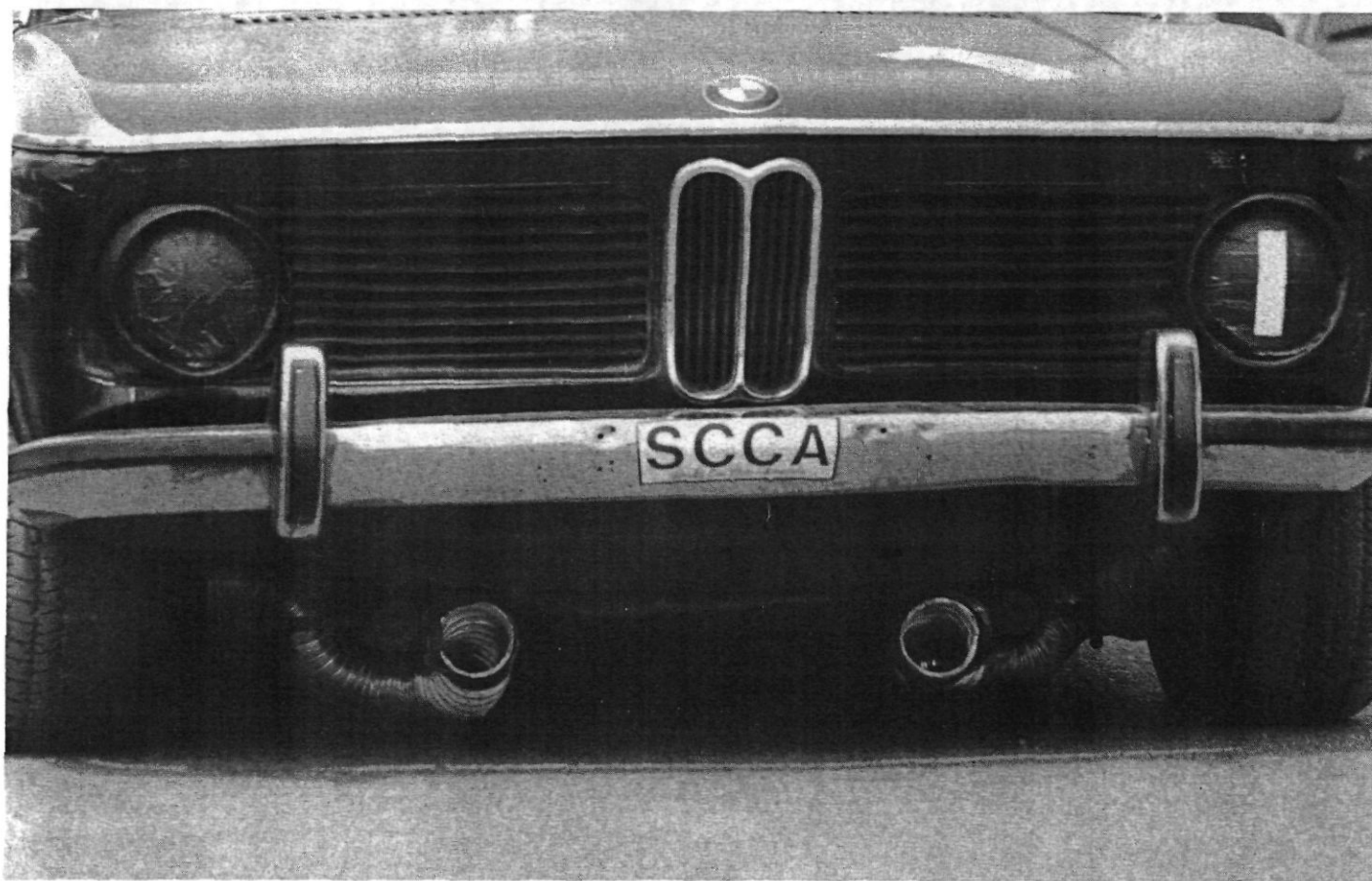


NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER
OF THE BMW CAR CLUB OF AMERICA



JULY-AUGUST 1987
VOL XVII, ISSUE 4

der bayerische



IN THIS ISSUE:

MAIFEST Revisited

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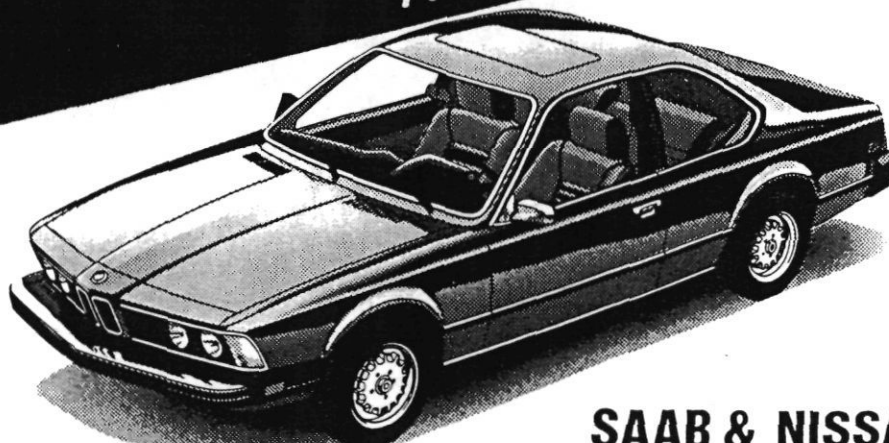
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Technical Questions & Tech Tips

Local

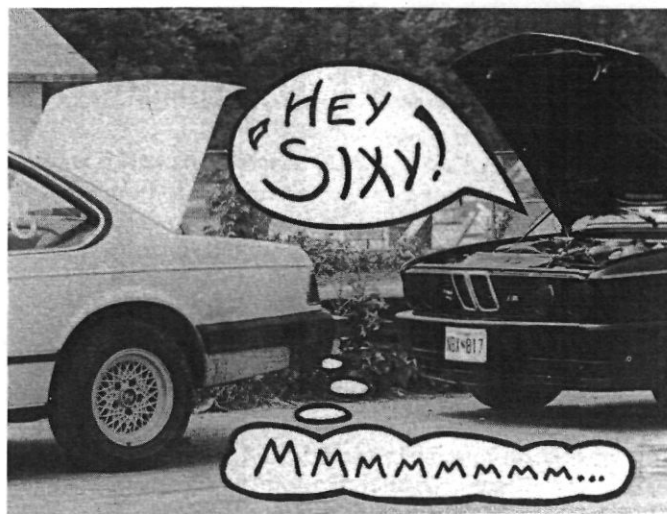
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Cruisin' at MAIFEST, See Page 13



Cover: Gammache (again!) plays Pied Piper
Photo by Andrew Short

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Coming Events

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.

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!

AUTOCROSS—July 26

Time: Registration 10 am

Join us for the third in our autocross series at Landover Mall. You've read about it before — the emphasis is on maneuverability as you race against the clock around pylons. First timers are always welcome — experience is absolutely not necessary. Bring a helmet or borrow one at the lot. Pump your tires up to 40 psi before arrival. This is a low key affair, but prizes will be awarded at the annual dinner. If you are an experienced autocrosser or have been away from it for a while, our chapter events will give you plenty of opportunity for track time as well as eager competition. For more information, call Gary Toyama evenings at 703-569-1336.

Directions: Capital Beltway to exit 17B, Landover Road. Bear right into mall and continue halfway around mall to lower lot adjacent to Beltway. Call WNCC, our hotline for last minute details: 202-397-5970.

NON-TECH SESSION—BALTIMORE ORIOLES VS. THE MILWAUKEE BREWERS— Sunday, 16 August

Time: 2:05 pm

Let's see. . . It's summertime, time to bask in the sunshine, munch on a juicy hot dog all loaded down, and chase it all down with an icy cold beer or two. Best place to do this, of course, is at a baseball game!

Pack up the spouse (or significant other), pack up the kids

and bring 'em all out to Memorial Stadium to watch the once-amazin' Baltimore Orioles take on the once-even-more-amazin' Milwaukee Brewers. But that's not all! It just so happens that it's also Orioles' old-timer's day: a lot of Orioles greats from the past will be there to sign autographs and even play a few exhibition innings!

Of course your favorite car club has picked up a bunch o' primo upper box reserved seats and will offer them to you at a REDUCED PRICE!! These normally \$7.00 tickets are yours for ONLY \$4.00! But you gotta act REAL FAST! Call Dwight Dett evenings at (301) 889-9578 to reserve yours.

But there's more! After the game, we are planning on getting together for perhaps a little light supper down in Little Italy or at Harborplace. Call the Hotline for the details.

Directions: From Washington, D.C. Take I95N to exit 53 (I395n) into downtown Balto. Right onto Pratt St. left onto Calvert St. about 3 mi. Right onto 33rd St. Follow the crowd.

From North of Baltimore: I835 to Cold Spring Lane. Ent. left onto Cold Spring Lane east. Right onto University Pkwy (3rd light). Left onto 33rd St.

Helpful suggestion: Plan to arrive early. The best bet for parking is to park in the vicinity of Calvert and 31st St. and walking the half mile or so to the stadium. The parking is FREE and SAFE!

TECH SESSION—COACHWORKS, INC. Saturday, 22 August

Time: 10:00 am

For all of you (especially you Baltimoreans) who missed the great session we had at Coachworks last summer, we're giving you another chance (nice guys that we are) — don't blow it!

Bill Wiley, president of Coachworks, graciously invites all club members to come and visit his facilities. This shop specializes in the factory-simulated reconstruction of hard-hit BMW's. They keep everything they need in stock: from tiny trim pieces to quarter panels and frame rails! A few club members have cars done by Coachworks. Can you spot them?

Directions: Coachworks, Inc. is located in the Clipper Mill Industrial Park at 1796 Union Ave.

From D.C. and Points South: I95N to I395N downtown. Right onto Conway St. 2nd left onto Charles St. Approx. 1.6 mi to I-83N. Take the Cold Spring Lane-East Exit. Right at 2nd light onto Falls Rd. Approx. 0.7 mi. right onto Union Ave. Turn right into Clipper Mill Industrial Park immediately before RR tracks. Go back to Bldg. 3.

From North of Baltimore: I-83 S to Cold Spring Lane East exit. Turn left at the end of the ramp onto Cold Spring Lane. Continue as above.

