

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



MAY-JUNE 1987  
VOL XVII, ISSUE 3

# der bayerische



## IN THIS ISSUE:

Racing News

Driving School Application

Crab Feast

Year of the Seven

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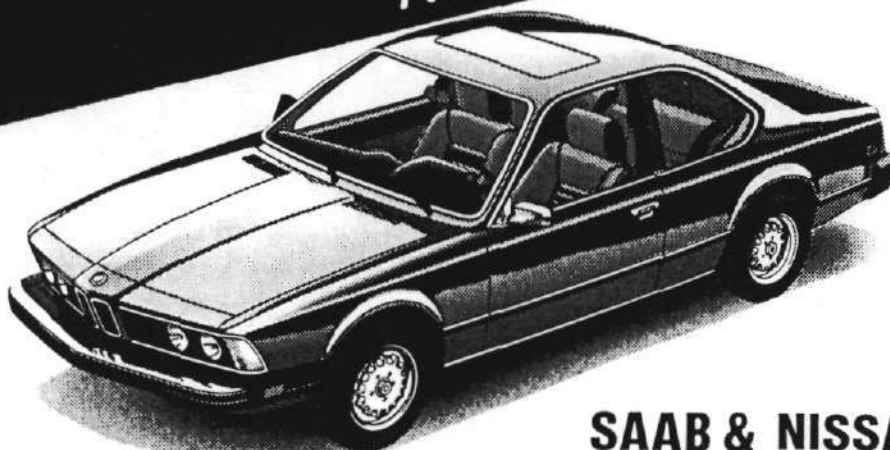
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## DER BAYERISCHE STAFF

### Editors

Les Adams (202) 586-4387 days; (703) 569-2144  
David Sossamon (703) 442-6487 days; (202) 546-7163

### Production Manager

Andrew Short (202) 546-7163 evenings

### Business Advertising Manager

Jonathon Jones (301) 299-8144 days; 984-0588

## CHAPTER OFFICERS

### President

Cory Laws (202) 546-2365 evenings

### Vice President

Terry Forrest (202) 382-4096 days; (202) 397-8541

### Treasurer

Woody Hair (703) 658-0161 days; (703) 243-5796

### Secretary

John Hartge (202) 484-3849 evenings

### Membership Circulation

Bill Ross (301) 469-9387 evenings

### Social

Dan & Seu Lim (301) 839-9203 evenings

Mark Yaworski (703) 281-5182 evenings

### Concours

Larry Master (703) 941-1067 days

### Baltimore Activities

Dwight Derr (301) 889-9578

### Tourmeister

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

### Driving Events, Club Store

Max Rodriguez (301) 926-1629 (M-F 7-10 p.m.)

### Autocross

Gary Toyama (703) 569-1336 evenings

Raine Mantysalo (301) 933-1880 evenings

### Public Relations

Mike Diggs (202) 584-0325

## Mailing Addresses

Der Bayerische  
c/o Les Adams  
6500 Park View Ct.  
Springfield, VA 22152

National Capital Chapter  
P.O. Box 685  
Arlington, VA 22216

## Technical Questions & Tech Tips

### Local

Max Rodriguez  
(301) 926-1629 (M-F 7-10 p.m.)

### Atlantic Zone

Hugh Wells Winston-Salem, NC  
(919) 748-1601

Chapter Hotline (202) 397-5970

*The Inside Story, See Page 10*



Photo by David Sossamon

*Bob Gammache, in the net, on the grid*

## Cover:

## Club Members Compete

Bob Gammache (1) zips through the "esses" in his tii; Jim Epting (68) races past club corral toward April 26 victory; John Weaver (9) and Ed York exit the "Carousel"; Gary Green (32) also gives Summit Point a run for its money; and Glen Stewart (3) takes Rustbucket II on a test-drive!

*Photos by John Hartge*

## See:

Summit Point Race Bulletin .....Pg. 13  
Woody Hair's Competition Corner .....Pg. 19

## Contents:

What's Coming .....2-4  
What's What .....6,8  
What Was .....9,10,13,14  
Say What? .....22,25  
What's That? .....25

## Coming Events

### MAIFEST!—May 30-31

Too late to sign up for the driving school but *not* too late to plan on a *great* weekend at MAIFEST! Join the Bill Via tour from Virginia that will get you to the track in time for a gourmet lunch prepared by the incredible Gretchen, innkeeper of Hillbrook Inn. Bring a friend, spouse or family and roam Summit Point. Soak up the sun, watch the Bimmers circle the track faster and faster as drivers show their stuff and share a few beers with us. Or just come up for the dinner at Hillbrook Inn. Help us end the day with a fantastic dinner (\$15, reservation required), and a bonfire afterwards and, of course, lots and lots of door prizes.

If you plan to take the tour, please call Glenn Sims at 202-474-3816 and if you will be joining us for dinner, call Max Rodriguez at (301) 926-1629 (7-10 p.m.) with your reservation.

Hope to see you there!

### CHILDRENS HOSPITAL BENEFIT AUTOCROSS May 31

*Time:* All day starting 9:00 a.m.

The Metropolitan Washington Council of Sports Car Clubs will take over the back parking lot of Landmark Shopping Center in Alexandria for its annual autocross with all proceeds from entry fees and concession sales going to benefit our favorite charity. Entrants are encouraged to obtain at least \$20 in "sponsorships" for their entry and the driver with the most sponsorship will win a valuable prize. This non-championship event draws a lot of first time autocrossers and features two runs on each side of a mirror image dual course. Local "celebrities" and teams from local police departments will also compete. This is an all day affair but you only have to be there for your heat. Even if you don't plan to run, come out and spectate. For pre-registration (strongly recommended) call Tony or Cindy Pagonis 301-963-0839 eves. Exotic sports and race cars will be on display in the Mall both Saturday and Sunday.

*Location:* Landmark Shopping Center is located on Rt. 236 (Duke Street) at I-395 five miles south of the Pentagon or 5 miles north of the Beltway.

### TECH SESSION — CRAVEN TIRE Wednesday, June 10

*Time:* 7:30 p.m.

At some time or another, most of us have considered an upgrade to our wheels and/or tires. Stock, Plus 1 or Plus 2? OEM or ultra high performance? Goodyear, Goodrich or Mr. Goodbar? BBS, MSW or PCP? All-season or shaved? For the answers to these nagging questions come to Craven Tire for our first mid-week meeting in several years. Steven Craven will discuss the various fitment possibilities for BMWs and what advantages/disadvantages one can expect with each.

*Directions:* Craven Tire, 5200 Lee Highway, North Arlington, Va. From Rosslyn, Lee Highway (Rt. 29-211) west 3 miles to 5200. From Chain Bridge, Glebe Road south to right on Lee Highway. Look for Goodyear sign about 1/3 mile west of Glebe Road.

*NOTE:* This is a Wednesday night event. Mark your calendar!

### AUTOCROSS—June 14

Fathers: Celebrate YOUR DAY at the Father's Day Car Show and Autocross at Landover Mall! Wives and kids: Help

Dad enjoy his day by cheering him on as he winds his way through the autocross course on the Lower Lot! Bachelors: Hell, you're single, come on out and enjoy! Maybe even DeBbie will be there — hey, hey!! Women: This just happened to fall on Father's Day; as always, you're encouraged/invited/begged/pleaded to come on out and have fun! Sodas and b\*\*r will also be provided.

Spectators and helpers are always welcome. If you would like to help (many duties require no mechanical knowledge), call Gary Toyama at (703) 569-1336, evenings 'til 10.

*Directions:* I-95 (Capital Beltway) to exit 17-B, Landover Rd. Stay to right, you will be routed into parking lot. Continue on perimeter road counter-clockwise, past Sears Auto Center. Lower lot will be on right. Bring a helmet (loaners should be available), and empty car of all loose objects (including DeBbie!). Please watch valuables, or better yet, leave them at home — unfortunately, local pilferage can be a problem. Pump tires up to 40-45 psi before arriving.

Stay tuned to WNCC, or call Gary Toyama (703) 569-1336 or Raine Mantysalo (301) 933-1880 for more info.

### DRIVING SCHOOL TECH INSPECTION, BROOKS BMW DO-IT-YOURSELF SESSION AND OPEN HOUSE—Saturday, June 20

*Time:* 9:00 a.m.

Due to the enormous popularity of our two do-it-yourself sessions we've added a third — in *Baltimore*, no less, for all of you who didn't feel up to driving a few miles down the pike.

Brooks BMW in Towson, Md. will host a do-it-yourself session, a tech inspection for the Fourth of July Driving School, and open the doors to their new BMW showroom to club members. Come on out to work on your car and/or have it inspected and also take a look at the new M cars.

Remember, the goal of our D-I-Y sessions is to allow everyone to perform *minor* service and to treasure the experience of trying to get the grease from under their fingernails. Call Dwight Derr for info and also to reserve a spot: (301) 889-9578 evenings or leave a message.

*Directions:* Take the Baltimore Beltway (I695) North to Exit 26 South. Turn right at the first light onto West Road. Turn right onto Kenilworth Rd. and then right into Brooks BMW.

### SUMMIT POINT CORRALS June 27-28, July 11-12

It's almost party time again! Your club will be holding a total of four corrals this year at Summit Point Raceway. One of the high points for the year has always been the Sunday parties at the racetrack. The club will provide plenty of adult and pediatric beverages, a tent to congregate under, good conversation, and there will be some excellent racing to watch. Because of the usual large turnout, our friends at Summit Point provide a segregated area for us with the very best view of the track available. Also, when the racing schedule permits, we will take a parade lap during the lunch break. Plans call for corrals during the MARRS Races on April 26 and June 27 and 28. The IMSA GTO-GTU Race on July 11 and 12 (a catered lunch will be provided on July 12th) and for the Blue-Gray Classic on September 20. Discount tickets for track admission are available from Terry Luxford at Quality Car Service in Rockville. Come on out and have fun and maybe cheer on a few local BMW racers. Call Bob Gammache for more info 703-777-6877.

