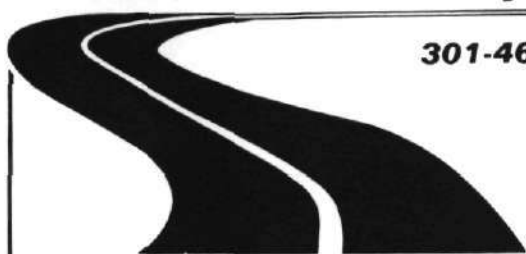
DECEMBER

- 5 **DB Deadline**
- 5 **Do-it-Yourself Session**
- 11 **Wine and Cheese Party**

† See *COMING EVENTS* on page 1.

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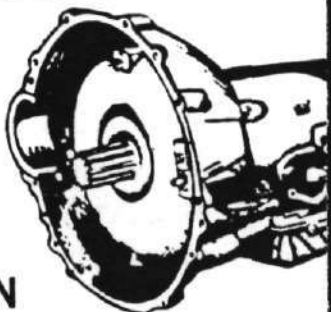
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For those of you new to the National Capital Chapter and the BMW Car Club of America, some basic info:

You are one of some 1600 members in the largest, most active of over 50 chapters in the BMW CCA.

Your chapter is an all volunteer organization, here to do what we enjoy, and to exchange information and obtain benefits as a result of our organization.

We run driving schools at Summit Point raceway, just outside Charles Town, West Virginia as often as we can manage. Driving Schools are just that, an opportunity to have trained instructors teach you how to drive fast and drive safely. Our first school of the year, the Highway Safety School, is directed to first timers, and is intended to teach the basics gradually: braking, cornering and smoothness. Driving schools emphasize safe high speed driving, and put you on the same race track used by professional and amateur racers.

Autocross is a low speed, competitive event, a race against the clock run in a parking lot through a course of traffic cones. We run an autocross school in the spring to teach you the basics of maneuvering, and to give you the opportunity to learn a new sport in a low pressure environment.

Tours are organized drives through the countryside, following a set of directions to a meeting point. In the spring, we usually tour to a restaurant for lunch, sometimes taking in a session at a distant BMW facility. In the fall, we tour to the Bavarian Inn in Shepherdstown, West Virginia for Oktoberfest, and to a local winery to sample the high quality wines now produced in our area. The route sheets allow you to set your own pace, which typically ranges from frenetic to hell-bent for leather.

The cars can take it. We sometimes forget the obvious, that the enormous capability of BMWs is what produces the enthusiasm which gave rise to the largest independent car club in the world. If you are a new owner, afraid to risk that monthly payment on what may seem like folly, come out to a driving school or autocross and watch the cars go through their paces. You will gain new respect for BMWs and may find the urge to join in the fun irresistible.

Tech sessions are meetings at which our advertisers and supporters offer information on the operation, modification, maintenance, restoration and care of BMWs.

Social events occur whenever two or more members get together, but some are particularly noteworthy. In addition to the luncheons during tours, we also hold Maifest, a fantastic lunch and dinner during our May driving school weekend; the Crab Feast, a picnic with fresh Maryland crabs; the Annual Dinner, good food at low cost, with elections, awards, and door prizes thrown in; the Wine and Cheese Party, an opportunity at year's end to get together, sample some wine and cheese, and relive the year's events.

The club store is a misnomer. The store is an opportunity to buy parts and accessories at or near cost. Max Rodriguez can get great discounts on some items, or tell you where and how to get them elsewhere, but there is no storefront, only Max's telephone which is listed on the masthead.

Finally, if you see something you don't understand, or don't like, or there is something that you don't see and think we are missing, let us know. Feel free to call any of the officers listed, or write to Dear DeBbie. One way or the other, we want you to get the most out of our club.

Les Adams

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Second Annual Bavarian Day

On Sunday, October 19, 1986, *Excluservice* sponsored its Second Annual Bavarian Day. Unlike last year when the rain confined us to the shop and the surrounding tents, the weather was perfect and the approximately 600 members and guests had a wonderful time.

Our visual acuity was tested by a barrage of splendid German engineering displayed in Luther Scheuttler's spotless facility. The cars on display included: an M1, two 325i Cabrios (Full convertibles), a 325iX (four-wheel drive), an M635 wide body Cabrio (a one of a kind car), three M635CSis, three 745is, an M5, an M535, and several cars with complete BBS styling packages. The displays were well thought out, and included a stand and mirrors for the undercarriage of the 325iX.

While you wandered about the cars wondering if there could be something similar in your future, your olfactory nerves were tantalized by the aroma of the largest outdoor buffet I have seen in some time. The food included assorted grilled sausages, Bavarian sauerkraut, a German bean soup, assorted breads, delightful pastries and all the beer, wine, soda, and coffee you might want. The donation for the food was nominal and *Excluservice* contributed it to the Club for a worthwhile charity (more on this later). There were many tables and chairs for sitting around to get acquainted, and an authentic German band was heard over the "oohs" and "ahs". From its stand, slightly above the crowd, the band played background music which added to the festive nature of the outing. In a word, the setting was spectacular.

Off to one side was a series of games to challenge even Max Rodriguez. The number of prizes was also up over last year (although no keys to either of the 325i Cabrios). Between the dart throw, the ball toss and trying to drive a nail with a minimum number of blows, everyone had a good time. I cashed my marbles in on two hats and a tote bag for Dee. Those of you who did not win marbles just didn't try hard enough.

Lothar and Franziska permitted the Club to invite prospective members contacted on Blitz Day. While I did not recognize any that I met, I am sure that some of them were there since we had more than twice the number who attended last year. The money donated during Bavarian Day was given to the Club by *Excluservice*. During the Christmas Fund Raiser, the club donated the \$600 to Children's Hospital, in care of Bob Levy at the *Washington Post*, in both the Club and *Excluservice's* names.

October Autocross

The National Capital Chapter's October 12 Autocross at Landover Mall was made an "open" event with 100% of the entry fees being donated to Children's Hospital. An SCCA championship autocross was being held the same day across the Beltway at the Capital Centre so drivers were given the opportunity to run both events. A total of 24 drivers paid \$7.00 for three official runs and many also paid an additional \$3.00 for three fun runs. In all, \$223 was raised for Children's Hospital.

Gary Toyama did his thing and laid out a course that many felt was faster and more interesting than the SCCA's course on the larger Cap Centre lot. Gary also managed to do the an-



Our thanks to the many members who helped during the day, including Woody, Gordon, Les, Terry, Cory, Raine, Dwight Derr, Carol Hoffman, Dee Ross, Lewis Baskerville, Gary Toyama, Jonathan Jones, Clayton Klemm (and son), Glenn Sims, Warren Banks, Dexter Price, and John Hartge. (My apology for names I may have missed.) If you missed Bavarian Day, I trust that you will not make that mistake again.

Bill Ross

nouncing and timing with some assistance from Jerry Ishmael. Fastest time of the day was taken by Sam Jones in an Austin Healey Sprite (with 43 horsepower!) and fastest BMW was Raine Mantysalo in his red 2002. Other interesting entries included a Camaro IROC-Z, Barry Miles' new Shelby GLH-S, Jerry Ishmael's M535 and Dahir Abdi's 325e with full BBS suspension, wheels, spoilers and skirts. Dahir tried running without the benefit of a walk-through and was never able to complete the course. Jeff Faust made the mistake of letting his son Jeff give it a try in the modified 1602. Naturally Jeff beat his old man.

Woody Hair



Photo by Don Miller

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Hot Shoe Driver's School

Since this article will be appearing quite a while after the event took place, try to consider it a fantasy of what you'd like to be a part of, next season.