TECH SESSION—TUV ENGINEERING Saturday, September 12

Time: 11:00 am

Come on down to TUV Engineering's shop in Rockville and learn "all about motoronics". Sorry no disco involved, but it will still be music to your ears when owners Isken Kutlucinar and Jim Rando tell you how the Motronic Engine Management System can keep your Bimmer hummin'. They will teach you much about diagnosing problems with your car's innards and describe the advantages of motronics over previous systems. I'm sure you'll sing their praises when your baby stays tuned!

Location: 15925 Frederick Road (355) Rockville, MD. Call Nona Schwabe at the shop, 948-8830, if you need directions or more info.

Calendar of Events

July-December 1987

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
- † 22 Tech Session-Coachworks, Inc.
- † 16 Orioles Game
- 30 Autocross

SEPTEMBER

- * El Cheapo Driving School
- † 12 Tech Session — TUV Engineering
- 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)

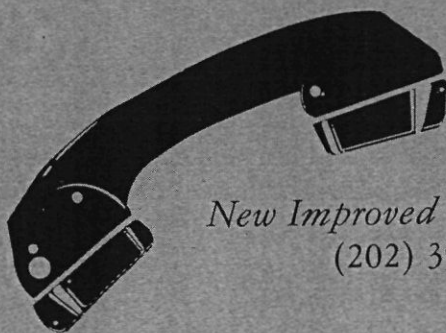
NOVEMBER

- * 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
* Call Hotline for details



New Improved Chapter Hotline
(202) 397-5970

FALL TOUR AND OKTOBERFEST— September 20*

Time: Arrive at Roy Rogers 9:30 am

For heavens sake, don't miss the tour again this year! I mean really, after all you have heard about the number of people who attend every year, the great tour, the beautiful site of the Bavaria Inn, and the Oktoberfest events at the Inn, how could you even think of missing out?

The tour route, plotted by our Tourmeister, Bill Via, uses all paved back roads through beautiful late summer countryside on the way to Shepherdstown, West Virginia. The

route is laid out in easy to follow instructions so you can set your own pace. When you arrive at the Bavarian Inn you will find the club's reserved tent and seats. The club will also pay for lunch (beverages excluded) for the first fifty registrants. To register, call Terry Forrest at 202-397-8641 evenings.

Directions: The tour begins from the Greenbrier Shopping Center. Plan to arrive at the Greenbrier by 9:30 am to pick up your route sheet and lunch tickets. From the Capital Beltway in Virginia, take I66 west to Route 50 west; west on Route 50 4 miles to the Greenbrier shopping center on your left. We meet behind the Roy Rogers restaurant.

*Date tentative; call Chapter Hotline for confirmation.



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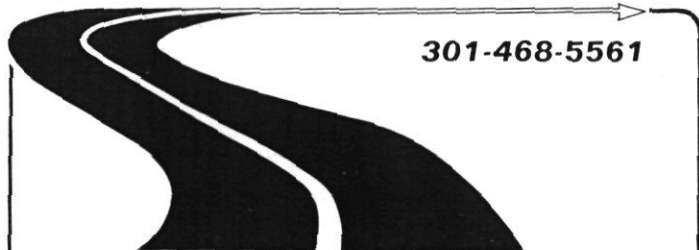
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Directions: From the Beltway to 355 N., take a right onto
Randolph Rd. to the second traffic light, turn
on Nebel St. and left into the parking lot.

President's Message

HELP WANTED. Large group of automobile enthusiasts looking for others to share in the fun. Knowledge of automobiles helpful but not necessary. Experience with Robert's Rules of Order a plus. The Board of Directors of the National Capital Chapter of the BMW Car Club of America is now accepting applications for executive positions. Join in the fun: travel to a new location every two months; eat and drink exciting foods and beverages; make decisions. The elections are two newsletters away. Make your intentions known. Call any of us listed on the masthead for more information.

OUR EVOLVING DER BAYERISCHE. Over the last few issues, several changes have taken place with our favorite newsletter. Editors Les Adams and David Sossamon, and Production Manager Andrew Short have worked very hard to improve on an already first class effort. I think that some words (or letters) of praise are in order. If you like what you see, or even if you don't, please write to "Dear DeBbie" to say your piece.

A FULL SCHEDULE. I know many people in several different car clubs. They are always amazed when they see our newsletter and the calendar of events. I don't know if most of you have anything to compare us to, but most clubs have meetings in hotel rooms with a cash bar. They stand around, drink, and engage in such exciting endeavors as bench racing, telling tales, and then the fun begins. Someone calls the meeting to order, minutes of the last meeting are read, the financials are discussed, issues are raised, then everyone goes home after a truly satisfying experience.

Look at what we do instead. The Chapter officers do the "dirty work", and you all get to have the real fun. Check out the Calendar of Events. In July and August we have another driving school, a corral at the IMSA races, a crab feast, two autocrosses, a tech session at Coachworks, and an Orioles game. I think these events are much more interesting than meeting in a hotel room! Unfortunately it looks as though we may not have a Polo Match Tailgate Contest this year. There are scheduling problems with the Polo Match organizers (them not us), and they don't yet know when the August match will be. Keep in touch with the HOTLINE for any updates.

Over the last many months, we have seen a lot of new faces. It's interesting to note that these new faces inevitably have good people attached to them. As such, we've met a lot of good people and made some new friends. We'd love to add you to the list, and think you'd like the experience as well. The point is, we DO things, we don't just TALK about them. If you've yet to give us a chance, try it. We all think you'll be glad you did.

NEW WNCC HOTLINE NUMBER. As you saw in the last issue, we have had to change the Hotline number. Les Adams had started the Hotline, but as Zone Governor, had to install a Zone Hotline. We all thought that it would be better if someone else did the Chapter Hotline. So, effective in May, Terry Forrest has become the keeper of WNCC. I urge all of you to call for updates. Often there are last minute problems that crop up, and the Hotline is your only "real time" information source. If there is any question on the status of an event, try the Hotline first. The message can be changed with a moment's notice, but if you don't call, you won't know. Write it down: 202-397-5970.

That's all for now. We all sincerely hope you enjoy your association with the Club. Let us know if there's anything we can do to make it better.

Cory Laws

BMW

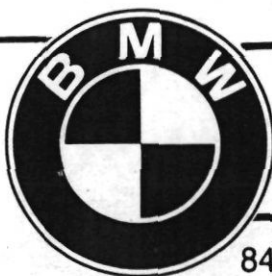
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From the Editor's Desk

HELP! HELP! HELP! HELP! HELP! HELP! HELP! HELP!

If you like what you see in *Der Bayerische* then you need to act. Your editors, Les Adams, David Sossamon and Andrew Short, are stretched thin. We have all taken on new professional responsibilities and we are having difficulty finding the time necessary to do the job we like, and you expect, for *DB*. Some of you have come to us in the past and indicated your willingness to pitch in. We need to hear from you again. If you can spare a few hours every two months to help edit, or would like to take on a writing assignment, or handle some of the necessary production work, give me a call. The chapter takes great deal of pride in the newsletter, and those who participate in some way feel a special elation when *DB* appears in the mailbox. Join us.

HELP! ETC. That psychic gratification also comes in helping run all the events the Chapter produces. The chapter is privileged to have as many dedicated members as we do. We can always use more help. If you have enjoyed yourself on a tour or at a social event, you can enjoy yourself even more by helping tackle some of the details. Oh yes, we go out of our way to have some fun along the way.

FUN! Speaking of fun, there is plenty of summer fun yet to come: Crab Feast, Orioles game and before you know it, the annual trek to Shepherdstown for Oktoberfest will be on top of us. Some of the dates on the calendar have played their usual game of musical chairs so check it carefully and sign up now for the events that interest you. Some events and dates still have to be firmed up. So call the Hotline for details.

The Governor's Zone

BMW NA hosted a day in Montvale for the Board of Directors in May to inform, educate and deal with several NA/CCA issues. I have written a more detailed story on the trip for the *Roundel* which should appear next month, but in the meantime, here are a couple of interesting tidbits.

The seven series effort is a serious, no-holds-barred attempt to unseat Mercedes for top honors in European luxo sedans. The efforts extend to pre-delivery preparation to post-delivery attention to the owner. Anyone who has tried the car will tell you that Montvale has hit the target.

We have received feedback from NA on the chapter logo issue. For newcomers, BMW NA has reviewed each chapter's logo to determine whether it infringes on the company's copyright. In an apparent attempt to deal with unlicensed importers and independent garages, BMW has challenged any unapproved use of the blue and white insignia or the letters "BMW". To perfect their challenge, they must also look to any unauthorized use by the club, including incorporation or alteration of the logo. With half of the chapter logos through the process, 24 were found to infringe, and six were given a clean bill of health. NCC was one of those approved.

Carla Harmon, Public Relations Manager; Nancy Mahmarian, Public Relations Coordinator; and Tom McGurn, General Manager of Corporate Communications went out of their way to give us a very pleasant and informative visit. Their relationship and attention to club matters reflects a professional and cooperative spirit, with due regard to the independent nature of the club. Many thanks!

HOTLINE. Our old chapter hotline is now the South Atlantic Zone Hotline. I will make note of multichapter or regional events throughout the Zone (Maryland south to Florida). The number is 703-866-9225.

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Children's Hospital Telethon

Through the efforts of Mike Diggs, Cory Laws and members of the Board, the Club, during the Miracle Network Telethon, pledged \$2000 to Children's Hospital. This is the fourth year in which the Club and Washington Area Authorized BMW Dealers have joined together for this worthy cause.

Past activities to raise money for the Hospital have included a rally in Potomac in which the drivers were required to obtain pledges and their navigators, former patients of Children's Hospital, collected toys and prizes found as they plotted their way through courses, and a Charity Auction with items supplied by the dealers and local area merchants. This year's pledge will be fulfilled through an autocross and possibly a rally. In addition, five local area dealers were asked to contribute \$100 each to the Hospital, which resulted in a balance of \$1,500 for the Club.

The Regional Office of BMW of North America was asked to select the dealer representative from among Apple BMW, Evergreen Motors, Heishman BMW, Tischer BMW and VOB BMW. VOB BMW was selected by lot and Gary Freedman, Sales Manager of VOB BMW, appeared on the air on Sunday, May 31, 1987, to present the check. This now annual tradition has also included representatives from Genderson BMW (1985) and Evergreen Motors (1986). We hope to include all of the area dealers in any fund raising for next year.