*continued on page 4*



# 1987 Calendar of Events

## MAY

- 2 Heishman Inspection & Swapmeet  
(John Hartge)
- 10 Deutsche Marque Concours—  
German Embassy
- 16 Tischer Maifest
- 20 Business Meeting
- †30-31 MAIFEST-Summit Point Weekend,  
Tour & Party
- †30-31 Children's Hospital Autocross and Telethon  
(Mike Diggs; Autocross Committee)

## JUNE

- 5 DB Deadline
- †10 Tech Session-Craven Tire  
(Woody Hair)
- †20-21 Fathers Day Car Show & Autocross  
(John Fowler)
- †20 Do-It-Yourself/Inspection/Open House  
Brooks BMW (Dwight Derr)
- †27-28 MARRS Corral  
(Bob Gammache)
- 27 New Model Introduction-Evergreen Motors

## JULY

- †4 Firecracker Driving School  
(Max Rodriguez)
- †11-12 Corral-IMSA GTO-GTU-Firehawk
- †18 Crab Feast  
(Seu Lim)
- 22 Business Meeting
- †26 Autocross  
(Gary Toyama)

## AUGUST

- Polo Match
- 5 DB Deadline
- Tech Session-Coachworks, Inc.
- Orioles Game
- 30 Autocross

## SEPTEMBER

- El Cheapo Driving School
- 18-20 Blue-Gray Classic-Corral
- 20 Bavarian Inn Tour
- 23 Business Meeting

## OCTOBER

- 3 Autoy Oktoberfest
- 5 DB Deadline
- 11 Championship Open Autocross  
Sponsored by NCC
- 18 Excluservice  
Bavarian Day
- 19-23 Oktoberfest-Tulsa, Oklahoma  
Hotshoe Driving School
- 25 Winery Tour
- 31 Halloween Party  
(Cory Laws)

## NOVEMBER

- Baltimore Aquarium
- 14 Tech Session
- 18 Business Meeting
- 20 Annual Dinner  
(Terry Forrest)
- 28 Snowshoe Driving School

## DECEMBER

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

† See COMING EVENTS

**FIRECRACKER**  
Application Form  
on Page 13



Photo by Steve McLean



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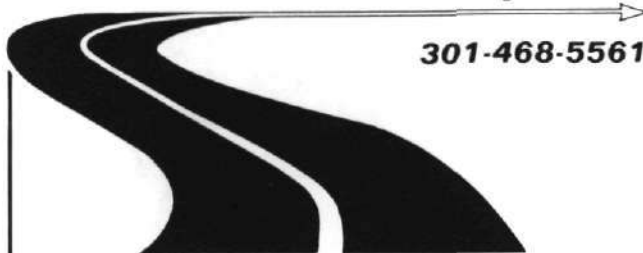
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**Directions:** From the Beltway to 355 N., take a right onto  
Randolph Rd. to the second traffic light, turn  
on Nebel St. and left into the parking lot.

*continued from page 2*

The picnic is B.Y.O.B. (bring your own basket) if you are not interested in eating crabs, don't hesitate to bring all your favorite foods for the grill. The club will provide beer, soft drinks, and charcoal. If you are interested in eating our hot steamed crabs, please send your checks in the amount of \$7.00 per person before Saturday, July 11th to Seu Lim, 9621 Windermere Turn, Fort Washington, Maryland, 20744. Make checks payable to: NCC-BMW CCA.

The crab feast was a great success last year. Everybody enjoyed themselves so if you are interested, please send your checks soon. Maximum capacity is 150 persons.

**Directions:** Take Capital Beltway I-95 to John Hanson Highway (Rte. 50) eastbound exit no. 19. Go approximately 7 miles to Rte. 197-Collington Road (first exit) go to the first stop light and make a right turn to Northview Drive. The park is approximately 1 mile on the right side of Northview Drive. Make a right turn at the skating arena. Follow the road to parking area. Park on left side of lot. Follow path to east pavillion. Enjoy!

## FIRECRACKER DRIVING SCHOOL— The Fourth of July

BOOM!!!! The sound of fireworks on the FOURTH of JULY!

This year we have decided to do many unusual things, one of them being a driving school on the birthday of our country. I mean, where can you take the whole family for an outing where everyone can enjoy themselves? Answer — TO THE FIRECRACKER DRIVING SCHOOL.

This event as with other driving schools of the past, will be held at Summit Point Raceway, in Wild and Wonderful West Virginia. Driving School alumni know what our schools are like, and for the newcomers, you can spend a day watching or participating with your friends or just sit around catching the summer sun and getting the suntan that you promised yourself last year.

Lunch will be provided free to those that help out in running the event, and \$8.00 for the sunbathers. Later on, we will have a dinner with all the amenities.

The *piece de resistance* will be our own Bimmer Fireworks display. That is we will pick the best looking car of the bunch and set it on fire (ONLY KIDDING).

We will have our own LIVE BAND coming direct to you from a tape player. So bring tapes of your favorite music.

The cost of the school will be \$80.00 per driver and \$5.00 for dinner. So hurry! We only have 40 slots available. Use the application in this issue!!

As always, Satisfaction Guaranteed.

Call Cory Laws or Max von Rodriguez-stein (for information) 301-926-1629 evenings between 7 and 10.

## CRAB FEAST—Saturday, July 18

**Time:** Noon to sunset.

The time is coming to indulge yourselves with hot steamed Maryland crabs and beer. The national chapter's annual crab feast will again be held at Allen's Pond Park in Bowie, Maryland. We have reserved the east pavillion (sheltered area) which has ten tables and 3 grills. The park offers volleyball, shuffleboard, and horseshoes. The club has reserved equipment for these activities. There is also a softball field. It will be reserved for our use between 2 p.m. to 4 p.m. If you are interested in playing, please bring your own softball equipment or call Terry Forrest (202) 382-4096 days; (202) 397-8541 evenings.



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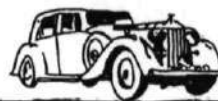
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## President's Message

**O'FEST.** Most of you don't know, but your own National Capital Chapter almost got to host the BMW CCA national Oktoberfest next year. To fill you in on all the details, there was a bid in from the Genesee Valley Chapter (upstate New York) to host the 1988 Oktoberfest, but all requirements were not met. At the Open House for the new BMW regional offices, Phil Marx, President of BMW CCA, asked that we consider hosting the '88 O'fest.

I didn't have to be asked twice. There was a board meeting scheduled for two weeks later, and I was successful in convincing everyone that our time had come. (You see, National has been all over us for years to run an Oktoberfest). In all honesty, I implored all to save our past President and current Zone Governor, Les Adams, from the drumming we were sure he'd take if we did not agree to do the O'fest.

Well, to make a long story short, the bid from Genesee Valley had been conditionally accepted by the National board, all prerequisites were agreed to, and that, my friends, was that. . . .

**NO FEST.** Frankly, I had gotten quite excited at the prospect of ruining my health over such a big event. I had also infected others with the same affliction. So it will come as no surprise to you that we are planning to do the next available Oktoberfest in the East, O'fest 1990. Sounds like a long way off, doesn't it? Does to me too. But, if we look around and decide on the BEST location for such an event, we can be almost assured of securing it now. In the meantime, we're going to work on one of the more important prerequisites, a regional event, which brings us to . . .

**MAIFEST.** The most widely attended event we put on each year, typically gets about 80 drivers, a bunch of track workers, lots of spectators, and plenty of people who come mainly for the Saturday night dinner and party. This year's will be as

before, but we will discuss expanding it into a proper regional event next year. Tentative plans call for hotel space, the normal driving school, plus an autocross, rally or concours (or some combination). So, those of you who were at the Quality Car tech session who volunteered to help with Oktoberfest, give me a call, and I'll put you to work in a less pressured environment.

**GO WEST.** Destination, Tulsa. OK, listen up. You all enjoyed John Hartge's trav'lin tales from O'fest 1985 in Monterrey and Grenelefe in 1986. Hows 'bout givin' 'em some comp'ny? For those worried about encounters with the "gendarmes", none other than the infamous Redeye, has signed on to be the front door. (Ed. note: So what's the good news?)

**THE BEST.** Got a call last night from Joe Chamberlain, Senior Editor of the Roundel. He had good news and bad news. The good news is that *der Bayerische* is the best newsletter in the country. We were awarded best newsletter in the South Atlantic zone. The bad news is that we don't publish it often enough to win the national newsletter contest. Because of the points scoring, which counts the number of issues published over the mandatory four per year, we immediately have a six point deficit to make up in categories like style, content, design, etc. Unfortunately, six points is a lot to make up, and we lost by one point to the Boston Chapter.

**THE BEST.** That's up to you. We try to give you all the opportunities we can to enjoy yourselves with other like minded individuals. The key here is that we are all individuals, each with unique characteristics. We blend, we clash, we compromise, but we have fun doing it. Have an idea, give me a call. Want to get involved, give me a call. Don't forget, evenings till 9:59. No exceptions!

See you soon.

Cory Laws

## From The Editor's Desk

**DB.** *Der Bayerische* is on the move. Your editors are working on a number of ways to improve your newsletter. A frequent complaint is that the newsletter is slow to arrive. That has been a function of our use of bulk rate mail to keep costs down. The magazine you are holding runs over \$2000 per issue to typeset, print and mail. In order to improve service, we are examining the use of second class postage which should be significantly faster. Use of bulk rate has had odd effects on delivery. With some issues, the Baltimore area receives the DB two weeks late, other issues, Baltimore gets it first, and the area around the post office sees it last! If we can work out the details of second class postage requirements, you should receive your DB on time every issue.

We are also looking into ways to improve the look of the magazine, and to enhance our already first class writing. On this last point, you can have a very direct impact. We are seeing new names on articles every month, receiving more material than we can use, and will probably expand. If you would like to join the ranks of contributors, we can always use help with writing special assignments. We are also always in short supply of photographs (see the next item). Call me for more info.

**PHOTO CONTEST.** What happened? No photos yet! Run out of film? There are so many great photo opportunities coming up. Bring your camera to Maifest and walk away with a great prize at the Annual Dinner. And get to see your work

in the best magazine in the BMW CCA.

**NEWSLETTER CONTEST.** Cory has already delivered the sorry message, out of first place by ONE POINT! To put that in perspective, the scores for first in the other zones were: North Central — Windy City — 27.0; South Central — Bayou — 27.5; Pacific — San Diego — 27.5. New Jersey should also get more than honorable mention for finishing with 29.5 points, more than enough to win in three of the zones. Our problem, as explained by Cory, is the scoring system, which weighs in favor of new chapters and frequent publication and against large chapters. You should also know that the points don't tell the whole story. Because frequency of publication has such a large impact, one full point for each issue over four, the contest scores do not necessarily reflect the quality of the publication. If you get the opportunity to see our competition, you will know why we feel so proud of our magazine.

**CALENDAR.** New stuff and moved stuff. What else? Evergreen Motors asked us to move their open house and new model introduction to a later date because that snow we all enjoyed so much has put their construction behind schedule. The opening of their new showroom will be sometime in late June. Call Rick Price for details at 428-0439 (Metro) or (301) 694-7400.

In the meantime, Rudy Tischer invites you to come out to his Maifest on May 16. Balloons, refreshments and all the new models on display. Brooks BMW in Baltimore has also invited

*continued on page 8*



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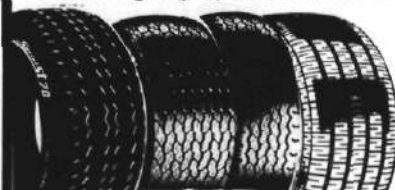
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continued from page 6

us to a Do-it-yourself-tech-inspection-open-house on June 20. You can work on your car, get it inspected for the Firecracker Driving School or tour Brooks' new showroom.

In addition to the new stuff, don't forget: MAIFEST! FIRECRACKER DRIVING SCHOOL! CRAB FEAST! Plus autocrosses, tech sessions, corrals. Mark your calendar.

WNCC. Our hotline has moved from my basement to Terry Forrest's closet. As Zone Governor, I will be installing a Zone Hotline, and I knew hearing my voice on two machines would be more than you (or I) could handle. The new chapter number is 202-397-5970.

YEAR OF THE SEVEN. This is an exciting year for BMW and for BMW enthusiasts: the M cars, the i series and the magnificent 7 are here. As you will see in Cory's report, BMW NA is placing a lot of emphasis on the new 7, and well they might. If you haven't seen it, let me assure you, the pictures do NOT do it justice. This is as handsome a car as BMW has ever produced. It bristles with innovations, its lines are seductive and its interior is luxurious. I haven't had a chance to drive one yet, but I understand they are fast and they HANDLE!