Our "Hot Shoe" school on October 21 was a roaring success. Everyone worked very hard to improve and we had a heck of a good time doing it. The entry requirements for the school were a little more rigid than usual. (Sort of like graduate school for club school drivers.) To register it was necessary to have successfully completed at least three schools, so any of you who have never attended a driving school can earn passage by getting your credits next season.

How was this school different? First of all, you get much more track time than usual. Also while on the track you had a much more concentrated exposure to others going very fast along with you. Then the level of instruction was more sophisticated than usual because the basics should have already been fairly well mastered.

Unfortunately, due to the inopportune day of the week, our regular and very expert organizer Jim Harrison could not attend but he did help oversee the plans. He trusted Doug Christensen of the Mountjoy Race team and frontrunner for two years in ITS, would be our best bet as school agenda coordinator. Boy was that a good choice.

Doug spent much time in preparation and gave one of the finest driver prep talks I've heard in a while. He outlined all basics, stressed off road recovery and even had board drawings of suggested lines and apexes. If that wasn't good enough, we were then given a braking demonstration by an instructor on the front straight. What better way to get the point across?

Our other five instructors were exceptional also. Mike Carroll has been dedicated to this club for years and he's always out to share his skills. Thanks Mike. Jon Kendall of the JKJ Craven Tire Race Team brought out his usual candid enthusiasm. If that wasn't good enough, we also got to share the expertise of winning GTP Pinto winner Paul Moorcones. If you haven't met Paul yet, have a tire need, look up Radial Tire in Silver Spring and you'll wonder why you ever went anywhere else. Next on the list was Pete Cage, racer and teacher extraordinaire of club Ford race fame and last but never least of anything, Pat Skehan, two time winning MARRS champ. What a line-up!

Our day started with tech checks and drivers lists being distributed. Woody Hair our club treasurer took on this tedious task of lists and did a beautiful job on them. Then came Doug's driving talk, and then it was on to a sunny but cold and very slippery track. Everyone stayed out of trouble. (Even Max) Max brought out his new (used) 2002. Only problem was he had three different brands of tires on it. I wrote "skid mores" on the side of them and they seemed to work better after that! The rumor mill has it that Max has some race plans in mind. I think his deal with new wife Lori is that "when the stork flies . . . so will Max." Max was also O.D. for the day and he too did a great job in pulling this event off.

The morning sessions continued on smoothly and then it was catered lunch by Gretchen of the Hillbrook Inn. There were several courses to warm the tummy and everything tasted delicious. Remember, if you come to a school just to help out lunch is free, another motivation to participate.

After lunch came another driver's meeting during which time I made it a point to drive down the straight and yell at a woodchuck who had been doing chores from one side of the track to the other. Did anyone notice he made no more ap-

pearances that day? (I gave him 10 bucks)

During the afternoon sessions, some of us started exploring dirt lines through some of the turns.

No. Les Adams didn't get stuck in the mud again.

I was working with Dwight Derr (our turn 10 consultant) and all of a sudden he took a right turn off turn 6. Actually it was a very good off-road recovery, proving the adage "practice makes perfect."

Glen Stewart got a new look at turn 10 through the tundra and Keith Parker took an interesting line on turn 3. As I came through the dust I couldn't see a thing, but Keith re-entered safely and made a fine recovery.

By early afternoon the temperature had risen from below freezing to the upper seventies. We voted down the tag-team event in the interest of more track time but we did have the time trials that are a tradition at the Hot Shoe school. Many drivers set personal records on the sun-warmed track. Gordon Kimpel's 1:35.98 must be a record for a non-race car BMW. Yokohamas must work.

To top it all off we got a visit from Bruce Reichel and Bill Scott, our illustrious track owner. They are both really fine people that still care about the roots of racing.

And of course, racing would never be racing if the infamous Terry Luxford and his technical car knowledge weren't there. Terry brings his "whale" full of tools and parts to each school for club member use and he does this because he cares. There aren't many like him anymore. Terry is an owner of *Quality Car Services* in Rockville and there's no better workmanship than his shop for your BMW.

Special mention must go to our workers. Al Richardson and Sue Baruch worked all day. Sue Baruch sounds familiar doesn't it? She and her husband Tom have been driving BMW's for years and own *London Auto* in Virginia. They are

both top area autocross champions and it's real nice to have that kind of experience in our schools.

Doug and all the University Sports Car "Clubbers", thanks for your help. Gordon Kimpel, the "back-bone" of this club really played his part too. (That's why he's always number 1). Thanks to Cory Laws and Gary Toyama as always.

See you in the spring. Okay?

*Buffy Bimmer a.k.a.
Kay Heatherley*

Results:

Gordon Kimpel	85 M635	1:35.98	1:36.32	1:36.36
David Bryan	77 320 Turbo	1:38.22	1:38.64	1:37.96
Cory Laws	84 944 Porsche	1:38.89	1:38.77	1:37.99
Larry Masten	79 633CSi	1:40.70	1:39.78	1:39.58
Tom Baruch	73 3.0CS	1:39.93	1:41.04	1:41.30
Keith Parker	71 2002ti	1:42.18	1:41.97	1:40.82
David Ford	71 2002ti	1:41.05	1:41.39	1:42.03
Les Adams	75 2002	1:41.89	1:41.60	1:41.25
Sue Stouffer	82 320 Turbo	1:41.96	1:42.18	1:42.28
Max Rodriguez	2002tii	1:45.84	1:44.50	1:42.75
Gary Toyama	81 528i	1:43.65	1:42.89	1:42.91
Bob Gammache	2002tii	1:43.71	1:43.08	1:44.67
Gary Green	71 2002	1:43.52	1:43.80	1:43.77
Kate Barnett	82 MR2 Toyota	1:44.65	1:46.27	1:43.92
Woody Hair	79 320i	1:46.08	1:46.00	1:46.04
David Sossamon	81 320i	1:46.88	1:47.02	1:46.21
Ken Price	79 2002	1:46.73	1:47.10	1:47.17
Jonathan Jones	78 530i	1:47.77	1:46.85	1:47.67
Doug Verner	82 320i	1:48.55	1:47.00	1:56.57 (OC)
	Malaga 320i	1:48.93	1:48.57	1:48.01
Dwight Derr	528i	1:48.76	1:49.14	1:50.37
Glen Stewart	71 2002	1:50.07	1:49.14	2:08.95 (OC)
Gail Stewart	80 320i	1:53.03	1:52.58	1:52.07

Annual Dinner

Let's hear it for Terry Forrest! Our Vice-President, entering his second year, produced a spectacular annual dinner, November 21. We returned to the Mustache Cafe in Alexandria for another great meal of beef, pork, chicken and seafood dishes. As good as they were, the salad bar was worth the admission alone. When you add the sundae bar for dessert, it made for a wonderful meal.

Of course, the food is not the only reason to attend the annual dinner. Les Adams, out-going President, was emcee for the awards and door prizes portion of the agenda, and Max Rodriguez handled the "election". Gary Toyama was given a plaque for his outstanding job of organizing the autocrosses for the last year. Max Rodriguez was recognized for his work as driving events coordinator and club store operator, and Cory Laws was given a special plaque as outgoing newsletter editor. Cory's plaque contained the usual BMW and club badges with an inscription, and the cover of the *Der Bayerische* issue which announced that the chapter had won the newsletter contest. In addition, Les Adams was given a plaque as President for the past two years and Vice President the year previous.

In addition to the awards for outgoing officers, special recognition was given to another group of people on whom the chapter depends. Brass Instructor badges were given to a number of people who have given their assistance and ex-

cellent instruction at the driving schools throughout the past year: Pat Skehan, Jon Kendall, Paul Moorecones, and Doug Christiansen. An Instructor badge was also given to our very own Kay Heatherley, along with a check towards her efforts as a newly licensed racer in the SCCA. Kay was recognized for support of club activities and all around good sport. Thanks again Kay!