During the Telethon, several Club members manned the telephones to receive pledges from viewers. They also called other members and friends to obtain pledges. These efforts, including the generosity of our Zone Governor, Les Adams, are sure to put us over the top. If we missed you and you wish to make a contribution, come out and support the autocross and rally, or send a check to Children's Hospital and indicate your association with the BMW Car Club.

I wish to thank Gary for joining me on the air, the dealers, the members who manned the phones (i.e., Darlene, Dee, Mike, Nancy and Terry), those who made pledges, and those who will participate in the events. On behalf of Children's Hospital National Medical Center, I wish to thank the Washington Area Authorized BMW Dealers and the BMW Car Club of America for helping the Hospital to exceed its goal by raising \$710,000 in the local area.

Bill Ross

Baltimore Bimmers at Brooks Tech

When I first learned of the Baltimore Do-It-Yourself Tech Session, I called Dwight and was assured of not only wine, women and song, but that I would save money too. Who could resist! So I cleaned up the coupe and having picked up a few filters and springs, set off at the crack of dawn for Towson.

After a fun trip on the beltway with Marty covering my rear in his black 535, we got down to the nitty-gritty of oil changes, brake jobs, strut changes and so forth, oh, not to forget the inspections. As for the 'so forth' it meant off with the wheels and rear shocks, out with the fuel filter and in with an eye wash of SU 2000 (though it runs better on aviation fuel). Note: after only 17,000 miles of driving on supposedly high grade petrol, the filter was filled with dirty water.

Was it everything Dwight promised? Sure was and saved me boucoup bucks. Thanks Brooks BMW!

Southern Eagle

Spring Tour 1987

"Where's the barbecue sauce? Come on, we're going to be late. Don't forget the tablecloth."

With the picnic basket packed and properly stowed away, we headed west on Route 66 towards the Greenbriar Shopping Center, starting point for the tour. The day was bright and clear after a few wet and rather chilly days. Temperature was in the 60's, quite nice for early April (although just having returned from Fort Lauderdale where it was in the 80's, I could have used a few more degrees).

A crowd of roughly 15 cars and 35 people greeted us on arrival. As usual, the sparkles were everywhere . . . in the eyes and on the well polished bodies. "I'm starving. Do we have time for breakfast before we leave?" "Of course!"

Bill Via had done his usual exemplary job of mapping out an interesting tour route, this time without the customary airborne section. Even Bill Ross didn't manage to get any wheels off the ground! But, there was a turn that everyone missed. I had been leading a group of six cars, and had just passed a checkpoint, when my sixth sense told me to take note of the road we had just passed. A quick glance at the instructions verified that we should've turned.

The funny part was that we had just passed one of Virginia's finest hiding in the weeds. I pulled over to make a "U" turn, and the six cars behind me stopped as well. I had just completed my turn when the trooper pulled up behind all of us. I guess the improbable sight of half a dozen BMWs travelling together on a back road got the best of his curiosity, and he decided to see what was what. Anyway, I had turned and pointed out the missed turn to the next car. From what I hear, everyone else thought better of a middle of the road "U-ie" and turned around in the next intersection, right in front of the trooper. In spite of that, he didn't follow us any further.

The picnic shelter that we had reserved was fine, but the days of rain had created a bog behind it, where many of the grills were located. Fortunately only one couple had decided to cook their lunch (never before have I seen a raging charcoal fire extinguished with too much barbecue sauce!) Also, the "facilities" were locked, much to our dismay, and although Steve Haygood offered to unlock them with one of his favorite collectibles (more on that later), we made do with a short walk down the road.

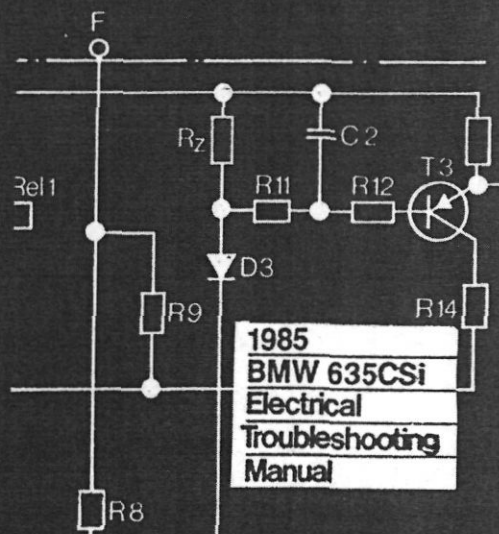
After lunch the toys came out. There was a certain young person (really young, like two or three) who had his own four wheel and two foot drive vehicle that got stuck in the mud. There was an older person with a kite that was almost lost when the young person failed to hold the string. There were several other older persons attempting to relive portions of their younger life by chasing a football. There was another older person, who when egged on by his associated younger person, did a truly abominable imitation of former New York Cosmos star, Pele. Also, several others exhibited no skill whatsoever in flinging a round saucer-like object commonly known as a frisbee. But it didn't matter, we all had a good time.

Afterwards, most of the crowd went home, but Angela, Steve Haygood and I went to the shooting range to try our hand on the trap range. One word of advice. If Angela ever has a gun in her hand, look out. She will shoot out the letters of a beer can at 100 paces. Another Annie Oakley. Then there's Haygood. This guy brought two of his favorite handheld howitzers, just for show. Dirty Harry has nothing on Steve! I must say that they were exceptionally fine, and that I'd love the opportunity to visit a pistol range with him some time (so would Angela).

All in all, the day was very enjoyable, the company fine, and if you missed it, shame on ya!

Cory Laws

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Deutsche Marque Concours



For the third consecutive year, we were privileged to have the Embassy of the Federal Republic of Germany as the site of this uniquely spectacular event: A joint German-American organized show of German automobiles on German territory within the United States.

Under clear blue skies, a beautiful May Sunday finds the Embassy parking lot transformed with an array of sparkling BMWs, Mercedes and Porsches of vintages spanning over the blast thirty years: like a walk through a candy store for any enthusiast. The scene is one of contrasts. The hub of activity is focused on the sun-bathed cars arrayed in a rainbow of colors, this against a background of lazy activity on the surrounding banks dotted with picnic blankets. For both participant and observer, one can only conclude that this is a significant happening: the car show, the Washington Area BMW, Mercedes Benz and Porsche clubs' Annual Deutsche Marque Concours.

Although the beauty of the scene would have made you think that this was a spectator event, the serenity masked the efforts of intensely competitive car owners and the hard work of the judges and supporting cast. Only if you have lavishly detailed your machine for a concours car you appreciate the amount of work involved. (Some say you must be a masochist to undertake this sort of task). The high level of preparation this year continues a trend as this show becomes an increasingly serious, competitive concours event. Without a doubt, the judges' task was made that much more difficult, but the

results marked the show as a "class act".

The reception in the Embassy following the show and judging found some 300 club members and guests enjoying German wines and cheeses in a scene complementing the setting outside. The reception was a most appropriate setting to acknowledge our indebtedness to the Embassy and particularly to Minister Karl Paschke and Mr. Edwin Blankenburg for their help. Our sincere thanks to the Embassy and staff for hosting the concours for the third time.

The results: Nick Saridakis's pristine, original (unrestored) 1973 2002 was judged Best of Marque in the BMW competition. Nick's score an unprecedented 101 of a possible 110 points, edging out Russ Parise with 100 points for his better-than-new 1984 325e. In general, the scores shown below were higher than in previous years, reflecting the preparation by the competitors:

Best of MARQUE:			points
Nick Saridakis	'73 2002		101
Four cylinder			
1.	Lothar Schuettler	'72 2002 Cabriolet	98
2.	John Estep	'72 2002 Tii	93
3.	Iskender Kutlicinar	'72 2002 Tii	92
Pre-'77 six cylinder			
1.	Ron Blaise	'70 2800 CS	95.5
2.	Mark Cumberpatch	'71 3.0 CS	94.5
3.	Cory Laws	'75 530i	93.5
'77-post six cylinder			
1.	Russ Parise	'84 325e	100
2.	Ron Blaise	'81 323i	(tie) 98
2.	Greg Garback	'85 528e	(tie) 98
3.	Jerry Ishmael	'85 M535i	97

The Ambassador's Trophy for Best-In-Show went to a Porsche Speedster.