Evidence of NA's dedication to making the 7 a big winner in the luxu class tourer sweepstakes can be found in a special edition of *Travel & Leisure*, the Amex travel magazine. In April T&L produced a bonus issue, "Great Hotels of the World." 84 pages on 10 hotels from Bangkok to Zurich. The only advertiser is . . . the BMW 735i. It starts, in BOLD type, "This issue is devoted to ten of the best hotels in the world. And the one best car." The gauntlet has been thrown down . . . Mercedes, look out. Speaking of sweepstakes, the recipients of the special issue are personally invited to enter a contest with ten grand prizes, stays at any of the hotels in the magazine. A very classy introduction.

HAVE FUN!! That's what we're all about after all, right?

*Les Adams*

## The Governor's Zone

THANK YOU! Notwithstanding the fact that I was running unopposed, many of you took the time to vote for me for the office of Zone Governor. I would like to return the favor by keeping you abreast of the developments in our national organization.

ROUNDEL. You may read about this in the *Roundel* first, but this is a significant development and worth repeating. The club has taken over the publishing of the *Roundel* and has asked Yale Rachlin, long time Art Director, to become editor. Finances and accounting will be managed out of our national office and an advertising firm will take over that aspect of the business. For those of you who have commented on the decline of the *Roundel*, expect to see a change: an increase in size, more creativity, more attention to club affairs, more content. We also expect to make the *Roundel* self sustaining. While I am sorry that long time club supporter Parker Spooner will lose this relationship with the club, consensus is that it is time for a change.

NATIONAL CONGRESS. I have written in the past of the Zone Congresses your chapter officers have attended. This year, there will be a single National Congress with representatives from all 56 chapters in attendance. There will be seminars on how to conduct all types of events and how to run chapters and publish newsletters. Our chapter has been asked to present two of those seminars, which should give you some idea of how we are perceived in the other areas of the country.

*Les Adams*

## Six Foot Man Eats Six Foot Sub (Almost)

Quality Car Services in Rockville, Maryland once again opened their doors to an enthusiastic crowd of some 40 Club members on March 21.

Terry Luxford, better known as the Big Guy, gave the group a well done lecture in the maintenance and life extension of the BMW engine.

Terry referred to the BMW as an engine capable of exceeding the 200,000 mile mark, while the typical American made engine is expected to last only 100,000 miles.

Of course, this is possible only with proper care and continual maintenance. To be able to run your engine a zillion miles be prepared to keep it clean and cool.

A lower temperature thermostat, such as the 71°C, will help preserve your engine seal in the long run.

A good, quiet exhaust system contributes to the longevity of your engine and supports the combustion system.

To those who run their cars at the track, Terry also recommends an after-school check list. Be sure to check all your fluid levels once off the track.

When you start running your engine over the torque peak, you're increasing the wear. For a good all-year-round oil he recommends Valvoline 20/50 Racing. It can be used for street use and hardly differs from the regular 20/50 but seems to create less wear problems. Remember that BMW builds very tight engines and they take about 10,000 miles to break in.

It is recommended that you change your coolant annually and doctor it up with an additive such as the BG Radiator Conditioner. It is designed to save your cylinder head.

In your transmission, Terry says to use a good 80 weight gear oil.

Your plugs and wires should be kept in good shape for

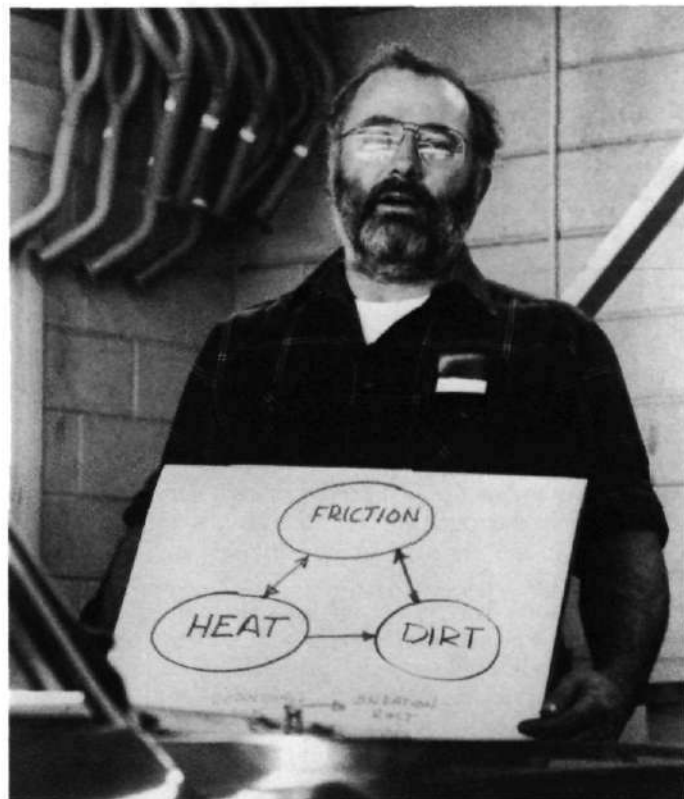


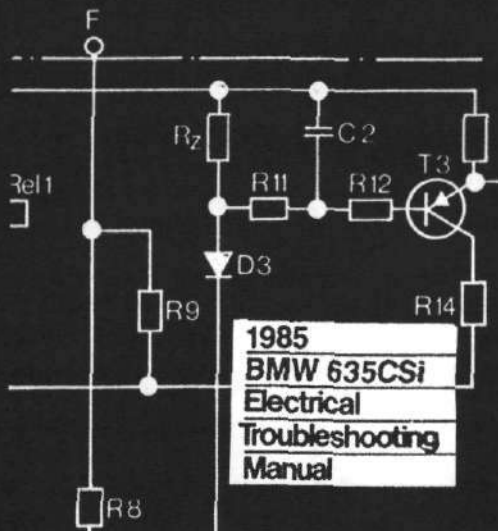
Photo by David Sosamon

proper firing and if you run your engine around 5,500 to 6,000 rpm, you should take time to separate the wires and keep them away from the heat.

The Big Guy's hints were well received and after a short question and answer period the six foot sub was brought in. Unfortunately, (Ed. note: *Unfortunately?*) Terry said he didn't even get to take a bite of it!

*Raine Mantysalo*

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## SCCA Drivers School

Well — I survived. At the ripe young age of 39 I have finally achieved (just begun may be more accurate) a lifelong dream. Gary Green and I have completed two Sports Car Club of America (SCCA) race schools and have both been recommended for our competition licenses. If you think that you detect a sigh of relief in the above statement you are absolutely right.

On Saturday of the first school in early November, Gary flew around the track in the rain while I fought off the "gremlins" and tried to figure out how to drive with a welded rear end (the car's not mine). After leaving the track that night (post beer party) the Tii's alternator packed it in just in time to coast into a gas station in Hamilton that was closing. As luck would have it, the mechanic had been a crew member of a Trans-Am team for several years and took pity on this fool that was driving a car with numbers all over it. He had the car fixed within a half hour!

All tolled, I had broken twice, been towed to the pits once, had been told that I was too slow and conservative (I was) and had had a ball! On Sunday, the sun came out and I finally got into the groove and *barely* got past Gary to win the race among the Improved Touring (IT) cars.

Through the winter, I spent (and I suspect Gary did too) more time and money on the car than even I would care to admit. The second school occurred during the last weekend in March. You can imagine the terror in my mind when I found out that I was to race with the "Big Bore" group while Gary got to stay with the rest of the IT group. The idea of my little 4 cylinder Bimmer on the track with the GT 1 Corvettes was intimidating.

Saturday started in the rain (what else) with Max Rodriguez telling me that we were touring around the track doing times of around 2 minutes 30 sec. I tried to take Jim Harrison's advice and just survived. On Sunday, the track dried and the car ran well with times coming down to around 1:36-1:38. Sadly, Gary was visited by the gremlins this time and had a tough time during the race. He did not finish as well as he should, but then he was caught in traffic and hit *twice*. He ran well all weekend and should have won his race group as he was obviously the man to beat. I was fortunate to place 6th out of 28 in the "Big Bore" group and to win my class in this school as well.



Photos by David Sossamon

So how is an SCCA race school different to a BMW school? In a word, intensity. While it is hard to put into words, when you go 3 abreast into turn 1 or pass someone on the outside of turn 6, there is an education involved. As one of the instructors told me — driving on the street is real time, club schools and practice laps are double time, and a race is like hyper-drive. That says it about as well as I ever could.



I'm sure that Gary would like to join me in thanking all of the club members that have helped us get through this. Very special thanks have to go to Terry Luxford and Sandy at Quality Car Services in Rockville without whose technical ability the car would not be the winner that it is; Jim Harrison who is a patient teacher and friend; Max Rodriguez for his knowledge, help, and friendship; and to Kay Heatherley for having the confidence that Gary and I would succeed at this. Thank you all. Now — does anybody know a sponsor? See you at the races.

*Bob Gammache*





## Profile: Doug Christensen

Doug Christensen, SCCA ITS Champion for the last two years, is a name you won't recognize unless you follow local racing, autocrossing or participate in our Driving Schools. This is a profile of one of our more popular instructors — Doug Christensen.

After college, Doug bought a "parts car" that had previously won the E-Prepared autocross class of MWCSCC. With this same car, a Colt, he drove to an E-Prepared class win for the MWCSCC Autocross Championship series in 1984. As a member of the University Sports Car Club, Doug took the "hobby" a little more seriously than most. He was running every autocross around and consistently winning. He was also visiting many tracks to observe amateur and professional racing.

Next came the "Solo Showdowns" and the "Refrigerator Bowls", winter events at Summit Point Raceway that consisted of Solo 1, Bracket Races and Tag-team Competition. At these events, Doug laid down a foundation for a more serious racing career. With the help of Bruce Reichel, a track instructor, Doug developed his driving skills, self-control and mental discipline. Bruce also provided invaluable advice on preparation and racing strategies necessary for success.

As another rung up the ladder towards actual racing, Doug crewed for a year before his first race. This was in preparation for learning the workings of race procedures and car readiness.

At this point, Doug took the serious step of purchasing a race car. With the help of his wife, Mary Ann, he purchased a 240Z with 110,000 miles on it but in fairly good condition.

Now it was time for the SCCA Race School. Under the tutelage of Tom Wareham, Doug performed excellently and was pronounced "ready to race".

In fact, while for the first year he operated on a shoe string, didn't worry about the car cosmetically and his paddock set-up was sparse, he won both the DC and MARRS (Mid-Atlantic Road Racing Series)!

Doug's second year really started to shape up. Just in time too because the competition began to really get tough. Thanks to the generous offer of team participation by Tim Mountjoy and the Mountjoy's Autoshop, Doug gained access to Improved Touring racing. Tim Mountjoy, an established champion himself, taught Doug a great deal about the workings of the SCCA and the financial side of racing.

Along with winning two MARRS Championships, Doug Christensen has also won two DC Region Championships and posted a lap record. For his wins in his first year of racing, Doug was awarded with the SCCA D.C. Region Rookie of the Year Award. In his race career, Doug has taken sixteen first places in twenty-six races and has sat on the pole in class for twenty of twenty-six races.