VOB BMW and BMW of Fairfax were extremely generous with door prizes, as was Tischer BMW which gave a BMW umbrella. Les Adams promised an M-1 as a door prize and sure enough, BMW of Fairfax donated an all metal model! Another popular prize was also donated by BMW Fairfax: an official looking sign which read "BMW Parking Only".

Max Rodriguez gave an unusual twist on the election in his reading of the nominations and the request for a vote by affirmation. The slate of officers voted in were: Cory Laws, President; Terry Forrest, Vice President; Woody Hair, Treasurer; and John Hartge, Secretary. Les Adams challenged Max, saying the record was one minute, eight seconds. Max took 1:13. Max closed by congratulating those elected for being "railroaded into office."

If you didn't make it this year, remember next year. Over one hundred people enjoyed this dinner, including first timers who came out to meet some old timers. Come enjoy the food, the prizes, the fun and, most of all, the company.

Tech Session: Brooks BMW

Watch your gas! About 30 club members heard this wisdom from Don Miller, service manager of Brooks BMW, at the November 8th tech session. The crowd (you could actually call it that!) filled the new, and yet to be completed, Brooks BMW showroom in Towson.

Don described the BMW engine campaign currently underway. Many of the newer BMW's utilizing the new lean burn technology, have been experiencing driveability problems. The campaign was designed to correct these problems which result from poor fuel quality. Engine repairs are performed on an as needed basis and can include cleaning the fuel injectors and walnut blasting of the intake valves.

If you own a '82 to '86 5, 6 or 7 series car, or a '84 to '86 3 series car, you are in luck. The engine campaign will cover the costs of the needed repairs free of charge. These repairs (estimated \$200) are only performed once. After the problem is corrected, it is your responsibility to prevent it from reoccurring.

Fuel problem prevention is not as difficult as it sounds, according to Don Miller. In recent years oil companies have been adding alcohol and removing detergents in an effort to lower costs. Both trends are harmful to your BMW. Some oil companies have been better than others, as you might imagine, Mobile, Chevron, Shell, Amoco, and Texaco are among the recommended brands. (Ed.: Using premium is even better.) The best advice is to find a brand that treats your car well and stick with it.

In addition to selecting the proper gasoline, BMW is also recommending use of Techron fuel additive. Techron is made and marketed by Chevron. One application every 2000 miles should keep the fuel system clean. Using your own fuel detergents avoids any dependence on the oil company's detergent blends.

Gary Green

NCC Hosts Championship Autocross At Capital Centre

For the first time since at least the mid-seventies, the National Capital Chapter held a MWCSCC Championship Autocross. The November 9 event was heavily advertised in THE STOPWATCHER and on the Council's hotline. Unfortunately, the decision to hold this event was not made until it was too late to get a notice in the *Der Bayerische*. When will you learn to check the club's hotline on a regular basis?

Gary Toyama was official of the Day (OD) and was able to gather enough members to work the event. Sue Baruch handled pre-registration and 70 drivers called before the big day. Tom Baruch, who happens to chair the autocross committee for the Council, gave a lot of advice and assistance both before and during the event. Sylvia Harrison did an admirable job registering 89 drivers in less than ideal weather conditions. John Hartge and Larry Masten were our tech inspectors and course workers included Les Adams, Dwight Derr, Woody Hair, Jonathan Jones, Cory Laws, Raine Mantysalo, Max Rodriguez, and Keith Parker. Mary Yaworski and Lynn Phillips managed timing and announcing *all day* but at least they were protected from the elements since they were able to work inside the cozy cab of the London Auto Service van.

Two days before the event, Gary stopped by the Capital Center to checkout the large lot that had been obtained for our use by the Council. He found the lot still piled high with the residue of the Washington Horse Show. Thankfully, most of this had been removed when Gary and Sylvia arrived at 7:00 am on event day. A few pre-runs of Gary's original course showed it to be well over one minute long. With 70 entrants pre-registered and a 5:00 pm curfew, the course was shortened into a simple two-lap clockwise circuit of the lot, with esses on the left side and a fast slalom on the right side. The only off-courses recorded by the 89 starters seemed to be the result of excess speed rather than being lost. A thin layer of straw and the previously mentioned h.s. had been dampened by a Saturday rain and much sweeping was required to get it off the desirable line.

The day started unseasonably warm and the course was quite dry until a dark cloud started sprinkling as the third heat began. As the thirteenth car started his first run, a gale force wind seemed to open the cloud and by the time a Mustang GT had completed its run, the pylons appeared to be rising out of a stormy ocean. The timing gear immediately shorted out but Tom Baruch came to our rescue with a backup system. Within twenty minutes, the rain had let up and the third heat was back in business. Naturally, the drivers who ran before the cloudburst had an advantage over those who ran after the deluge, but the differences were not as great as I expected. I can tell you that the easily provoked oversteer makes autocrossing in the rain quite fun.

Fastest time of the day was posted by Fred Schroeder in a Lotus 51 formula car with a 34.568. He ran before the rain. Chapter member results are as follows:

Les Adams	2002	4th heat	6th C Modified	44.850
Tom Baruch	Sprite	2nd heat	2nd D Prepared	38.304
Sue Baruch	Sprite	2nd heat	3rd D Prepared	39.328
Woody Hair	320i	5th heat	7th E Prepared	43.914
Jonathan Jones	530i	3rd heat	3rd F Prepared	45.237
Cory Laws	944	2nd heat	3rd A Stock	41.182
Max Rodriguez	2002	3rd heat	8th C Stock	45.288
Dwight Derr	528i	5th heat	4th D Stock	44.907
David Ford	2002	1st heat	10th Novice	44.169

We have scheduled another championship autocross for October 12, 1987. Mark your calendar! Our regular club A/Cs at Landover Mall will give you great opportunities to learn and practice.

Good job Gary!

Woody Hair

Annual Winery Tour

It was a dreary and dismal, rainy morning, not the ideal day for the annual winery tour. The weather wasn't the only aggravating thing that morning. I had forgotten to reset my clocks to standard from daylight savings time and consequently, I was at the Columbia Bradlee's rallying point an hour early.

The minutes slowly ticked by and other Bimmers began to invade the parking lot. There were 2002s, old and new 3ers and 5ers, and both an American Spec and a Euro Spec 7 Series. All told there were 13 (who's superstitious?) Ultimate Driving Machines of various vintages and about 35 Ultimate Drinking Machines, including some new faces that we'd like to see again.

Dwight Derr, the tourmeister for this outing, arrived and after the preliminary pleasantries, began distributing the route instructions. He had planned a 90 mile route that took

us over the highways and byways of Maryland and in and out of some interesting landscapes.

One nice thing about the club tours is that you get to see some nice scenery that you would miss on the main roads. Some notable things (how many of you remember them?) were the massive horse farm on Marriotsville Road (15 miles), a nice view of autumn leaves on Nicodemus Road (32 miles) and just a nice view on Maryland Route 17S (81 miles). The people who lay out the route for these tours go to obvious trouble to ensure that we find nice scenery along the way. It is unfortunate that more people on the tour don't slow down and enjoy the view along the country roads. Some must find the scenery an inconvenience or distraction!

There was a scheduled stop in the bustling metropolis of Thurmont, Md. which is an experience that no one is likely to quickly forget. I have been in towns that pull their sidewalks in at night but I have never seen any place as dead as Thurmont on a Sunday morning.