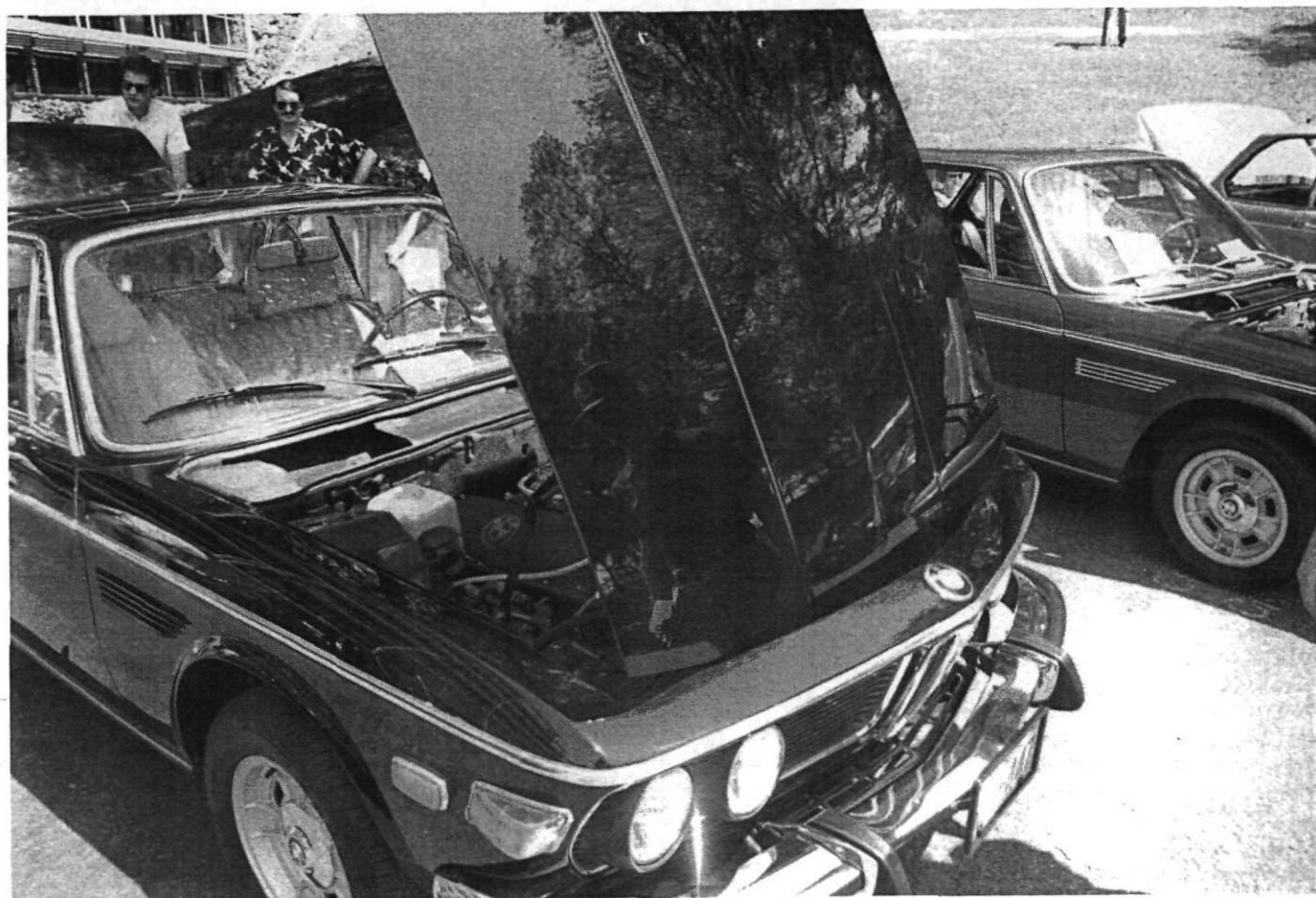
As BMW coordinator, I relied heavily on Bill Ross for his able assistance. John Hartge performed the important function of checking and compiling scores for the BMWs. A special thanks is due our hard working judges: BMW CCA President Phil Marx, BMW NA Regional Service Representative John DeMartini and Heishman BMW Sales Representative Dick Chichester provided expert judging and demonstrated their knowledge of the marque. Thanks is also due to Metropolitan Motorcars for their generous sponsorship for the reception.

Based on the success of the last couple of years, it is clear that we are on a roll. Next year can only get better. Give serious thought to entering your car; accept the challenge — just how clean will your entry be?

Larry Masten



Photos by Raine Mantysalo



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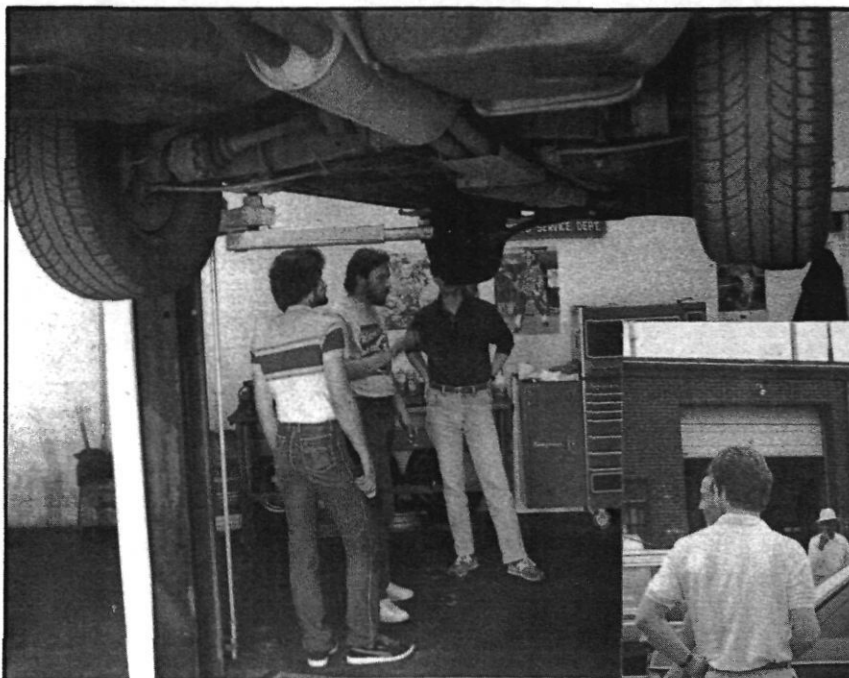
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*"Hey look, John,
this guy thinks he's
ready for the track!"*

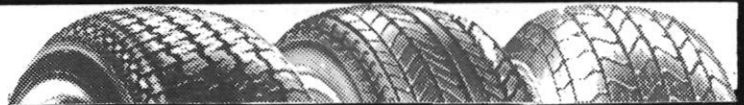
Pre-MAIFEST Inspection and Swapmeet at Heishman BMW



Photo by Raine Mantysalo

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Maifest 1987

Well, the MAIFEST is gone (at least for this year) but definitely not forgotten by those who attended. For those of you who didn't attend, you missed a rare brand of fun and excitement that a few dedicated members of the Club can organize and the track at Summit Point can offer. Max Rodriguez, Jim Harrison and his great group of instructors, Kay Heatherley and others are to be highly commended for the organization and the quality of the two days of driver training.

While we are on the subject of drivers schools, let's clear up some points. First of all, there is a misconception that all of these schools are only for advanced drivers, i.e. those who have had previous driving courses. Granted, there are certain schools that are for advanced groups, but for the most part they include all groups. Next, there are those who feel that since their car is not "race prepared" that they aren't eligible. Wrong again. Modifications normally will help to shorten lap times and provide better general control but are not a necessity. Then, there are those who feel a day at the track will render their car a candidate for the body shop on Monday. I can assure you that if the latter were a high probability you wouldn't see Max Rodriguez or Cory Laws with their pet cars near the track. And finally — age. For some reason there are those who think they are too old or too young. As long as you are a licensed driver, and can demonstrate a reasonable level of competence, I don't think anyone has been turned away with age as a factor. Now that I have you at the track, let's go on to find out what happens.

The day begins at o'dark thirty (really it's only 0730), but it seems earlier) with a shoveling out of all items in the interior and trunk — yes, you can keep the seats and steering wheel. This prevents things from becoming missiles in case of sudden stops. Next is the tech inspection which is an extension of the one performed by your mechanic. Assuming you pass, and have the holy water sprinkled, your number is placed on your windshield and side window so the officials can keep track of you. The Ring Master (or is it Ring Leader) Max Rodriguez then calls us to order and explains the days activities. How he keeps things sorted out is still a mystery to me. Jim Harrison, the Chief Driving Instructor then takes center stage and introduces the best assembled group of instructors this side of an SCCA driving school. This is not by accident since most all of the instructors are SCCA licensed and race their cars on this track. Let me identify and thank them here. Special thanks to: Jimmy & Suzy Harrison, Doug Christensen, Al Bell, Pat Skehan, Pete Cage, Jeff Werth, Bob Gammache, Gary Green, Jim Epting, Steve Zopol, Ian Fosler for instructing and helping, and all of the workers that showed us the flag colors on the track. Also Kay Heatherley for arranging for the BIG door prize of a set of Yokohama tires donated through Merchant's Tires, sponsor of Maifest, and of course the one and only Terry Luxford (Big Guy) for

providing a trunk full of spare parts (brakes) and helping members with technical difficulties. Rules and regulations of this event are outlined, with the focus, as always, on safety. Students are then divided into two groups according to their experience in drivers schools, and ultimately assigned to a specific instructor. Then the fun begins!

The purpose for this school, and others, is to help you become a better driver. In order to achieve this you must know what your car will, and won't, do. And since we don't all just drive at 30 miles an hour only around town, it means we have to encounter many conditions at many speeds. Since your BMW is probably the best all around driving machine made, you have a perfect candidate for advanced driving. The idea is to make you and your car as near to being a single object as possible. To achieve this goal you and your car will encounter the skid pad, a circular pad which you drive faster and faster until you know the exact point at which the rear end, or front end, will break loose. It's great to know these things ahead of time especially if intended to enter turns rather quickly. You will also learn straight line braking and braking in turns. You will be surprised how fast a car swaps ends (I can personally attest to that fact after a bout with turn 1). Driving through pylons at high speeds will show you just how fast you must react in the event of an accident happening right in front of you. No time to think — just execute. And then, on to the track for high speed driving.

Talk about fun! How many times have you wanted to pour it on while on I-66 but the combination of traffic and Virginia State's finest precluded it? Well, ladies and gentlemen, you have come to the right place. Only the laws of physics, your mount and common sense will dictate just how fast your lap times will be. As you become more familiar with the car, with each successive lap, the grin gets broader and the instructor hangs on tighter. As soon as the instructor feels that you have achieved the level of competence needed for solo, he places that coveted round sticker on your windshield, and you are off to slay dragons — well if not a dragon at least a slower car. And then before you realize it, lunch time has arrived and a temporary truce is called between driver and track.

Now, two things happen at lunch which one wouldn't expect. The first is the lunch itself, which, during my first school I had expected packaged sandwiches, bags of potato chips and such. Not so with this group! We are treated to haute cuisine prepared by no other than Chef Gretchen Carroll, also owner and Innkeeper of the Hillbrook Inn. After one of Gretchen's lunches all you want to do is take a nap. More about the Inn later. But what's that noise? Part two of lunch time is the instructors fun time on the track with their own cars without the benefit of students. Talk about lap times. Just stand there and turn green, or better yet head for a turn to watch how it's really done. Those instructors not only know how to teach it but they can practice it too. At the

continued on page 16



Some of the Class



Gordon Kimpel M635



Gary Toyama 528i



Steven Dull 2002ti



Larry Masten 633i



Raine Mantysalo M2?