In addition to obtaining his racing wins, Doug has given a great deal to racing. This is most clearly evident in his teaching and school directing efforts for SCCA, BMW CCA and many other club events. Doug notes that teaching is a learning experience for him as well. As any one who has attended one of our schools knows, the students benefit greatly from his enthusiasm and willingness to share. Thanks Doug and good luck!

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## Service Updates and Recalls

### '82-'86 All Models: Engine Update Campaign

BMW NA is engaging in a multi-million dollar "back up-and-catch-up" program to improve driveability across the product line for all cars from model years '82-'86 (EXCEPT 320i's?). According to a reliable local source, the program is to make sure all the cars have the latest factory updates on ignition and injection systems and are up to specs. It's also (and not so incidentally) to cure driveability complaints about stalling with the A/C on in hot weather and rough cold idle which the factory updates are intended to address in the first place. The updates will probably be done when you bring your car in for other service work. The following was noted as completed under warranty when my car came back from Heishman's: "adj. throttle valve (swx; install restrictor; adj. valves; svc test; clean injectors (Ed. note-yes, they sandblast the injectors with ground walnut shells in this campaign); correct A/C charge; repl. idle valve & set spec; road test." That's a lot of campaign!

### '86-'87 All Models: Brake Light Switch Replacement

This is a safety recall already in progress. As described by BMW NA, the brake light switch under the pedal has plastic parts which can melt suddenly under the increased current drawn by the third brake light, causing the brake lights to freeze either on or off. (This reporter had his switch freeze in the off position last summer at the beach — it was a long drive home and to the dealer with a hand out the window. BMW says that whether this happens to you or not depends on frequency and duration of brake usage.) The cure is the installation of a redesigned switch, under warranty, of course. If

you have an '86, and if BMW has your address, you should have already received urgent notices.

### '85-'86 3 Series: Steering Coupler

This is another safety recall already in progress. As you know, one of the safety features of your car is a steering column which collapses on impact in a front-end collision so that the column, and not your chest, absorbs the impact. Unfortunately, the steering column separates in the process, rendering the car unsteerable (this seems a nicety in a collision in which you're hit hard enough to collapse the column, but I can see the safety concerns of getting the car out of the way of oncoming traffic, too). The solution is to bolt two plates to the steering column so there will be some connection between the components if the column ever collapses. Again, its under warranty at your friendly dealer, and, if you're affected, you should already know.

Larry Hyman

## The Shadow Knows

For the first time since the USA's *Bavaria* of the early seventies, BMW is designating a model with a name! For the European market, the "S" version of the 3 series is known as the *Shadow*. The factory has taken the basic 2 door 325i and fixed it the way individuals have been doing for years: blacked-out chrome, front air dam, side and rear skirts, rear deck spoiler, and M-Technic suspension. It comes only in black or dark grey and looks great.

Woody Hair

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## Blob's Park

On Feb. 28th, about 70 enthusiastic culture loving Bimmerphiles made their way to Jessup, Maryland for an evening of food and fun. We braved the rainy winter weather and ventured to Blob's Park for some enjoyable German festivities. Once inside the hall, we were greeted by smiling faces. "Our" section of the hall was filled by the usual active members and their guests.

As is customary, the pitchers of Dark German beer were flowing and everything began to look a bit better! Hic! Sitting to my left was none other than the chief wrench of the round man racing team and Club Biermeister, Terry Luxford. Now, I knew the food had to be great!

As I was cruising the menu (and salivating heavily at this point) several Bavarian delights excited my senses. The menu included favorites such as Sauerbrauten, dumplings, schnitzel, bratwurst and knockwurst. Fine German beer was readily on tap. Also, some of the best liquors of Germany were available, such as Doornkaat Gin and Rumpel Minze to name a few.

After much deliberation, it was time to make a dinner decision. I tried Sauerbrauten and dumplings for the first time and found it absolutely delicious!

Through dinner we were pleasantly entertained by a German band playing our favorite polkas. All the while, the tray of desserts kept passing by me and finally stopped at my elbow. I ogled a whole cherry cheesecake! As the waitress turned her back, I caught "the big man" eyeing that cherry beauty and I thought to myself, any minute now — chomp! In fact, I did get a piece and it was great!

After dinner, we gathered to talk over coffee. Before we knew it, another two hours disappeared in talk over our prize possessions. With spirits filled and palates content, we made our way to the door.

A successful evening event is evidence that our cars are more than suspensions and engines! It is the people who drive them that make them really special.

*Kevin Petka*

## Car Stereo Tech

March 29 was a warm and sunny day, perfect for a Sunday drive. John Stahl of Automotive Hi-Fi in Manassas invited the club out to show us the latest in car stereo. In addition to their shop representatives, there were factory tech reps from Alpine, Kenwood, and Sony on hand to answer questions, show slides, and demonstrate their systems.

The ultimate in car stereos was set-up for demo, a 733i with ten speakers, eight sub-woofers, nine amps, three equalizers, and an Alpine AM/FM/CD changer. This Bimmer was built to be shown in car stereo competition and is a proving ground for new components. The CD changer is the newest thing on the market. You can load as many as a dozen CD's in the changer, which is mounted in the trunk, and then select or program your choices from the passenger compartment.

By the end of the session, Automotive Hi-Fi had sold two systems to club members and repaired another. They announced that they will meet or beat the competition's prices, so if you're in the market for Alpine, Alphasonik, Infinity, Kenwood, or Sony, give the folks at Automotive Hi-Fi a call at 631-6437 or 369-6915, and don't forget to tell them you are a club member. Thanks again to Automotive Hi-Fi for an excellent tech session.

*John Fowler*

## April 5 Autocross School

It was almost cancelled at the last minute. There I was, driving to Lando Mall in the snow and rain to set up pylons for an autocross school. Am I crazy, or what? Probably "what"! As it turned out, skies cleared and school was in session, if a little tardy. Twelve hardy drivers and a few spectators braved the elements (cold and rain, mostly both) to learn about going, turning, and stopping on a tight, twisty course at relatively high Gs.

The day began with basic instruction by Cory Laws and walk-thrus of the two courses. One course emphasized a skid-pad, while the other featured a slalom and an offset gate, all of which are basic to autocross course layouts. Drivers received constructive critique as they drove on first one course, then the other. Experienced autocrossers gave tips on how to accelerate, brake and turn around the curves to become smoother and faster. All of the drivers improved over the course of the timed runs later in the day, and several stayed even later for the fun runs.

My thanks to everyone who participated and helped, especially Cory Laws for being Chief Instructor. After finishing the school, he went to a Championship autocross at the Capital Centre and took second in his class. Thanks again!

*Gary Toyama*



## Summit Point Race Bulletin

The National Capital Chapter held its first corral of 1987 at Summit Point in sunny and cool weather April 27th. Seven BMWs were running in the Improved Touring races and Jim Harrison's familiar black and white 2002 raced in GT-3. The competition in these classes is very tough for the drivers and very thrilling for the spectators. The competition included Mazdas, Sciroccos and Porsches. The spectators included a few dozen BMW club members cheering the Bimmer racers from the club's corral near turn seven.

Jim Epting's number 68 2002 made the best showing for BMW, winning the 15 lap Mid-Atlantic Road Racing Series IT-B race. Ed York's 2002 finished second in that race. Other top BMW finishers for the weekend were in the 8 lap D.C. Regional races where Jim Harrison grabbed third place in the very fast GT-3 class and John Weaver and Ed York took second and third in IT-B.

*John Hartge*



## Gateway Tech '87

BMW CCA's premier technical event is the annual Gateway Tech, presented by the St. Louis Chapter. Last year, they had organizational problems and never got off the ground. This year, for the fifth Gateway Tech, they were almost swamped, with about 250 participants.

I had wanted to go for several years, but had been unable to make the trip until this year. Nancy and I had a wonderful time. With a combination of beautiful spring weather, the St. Louis sights and the tech sessions, the weekend went by in a blur.

The drive west was about 870 miles from Arlington. Our route went west on I-270/I-70, through the mountains of western Maryland and Pennsylvania on US 40 & 48, then across Ohio, Indiana and Illinois on I-70. Western Maryland is as gorgeous as I had heard, even in the winter. There were a few inches of snow on the ground at higher elevations. For the return trip, we came east on I-64, stopping to visit friends in Louisville, Kentucky. At Charleston, West Virginia, we turned northeast on I-79, a pretty spectacular trip through mountainous terrain. At Morgantown, we again picked up US 48 and followed that to retrace the beginning of our trip.

Driving to Tulsa for this year's Oktoberfest? Some other Chapter members who went to Oktoberfest in Colorado in 1983 had reported that the I-70 pavement was really rough, but we found that, for the most part, I-70 has been repaired or rebuilt. Speed enforcement seemed minimal; we travelled on Thursday on the way west and on Monday for the return trip. Most of the traffic seemed to move in the 65-75 mph range. The Escort did go off periodically though — it's still essential highway travel equipment.

St. Louis was lovely. Spring arrived there a few days ahead of Washington, so we got a preview of the forsythia, magnolias and daffodils in bloom. Union Station is a revival of the downtown railroad station in the manner of Baltimore's Inner Harbor. The whole downtown area is undergoing restoration. We highly recommend visiting the Missouri Botanical Gardens. Unfortunately, we ran out of time before we could go up the famous Arch on the waterfront. Also located along the waterfront are a number of riverboats converted to restaurants — even a MacDonald's!

Gateway Tech began Friday afternoon, ran all day Saturday, and finished about noon on Sunday. The format is 50 minute sessions, with 10 or 20 minute breaks between. The 50 minute length proved to be much too short and was our only complaint about the sessions. The speakers were a mix of auto business professionals and hobbyists. Subjects covered included engine modifications, transmissions, turbocharging, automotive chemicals, restoration, automotive electronics, rust prevention, suspension changes, maintenance question and answer sessions, and more.

There was a vendor area that was open most of the time. Vendors included: Metric Mechanic, Cartech, Imparts, Koni, Maximillian Imports, MSW wheels, Yeloz Car Computers, Simpson Motorsports, Gallands European Imports. BMWNA was represented, as were two local dealers, Autohaus of Clayton and West County Motors. On display were a red 325i convertible, an M-5, and a new 735i. Door prizes were numerous and included an Escort, a Passport, and a set of MSW wheels.

Seen at various vendors:

Want vented rear disk brakes for your hot 2002? Simpson Motorsports of Iowa City, Iowa (319-351-1269) will modify your rear swing arms, weld on caliper mounting brackets and

install new 6 series vented brakes for \$500. This seems very reasonable — I think the rotors, calipers and other hardware cost well over \$300. I would guess they could easily do the same modification for 320's. (It is fairly easy to bolt on vented disks on the front of a 2002 if you have tii struts. You use '77 320i rotors and late 530i or 528i calipers. For 320i's, the '77 rotors and calipers bolt on.)

Simpson Motorsport also rebuilds and modifies throttle bodies for fuel injection systems for increased performance. For tii's, a larger bushing is installed for the throttle shaft and the bore of the throttle housing is opened up slightly and cleaned up for greater air flow. I think their flow bench testing showed 20% to 30% greater flow. This work accomplishes two things: you get greater power and the bearing lasts a lot longer. They can improve the flow of any fuel injection system throttle housing. Simpson had on display a beautiful 3.0CSL former Group 2 race car that they are preparing to run in vintage races this year.