We finally reached our destination, Byrd Vineyards and Winery in Myersville, Maryland. Byrd Vineyards, operated by William and Sharon Byrd, is a relatively new vineyard that has had amazing success in a field where youthful zest is usually no match for experience. Their Cabernet Sauvignon and Chardonnay have been acclaimed as world class wines with their Cabernet being a recent gold medal winner. Mr. Byrd narrated a slide presentation which traced the history of their vineyard and also went into wine making in general, both the agony and the ecstasy.

After the presentation by Mr. Byrd, we retired to their tasting rooms where we liberally sampled the different offerings of Byrd Vineyards and Winery. This was an exceptionally enjoyable undertaking; a little of this, a little of that and back for a little more of this.

Following the extensive testing (you have to try them all to

know what you like), there was a general gathering in the parking lot for consumption of picnic lunches which were washed down by Byrd wines. During our repast, I mentioned to Dwight that I had a Hartge stress bar for my 320 and that I was having some problems getting it to fit. Before I knew what was happening, Dwight and Gil Paige had my hood open, tools out and were banging away with hammers and wrenches. My initial fears were unfounded and within minutes (without the wine it probably would have taken twice as long) my car had a shiny new stress bar installed and looking spiffy. Thanks a lot guys.

Mark Yaworski

Wine and Cheese Party

If you haven't been to a year end party since the days of Grovesnor Towers, you wouldn't recognize the party the club has put on over the last two years. The chapter has moved the festivities to the Mount Vernon College campus in Washington. There was an enormous selection of wines, cheeses and finger foods, plus imported beers (and soda for the designated drivers). And there was a roaring fire. And door prizes donated by Brooks BMW, Heishman BMW, VOB BMW, and Evergreen Motors. And a video tape edited by Woody Hair of driving events from the past year. And a friendly atmosphere that is the hallmark of NCC social events.

Many thanks to the members who contributed to make the party another memorable evening: Seu Lim and Joyce Adams for organizing and decorating and providing the food and cheese and generally making people feel welcome. Dwight Derr for selecting four cases of wine with not a dud in the lot. Gordon Kimpel, Cory Laws, Woody Hair and Les Adams for the beer. And a special thanks to Woody for the great video!



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Wanna Go For A Spin?

All those interested in driving schools, listen up! Summit Point Raceway has decided that it cannot schedule our weekdays at the track more than 30-45 days in advance, so we need your cooperation in making sure that you get the opportunity to participate and that we can carry off registration and the school itself with a minimum of scheduling difficulty.

First, a word about driving schools. This chapter places a great deal of emphasis on driving events and even more emphasis in getting people out to the driving schools. The reason? Those of us who have done it before are hooked. It's an incredible amount of fun, but more significantly, it can save a life. Learning the maneuverability in your BMW, how to make the most use of the car and its capabilities, and developing your ability to use them, is what our schools are all about. If you have been reading Les Adams' series about fast driving, "SAFETY FAST", you have some idea what happens at the schools. We teach how to drive fast safely: how to get maximum braking force, how to set up for a turn to get the most out of the road available, and how to use your car's handling effectively. There is a great deal of emphasis on driving smoothly and quickly. While most BMW drivers have some idea of their car's abilities, few know how to use them to advantage. The school is directed to finding the limits of car and driver, and developing the instincts to use those abilities. We even go to the lengths of producing a Highway Safety School, (Ed.: See the application in this issue.) with less emphasis on all-out performance and more attention to braking exercises and low speed maneuvers, with a more gradual introduction to high speed driving. And none of our schools force you to go faster than you want to.

Back to the point of this article. If you are interested in attending a school, we need your assistance. You need to fill out the form below to let us know your interest and how to get in touch with you when the dates materialize. Then, when we get a date from Summit Point but cannot get notice

Beginner Rally Series

The Washington Rally Club's annual Winter Rally Series is the perfect introduction to this low key form of motorsport. Each of last year's events drew over 50 entries in the beginner class. The May issue of *Der Bayerische* has an article describing the '86 series. This year the series will start on February 1 with a really simple event. The following Saturday morning a seminar will be conducted to teach you how to avoid the mistakes you made and what you need to know for the remaining three events (Feb. 15, Mar. 1, and Mar. 15). If you can't make the seminar don't worry, the general instructions given out before each rally contain a wealth of information. Two of the rallies will be run in nearby Virginia and two in Maryland.

For anyone interested in doing the Bob Ridges Memorial Rally on April 11-12 (see the July *Der Bayerische*), this will provide you with the necessary course following skills. In fact, rallying is not much different from our tour route instructions. The only equipment needed is a watch set to actual time and several pencils. A simple calculator is also helpful.

For information about registration and starting locations, call Woody Hair at 243-5796 (Arlington) or the Council Hotline at 681-5612 (Wheaton).

into the DB, you will be contacted through our mailing list.

We are continuing to discuss a better arrangement with the track, but in the meantime, this is your opportunity to let us know your interest. Return the following form (or facsimile) to:

Max Rodriguez
18601 Pier Point Road
Gaithersburg, MD 20879

I am interested in attending a driving school. Please add my name to the NCC driving school mailing list.

Name _____ Member number _____

Address _____

Telephone (Home) _____ (Office) _____

Car model _____ Year _____ Modifications _____

Number of previous schools at Summit Point _____ elsewhere _____

I am interested in the following schools: Highway Safety _____ Maifest _____ June _____ September _____ Hotshoe (for experienced drivers) _____

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CORNER WORKERS NEEDED: Take off a beautiful spring day and come to wonderful Summit Point.

WHERE: Summit Point Raceway, Summit Point, West Virginia—only 1½ Hrs. from Washington

WHEN: Good Question! See article.

HOW MUCH: \$50 per driver—includes lunch.

Please check:

___ \$50 enclosed—one driver—Must have attended 3 or more schools

___ \$100 enclosed—two club members sharing same BMW

Name(s):1) _____ Club _____

Name :2) _____ Club _____

Membership #'s _____

Address _____

City _____ State _____ Zip _____

BMW Model _____ Color _____ Year _____

Modifications _____

Previous driving school experience 1st Driver _____ 2nd Driver _____

Number of people in your group (+ YOU) _____ Phone (H) _____ (W) _____

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QUESTIONS TO: MAX RODRIGUEZ (301) 330-3934 (M-F 7-10 pm) or LES ADAMS (703) 569-2144 (H)

-----IMPORTANT-----

You must have the tech sheet completely filled out by a recognized mechanic,
with any problems corrected, *before* you arrive at the track.

COMPLETE AND MAIL THE APPLICATION FOR DRIVING AND HELPING

HELPERS URGENTLY NEEDED!!

I will help _____

I am bringing _____ people to help

-----IMPORTANT-----

A self-addressed legal sized envelope, with \$.39 postage, *must* accompany your check and application so you can be mailed your tech sheet. No S.A.S.E., no drive! This tech sheet will confirm your registration or place on the waiting list. *Maximum 40 drivers, for maximum instruction and track time.*

Workers will enjoy lunch on the club.

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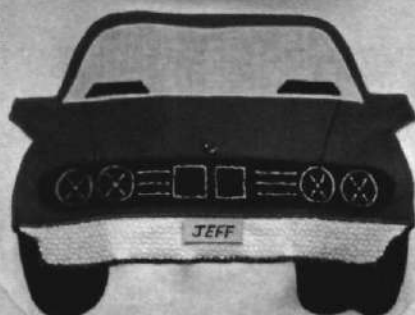
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Competition Corner

Bill Scott, owner of Summit Point Raceway, has told our club that his track might not be available for any of our week-day drivers schools. In the past, every winter we would be offered dates throughout the coming year so we could plan our calendar and budget accordingly. Week day dates were not chosen because none of us worked. It was just that week days were readily available and cheap (\$500 per day until 1986 when the cost of track rental went to \$900). Now, so many government agencies and private companies are utilizing Bill's anti-terrorist driving schools (at \$6,000 per day) that Summit Point is booked every weekday until August. Every weekend is scheduled for the various car, motorcycle, and karting organizations. At least we have been granted our traditional May weekend.