Tom Baruch 3.0cs



of MAIFEST '87

Photos by John Hartge



Robert Crain 2002



Gary Stewart 535i



Martin/Kenneth Lessans 533i



Alan Green 2002



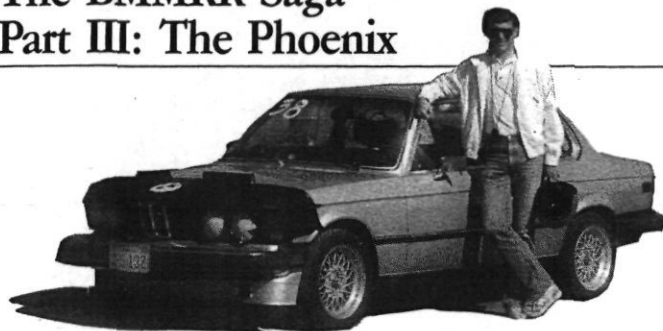
Woody Hair 320i



Jonathan Jones 530i



The BMMRR Saga Part III: The Phoenix



BMMRR was in sorry shape after Bob put him onto his roof (see "The BMMRR Saga Part II") but I was determined that he would zoom again and to do so he would need the best care possible. I made some phone calls to different shops and asked some people in the club and, after lots of deep thought and soul searching, I finally made the decision to permit VOB Auto Body in Rockville to do the work.

I usually don't like to let anyone connected with a dealer do anything to any of my cars and I've usually had good reason. In September 1984, BMMRR had an argument with a pick-up truck and lost. I was new to the area and did not know who could do the best job so I had a dealer's body shop do the repairs and I wound up being extremely dissatisfied with the work. The good things that I heard about VOB Auto Body piqued my curiosity so I decided to go and have a look at them.

The management of VOB Auto Body, led by Mr. Jack Weissman, was very courteous and showed me around the place. I was impressed by the professionalism demonstrated by the staff and equally impressed by the finished products which were awaiting retrieval by their owners. Needless to say (then why say it?), I made the big jump and signed the papers to get BMMRR put back together. The original repair estimate was roughly \$7 million. The damage included, but was not limited to, crumpled right front fender, right door, and right quarter panel; dented roof and hood; and a cracked windshield. As work progressed, hidden damage reared its ugly head creating headaches for everyone involved. Before it was all over the cost had more than doubled and the time had quadrupled the original three weeks.

Since my insurance was paying for repainting three quarters of BMMRR, I decided to have him derusted all over and completely repainted, in body shop parlance this is called an R&R (repair and restoration). To do this, all the trim, emblems, bumpers and what nots are removed and the car is worked over by a team of experts to remove rust and repair damage. I saw BMMRR before he was repainted, just bare metal, and there were no signs of damaged sheet metal. Yes, I was impressed.

Throughout the entire repair process, I would stop by during visiting hours and see how things were going. If I happened to see something that wasn't done exactly the way that I wanted, I only needed to mention it and it would be corrected without any argument or dissonance. To be perfectly honest, there are one or two things that weren't exactly right but to have them corrected would have been more trouble than it was worth.

Finally, the long awaited day arrived at last and I went to VOB to reclaim BMMRR in time for the September driver's school. After more than three months, he had risen like a Phoenix from his own ashes to begin life anew.

Photo by Lynn Phillips

Mark Yaworski

MAIFEST!

continued from page 13

stroke of 1300 the instructors return and we head for the track again for more practice.

Since the two groups of students are not both on the track at the same time, I had the opportunity to observe the beginning group at play. Talk about aggressive, I wasn't sure which group I was watching, the beginners or the advanced. Skills come fast with this group — I wouldn't expect anything less from BMW owners. As the student track time comes to an end for the day, the corner workers have a go at the rides around the track as a reward for their support. Let's face it folks, without them there would be no school, so let's don't forget to thank them and encourage others to come out and join them. We can't have too many support personnel. Following this track time, the drinking lamp is lit. Beer and soft drinks are served, courtesy of the Club, and the battle tales get longer and longer, I'm still waiting to see four abreast in turn 1, but I heard about it with my own ears! All too soon, the group starts to break up, and it's on to the Hillbrook Inn for the banquet.

Now for those of you who have never been to Hillbrook Inn I won't attempt to describe it. I'll just say that you will think you were caught in a time warp back to Normandy, France during about 1918. See for yourself. After arriving, we begin to sample an excellent choice of wines, and other spirits or whatever. Friends are quickly made and a general air of belonging pervades. A great group of people at play. Then comes phase II of the banquet with Gretchen at the helm. Speaking of helm, our hostess Gretchen injured her foot and Les Adams, the constant gentlemen, wheeled her around in a lawn cart for her general inspection of the activities. Les, let's face it, you've got class. The food, as usual, was outstanding. Following desert, we waddled up the hill to bellowing strains of Max indicating the big moment had arrived — the door prizes! From the quality observed of the prizes I would check the gun permits of the group collecting said prizes. Outstanding! And I feel this is an appropriate time to name these organizations who contributed so freely, they are:

VOB, Radial Tire, Potomac Motor Works, Evergreen Motors, Tischer, J&F Motors, Auto Authority, Coachworks, Schwing Motors, BMW of Fairfax, Heishman, Autoy/Autowerke, TUV, Mastercrafters. Remember folks, they support us so let's support them.

And so after the evening is over, we each head our respective directions. For some of us, it was another day at the track to hone the skills and get it faster through the turns. As a matter of fact, a lot of Saturday faces showed up on Sunday. That's dedication, or maybe just the sheer joy of driving. Well folks, I hope those who attended enjoyed themselves as much as I did and those who weren't there may consider a future school. Not only is it fun, but it may save your life. Thanks against to all of those who work so hard to make these schools the success that they have become. And Max, please wave as you pass me after turn 10. Bye' all.

Jack Chandler



Fresh Air, Part II



In the first installment of this tale of the new Stahl headers, I left three issues unresolved: a fuel delivery problem, speeds in excess of 120mph, and the Maifest Driving School. Since then, I have had both the time and the opportunity to complete my report.

The fuel delivery problem was basically solved by replacing an in-line filter and cleaning the fuel tank pick-up. Unfortunately, I still have the original control box in the car, which must make a difference. It's trying to convince a European 3.5 liter engine that it's an American 3.0 liter. Quite an argument going on.

The high speed issue was decided (for now) on the way to Summit Point for the (ahem) Highway Safety School. In the wide open stretch of Route 7 just west of the Shennendoah River, I saw an indicated 140 on the speedometer. I think the engine has enough power to go faster, but not with the four speed transmission that's currently in the car.

The best part of this story is the competition part. On May 24th, I competed in an Autocross and won my class by half a second. However, Maifest proved to be the icing on the cake. Saturday was unbearably hot, but the track was in excellent shape, and very fast. Al Zavala, who has been working corners etc. for us for three years, was timing some of his better friends. Al tells me that I was consistently in the 1:37 to 1:38 range, and that he clocked one lap at 1:36.90.

I knew I felt good, and that the car was handling well, but I was overjoyed at the news. The only times I had heard to that point were 1:40 and 1:41, good times, but not my best. My personal goal for Maifest was to beat my best time in my 944, 1:37.99. It was a good feeling to reach my goal.

Time trials on Sunday were slower, but showed good performance as well. Of all the cars that ran the trials, I had the lowest time at 1:39.27. The field included the Lamborghini Countach that many of you saw at the Highway Safety School. Although he had seen speeds of up to 147mph on the straight, he was not very fast through the turns, and could only muster a 1:40.39.

Conclusions? The engine is tremendous, the headers work great, and I have enough suspension and brakes to handle it all effectively. Look for me July 4th!

Cory Laws

Come on and SHOW IT!

We have a **limited quantity** of BMWCCA shirts in blue and white. Only fifteen bucks! Call Les Adams now! (703) 569-2144 (evenings)

Tag Spotting

These personalized plates were spotted on an assortment of BMWs in the Metro Washington area:

FUN NXS — Red 3er
INCGNTO — Black 3er
KOOL AZ — 3er
RED BMR — Red 3er

There are even some non-BMWs with witty vanity tags out there:

2 BROKE — White Toyota Corolla Hatch Back
OUT4FUN — Red Prelude Si

REDBLUR — Some thing red and zipping by at warp speed, it might have been MR 2.

Also spotted:

The bumper sticker — "If you think that I'm a bad driver, you should see me putt."

A yellow diamond which read, "NO RADIO," which is obviously directed at those who believe that BMW is an acronym for "Break My Windows."

Someone asked me why I often refer to a car as just a 3er or 5er instead of a 325e, 535i, etc and why I sometimes omit the color of car. The reasons for this are fairly simple, when a car goes zipping past you on the interstate it can be very impractical to get close enough to read the model number on the trunk lid and where color is concerned, all cats are grey at night.

That's all for now folks, I'll be looking for you.

Mark Yaworski

And for those who think age is important, I spotted a hard-driven red 3er stating: 1 AM 1956. Ed.



Photo by David Sossamon

Club Store & Miscellaneous Bits

Club Store
(301) 926-1629
(M-F 7 p.m.-10 p.m.)

Hear Ye, Hear Ye. . . Those of you in favor of another Radar detector buyathon, go for the checkbooks.

Due to continued popular demand, we are going now for the fourth buying spree of these radar detectors. Now that mid summer is upon us, Uncle Sam was generous to you on your tax refund, you can now call your Swiss Contra Bank account and take out \$265.00 and order yourself a Passport.

After reading this, you need to send your check or money order in the amount of \$265.00 payable to me. (add \$5.00 each if you want them shipped to you). Sorry no credit cards. Once I get the first 12 orders, I will deposit the checks and send the order in. In about two weeks, we should have them.

I currently have three names and am waiting for nine more orders. So if you are ready, send your check or MO payable to: Max Rodriguez, 18601 Pier Point Place, Gaithersburg, MD, 20879.

Other News

In the last issue of this magazine I had listed prices for STAHL headers. These prices have changed (they are a bit higher now) but are the lowest in the country) . . . (trust me I

Trick & Double Trick

Power at the rear wheels. The greater the torque your engine produces the more fun it is. Owners of 325e's or anyone else with performance modifications to their engines can attest to that fact.

At the 1986 Maifest driving school, our chapter President, Cory Laws, had just recently installed a European 3.5 liter engine in his 1975-530i. He must of been very pleased since he was all smiles.

At that school, I had a little mishap with my one year old 3.0 liter engine on the coupe MY MISTRESS, which caused me to replace the crank and the rod bearings. Needless to say, I was very upset, since this engine had given me quite a few satisfying moments.

It was at this time that I had decided on the next engine evolution for the coupe. I took delivery of a brand new 3.5 liter European engine with high compression pistons from Quality Car Service. The engine was completely taken apart to be sent off to the machine shop for high performance modifications. The engine was then fitted with a 300 degree cam and placed on the dyno to get horsepower readings.