Cartech, represented by founder Corky Bell, had a cylinder head with their blow-through, twin Mikuni sidedraft carb, water-intercooled turbo set-up for 2002's and 320's. They have had dyno tests showing over 200 horsepower! I believe this was on an engine that was basically stock internally. The six cylinder versions with triple carbs produce about 300 horsepower! The kits feature beautiful aluminum castings, water-cooled turbo bearings and intercoolers and are very complete. They also cost a lot of money!

I had a very nice chat with Maximillian Conover of Maximillian Imports in Baltimore, an NCC chapter member. He has relatives in Germany and together, they will search for unusual BMW parts for you and import them. He has found he can occasionally find parts which BMW's computers list as NLA — No Longer Available. He is also quite happy to get trim, upholstery and other parts not commonly stocked. He had on display some 2002 Turbo trim: door panels with wood trim and pockets, an instrument panel with red trim, and an auxilliary instrument housing that holds two gauges and fits where a tii clock goes. He also has headlight washers for early models.

Metric Mechanic had a video tape of their "Ultimate Transmission" in action and a "3500 Hi Flow Sport" cylinder head on display. They have a very nice catalog and give a very rational presentation of their products.

One of the highlights for me was a "demo ride" in a Bavaria belonging to Mike Self of Kansas City. The car has been heavily modified, including Metric Mechanic's "3500 Hi Flow Sport" engine and an "ultimate Transmission". This Bavaria serves as a very impressive recommendation for the performance and durability of Metric Mechanic's products. Mike has a very "heavy" right foot!

I believe the only other member present from our chapter was Les Adams, attending a meeting of the Board of Directors as Atlantic Zone Governor. Other familiar "local" faces were Dan Sherron, now going to school in Florida, and Phil Marx of Charlottesville, the newly elected President of BMW CCA.

I enjoyed chatting with Gary Apps of the Senior Six Register, Bob Murphy of the tii Register, Doug Shepard, the Northeast TIPS representative, and lots of other interesting folks. Our thanks to organizers Paul Johnson and Richard Worley, Jr., and the St. Louis Chapter for a delightful weekend.

Bill Riblett





## National Capital Chapter Firecracker Driving School

**WHERE:** Summit Point, West Virginia —only 1½ hours from Washington.

**WHEN:** Saturday, July 4, of course!!

**HOW MUCH:** \$80 per driver.

**HOW MANY:** Maximum 40 drivers.

**DRIVERS:** Please Check — \$80 per driver includes lunch.

\_\_\_\_\_ \$80 enclosed — 1 driver

\_\_\_\_\_ \$160 enclosed — 2 drivers.

\_\_\_\_\_ Dinner at \$5 per person (cookout with beer, wine & soft drinks).

NOTE—If two drivers are sharing the same BMW on the same day, one must be an experienced driver—more than 3 previous schools.

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Driver (2) \_\_\_\_\_

**NON-DRIVERS, HELPERS, GROUPIES:** Please check and fill in name, address and telephone numbers above.

\_\_\_\_\_ I'll arrive at 8 a.m. Saturday to help and will enjoy a free lunch.

\_\_\_\_\_ Saturday Dinner at \$5 per person (includes complete dinner with beer, wine & soft drinks).

\_\_\_\_\_ Lunches at \$8 per person.

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**A legal-sized, self-addressed envelope with 39 cents postage must accompany your check  
and application so you will receive your tech sheet.**



### *Pie in the sky . . . ?*

Much was learned and achieved at the Do-It-Yourself Tech Session at Tischer BMW on April 4th. Club members who got their hands dirty say *Thanks, Tischer!*

*The appearance of the wheels . . .*  
EZEK 1:16-21 (ASB)

## A Breath of Fresh Air

Last summer I decided to fix a nagging problem, and get new headers for SLEEPER (my 1975 5-series). I'd had it spot brazed twice already, when a disagreement with a raised manhole cover mortally wounded my headers. A crack developed that caused no end of noise and aggravation.

Earlier last year, I had replaced the original 3.0 liter engine with a European spec 3.5 liter. With that and the added 45 HP in mind, I began a search for an appropriate replacement. First, some background.

In the early days of my BMW involvement, I had (and still do) a very good friend, who had bought a pair of 530i's with his father. At the time I was driving a 2800 sedan. One stint behind the wheel of the 530i was all I needed to know what I wanted to drive for the foreseeable future. I began my search.

After a few weeks of visiting dealers and scanning all the major papers (from Philadelphia, Washington, and New York), I found an ad for a mint condition 530i in the *Times*. I made an appointment to see it, took off early from work one day, and drove to Northern New Jersey. Mint was hardly the word; concours was more appropriate. There was not a nick, scratch, ding, or other such mark on the entire car. Its very German owner had taken meticulous care of it in the two years he owned it. Not only that, he had also bought an extra set of wheels, that were delivered with mounted snow tires. And, as an added bonus to an already terminal car nut, the serial number, 5000041, indicated that it was the 41st 5-series made. Ever!

What more could an avowed collector (there were two Austin Healey 3000s and the 2800 waiting at home) ask for. I left a deposit, cruised home, and returned a week later to bring home my latest prize. There were 40,000 miles on the odometer, but they were supposedly highway miles. The car was really tight, and I had no reason to believe any differently.

A year later, now with about 60,000 miles on the clock, a visit to a dealer shop brought me back to reality: cracked head. What a blow!

Shortly thereafter, my headpipes were leaking, and the replacement parts were \$225 or so. This previously mentioned

good friend, Jim, told me about this mythical character named Jere (pronounced Jerry) Stahl, who made headers, and that I should consider making the switch. Seems Jim and his father had known Jere for awhile, and Jim had allowed his 530 to be used as a prototype for the first set of BMW six cylinder headers. The thought of headers for about \$75 more than the headpipes was too good to pass up. I had him get me a set.

Back then, early 1979, desmogging a car was relatively new, and as frowned upon as it is now. (However it was and still is a popular move by us enthusiasts.) Anyway, I got my headers, had the car cured of the EPA-induced asthma, and never looked back.

In early November, I had three very pleasant experiences. There was a very quick drive to York (aided by a Passport for a more comfortable trip), a meeting with Jere Stahl, and a reacquaintance with Jim, who I had not seen for a few years.

Several calls in the next three weeks revealed problems in the prototyping. I'd given the Stahl crew a real challenge. Not only were they to fit six 1 1/2" pipes in place of the former 1 3/8" pipes, but they also had to deal with my lowered suspension. As it was, the headers were the lowest part of the car, and the lowered suspension only made things worse. I made a point of bringing the problem to their attention.

The prototype was done by the day after Thanksgiving, and I picked up the car. Unfortunately, a prototype is just that; not a working model. The real headers were to be made in January.

The results of all this? Without having been to Summit Point, I can only base my findings on some carefully chosen but suitably brash infractions of the infamous double nickel. First noticed is a surprising increase in low-end torque. Pulling from 1000 RPM in second gear is uneventful. Smooth even. The mid-range from about 3000-5000 RPM has gotten fatter. When the cam kicks in at about 3500 RPM, it KICKS IN! Also, despite a suspected minor problem with the mixture setting that sometimes (mostly in fourth . . .) seems to affect performance over 5000 RPM (too lean I think), SLEEPER gets to 120 MPH in an awful hurry. Haven't had the chance to try it any faster than that. Yet. . .

*Cory Laws*

## The BMMRR Saga Part II: Crunch! or Why Not to Let Others Drive Your Car

This is the story of an incident and an accident which was caused by bad judgement and the resulting aftermath, the dust of which still hasn't settled completely.

In May of 1985, Bob, a co-worker, pleaded with me to give him a chance to drive BMMRR (he wanted to compare it to his 200SX). I finally broke down one lovely afternoon after work. We jumped into BMMRR with me riding shotgun, a very unfamiliar position. All was going well as we buzzed down MacArthur Blvd., the winding section through the trees is a great section of road for zooming and zipping, until Bob entered a turn just a little too fast.

Bob hit the brakes and I felt the tail end start to come around to say, "Hello," to the front end. "Turn into it!" I shouted, so Bob turned the wheel the wrong way and stood on the brakes. BMMRR rotated through 180 degrees and slid sideways toward the side of the road.

As we slid sideways, all I could see through the window was a huge tree rushing in our direction. I said a few prayers to various deities and we came to a halt on the shoulder of the road. However, the gods did have the last laugh when I felt BMMRR tilt as the soft shoulder gave way and we toppled over and down the embankment. BMMRR finished his off-road gymnastics in the undignified "Wheels-to-Sky" or "Dead Bug" position.

In retrospect, the next few minutes were comical. Bob and I were hanging upside down from our safety belts, carrying on a conversation much like Sheriff Roscoe and Enos on "The Dukes of Hazzard." The conversation went as follows:

"I'm really sorry about this Mark."

"Shut up, Bob, and get out of the car."

"I'm really sorry." "Just get out." "I'm so sorry."

After we crawled out of BMMRR, every sentence that Bob uttered was prefaced with "I'm sorry."

A local had heard the crash and came to lend his assistance. As we walked back to his house to call the police, he told us all about his RX-7 with an automatic transmission ("An automatic in an RX-7?" "I can't be bothered with shifting," said he). The patrolman that responded to the call congratulated Bob on his ineptness and lack of driving skills after he had finished laughing at our story. I think our story is still being told in FOP halls with hundreds of police officers laughing at the mental image of BMMRR showing his underside to the clouds.

The policeman called for a tow truck which showed up after what seemed an interminable delay. Cables, chains, hooks, and other sadistic devices were attached to BMMRR and with some grunting and groaning, the wrecker pulled him back onto the road, right side up.

Poor BMMRR was a sorry sight, all covered with mud and dented and bashed-in in innumerable places. I wiped a tear from my eye as I watched BMMRR towed off into the sunset.

*Mark Yaworski*

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## Tag Spotting

*Last issue Ed (of Ed's notes) did me a great honor by putting a box around my little blurb about vanity tags and I wish to thank him for that. Thanks Ed.*

As I have nothing better to do when I drive, other than eat my lunch at 60 mph, I keep track of vanity tags and recently bumper stickers, etc. Some of the more interesting specimens were:

4TH BMW—Ford T-Bird. If you can explain this, I will do everything in my power to get you a Nobel Prize.

IMA BMW—Gray Ser

FEET—Tan 7er that may be owned by a podiatrist

BEMUU—3er

SMALLS—732i from N.J. No that's not a typo, a 732 is a grey market Euro model.

VII VII—At first I assumed it was a '77 320i but it was a post '79. If someone can explain this one, please do.

RZULTS—Silver 325

Also spotted:

A yellow diamond stating, "Hit Me I Need the Money" on a Mustang that bore plates reading HITT ME.

The BEST yellow diamond ever — "ASK ME IF I CARE".

*Mark Yaworski*





## Club Store

Here we go again. . . the latest stuff on parts and accessories for your car.

In the last issue of 1986, I had stated that it was becoming more difficult to get good deals on parts for our precious toys. The statement still holds true today but I have been able to work out some deals with a couple of people. There is one catch to it. It must be cash basis! This means that orders must be paid in advance so that I can order the item and pay the COD or over the counter charges.

Now, for what is available and prices of items.