Bill has stated we *might* get some track days on a stand-by basis if he should get a cancellation. With *Der Bayerische's* necessary lead time of up to three months, this is not a workable solution. What are the alternatives? The local Porsche club recently rented the Charlotte Motor Speedway (high banks and all) for a 3 day weekend. That is 350 miles away! Tracks in Ohio, New York and Pennsylvania are about the same distance.

I think these schools are the most important (and fun) events this chapter can provide for the membership. Your officers are continuing to work on this problem (Ed.: Return the survey in this issue to be placed on the driving school mailing list.)

SPEED SHIFTS: Incidentally, the first car Bill Scott ever used as a driver training vehicle (to teach others) was his personal 2002. . . . The new Formula One regulations call for a phase out of the 1.5 liter turbocharged engines. In 1988 only non-turbo engines up to 3.5 liters will be eligible. So far BMW has not announced any intention to develop such an engine but they have a good starting point with the engine straight out of the 3.5 CSL and M-1. . . . No information as of this writing so check the *Stopwatcher* or council hotline (681-5612) for possibility of another winter "moneycross" series. . . . "The on-again, off-again BMW V-12 engine rumor is definitely on. Look for an offering such as a 750i with a 5-liter V-12 as early as this December." What is so new about this you ask? The preceding quote was lifted from the September 1978 *Roundel*. Another quote from the same issue: ". . . the latest rumblings . . . indicate that Porsche is bored with its utter dominance of sports car racing and will be turning its attention to Indianapolis as a new arena to conquer." With time all things shall come to pass. . . . The Metropolitan Washington Council of Sports Car Clubs (MWCSCC) has considered some autocross rules changes. One proposal would allow carburetor and intake manifold changes in the "prepared" classes which would benefit many BMW drivers whose non-stock setups have thrown them into the modified classes against all out race cars. . . . Late news is that the Council adopted SCCA Solo II rules *in toto*. . . . Final standings in the MWCSCC's season long rally championship show NCCer Jim Miner finished second in the Equipped Driver class. . . . Despite the relatively successful season for a new IMSA GTP team, BMWNA is throwing in the towel. It appeared likely that one car would run as a private entry by former McLaren crew chief John Dick with Budweiser sponsorship, but no word on drivers. Late word is that BMW-AG nixed the idea. First race in the IMSA GTP series is the Daytona 24 Hour on Jan. 31-Feb. 1. The second

race is in Miami on March 1. . . . BMW won the Manufacturers Championship in the IMSA Firehawk Sports class. The battle for the driver's championship could not have been scripted better.

Ray Korman and co-driver Ron Christensen only needed to last 80 minutes each in their 325e in the final 6 hour race in Arizona to clinch a tie for the championship (each had driven the same car for the whole series). Korman started the race and after 73 minutes was hit in the rear while in the esses. The resulting rollover (Korman's first in 21 years of racing) disabled the car. Christensen, with Korman's help, quickly joined the Pacific International Motorsports team and co-drove their 325e to a 4th in class finish. Challenger Dorsey Schroeder waited until late in the race to choose which Dodge Shelby Turbo team car to drive. Hopping into the leading car co-driven by Garth Ullom, he won the Sports Class race but Christensen won the championship. Hopefully the 325i will have the reliability of the 'e' and the speed of the Shelby in '87. CRUNCH.

Woody Hair

Bill Scott Can Melt Those Lap Times

Ever wonder what it would be like to study racing with someone the caliber of Bill Scott? Well I had. For me the dream came true on the practice day of the last Double MARRS at Summit Point.

Bill started off my day with directions to go ahead and warm up and he'd be back in an hour. Now how does a novice driver warm-up, in an hour, for Bill Scott? My solution was to concentrate on cleaning up what I already knew and to get my mind focused on being open and clear to receive all information. (Remember that, the next school you attend as a student).

When Bill actually got in the car, I learned quickly that I should keep quiet. He knows exactly what he's doing and chit-chat was not the lesson to be learned. He also allowed me time to take notes like a wild-woman to keep in my race instruction "history" notebook. (Remember that, the next school you attend as a student).

After riding with me for four laps, we pulled into the pits. I waited quietly while Bill thought. In fact, he thought so long I was afraid that maybe the topic had changed. Then all of a sudden he came out with the most well-thought out game plan *any* instructor has ever presented to me. Basically, the plan consisted of breaking my problems down into six major categories, only two of which we would deal with for one race week-end. (Remember that if you teach at a school).

The idea was that we work only on as much as was possible, realistically. Boy was that different from most other instructors I've worked with. He didn't pump out endless reams of instruction made useless by the quantity of detail involved.

We set the ground work for learning based on one category for our morning session and one category for afternoon. This included at least two hours of my working alone to sort out my questions.

After my "alone" work, Bill would go around a few laps and then comment on where I was in my understanding of what he was trying to get me to do. In his instruction Bill never made a negative comment. His form of positive comment was more on the realm of supportive rather than "false hope." That's a great way to handle something as difficult to teach as racing. (Remember that . . .)

After working with Bill that day, my arms and wrists were so overworked I could barely move and I was sure the ol' concentration was pretty much used up.

The next day I went out and qualified at a 1:47. How discouraging. Then came race time and wouldn't you know, Bill was right! Five seconds melted away somewhere under those little CRX wheels.

Now aside from sharing one of my fantasies with you (remember, I said ONE) I want to bring out something here on race instruction that has perplexed me for a long time. First of all, in order to teach or make constructive comments, one must have a clear overview of the existing problems. Most of this can be learned by doing, period. The rest of the clarity on the instructors' part should come from a clearly decided set of priorities.

For example, should overbraking take priority over carrying speed through a corner and at what point should the student have this brought out? Also, when should speed take precedence over car control, traffic, braking, ocular driving techniques, apexing and smoothness? (Let's argue over that for a few years).

Few of us will probably get the experienced overviews of a Bill Scott, but in the mean time, I think we should analyze the "instruction" game further.

Suggestions to instructors:

- Talk more off-road recovery.
- Have an outline of priorities in mind.
- Don't sacrifice premature speed for smoothness.
- Be specific and don't teach too much at once.
- Don't forget that we all start somewhere!

See you at the races!

(P.S. Thanks Bill.)

Kay Heatherley

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On The Hustings

Elections for the executive positions of the Club will be held shortly, as you will see in an upcoming *Roundel*. The positions filled by election are President, Vice President, Treasurer, Secretary and Zone Governor for each of the five Zones. For those of you unaware of our national organization, the NCC is part of the South Atlantic Zone, one of 16 chapters from Virginia south to Florida. The other four zones are North Atlantic, South Central, North Central and Pacific. Together, the nine national officers run the Club, meeting periodically to establish policy, resolve difficulties and manage our organization. The Zone Governor is responsible for assisting the chapters in the Zone to get started, maintain minimum standards and continue functioning.

We in the NCC have been very fortunate to have strong Governors in the past. Phil Marx, a familiar face from Charlottesville, currently Vice President and candidate for President, was a concerned Governor previously, and Eddie Hardman from Florida has done an able job. This year, Les Adams, our past President, is running for Zone Governor, and we trust that he will be elected and continue to work for the interests of the NCC.

Below you will find candidacy statements from Les and from Kathy Hardman who is running for Vice President. We will publish additional statements received before our next deadline.

Be sure to look for the election notice in the *Roundel*, save the address label and, of course, vote.