During all this time, the old engine was taken apart, cleaned, checked and refitted with a new crank and bearings. It now needed a home.

This old engine with 6200 miles on it, was estimated to produce about 260 horses. It was fast indeed. Since it needed a home, I decided to place the engine in my wife's 530i using the stock fuel injection. Contrary to many people's beliefs, it runs like a bat out of hell. So much faster is the 530i now that I take every opportunity to drive my wife to the train station in the mornings so that I can keep the car for the day.

have checked). If you can find them cheaper elsewhere, let me know your source and my supplier will match or beat their price.

How about radios? I can get you very good prices on BLAUNPUNKT stereo systems. If you are just looking for items to dress up your car, I can get you almost anything you want.

Also you have heard me mention the new and fabulous WHEELS wheel cleaner. It is now available at \$8.95 from me. You may also find it at several independent repair facilities. For this price you get a full 16 oz bottle of pure cleaning power. Try it, you'll love it.

The label on the bottle looks like this:



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.

Now back to my new born engine. The 3.5e ran on the dyno but unfortunately, Terry Luxford (the Big Guy) was unable to get a power reading. The engine was producing so much power and torque, that the dyno could not handle it. The only reading we were able to attain was 165HP at 3000RPM. It is Terry's estimate that the car is putting 300 + Horses on the road.

At this years Maifest (article elsewhere in this issue), I was able to test the capabilities of the car. After a few laps to warm up, I unleashed the horses to go free. I was attaining 130MPH in the straight about 150-200 feet sooner than the previous year and found myself going once at 140MPH before reaching for the brakes (had never achieved this before at the track).

After that lap, I came around turn 10, and as I was passing another member, I began to hear a distinctive noise from the transmission. I had bent the pressure plate! This to me was incredible since I was being careful in shifting gears. The only explanation that I have is that it got bent during hard acceleration on the main straight. Incredible. The rest of the day I was plagued by fuel starvation problems. I needed bigger fuel lines.

Well, I am very satisfied with the finished product. The crew at Quality Cars performed an excellent job on improving and extracing so much power out of this jewel of an engine.

My thanks to Terry, Neil, Sandy (The Buzzard), Buddy and Jeff and of course my wife for allowing me to indulge in such madness. Is this why they call me Mad Max?

Now if I could just win a set of Yokohama tires!!!

Max Rodriguez

COMPETITION CORNER

If you know the location of *Cappy's Corner* raise your hand. If we were all together, you could look around and tell who followed road racing before 1970. The rest of you may not realize that one of the top sports car tracks in the country sits in ruin on route 301, just south of Route 5 (Pennsylvania Avenue). Only 7 miles outside the Capital Beltway, Marlboro Motor Speedway was a regular stop for the Sports Car Club of America's National race series. At one time SCCA Nationals were the premier road racing events in the US. They rated long articles in *Road & Track* and lead stories in *Competition Press*, the predecessor to *Autoweek*.

I saw my first sports car race at Marlboro in 1956. At that time, the track consisted of an ancient 1/3 mile oval and approximately one half mile of road course (chicane and hair-pin) that exited and re-entered one end of the oval. My most vivid memories of that day were the impossibly low Lotus XIs, the unbelievably ugly Arnolt-Bristols and the one-of-a-kind SR2 Corvette built by Chevrolet and driven by local hotshoe Dr. Dick Thompson.

In 1957, Marlboro was expanded to a 1.8 mile circuit that wrapped and re-wrapped around the oval. From the top row of the delapidated grandstands, one could see up to 95% of the whole course. You would not believe how early we used to get up in order to stake out choice seats.

Over the years, I was able to watch a Texas chicken farmer named Carrol Shelby in a Ferrari trucked from California, Briggs Cunningham's D-type Jaguar team, college student Roger Penske in a Porsche RS Spyder, Stirling Moss and Pedro Rodriguez in Austin Minis, Jackies Stewart and Ickx in Lotus Fords, Peter Revson in a Morgan and the first appearance anywhere of the Corvette Sting Ray prototype (again driven by Dick Thompson). Perhaps the best wheel-to-wheel racing I ever witnessed was put on by a couple of young kids from New Jersey named Donohue and Signore in evenly matched oversteering Elva Couriers. After their races, they would come up in the stands and watch the big-bore races with the rest of us. Little did we know that Mark Donohue would go on to win the Indy 500 and star in Formula One. Jay Signore now prepares the IROC Camaro race cars for Roger Penske.

In addition to the regular regional and national races, Marlboro had an annual 6 hour sports car race that ended in darkness at 10 p.m. and a 12 hour sedan race that drew factory teams from both sides of the Atlantic. Its success spawned the Trans-Am series. Other novel races included USAC drivers in sports cars, handicap races, NASCAR stockers on the road course, and one January the SCCA invited a Grand National stock car and an oval track midget to compete against the local sports cars. They both did quite well.

In the late sixties, increasing land values and noise control problems led the DC Region and certain individuals to develop an alternate track way out at Summit Point, West Virginia. Marlboro held its last race in 1969. For years after that, I found you could just drive through the old gate and turn as many hot laps as you wanted (being careful to avoid the fishermen's cars packed in the Creek Bend.) I know the stands are still there. Can someone tell me if Cappy's Corner, the Subway, and the Boot are too?

continued on next page

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Competition Corner

continued from previous page

SPEED SHIFTS — Do you think our drivers schools cost too much at \$80 with lunch? Well Bavarian Motorcars of South Carolina has invited BMWCCA members to a one day school at Road Atlanta for a mere \$250. . . . In mid-April Jim and Susie Harrison took time off from either racing the GT3 2002 or instructing our drivers schools. They won the "barefoot" class in the 2 day Bob Ridges Memorial Rally. BMW M3s are so dominating the various touring car series through-out the rest of the world other manufacturers may quickly throw in the towel. . . . Washington DC developer and long time Peugeot pro rallyist and racer Jon Woodner is set to drive an M3 in selected European rallies this year. . . . We are considering conducting a simple rally this fall or next spring. If you would be interested in working or running, let one of the officers know. Success continues to elude Ray Korman's M3 in the Firehawk showroom stock series. In round 2 at Riverside California engine problems prevented qualifying runs. Starting at the back of the field, the M3 engine blew on the first lap. Round 3 at Phoenix was by-passed since necessary engine parts were not available. Then co-driver Ron Christenson suffered head injuries when struck by an out of control Corvette while spectating at an autocross. Co-drivers for the 24 hour race at Watkins Glen will be John Andretti and Indy "rookie" star Davy Jones. Ray also helped prepare a BMW 325i for a New York team that will compete in the Sports Class. A second M3 was due at the Korman Autoworks shop in mid-June and should have appeared at Summit Point a few days *before* you read this. **CRUNCH**

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Competition Corner Calendar

Jul 11-12	IMSA/GTO/GTU/Firehawk, Summit Point, WV
Jul 19	AJSTC Championship Autocross, Fort Meade, MD
Aug 1	SCCA Trans-Am, Lime Rock, Conn
Aug 9	Branded Club Rally, Gaithersburg, MD
Aug 8-9	NASCAR/IROC, Watkins Glen, NY
Aug 15-16	SCCA Nationals, Summit Point, WV
Aug 16	CART Indy Car 500, Pocono, PA
Aug 23	Lotus Club Championship Autocross, Capital Centre, MD
Aug 30	NCC Autocross, Landover Mall, MD
Aug 30	AJSTC Petit GP Autocross, Fort Meade, MD
Sep 6	CART Indy Car, Mid-Ohio, Lexington, OH
Sep 6-7	SCCA MARRS Regional Races, Summit Point, WV
Sep 7	IMSA GTO/GTU/Firehawk, Lime Rock, Conn
Sep 13	USCC Championship Autocross, Univ. of MD
Sep 13	Branded Club Rally, Gaithersburg, MD
Sep 13	NASCAR Winston Cup, Richmond, VA
Sep 20	WRC Rallies (2!) — Call Council Hotline
Sep 20	SCCA Blue-Gray Races, Summit Point, WV
Sep 20	CART Indy Car, Penna. Int'l Raceway, PA
Sep 20	NASCAR Winston Cup, Dover, Del.
Sep 26-27	SCCA Escort Endurance Showroom Stock, Mid-Ohio
Sep 26-27	IMSA GTO/GTU/Firehawk, Watkins Glen, NY
Sep 27	Porsche Club Championship Autocross, Capital Centre, MD
Oct 3	IMSA GTP/GTO/GTU/Firehawk, Columbus, OH

Council Hotline 301-681-5612

VOB BMW Appoints Club Liaison, Authorizes New Discounts

In June, VOB BMW announced the appointment of Roy Farley, Service Manager, as the first Club Liaison. This action by VOB BMW culminates one of the topics discussed with the Baltimore/Washington Area BMW Parts and Service Managers Association (BMW P/SMA) in 1986 and signals a further improvement in relationship between the Club and one of our major supporters.

As Club Liaison, Roy Farley becomes the focal point for interaction between VOB, the Club and Club members. If a member has a problem, he/she will have a place to turn. If a customer wants information on the Club, the Club liaison can furnish that information. Mr. Farley can be called on to: 1) resolve service or parts problems, 2) provide technical information and tips, 3) keep the Club posted on new VOB products and services, 4) advise the Club of personnel changes, 5) arrange tours and technical sessions, 6) coordinate dealer participation in Club activities, and 7) arrange appointments, special products and services for Club members.

VOB BMW has announced that in addition to the 10% discount on parts and accessories, effective immediately, current members will receive a 10% *discount on service*. A few years ago, VOB was the first dealer to discount special order parts and to honor the parts discount even on parts which the member did not pick up at the parts counter. By merely giving the service advisor your membership number when the car was dropped off would allow a discount on all parts installed. Now a new innovation, computer tracking of members! By merely supplying your membership card to Roy Farley, your number and expiration date will be entered into VOB's computer. Repair orders printed through expiration will contain the "MEMBER" notation and ensure the *parts* and *labor* discounts. This means that your card must be presented only once a year!

As VOB Dealer Liaison, I encourage all members who are current and prospective VOB customers to avail themselves of these new Club benefits available through VOB BMW. Roy Farley also sends a reminder about the BMW NA Engine Campaign. "The Campaign has been extended through December 1987. If your 1982-1986 BMW (except for 320i) has not been serviced, telephone VOB for the next appointment."