I always suggest people use the CTC flyer in the *Roundel* to get a feeling for the prices. However, this does not mean that they will be the same. In some cases they will be and in others it will be higher. There will be some items that are available through your DEALER ONLY, so go out to your dealer and get your 10% discount.

The parts are OEM parts. That is, they are manufactured by the same people that build them for BMW except that they do not have the BMW name on them. Example . . . brake parts are made by ATE in Germany for all or most of the carmakers.

Now, for your information I do not have an inventory of parts in my home. So do not call to ask if I have an item in stock, the answer is NO.

I am planning to have a price list of parts and accessories by the time you read this. This will help you in knowing the price so that you can send your order in thru the mail. In most cases you should have the merchandise a week after I receive the order. If you are interested in this list, send a SASE envelope with two stamps to: **Max Rodriguez, 18601 Pier Point Place, Gaithersburg, MD 20879.**

I have recently been able to get very good prices on STAHL headers. These are the best. They are available for all models except 2002 Automatics. They also come in different diameters, tuned for the type of engine you have (stock or high performance).

The cost of these items are:

2002	320I—1977-79
1 <sup>3</sup> / <sub>8</sub> OD—175.00	1 <sup>3</sup> / <sub>8</sub> OD—183.00
1 <sup>1</sup> / <sub>2</sub> OD—198.00	1 <sup>1</sup> / <sub>2</sub> OD—225.00
1 <sup>3</sup> / <sub>4</sub> OD—205.00	
320I-1980-81	530I + Most 6 cyl
1 <sup>1</sup> / <sub>4</sub> OD—225.00	1 <sup>3</sup> / <sub>8</sub> OD—295.00
1 <sup>3</sup> / <sub>8</sub> OD—225.00	1 <sup>1</sup> / <sub>2</sub> OD—315.00
4 cyl - 1982-ON	
1 <sup>1</sup> / <sub>4</sub> OD—240.00	

You must add about \$5.00 for shipping (this is the charge per header being shipped to me), and must pick up from me.

One last item . . . your club store has become a dealer for Blaupunkt car stereos . . . since the list is too long, give me a call if you are interested.



Max Rodriguez

## Nuts and Bolts

These are truly exciting times for BMW owners. There is a model to suit any taste, and whichever model you own from the 1600 to the 325is convertible, it's a "special" car that is satisfying, tastefully unique, and something worth keeping. Ever notice how the 320's are taking on a kind of classic look? It's a gift from BMW; when your model is phased out, it passes not into obscurity, but into the *BMW Hall of Fame*. What a system! Oh, that we could collect one of each.

The mad race for megabucks is well underway, with auto manufacturers of the world engaged in a take-no-prisoners war of leather and horsepower that frankly has little to do with the day-to-day real world of driving. In the coming years, it should be interesting trying to survive on the roads in the midst of the screaming multi-valve ego machines, those cute little Nissans and Civics, the lame, view blocking minivans, and the revised speed limits. Buckle up folks.

The basic 325 eta is starting to look like the *Deal of the Decade*. All the hoopla and foot stomping over the new i and M engines is helping to render the basic six a really sweet deal. Smooth ride, great mileage, wonderful torque curve, no gingerbread or ridiculous body appendages — and a reasonably sane price. Fun to drive too.

Now more than ever, a used BMW can be a good deal. Not only do you save the \$5,000-\$10,000 donation to the importer, but chances are you'll get a well maintained automobile. The 84 thru 86 models are the best bet now. The older cars are not as good a bargain because owners cling dearly to the value of their beloved Bimmers. Any 2002 or 320 you can get cheap will likely not be a smart buy. BMW repairs can be very costly for cars which have not been properly cared for.

BMW has some very weird colors this year; a dark metallic blue that looks purple in sunlight, and a pinkish mauve bronze that looks absolutely hideous with pearl beige interior. Yughh! Well, variety is the spice of life. . . Enjoy your BMW!

Jim Ryland

## TUV Engineering

The easiest way to explain the meaning of the name of our newest DB advertiser is through an analogy — TUV is to Europe as Underwriter Laboratories is to the United States.

TUV Engineering, located on Rt. 355 just south of King Pontiac and in walking distance to Metro, is new to our area but anxious to prove that quality service and a friendly atmosphere will guarantee satisfied customers. Isken Kutlucinar and Jim Rando are the owners and chief technicians whose backgrounds include pro rally racing, shop supervision at Beaconwood Motors, and extensive BMW technician training.

Advice and help for shade tree mechanics, 39 point pre purchase inspection check for potential buyers, detailed documentation regarding major tune ups (this includes a car wash and steam cleaning of the engine), and a basic conservative approach to maintenance are but a few of the services offered to their customers. Isken's hobby is stereo sound systems and he has been known to help owners with an eye for detail and precision to install their state of the art components. Stop by and tell them DeBbie sent you.

Jonathan Jones  
Business Manager



## Competition Corner

Ray Korman, the Greensboro, NC BMW enthusiast extraordinaire, received a new M3 from BMW NA two weeks before the first race in the Firehawk "showroom" series at Sebring on March 20. This left little preparation and no testing time. Ray qualified 16th behind 15 Camaros and Trans-Ams. No competition brake pads are made for the M3 calipers at this time and the available street pads are not up to the high speeds of the M3. Nursing the brakes throughout the race, the Korman team had moved up to 2nd place. With about 10 laps remaining the brakes went completely and they crept around to a 9th place finish. Ray told me he was able to pass all the Nissan 300ZX Turbos, Toyota Supra Turbos, Maseratti Biturbos and Porsche 944s on the straights.

A potentially greater obstacle on the M3's road to success may be brought about by BMW NA's marketing geniuses. The M3's showroom debut may be delayed to the point the car will be designated an '88 model. And this might force IMSA to disqualify the car from the '87 series. Let's hope all these problems have gone away by July 11-12 and we can cheer Ray to victory at Summit Point.

The title of the European Touring Car Championship has been upgraded to the World Touring Car Championship. Among the manufacturers competing, BMW seems to be the big spender. Actively supporting over half a dozen M3s costs more than a few Marks. In a PR coup, one car will be driven by a former Miss Austria named Mercedes Stermitz.

In the first race of the series at Monza, Italy, March 22, the BMW M3s took the first six places and eight of the first eleven. After the race all 8 were disqualified for use of carbon fiber body panels. Apparently the regulations were somewhat vague. Incidentally, Indy Car driver Michael Andretti was the fastest of the Alfa 75 (Milano) drivers in the race.

There have been several changes to the local autocross and rally schedules published in the last issue (including the addition of a championship autocross back on April 5). Here is a listing of events scheduled for the next two months.

*Woody Hair*

## Competition Corner Calendar

May 17	Austin Healey Club Rally, Rockville, MD
May 23-24	SCCA Races, Summit Point, WV
May 25	IMSA GTP, Lime Rock, Conn.
May 30-31	NCC Drivers School, Summit Point, WV
May 31	Childrens' Hospital Benefit Autocross, Alexandria, VA
May 31	NASCAR 500, Dover, Del.
Jun 7	SESCA Championship Autocross, Cap Centre, MD
Jun 7	IMSA GTP/GTO/GTU, Mid-Ohio, Lexington, OH
Jun 13-14	IMSA Firehawk 24 Hour, Watkins Glen, NY
Jun 14	NCC Autocross, Landover Mall, MD
Jun 14	Branded Club Rally, Gaithersburg, MD
June 13-14	SCCA National Races, Summit Point, WV
Jun 21	Autocrosses, Ltd., Championship Autocross, Ft. Meade, MD
Jun 27-28	SCCA Regional, Summit Point, WV
Jun 28	CART Indy Car Race, Meadowlands, NJ
Jul 4	NCC Drivers School, Summit Point, WV
Jul 5	IMSA GTP/GTO/GTU, Watkins Glen, NY
Jul 10	Branded Club Rally, Gaithersburg, MD
Jul 11-12	IMSA GTO/GTU/Firehawk races, Summit Point, WV
Jul 19	AJSTC Championship Autocross, Fort Meade, MD
Aug 1	SCCA Trans-Am, Lime Rock, Conn.

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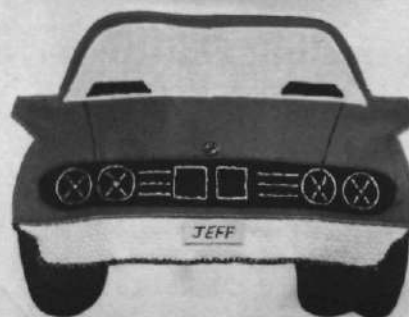
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## **I Thought I was Invisible**

It has been a long, long time since I have set foot in a court room. So long that I came to think that I was invisible.

During the weekend of July 4, 1986, somehow my invisible screen gave way and I was caught going a little fast on I270 in Montgomery County.

I remember being off on one of those beautiful days, where traffic was low, temperature was not too hot, my golf game that afternoon was alright (nothing to write home about but nevertheless alright) in fact I was having great fun.

Driving back home from College Park, I had decided that I would just drive at the speed limit or a bit over it WITHOUT the Radar Detector. I thought I was invisible.

As I entered I270, I was doing 60-65 mph, very little traffic around me and I was enjoying Vivaldi's Four Seasons. About two minutes later, I was approaching a long and sweeping right turn to merge into the southern fork of 270 coming from Virginia, so I decided to go a big faster. I thought I was invisible.

As I approached a blind spot on the turn, my eye caught the sight of a State Cruiser just waiting for his prey. But it was too late. I continued on thinking that I was invisible but it did not work. I suddenly realized my shield was out of order. Radar showed that I was doing 73 mph.

My day in court came up on November 20, 1986. During this time I found out from talking to a gal at the office that the officer was her boyfriend. Wow . . . maybe I am in luck. No Way! The man was doing his job.

*I had thought of my defense that I should plead not guilty and to try to confuse the court. I also thought of pleading guilty by reason of insanity (I thought I was invisible) and lastly guilty with an explanation. I was confused.*

There I was in the courtroom, listening and observing the other speeding cases and had observed that everyone who pled NOT GUILTY was found guilty. It was their word against the officer's. Also found that if you had been caught above 69 mph. No Mercy. My mind was still working out all of my different options when my turn came up.

The first thing that came out of my mouth was not guilty. Stupidity in the first degree. The court showed no mercy, and tossed me out the door, MY INVISIBLE SHIELD and all.

By now I bet that those of you Attorneys reading this are just having the time of your life. (Ed. Right on!)

Lesson Learned. 1) If you ever get caught, do not say a word to the officer. Officers take notes of everything you tell them and if you plead not guilty your big mouth will get you in more trouble. 2) You can plead NOT guilty, but the odds are against you. 3) Judges like Guilty, with an explanation. If you have not gotten any violations in a long time, you will be let off with a) reduction in fine and points, b) traffic school, which is the best. No points, no fine, no record.

The moral of this story is don't get caught. If you have a radar detector, USE IT. If you are going to speed, know the consequences. Make sure that the traffic flow allows it. Be considerate of others, and lastly, NEVER, EVER THINK THAT YOU ARE INVISIBLE!

PS. My wife was dancing in the streets when she found out I was finally caught. She was so happy in fact that the next day she got caught herself. It's all in the family.

Remember. SAFETY FIRST. Get rid of your tunnel vision, always wear your seatbelts, and attend our driving schools so you can enjoy the comfort and safety of your Ultimate Driving Machine.