For Vice President Kathy "keo" Hardman

Most of you have heard my name in connection with Oktoberfest '86. As chairman of that event, I worked closely with both the National Board and BMW of North America. I have also gotten a "close-up" view of the board through the eyes of my husband, Eddie, who has served as South Atlantic Zone Governor for the past year. (He has decided not to be a candidate for 1987).

I've been a member of the Club for nearly six years. Throughout that time, I've worked actively to help BMW CCA grow and improve. I played a major role in bringing the almost dead Central Florida Chapter back to life. And once it was on its feet and thriving, I helped it split into two new chapters, Sunshine Bimmers and Florida Suncoast. Both have now outdistanced the achievements of the old chapter.

Next, I began working to boost BMW CCA's activity level throughout Florida. I chaired two Floridafests, helping bring together members from all parts of the state to show them just how much fun the Club can be.

Most recently, I drew on the enthusiasm of our six Florida chapters to host one of the most successful Oktoberfests ever.

I believe that the strength of BMW CCA is centered in the local chapters and the *Roundel*. Through them, we gain new members, retain old members and serve all members.

Recently, I've heard comments that the *Roundel* is too thin, that it does not contain the right kind of stories. The National Board should find out what the membership wants, and make sure our national magazine provides it.

In the same way, the National Board should better support

the chapters. We're all volunteers—but many chapter officers are new to the Club. Instead of simply making demands, the board should actively serve the chapters. By this, I mean concrete help with planning meetings, boosting participation, and producing newsletters.

Finally, BMW CCA must continue to build its status with BMW of North America. In doing this, our independence will be our greatest strength, allowing us to approach BMW NA as an equal.

If elected, I will devote a lot of energy to the job. I'll work hard to be responsive, timely and enthusiastic. And I'll strongly support Phil Marx, who I believe will do an outstanding job as president.

I think we need some new blood on the board. I'd like to serve you.

For South Atlantic Zone Governor Les Adams

Most of you know me as President of the National Capital Chapter over the past two years. Now I seek your support in my campaign for Governor of the South Atlantic Zone.

I have a great deal of respect for those who have filled the executive positions of the national offices of the BMW CCA. In attending past Zone Congresses and communicating with the executive officers of our club, I can see that our success is due to the dedication and experience of the people who make BMW CCA run, and as a member, I am proud of the BMW CCA, the best and largest independent car club in the world.

It is time that the club had the benefit of the experience of the largest chapter in the BMW CCA. If you are a new member of the NCC, just look at the calendar of events for 1987, and at our magazine, *Der Bayerische*. If you have been around a while, you know how good it is to be a member of the NCC.

I've been privileged to be President of the NCC for the last two years. We have a lot of talented people who work hard to make this chapter a success. As President, I organized to bring more and better events, pulling our team together to make the events, chapter and DB work, looking to provide something of interest to the broad spectrum of members who are the NCC.

Why should I be elected Zone Governor? To bring the same leadership to the executive board of BMW CCA and to bring the experience of the NCC to the other chapters of the South Atlantic Zone. I support the proposal for a National congress, at which the officers from all the chapters gather rather than meeting within Zones. A National Congress permits the interchange of ideas among all the chapters at once, an opportunity to discuss changes in the club, and to act on them. More significantly to the chapters and their members, a Congress will be a convention for the exchange of information on how to run new and better events, produce a better newsletter, better manage finances, increase membership, better serve members; in short, to be more like the NCC. As Zone Governor, I want to see that the National Congress takes place and is a success, and to see that the club grows in a manner advantageous to the NCC and to all the members of the BMW CCA.

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Dear DeBbie

Dear DeB & Confused, Of course you're confused about BMW model designations. You're supposed to be. Naming a car with a number is like giving it a secret code. If you can't crack the code, it must be a pretty special car, right? Allow me to elaborate on your nearly correct explanation.

The chassis (5) engine size (3.0) fuel injection (i) designation are always used, except when the beer factor is figured in. As the BMW Board of Directors meets to discuss new model designations, there are sometimes arguments, producing very long meetings, during which more and more beer is consumed. All this beer drinking results in a slight slip of the engine size designation. How far off the model name is from the engine size gives some hint about how much beer the directors drank naming that model.

At *Alpina*, the emphasis is on engine modification. The designations refer only to engines, not bodies. An *Alpina A-whatever* is a four-cylinder. For example, an A-3 is a 165 HP 4-cylinder found in a 2002. An *Alpina B-whatever* is a big block six. A B-6 (2.8) and B-6 (3.5) indicate big engines stuffed inside new 3-series bodies. A B-7 might be a 6er or 7er. A B-10 is popping up in 5-series cars. An *Alpina C-whatever* is a small-block six. A C-1 is a 170 HP 323i. A C-2 is a hot new high-revving 2.7 liter in a 3-series car.

The *Hartge* brothers knew no one could pronounce their name, so they just use the initial *H* followed by the chasis designation; H-3, H-5, H-6, H-7. If an *s* or *sp* follows, it's a particularly hot model. But, there's an exception, of course, to keep the code-cracking game confusing. In the new 3-series body (for which BMW's code is E30), only the engine size is used. Thus, the H-23 or H-35 or incredible H-35/24 (the 3.5 liter mit 24 valves).

Sincerely,
A-3H35-750i²

Dear DeB,

A word of warning to those who use electronic "counter measures" in Virginia. My daughter was stopped in Arlington and asked to identify the object on the dash board. Unwise in the ways of the police, she told the officer it was a radar detector. Even though she obviously was not using it, and it was obviously not turned on, the officer *took* the detec-

tor as evidence! While she or I can retrieve it, I am angry they upset her.

Fast Dad

Dear F.D.

Bet your daughter won't make that mistake again! DeB doesn't ride without microwave protection, but the detector is always out of sight, even in jurisdictions where they don't consider me a criminal (for using the detector, that is . . .). A tip, if you get caught cold with your detector and the police want to use it as evidence of your possession, you can agree to admit to possession on the officer's copy of the summons. Just don't admit to using it.

DeB

Dear DeBbie,

I recently examined the new body shop at J & F Motors. What is interesting is that the shop is *always* filled to capacity. I wonder how many of the unfortunate owners had the benefit of a BMW CCA highway safety school or a driving school? I suspect few if any, or they wouldn't be waiting for cosmetic surgery.

Why don't people come to summit Point for our educational sessions before it's too late?

Red Eye

Dear Red Eye,

It's never too late! We expect to be at Summit Point on six days in 1987. One trip will change driving habits forever. It's funny the excuses people find to miss the schools, and how no excuse helps after an accident.

DeB

Dear DeBbie,

After 350,000 miles of BMW ownership, I'm always amazed at what I don't know. I had been using the cheap windshield washing fluid sold by Dart/Trak Auto and had noticed small lines/cracks on my paint that wouldn't rub out even with wax.

Gordon Fletcher of J & F Motors found the problem was caused by the cheap fluid leaking from the nozzle on the hood when the hot engine caused expansion of the fluid. He

Big Apple Insurance



Photos by David Sossamon

recommended DUPONT fluid to avoid the terrible effects of the cheap fluid. Lothar Schuettler of Excluservice recommended a new style one way valve to stop leakage and it worked!

Red Eye

Dear Red Eye,

You're becoming a regular around here. Keep the good stuff coming.

DeB

Dear DeB,

I was as surprised when on Dec. 8, I went to the Tyson's Corner N.T.W. to purchase my new P-6's and found that the BMWCCA discount had 'expired'. However the people were nice and gave me the discount anyway. The way it was explained to me, you get 3% off on charge purchases and 5% off for cash or check. I must say that the service was excellent and the people were friendly. I hope I can get 70k miles out of these P-6's like I did out of the last set.