Our thanks to VOB BMW and congratulations to Roy Farley. Let's hear from the other dealers in BMW P/SMA and their Dealer Liaisons!

Bill Ross

Photo Contest!!

Get your photos in the *DB*! We will accept black and white or color photos in two categories, Cars and "Other". Photos will be judged on style, composition and interest (we assume you know how to focus . . .) Pictures should feature BMWs or BMW people at chapter events. Prizes will be awarded to first and second place in each category. More details will follow in the next issue concerning prizes, but for now, find your camera, clean the lens, buy some film and start shooting at upcoming events.

Photos must be submitted by October 10, but if you would like to see them published, send them as soon as they're dry. (*DB* readers like pictures with their text!) Winners will be announced at the Annual Dinner.

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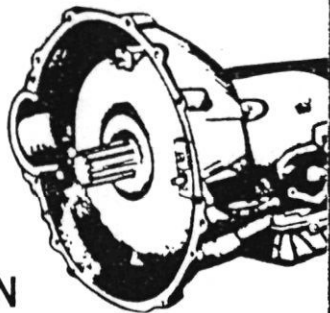
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Dear DeBbie

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,

What do you make of this?

1. 1968, BMW 1800, 4 door sedan, 1766 cc, 90 H.P., 1 Solex 40PDSi carb, Weight 1130kg, Top Speed: 166 km/h, Price: 11580-DM.

2. 1987 BMW 316, 4 door sedan, 1766 cc, 90 H.P. Weight 1010kg, Top Speed: 175 km/h, Price: 20131-DM.

Buffalo

Dear Buffalo,

Time marches on? or time warp? Just think, 8500 DM more buys 9 km/h!

DeB

Dear DeBbie,

The model pictured in the May-June Trivia Quiz is "Big Bo' Derrick." He is getting ready to feed Cee-Gar smoke and Heavy Beer to the endangered South Atlantic Bimmer Whale, frequently sighted at Summit Point, WVA.

Tom Verba

Dear DeBbie,

In the *BMW Trivia Quiz* in the last issue of *DB* you asked us to identify the model in the picture.

The model is *The Great American Beer Guzzler*, the car that he is leaning on is *The Great American Gas Guzzler* in its camouflage which is designed to confound and confuse *The Great American Perrier Drinker* (one does not guzzle Perrier).

I will be waiting by my phone for your call telling me where to pick up my prize from the contest, a new M3.

Mark Yaworski

Dear DeBbie,

Re: your May/June Trivia Quiz on page 25: I am certain the model is Klaus Von NeuStyle, long time coverboy for *Gentlemen's Quarterly*. I also understand he has done a center spread in *Playgirl*.

By the way, isn't that car under Klaus's right hand the prototype of the soon to be produced 850i?

Woody Hair

Please write DeBbie!



*She's threatened to
go and join the Sunshine*

*Bimmers for the
winter if you don't!*



Terrific Tires; Terrific People

Several years ago, I was one of those people who bought a new car and tolerated whatever tires it rolled on. Eighteen thousand dollars for a car on a set of "skid-mores" was no problem. Today the most important item on my car budget starts with a capital "Y" and ends with an "okohama."

How did all this come about? I had fallen in love with the tires three years ago, thanks to the prompting of Steve Graalman, autocross champion. Due to the vast difference of the compound of the Yokohama tire, I was immediately made aware of the qualities of a "true performance tire." The tires then were, and still are, worth two seconds for autocrossing and road-racing. Without a lot of fancy car preparation, the driver is able to add a large margin of progress, just in tire choice alone. In addition, the reliability and consistency of the Yokohama tire inspires confidence on the street.

As doorprize chairperson for the SCCA, I have had the chance to work closely with the company that makes these great tires. Cliff Armstrong, new to Yokohama, has taken the time to get in touch and has shown his interest in providing support to the National Capital Chapter.

In addition to my racing and autocross experience, others in the Chapter have had good experiences on their Yokohamas. Gordon Kimple and Max Rodriguez wear A-008s on their new and old coupes. You owe it to your BMW to consider these "super" tires.

Kay Heatherley

Drunk Driving

Did You Know?

1. A second conviction in Virginia provides a **MANDATORY** 48 hours in **JAIL**?

2. A six month license suspension may be imposed for a first offense?

3. The cost of a D.W.I. arrest **WITHOUT** conviction can exceed \$1,200?

4. The cost of a D.W.I. conviction can exceed \$5,000?

5. A D.W.I. conviction is not a traffic infraction, but a **CRIME** which will leave you with a **CRIMINAL** record?

6. Although .10% BAC is the legal limit for a D.W.I. conviction, you can still be convicted with a lower BAC?

Tom O'Neil, Esq., an Arlington, Virginia trial attorney who specializes in traffic/alcohol cases, will address our club on the ramifications of drinking and driving. In addition to his law practice, Tom is a partner in ASKUS, Inc. (703-525-0066), a firm which holds seminars for companies to help their employees avoid a potential criminal problem. This will be an extremely informative presentation. Judging from personal observation, we should have a full house.

Where: Holiday Inn

Route 1 North, Exit 25A off Beltway I95 (Old 495)
(301-345-6700)

When: Wednesday, September 17, 1987
7:30 P.M.

What: Cash bar (of course) and light hors d'oeuvres

Please mark your calendar now as the meeting is over 8 weeks away.

Gordon Kimple

Service Campaign Announced for Non-U.S. Version of BMW 635CSi

The National Highway Traffic Safety Administration (NHTSA) announced that BMW of North America, Inc., is recalling the *non-U.S.* version of its model 635CSi because of cracks which could develop in some of the vehicles' three-piece alloy wheels.

The agency noted that BMW has undertaken this action although the company is not required to do so because it is not the importer of the affected vehicles.

NHTSA said it was notified that the potential safety problem could cause wheels to crack at the hub, leading to loss of air pressure and deflation of the tire. The recall covers vehicles produced from December 1983 through July 1986 with vehicle identification numbers 10500001 through 1053133. BMW advised owners to use extra precaution in cornering and high speed driving until the wheels have been replaced.

The recall campaign involves BMW cars not made for the U.S. market but imported through the so-called "gray market," by individuals and commercial importers other than BMW of North America. These cars must be modified by their importers to meet all U.S. safety and emissions requirements before being used in this country.

A different, one-piece wheel is used on cars imported by BMW for the U.S. market and these cars are not subject to the recall campaign, NHTSA said.

According to the company, BMW dealers will inspect and service gray market imports, but owners will be responsible for the costs of the service and replacement parts.



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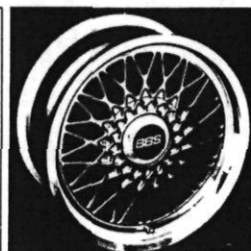
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Please call for a visit or appointment. Our business hours are 9:30 a.m. to 6:30 p.m. weekdays with the parts store open 10:00 a.m. to 2:00 p.m. on Saturdays. We are happy to advise you on your car's maintenance requirements or answer any questions you may have about your car. If you are contemplating the purchase of a used BMW, we highly recommend a pre-purchase inspection.

Please call 770-0700 for an appointment and let us earn your patronage!

David Toy
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.

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New Products (To Me) For Your Paint

Recently while walking through the always bustling body shop at J&F Motors in Arlington, Virginia, I noticed an immaculate red 2002 owned by the manager, Mike Cabel. The paint was flawless, with a *perfect* reflection.

After talking with Mike about how to achieve such a lovely paint quality, I learned that my long time friend, Maguires, made some products not available at Dart Drug, etc.

1. Maguires Mirror Glaze #7 is a paint food and non abrasive polish. After washing, apply #7 just like a wax. After one application, I could see a substantial difference in shine, paint depth and fewer scratches. Apply four times per year.

2. Maguires #26 paste wax is a canuba wax that protects the paint. There are no cleansers or abrasives, unlike the Maguires car cleaner wax (red bottle) which I've been using for ten years. The car cleaner wax should be used to remove tar, bugs and clean the engine and painted trunk areas, if you are so inclined.

J&F Motors offer both for sale. Show your membership card for a discount. Thanks to Mike Cabel for taking the time to educate a paint illiterate.

Gordon M. Kimpel



New Improved Chapter Hotline
(202) 397-5970

Security Tech Tip

When my BBS wheels were stolen last summer, the police asked me if there were any identifying marks on the wheel or tires. I had never even thought about that before and I realized that marking the new set would be a very wise thing to do.

The next question was how to mark them. The police have engraving tools available but due to sloppy penmanship, my previous efforts with electric engravers have not been overly successful. The answer came from a U.S. General catalog. Those people are amazing, they have everything including letter and number punches for stamping metal.

I quickly ran out and bought a set of punches and now my new BBS wheels are stamped with identification.

I strongly recommend that everyone with alloy wheels, whether they are factory, BBS, Hartge or Trak Auto, mark them to facilitate recovery in the unfortunate event that they are stolen. If you don't want to have the expense of buying your own punch set, I'm willing to help out any club member for a contribution to my Diet Coke cellar.

I would also recommend that you see Eva at Excluservice and get a set of McGard wheel locks. While no protection is foolproof, McGards are one of the best anti-theft devices out there.

Mark Yaworski

BMW Trivia Quiz!

Can you identify this model?

Send your answers to DeBbie



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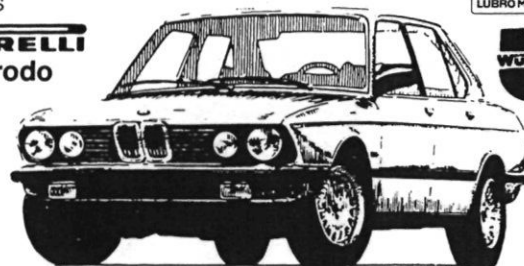
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Marketplace

For Sale: BMW BAVARIA 2500 — 4 door, sunroof, 13,000 original miles, new Imron paint (Nevada), garaged, automatic, good condition. \$4500.00. 301-64-5919.

For Sale: 1982 323i Cabriolet. Alpine white w/blue top & interior. Many extras, e.g. fog lights, alarm, blue sheepskins, bra, etc. Excellent condition. Third place winner in 1986 Deutsche Marque Concours. Call (301) 977-8446 evenings & weekends. (202) 898-7269 workdays.