*Max Rodriguez*

## Brand X Drivers Schools

Members of the National Capital Chapter have been invited to attend several drivers schools on a first-come first served basis. The Genesee Valley Chapter of BMW CCA will be holding a two day "Ultimate Drivers School" at Watkins Glen, NY on June 27 and 28. If that isn't ultimate enough, they will have another Ultimate school at the Glen, September 19 and 20. For information call Jim Dresser (716) 663-1945 evenings.

The Buckeye Chapter, BMW CCA will be having a two day school at the Mid-Ohio Race Course July 18 and 19. Contact Scott Hughes (513) 683-9599.

Locally, the Capital Z Sports Car Club will sponsor a one day driving school at Summit Point on Saturday, October 3. Instruction will be by Bill Scott's staff and SCCA licensed drivers. Call (301) 439-2025.

## 1987 Budget

The estimates of income and expenses for the current year reflect expected growth in every area. The uncertainty of drivers school dates causes some unknowns. There are plans for further improvements in *der Bayerische's* appearance and delivery time but these items should not increase expenses significantly. Give me a call if you have any questions or comments.

As an aside, your treasurer would like to turn this position over to someone else at the end of this year. It is not a difficult job (I'm no accountant) but I think 3½ years will be long enough. If you think you might be interested in getting involved in all aspects of the club operation, let me or one of the other club officers know.

Woody Hair

### NATIONAL CAPITAL CHAPTER BMW CCA 1987 BUDGET

#### INCOME

Dues	\$20,625
Merchandise Sales	5,000
Newsletter Advertising	11,740
Insurance Rebates	750
Event Fees	17,680
Miscellaneous	705
<b>Total</b>	<b>\$56,500</b>

#### EXPENSES

Member Services	\$ 600
Chapter Promotion	2,575
Newsletter	16,500
Events	24,100
Merchandise Purchases	5,000
Business Meetings	810
Zone Congress Travel	300
Equipment Purchases	800
Insurance	1,825
Office Supplies, Telephone, Postage	600
Miscellaneous	890
<b>Total</b>	<b>\$54,000</b>

Expected excess of income over expenses \$ 2,500

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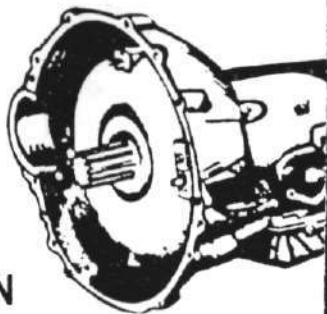
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## Dear DeBbie

*Why write to an editor when you can write to DeBbie? Box 685, Arlington, VA 22216 (or send it to the editors — they're all good friends).*

Dear DeBbie,

One last response to the grey market issue and Redeye.

For the past several years, currency values, federal regulations and, in some instances, outright fraud conspired to frustrate the best efforts of the legitimate franchised dealer to serve enthusiasts of most of the German performance cars. Now, however, all of these conditions have either been reversed or, thru changes of law at the federal level in West Germany, have been equalized. Vigorous prosecution here of those who practiced fraud at the enthusiast's expense has created a more equal business climate in which the best will be available to all from both franchised and independent car stores who will, let me assure you, make a fair and equitable profit on every transaction. That's how we buy ads in *der Bayerische* you know!

*As Ever,  
Dick Chichester*

Dear Dick:

*Wait 'til Redeye hears you tried for the last word! I am sure he will join me in applauding BMW's introduction of virtually all its model line to the U.S. By the way, how about using some of that profit for a larger ad?*

*DeB*

Dear DeBbie,

I drive a "gutsy" 318i and will soon need new tires and, maybe, new wheels (pot holes, you know). I have heard and seen the terms "Plus-one" and "Plus-two" and would like to know more about them.

I know that these are larger than standard issue wheels; however, I do not know the significance of these sizes. Please help me out.

1. What does "plus-one" mean (i.e. plus-one *what*)?
2. What is the standard to which "one" is added?
3. What does "plus-two" mean?
4. What does a plus-one wheel do to make driving better than a standard (OEM) wheel?
5. Are plus-ones better than plus-twos? How?
6. Does a plus-two do twice as much (of whatever) than a plus-one?
7. Does the installation of plus-ones, or plus twos, affect the accuracy of the speedometer?
8. Do plus (one or two) wheels increase or decrease driving safety (compared to OEM wheels)?
9. In your opinion, are the benefits of going from OEM wheels to plus-one or plus-two wheels worth the cost?

*Little Feet*

Dear L.F.

To get answers to your many questions, come out to the Craven Tire Tech on June 10. As to question 9, DeBbie's opinion is that (1) if you're going to buy wheels anyway, plus one (15 inch on your 318) are worth investigating, and not much more expensive; (2) 16 inch wheels are expensive and wear expensive tires; and (3) plus one and plus two gives less room between the wheel rim and the pothole, so expect more bent rims, as well as a stiffer ride.

*DeB*

*continued on page 25*

## The Year of the Seven

Saturday, March 7th dawned brighter than usual. The sun was high and strong, promising to warm the day to very pleasant temperatures. By noon, it was already in the mid 60's, and rising fast. This was entirely appropriate because the day marked the grand opening of the new regional offices for BMW in nearby Sterling, Va. Besides, the last time I washed the car, it was only 40ish, and my hands froze despite rubber gloves.

BMW regional offices serve as the focal point for all dealer related activities: sales, service, parts, training, etc. A major new expansion is underway at BMW NA, which is spreading to the regions. The new facilities in Montvale were the first of the new architectural scheme; a design theme to be shared by all new regional and dealer facilities.

This is a first class facility in all respects. It makes a dramatic impression from the first sighting. Not only are the architectural details memorable, but the internal facilities are striking as well. There is a large display area on the lower level, done up in clay tile. Also there are excellent state-of-the-art training facilities. Available for hands-on inspection are examples of all the engine/transmission combinations, A/C units, etc. In addition, there are electronic desks for indisputable recording of test answers (I presume).

Bill Ross and I had the honor of being invited to attend the open house as guests of Gunter Kramer, Chairman of BMW NA. The attendees were mostly dealer representatives, but also included several other supporters of the marque. Phil Capossela and staff had arranged a very hospitable reception for us all, with a singular exception. Upon arriving, I was motioned to the front of the building, and told that SLEEPER would be parked for me. None too thrilled at the prospect, I decided to not make an issue of it. However, the attendant promptly stalled the engine, much to my disdain and his embarrassment. Needless to say, when Bill Ross arrived, he parked his own car.

Name tags had been printed with everyone's name and function, and the crowd was already sizeable when I arrived shortly after the 4:00 starting time. On display in the lobby was a bright red M6, complete with the dual A/C option and rear seat refrigerator/cooler. Some of us questioned the advisability of a cooler in such an outstanding performer, but then, whatever turns you on! One other unusual feature of the M6: the rear seat A/C vents face the front. Is BMW finally admitting to less than stellar A/C performance? Anyway, it was truly refreshing to see the best of the marque on official display!

Also available for inspection were a 325i convertible, and the new 735i. It seems certain that both cars will make their mark on the automotive market. The 325i has been an enthusiasts dream in Europe for some time now, and the convertible has lines that suit its upscale image. It seems that most dealers agree, as the two cars most represented at the open house were the 325i convertible and the 535i's.

The newly re-engineered 7 series is a sleek, aerodynamic, engineering marvel. It sports a completely redesigned suspension that manages the best mix of comfort and handling you'll find on four wheels. Its rear-end treatment is similar to the Mercedes 300E, but not as severe. One of the interesting features is dual climate controls: one for the driver and one

for the passenger. How's that for couples who can't find a temperature that suits them both? The corporate goal is to make the seven series the best performance sedan in the world. Period. Automobile magazine is already hailing it as such. Can other automotive publications be far behind?

The IMSA GTP #18 was on display, right beside the string quartet that provided the "mood music". The GTP is destined to be a classic. Some coincidence here? When asked my opinion about them showing the car, I mentioned the irony of the display after pulling the plug on the race program. Some unintelligible mumbling followed before the rep turned away. Was it something I said??

The day was highlighted by an address from Gunter Kramer. He thanked Phil and staff for their preparations and execution of their plans. The BMW goal of producing the finest performance luxury automobiles was expounded upon. We were told that BMW sold 97,000 cars in 1986, and that a figure in excess of 100,000 was likely for 1987. 1987 was christened "The Year of the Seven", and we toasted all of our success in helping to make it a reality.

This was a special treat for me, as it gave me the opportunity to meet some of the key people who have been staunch supporters of our Club over the years. And, not to be forgotten, I especially enjoyed meeting George Daws, Regional Parts Manager. You see, there's this part that I've been despairing over for two years now. Through George's help, the part number was found in the 1977 version of parts microfiche. Jay Mahoney at BMW of Fairfax had it to me in a week, at cost no less. A MILLION THANKS TO GEORGE AND JAY!

*Cory Laws*



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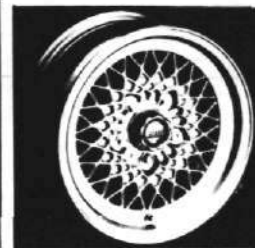
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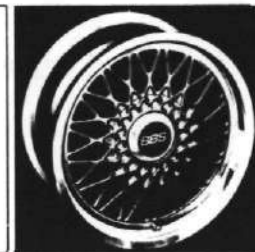
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President, Autoy, Inc. & AutoWerke, Inc.

AutoWerke, Inc. has specialized in the repair, maintenance and improvement of BMW and Porsche automobiles since 1978. Over the years we have built a well equipped independent shop, a highly qualified staff, and a reputation for top quality personal service at very reasonable cost.

Customer service and satisfaction are our prime concerns at AutoWerke. We offer personal service instead of the high volume impersonal treatment that prevails at most "service" establishments. We have built our company on return customers' respect and patronage. We also host our annual Oktoberfest to benefit Children's Hospital on the first Saturday of every October.

Autoy, Inc., next door to AutoWerke, offers top quality parts and accessories for BMWs. From points, plugs & filters for the do-it-yourself home mechanic to the finest european suspensions, aerodynamics and lighting, Autoy stocks the goods at competitive prices.





continued from page 18

Dear DeBbie,

I own a 1981 320i BMW which I purchased almost six years ago from a new car dealer in the Washington metropolitan area. Recently I was forced to replace the heater blower motor after it stopped working. I had only 69,565 miles on the speedometer at the time of replacement. Is it usual for the heater blower motor to require replacement in the 320i after this particular time interval?

James E. A. Wade

Dear Jim,

*In a word, yes and no, because it depends on the usage and the maintenance. The placement exposes the motor to the elements, so it is vulnerable. DeB periodically sprays an electrical cleaner/lubricant like CRC 5-56 into the motor while it is running, and it keeps on running!*

DeB

Dear Editor,

I would like to invite all the members of the BMW club to attend our driving school at Road Atlanta June 6, 1987. This will be an opportunity for those interested to drive their own car on the track. We will have several very qualified BMW driving instructors including some from Germany. The school will last all day Saturday and there will be a dinner banquet that night at a very nice restaurant in Atlanta. Anyone interested can call Bavarian Motorcars, Inc. at 803-288-0158 or write 436 Scuffletown Rd., Simpsonville, S.C. 29681. Cost for the one day school will be about \$250.00.