Richard Dondes

Dear Richard,

Thanks for the info. The big-wigs tell me that the discount has been renewed, so those club benefits can keep flowing. By the way, how many of those miles were on the Autotrain?

DeB

Dear DeB,

Those of us who can't conveniently wash our cars at our homes are usually forced to go to a self-serve car wash and pay six bits for about five minutes of high pressure water. Getting a bucket full of water so that you can leisurely shampoo your car can be a risky proposition: the water can blast your bucket half way across the parking lot or it will recoshet out of the pail, soaking you and leaving nothing in the bucket. The solution: before you turn the water on, put the nozzle into the bucket and cover it with your chamois. This will deflect the blast and the bucket will fill without any trouble.

Mark Yaworski

Dear Mark,

You mean this trick will keep me from getting hosed?

DeB

Dear Everyone,

I cannot even begin to express in words how much I appreciated the award you gave me at our recent elections banquet.

My membership in this club has meant more to me than any other organization I have EVER belonged to.

I am your devoted enthusiast and worker for many years to come.

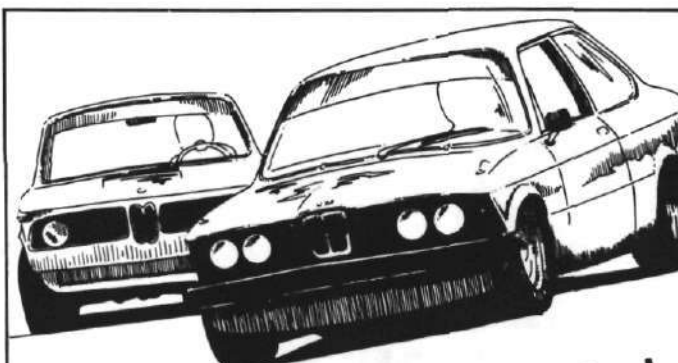
Thanks for being such a good friend to me.

*Most sincerely
Kay Heatherley
aka Buffy Bimmer
— "32" SSB —*

Dear Buffy,

We love you too, and we want to see you win next year.

DeB



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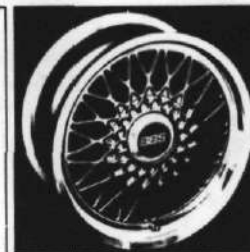
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318 and 325 Rims

With the new type suspension and because of the low profile tires and rims used on these cars, lots of people are experiencing BENT RIMS. By running over pot holes, road debris, etc., the rims do get bent.

By my own experience, the main reason has been improper air pressures in tires. This is something you should check once every two weeks. Check when the tires are cold.

Keep air pressure at recommended manufacturer's specs — even though in most cases, when a bent wheel appears NO FURTHER DAMAGE HAS BEEN DONE TO THE SUSPENSION, I highly recommend you always have your vehicle inspected by professionals.

Noah Morales
Bayou Chapter

The 2002 "F" Revisited (Some Answers At Last)

Ed. Note: For newcomers, and those not privy to happenings in other chapters, there is a long running rivalry concerning the mythical (?) 2002F. The following commentary is reprinted here to let you in on the fun. By the way, the similarity between the 2002F and any number of 2002s in the NCC is purely coincidental.

In the July 1980 *Roundel* a brief article appeared under the title "Letters Never Received." It was another product of the prolific pen of, then National Secretary, Harmon Fischer of Louisiana. He *had* to write it as Harmon's stuff cannot be relayed orally with a tongue that far into his cheek.

The longed for (but mythical) letters involved promised cures and/or reimbursement for problems ranging from 2002 window regulators to 320i front end shimmy.

The last one, in the form of a press release, outlined a plan to utilize then dormant automobile plants in the U.S. to assemble the 1981 2002 F (Fast). The F Model was described as a Webered, Kameied, Bilsteined, Recaroed pocket rocket running on performance tires and wheels to generate speed figures superior to the 1.8 liter 320i of that day. Furthermore, the 2002 F was to cost only \$11,000 with graduated rebates offered to BMW CCA members based on membership seniority and documented proof of previous '02 ownership.

Lamentably, the 'F' was to be available in only four colors: Colorado (pumpkin orange), Inka (tangerine orange), Golf (chartreuse!) or Henna (arrest me red).

Secretary Fischer very quickly learned how many 'CCA members cannot take a joke — even when it's driven into their ribs on the point of an elbow. His mailbox bulged from the response. Several people fronted serious money in the form of cashiers checks in tempting amounts to reserve a 1981 2002 F for their own enjoyment. Yuppie attorneys threatened legal action if they weren't granted advantages over other potential purchasers. Nubile wenches breathed hints of erotic pleasure to be exchanged for a low production number.

Yep, it got real deep and smelly around Harmon's house for a while.

In fairness, he *did* return all the money. Being a National Board member requires one to be honest for the duration of the term. But then he had to publish equally believable follow-up reports to bow out of the brouhaha as gracefully as possible. Throughout the following two years we were tit-

tilated with additional *Roundel* reports on prototype testing and even more desirable options being declared 'standard production features' for the 2002 F.

The era closed with the April 1982 issue reporting a disastrous fire that destroyed all tooling and the supply of 5 speed, close ratio transmissions. Now that's the way out of a myth — burn the records!

In the interim, Harmon's 1973 2002 had become an 'F' — right down to the henna paint job. Rich Meltzer of Delaware Valley Chapter, former Zone Guv, Vice Prez and other things, was so enamored of the concept he transmogrified his 1602 to 2002 F specs. Except he chose to retain the car's Sahara beige color and has suffered automotive ostracism ever since.

If any '02 owner would like to convert to F Model ownership the specifications and parts are still available. Mr. Fischer still offers his formal blessing and recognition to any car properly converted. *You* could have the first 2002 F in Florida. And you could join this elite fraternity of wackos who still can't admit their aberrations are borne of the lack of foresight and taste. They muddle on in the bitterness of having failed to buy a 2002 tii during the three short years the *real* ultimate US spec '02 was available.

Eddie Hardman
Sunshine Bimmers Chapter

Penalties For Drunk Driving

Do you feel your state drunk driving laws are too stiff? Then why not move?

AUSTRALIA: The names of the drivers are sent to the local newspapers and are printed under the heading 'He's Drunk and in Jail.'

MALAYA: The driver is jailed; if he's married, his wife is jailed, too.

SOUTH AFRICA: A 10 year prison sentence or the equivalent of a \$10,000 fine or both.

TURKEY: Drunk drivers are taken 20 miles from town by the police and forced to walk back under escort.

NORWAY: Three weeks in jail at hard labor, one-year loss of license. If the driver commits a second offense within 5 years his license is revoked for life.

FINLAND & SWEDEN: Driver is automatically jailed for one year at hard labor.

COSTA RICA: Police remove plates from the offender's vehicle.

RUSSIA: License revoked for life.

ENGLAND: One-year license suspension, a \$250 fine and jail for one year.

FRANCE: Drivers are punished with a three-year loss of license, one year in jail and \$1,000 fine.

POLAND: Jailed and fined and forced to attend political lectures.

BULGARIA: A second conviction results in execution.

EL SALVADOR: Your first offense is your last, as punishment is execution by a firing squad.

There are two ways to avoid any penalties for drunk driving. One way is to kill yourself in an accident. The other way is easier — DON'T DRINK AND DRIVE!!