For Sale: 1974 — 3.0CSi European model, midnight blue, sunroof, under 50,000 miles, no rust, very clean, new Yoko 008, \$16,500. Howard Bryan (301) 762-1991 (w), 460-7383 (h).

For Sale: 1981 320i; black/charcoal cloth interior; a/c; sunroof w/deflector; Sony am/fm cassette w/6 speakers; sheepskins; factory alloys w/recent P6's; 5 speed. 55,000 miles; all records; babied-fanatically maintained. \$9,300/best offer. Call Tom Dressler days 703-478-7027; or 703-281-3437 evenings.

For Sale: 1976 2002. orange with black vinyl interior. AC, am/fm/stereo cassette. new Michelins, new brakes, Weber. Very good condition. \$3200 or best offer. Call Dan Clark (703) 660-6751 or (703) 569-5341.

For Sale: 1976 BMW 2002, 4 spd, sunroof, fm/cass. Runs great. one owner. All service records. \$4,000/best offer. Martie Koman, 301-664-3680.

For Sale/Trade: parts from: 1600/2002/tii, 320i, Bavaria, 2000CS, 2800/3.0CS; including: engine parts, transmissions, differentials, radiators, brake and suspension parts, body panels, glass, interior parts and more. Reasonable prices. Want CS interior parts, triple Webers, & other strange stuff. Call eves. 5:00-9:00, Bill Riblett (Arlington) (703) 486-3386.

For Sale: Four (4) TRX Wheels off 1985 535i used approximately 20k miles. Good condition. Fits 5 series 1977 and up. \$400.00 or best offer. Call Martin Lessans, days: (301) 760-5000 or evenings: (301) 987-0333.

For Sale: 1972 2002 engine and 4 sp trans. E12 head. Strong engine with good compression, needs rings. \$400.00/best offer. Call Clarence Hope after 6 p.m. 439-7822.

For Sale: 2002 body, mechanical and electrical parts. Nils Peterson. Falls Church. 560-2847.

Help Wanted: Martens BMW now accepting applications for the newest and largest parts and service facility in the area. Seeking service advisors, technicians and parts people. Good opportunities for advancement within the company. Call Mike Conlon to schedule an appt. (301) 423-8400.

Wanted: Late model head for large six cylinder in good condition. Call Lewis Bookerville. 202-726-5547.

Found! Ladies Watch! Found in Ladies Room of Summit Point Race Track at Firecracker Driving School on July Fourth. Phone Mark Yaworski in the evenings at (703) 281-5182. Identify the watch and claim it back!

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 Members

NATIONAL
CAPITAL
CHAPTER



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.

Gardner R. Taliaferro	1978	320i
Osmond Reid	1980	320i
Dennie M. Welsh	'85 735	'87 325
Jerry Yochelson	1987	735i
Gordon Callahan	1983	533i
R. Jimenez Ortiz	1984	318i
Steven Ferraris	1984	318i
Randy Wert	1976	2002
Michael A. Perry	1987	535i
Richard Oakley	1984	533i
Arthur L. Nelson Jr.	1981	320i
Jeff Myers	'66 2000 CS	'84 325e
Scott Mimar	1986	528
Ron Middleman	1987	325e
Lewis C. Lipson	'84 733i	'88 M5
R. Lennon	1982	633 CSi
Dimitrios Kourkoulakos	1979	320i
J. Scott Hutchison	1978	530i
Bob Harper	1985 635 CSi	
James Hanrahan	1981	320i
Nader Ghobadi	1970	2002
Mayricio M. Garrido	1974	2002
Forrest Forsythe	1976	2002
Todd Farmerr	1975	2002
Michael S. Brown	1984	318i
Clint Bennett	1986	528e
W.R. Beall	1983	528e
James A. Young	1985	318i
Robert A. Wolff	1984	325e
John C. Wannen	1984	325e
Mike Seveck	1983	635 CSi
Thomas M. Schuster	1979	528i
William T. McCoy	1976	2002
H.R. Cole		M-1 --
Dean Factor	1986	325es
Patrick A. O'Boyle III	1985	318i
Barry E. Huber	1984	528e
Douglas Bohaboy	'85 635 CSi	'73 Bavaria
Thomas Knowlden	1974	2002
Gabriel Avissar	1981	635 CSi
Robert M. Davis	1987	325i
Marcys A. Farbstein	1986	528e
J.C. Gomez DeLaVega	1981	320i
Sean K. Leonce	—	—
Thomas Cheung	1984	318i
Jeff Bartlett	1976	2002
Lad D. Scott	1984	318i
Mark Gallivan	1984	533i
Anthony W. Ambush	1982	320i
Scott Opiepla	1987	325
David M. Johnson	1984	318i
Chuck Messina	1976	2002
Melvin Searcy	1981	318i
Nancy C. Browning	1986	325es
Curtis Generous	1985	635 CSi
Michael E. Mills	1983	633 CSi
Bruce A. Shelton	'77 320i	'65 1800 Ti
David S. Sodbinow	1975	2002A
Robert W. Prystaloski	1987	325es
Reza Farivaki	1985	325e
Scott & Patricia Coulter	1986	325i
Raymond & Kandy Lackey	1986	318i
John & Michelle Shekarc	1983	320i
Mike & Helen Peters	1974	2002 tii
William & Beverly Mitchell	1986	325

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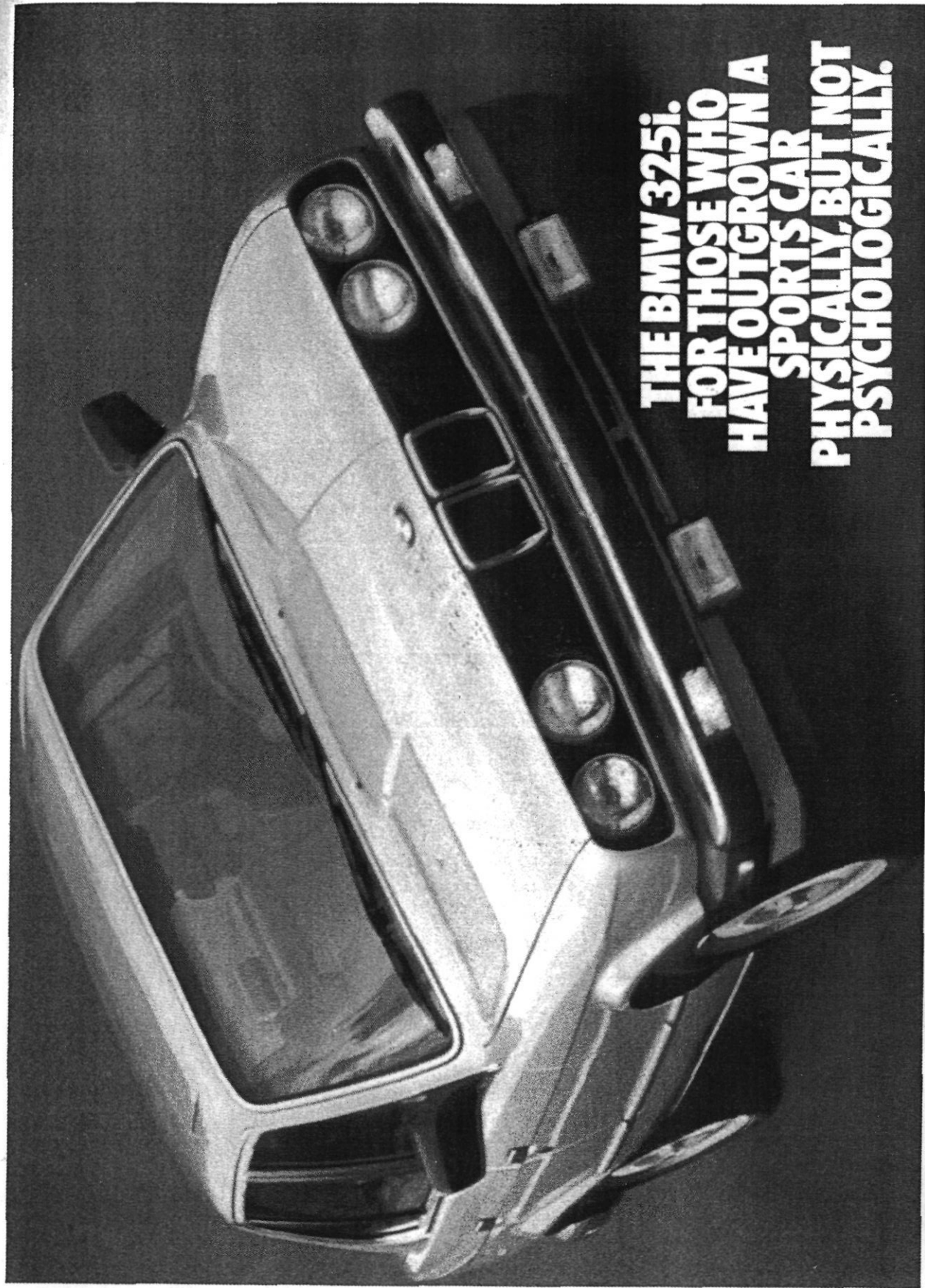
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Mike & Carol McCarthy	1972	2002
Tony & Donna Liberto	1986	325
Conrad & Constance Hipkins	1984	733i
Helen & Steve Halloway	1987	528e
Paul & Mary Fleury	1987	325es
James & McShelia Farmer	1987	325
Donald & Robin Beckman	1984	318i
Mike & Linda Vance	1987	325is
Bernard & Jeanne St. Louis	'84 733	'82 528e
Margaret & George Smith	1986	325es
Alfred & Betty Ann Sides	'85 528e	'74 2002
W.D. Armstrong & Justine Burfield	1980	320i
Katie & Tom Surdyk	1976	2002
M.J. & M. Austin	1987	325i
Robert & Darlene Dudley	1983	320s
Gregory & Bradley Weiss	'74 320i	'87 535is
Peter & Irene Hruskoci	1984	325e
Charles & Mary Ingold	1987	325i
Harry & Janice Jansohn	—	—
Barry & Ruth Fishman	'83 633e	'78 530e
Tom & Ann Hovis	1985	528e
Paul & Linda Makosky	—	—
Ron Doman & Cathy McCarthy	1983	735i
John & Myra Fenner	'80 528e	'79 320i
Joseph & Alicia Haberman	1985	535i
Robert & Katharina Vivian	1987	325

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