We are also looking for volunteers to assist as corner workers. These workers will have a chance to take a few laps with an instructor around the track at the end of the day and will receive a free T-shirt for their help.

Please pass this information along in your next newsletter or meeting.

Ben Marchbanks  
Bavarian Motorcars, Inc.

Dear Ben,

*Editor asked me to stick this in my column. Can I get a discount?*

DeB

Dear DeBbie,

I am one of the eager buyers who purchased one of the first 318i's when they first came out. I've had three enjoyable years with my car and I've lived with the 4 cylinder engine up to this point I have accepted the fact that it may not be the fastest Bimmer on the road, but it could compete any day on its looks (besides its just about paid for).

The reason I'm writing is to ask your advice in the area of upgrading my engine to compete with some of those 325, 325e, 325es, 325i, 325is, 325ix, etc. models out today. I have heard of improvements in the area of 16 valve heads, headers, cams, and even the purchase of 6 cylinder engines. Which recommendations do you suggest and what's the horsepower gain vs. the dollar value outlay for each?

Looking Good 318i

Dear 318i,

*Tough question! The only way to get six cylinder power and smoothness is with six cylinders. Assuming you want to keep your car, the easiest way to get gobs of horsepower without sacrificing driveability is with turbocharging. These*

*"kits" are so sophisticated, you'll want to get it installed — not cheap but very effective. To produce the same horsepower without a turbo, you'll probably spend almost as much, and you may not like the compromises in noise and harshness. Your best bet before you invest is to talk to the advertisers in DB and Roundel and test drive a BMW with the equipment you want to buy. And before you spend a dime, check whether you have to pass emissions tests and whether your new set-up will create a big problem.*

DeB

Dear DeBbie,

Recently I was traveling down I-395 during rush hour and noticed 3 of Virginia's finest hard at work pulling over unfortunate motorists in the car pool lane for speeding. I thought it ironic that the Virginia State Police would be ticketing people who go to the trouble of forming a car pool to help alleviate congestion and pollution during rush hour.

While I'm sure it is easier and safer to pull over 4 bureaucrats from the Department of Agriculture than to pursue drug dealers, car thieves, murderers and rapists, I question the "justice" of wasting manpower in this manner.

How about it?

Redeye

Dear Redeye,

*DeBbie remembers when BMW advertised the 533i pictured under an Interstate sign which said "Autobahn—Washington, DC." I always thought that was what the express lanes were for! There is nothing so pressed out as the double nickel, and no justice either.*

DeB

*Got a problem? Feeling incorrect? Got a good recipe for potato salad, etc? Write Dear DeBbie.*

## BMW Trivia Quiz!

Can you identify this model?

Send your answers to DeBbie



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## New Members

WELCOME! There is a wealth of services and information available to you. Please join us at a coming event and get the most from your membership.

Tom Lyons	1983	323i
D.A. Milligan	1986	325
Joseph Naft	1979	320i
Steven Sak	1973	2002
George Orr	1985	635 CSI
Edward J. Guss	1980	320i
Denise L. Moak	1975	2002
Greg Hoffnagle	1972	2002
Carol Supplee	—	—
William Howe Grover	1984	533i
Dennis Burke	'77 530i	'81 323i
Marcel A. Coates	1986	524td
Denis F. Decraene	1985	320i
Peter H. MacMurray	1981	633 CSI
Steve Lawyer	1986	325
Randolph McNeely	1971	2002
J.E. Christensen	1982	320es
Gaetano N. Musto	1983	633 CSI
Scott Peters	1985	318i
George W. Liu	1984	318i
Michael P. Darrow	—	—
Doug Van Auken	'70 2002	'75 530i
Donald S. Heinecz	'67 2000	'77 530i
Kenneth D. Gatlin	1977	530i
Rolland H. Berry	1984	528e
Brandon Jackson	1984	528e
David Southworth	1982	733i
Geoffrey Keating	'83 533i	'73 3.0 CSI
Cate Fagan	1971	2002
Gregory M. Troendly	1985	635 CSI
Rafael L. Garces	1985	318i
Curtis E. Glover	1986	325
Richard E. Ballard, Jr.	'81 320i	'85 528e
Fred Smith	1978	320i
James Huang	1986	325es
Samuel Orgias	1985	318i
Gary L. Henderson	1983	528e
Rajan Dass	1985	318i
Robert & Jo Levin	1985	M635
David M. & Linda J. Parker	1980	323i
John J. & Jane L. Sullivan	1987	325es
David A. & Elaine Dinnerman	—	—
Richard W. & Joan Earl	1985	735
Kevin P. & Susan Mullins	1984	318i
Wayne & Saka Dakins	'74 2002	'85 735i
B.E. & M.R. McDaniel	1985	318i
E. Lauck & Lyn Lanahan	1982	320i
Christopher M. & Tina Smith	1987	325es
Donald A. & Jill Margeson	1979	528i
Charles H. & Deborah D. Brown	1986	325es
John N. & Colette Gonzalez	1987	635 CSI
Jack L. & Freeda E. Alexander	1979	320i
Charles W. & Barbara Wienckowski	1985	318i
David & Deborah Kamman	'84 528e	'85 320e
J.A. & Charlie Miller	1986	535i
Jim & Alison Bishop	1972	2002
Guy F. & Lorene Baker	1984	745i

Members enrolled by the following supporters and advertising media (2 or more members): D.C. Auto Show 15, BMW of Fairfax 2, Don Miller/Excluservice 2, Marc Segal/VOB BMW 2.



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893-2236

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7708-A  
Bocklick Rd.  
451-9031

Rockville  
1322-24  
East Gude Dr.  
251-6655

## Marketplace

Classified ads are free to members. Send yours to the Editor at the address in the masthead. Ads must be received by the fifth of even numbered months.

**For Sale:** '82 745i (TURBO) Custom grey/brown with Executive grey buffalo hide interior; glass moon roof; electric front and rear seats; Becker Mexico with front and rear controls; interior pre-heater; ABS; new 220VR390 TRX tires; previously owned by President, BMW AG. Perfect Condition, Religiously Maintained, 44,000 miles. Asking \$27,000. Call Chuck 301-469-5865 after 6 p.m.

**For Sale:** 1979 320i, Sierra Beige with beige cloth interior, A/C, Blaupunkt stereo cassette, headers, desmogged (easily passes Va inspection), Autox springs, Bilsteins, 13 x 6 MSW alloy wheels, 205/60VR13 Gatorbacks with 8/32 tread left, Momo steering wheel, sheepskins, cocco mats, car cover, new Interstate battery, oil changed every 3,000 miles, maintenance by J&F. This is a fine example of the last of the real 320s. \$5,400. Woody Hair eves: 243-5796 (Arlington).

**For Sale:** 1978 530i VIN5381070 Fjord Blue w/Dark Blue int. 10k on factory rebuilt engine, 50k on trans. Flawless TRX wheels w/new 200/60VR390's. Bilsteins, sport springs, Concord AM/FM cass w/60 watt amp, paint and interior like new, excellently maintained, 1 owner, must see. \$9000/OBO Jeff Fithian VA: (703) 361-8436 or PA: (215) 395-0676.

**For Sale:** 1976 Malaga 530i tan corduroy interior, auto, sunroof, a/c; 200K miles. Needs new engine; however runs good. New: Goodyear GT tires, Bilsteins, master brake cylinder, brakes, oversize radiator, heavier cylinder head, Halogen lights. All records. Best offer. Larry Schneider (301) 770-0224 p.m.

**For Sale:** 1973 3.0 CS, Red with Blue pigskin leather interior, 4-speed, sunroof, A/C, power windows, USA model, original BMW wheels, set of Rial alloy wheels, \$16,000.00. Roger — Days (301) 863-9435 or Evenings (301) 586-2159 (MD).

**For Sale:** 1972 2002; Dark green, tan interior; professionally rebuilt from ground up; all original with receipts; 4 speed; sunroof; new P-4 Pirellis; Alpine am/fm/cassette; no a/c. \$5500. Call Jim Bishop 703-591-3444 evenings.

**For Sale:** Four TRX wheels off 1983 533i. Used approx. 20k miles. Good condition. Fits 5-series 1977 and up. \$350 or best offer. Call George Gower, Days: (301) 492-9659 or Eves: (301) 774-7878 (MD).

**For Sale:** 1972 2002, 4 spd. completely restored, painted professionally in Aug. 86, Henna Red. Motor rebuilt 20,000 mi. ago. Transmission, and differential rebuilt 5000 mi. ago. Weber, Ansa, Bilstein, Pirelli, many new parts. New chrome. Excellent condition. Always garaged. Well maintained. Call 860-4947 or leave message at 860-1181. Reston. \$5300. Must see. Must sell.

**For Sale:** 2002 wheels/tires—4 BMA Milano mags with 4 Semperit hi-speed radials. 10k on set. \$275. Chris Halloran 301-357-5561.

**For Sale:** Parts for 2002/tii. ('73): 4 original hub caps, mint condition; original 5 1/2" steel wheels, excellent condition. w/Michelin XAS 165 x 13; Covercraft polycotton car cover, like new; new fuel gauge sending unit (in box); new chrome plated air filter. David Katz. 703-845-2869 evenings.

*continued on next page*

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# Marketplace

*continued from previous page*

**For Sale:** 1977 320i, Ruby Red w/tan interior; Blaupuncht w/4 Alpine speaker; 40k on engine 104k on chassis, 4 speed trans, good condition, minor rust. \$4500/OBO. Fritz Liebid. 703-569-7469.

**Wanted:** 1979 320i, silver with A/C and sun roof. Trying to replace the one I shouldn't have sold. Call Jack Chandler days (703) 620-7159 or evenings at (703) 560-8698.

**Wanted:** Set (4) of used factory alloys for 1979 320i. To be used for drivers school so they don't have to be perfect. Call Jack Chandler days (703) 620-7159 or evenings (703) 560-8698.

**Parts Needed:** *Kidney donor.* 1 set of 3-Series 'kidneys' needed for front grill of 320i. Call David Sossamon at work (703) 442-6487.

*Classified ads are free to members. Send yours to the Editor at the address in the masthead. Ads must be received by the fifth of even numbered months.*



**New Improved Chapter Hotline**  
(202) 397-5970

## Index to Advertisers

Firm	Page
Anton BMW	Back
Auto Styling Unlimited	24
Auto-Therapy, Inc.	4
Autowerke	20
Autoy, Inc.	27
BMW Excluservice	7
BMW of Fairfax	29
Brooks BMW	8
Coach Masters, Ltd.	5
E&E Auto Body	21
Elite Autohaus	27
Evergreen Motors, Inc.	7
Foreign Service	21
Greg's Auto Sound	26
Heishman BMW	4
J&F Motors, Ltd.	11
London Auto Services, Ltd.	26
German Auto Upholstery	20
Martens BMW	Back
Master Crafters	20
National Tire Wholesale	12
National Transmission Service	22
Potomac Motor Works, Inc.	22
Quality Car Services, Ltd.	23
Radial Tire Co.	8
Sherry B. Ltd.	19
Tischer	5
TUV Engineering	9
Ultimate Motor Works	5
VOB Auto Sales	0
Wagonwork Corp.	19

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