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Beneta J. Peacock	1985	325e
Peter T. Flaherty	1981	320i
Jim McCraig	1981	745i
Jon Welfeld	1978	733i
Stuart E. Diamond	1986	325
Edward C. Bacon	1984	318i
Robert L. Baitley	1977	530i
Christopher Van Herpe	1974	2002 Tii
Bradley Golden	1986	325es
Milton Wayne Bryant	1983	528e
Michael Whitley	1984	325e
George Khatchadourian	1985	318i
Robert W. Warfield	1986	535i
Tim McElligott	1984	318i
Michael W. Paige	1982	320i
Erwin Webb, Jr.	1976	3.0 Si
Lisa A. Lowenfeld	1974	2002
Guy W. Cheesman	1979	320i
Philip Laddon	1973	2002
Mark A. Levine	1979	528i
George G. Cassis	1969	2800 Cs
Mike Pedlowe	1973	Bavaria
Richard P. Bergen	1986	325es
Vincent E. Stewart	1984	325e
James L. Napper	1986	325es
Philip Burris	1984	533i
Lana J. Harris	1984	325e
Dave Alley	1979	320i
Richard Wilkinson	1986	535i
Thaddeus G. Slowinski	1971	2800
Robin L. Clemmons	1983	528e
Irving Rodness	1973	2002
Vo N. Tran	1987	745i
Feroz Dhomun	1985	318i
Margaret M. Mullins	1976	530i
Bruce A. Reitz	1986	535i
Lawrence Silberman	1976	2000 CS
Calvin Wade	1986	325
Paul Kaplan	1986	735i
Georgia Ann Flynn	1986	325
Fred S. Balsam	—	—
Alfred Dolder	1986	535i
Robert Moulthrop	1986	325e
James Horchner	1969	2002
Edward Driese	'85-535i	'76-2002
H. Ben Jones	1981	528i
Ken A. Crerar	1986	528e
Melvin L. Pridgen	1972	2002 Tii
Karen Lefman	'85-318i	'73-2002
Michael Turzanski	1987	528e
Paul J. Falseas	1979	320i
Richard S. Wilson	1973	3.0 CS
Robert L. Rosenberg	1984	733i
Harold A. MacLaughlin	'86-325e	'87-325i
Jeff Petty	1986	325es
Jose Rabeiro	—	—
Harold Schneiberg	1986	535i
Richard Evans, III	1986	325es
John E. McIntosh, Jr.	1981	733i
Terry Lester	1985	535i
Carolyn A. B. Curtis	1974	2002
Anthony B. Schoraka	1985	325e
Gregory M. Edwards	1969	2002
Geoffrey S. Goodfellow	1979	633 CSI
William M. Grebe	1986	325es
E. W. Adam	1985	535i
Sidney Rodgers	1985	318i
Hair Celine	1981	735i
Art Kudner	1972	3.0 CS
James S. Salkin	1986	325es
John Bakovic	1972	Bavaria
Wyman Spacil	1986	325es
Reginald A. Park	1984	325e
Michael G. Michko	1973	Bavaria
Carol Altomari	1977	320i
Thomas Donnelly	1974	2002

Joseph & Penelope Olimpio	1985	318i
Pat & John Shaughenssy	1986	325es
Mark & Rodger Strassman	'84-325	'83-733i
Timothy & Susan Callow	1986	325
Raymond & Candace Velez	1985	318i
Rick & Connie Mako	1983	633 CSI
Janie & Rob Lozoskie	'86-325e	'77-320i
James & Sherry LaGrone	1986	535i
Mark & Elizabeth Milliken	1985	325e
Kathleen & Kenneth Schuberth	1984	528e
Jack & Jeri Churchill	1985	735i
Norman & Iris Dowe	1975	530i
Roger & Karol Phillips	—	2002
Brad & Sharon Kline	1983	320i
Philip & Sherry Lutz	1978	320
C.A. & Jennifer Russell	1976	2002
William & Mary Scheeler	1970	2002
John & Mei Ling Wakefield	1973	Bavaria
Lisa & John Lombardozzi	1985	535i
David & Beckie Baratto	1981	528i
Arthur & Eleanor Budd	1984	325e
Mike & Vicky Angel	1980	528i
George D. & Susan Baptist	1985	318i
Adam & Stacy Koons	1974	2002
Frank & Carol McGuire	1985	524 TD
Walter & Larry Lee	1985	318i
Rob & Amy Ringle	1976	2002

WELCOME: Plan on attending an upcoming event and get the most out of your membership.

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BMW Model _____ Year _____ Serial No. _____

BMW Model _____ Year _____ Serial No. _____

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Your check made payable to BMWCCA must accompany this application

Annual dues \$30.00. \$5 extra for associate membership for spouse.

Change of Address

Please send this form and your old mailing label to:
Bill Ross, NCC
P.O. Box 685, Arlington, VA 22216

NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

Marketplace

For Sale: 2002, 1976 Malaga, tan interior, sunroof, 92K orig. miles, 15K on fresh engine, 12 coats of lacquer in 9/85, 45 DCDE's, 304 deg cam, Korman sport suspension, Stahl header, Yokohama A001R's, Alpine, new headliner, center console, VDO gauges, \$7000 firm, Gary Green (301) 879-3166.

For Sale: 1974 Bavaria. Silver. Dark blue interior in excellent shape. 140K but repainted and garaged. 40K on overhauled engine. Family car. Spacious/clean, new brakes, a/c, am/fm stereo cassette, Halogen lights. Classic. Asking \$4500. John/Linda Lefevre. Work (John) 202-724-1185. Home — 703-893-0866.

Car For Sale: BMW 2000 CA VIN 1000464. Whole car for parts or possible restoration, in reasonable shape and complete. Best offer. George Murnaghan #23245. 120 W. Montgomery St. Baltimore, MD 21230. Days: 301-547-2140. Eves: 301-385-1273.

For Sale: ANSA Free Flow exhausts for most BMW models—Very reasonable. 40 mm sidedraft solo carbs for 2002Ti. Will fit 2002 \$190. 2500 driveshaft \$75. Rebuilt 2002 engine \$900. Many new parts: heads, manifolds, clutches, alternators, pads, distributors. Charles Douson, 7 Wainwright Ave., Annapolis, MD. 21403. 301-267-9245.

For Sale: Parts for 318i: Factory service manual \$25. Converter pipe with muffler to replace catalytic converter \$50. 12 WR9DS Bosch spark plugs \$25. BMW locking wheel studs (4) \$25. Motor Design concours Car Cover with bag and lock \$50. Four Vredestein 175 x 70HR x 14 snow tires (2500 mi) with rims hub caps and wheel studs \$300. German snow chains for 175 x 70 x 14 or 195 x 60 x 14 tires used once \$40. Take it all \$450. Marv Hansen after 4 p.m. 703-781-9088.

Parts Needed: *Kidney donor.* 1 set of 3-Series 'kidneys' needed for front grill of 320i. Also need one (or four) original factory spoke alloy wheel(s). Call David Sossamon at work (703) 442-6487.

For Those Into Leather

BMW has come out with its own guidelines for care of its fine leather upholstery. The only approved leather cleaner/preservative approved by BMW is KARNEOL. Apply with a soft cloth, let dry, polish with a clean cloth. Very dirty areas can be first cleaned with mild soap such as Woolite® and water. Use 2 tablespoons to one quart of water. Boiled or distilled water is advised to prevent staining. Clean without allowing the seams to become saturated. When dry, apply a coating of KARNEOL. Grease or dirt spots will require a cloth moistened with solvent type cleaner and gentle dabbing at the spots followed by the application of KARNEOL.

3 Series Recall

The January 1987 edition of "Consumer Reports" notes a factory recall of '85-'86 BMW Cars. Steering-column components may separate, causing loss of control. The models involved are 120,261 cars manufactured from September 1984 through July, 1986, including 1985 models 318i and 325e and 1986 models 325, 325e, and 325es. Under the recall campaign, the dealer will install special components to prevent separation.

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