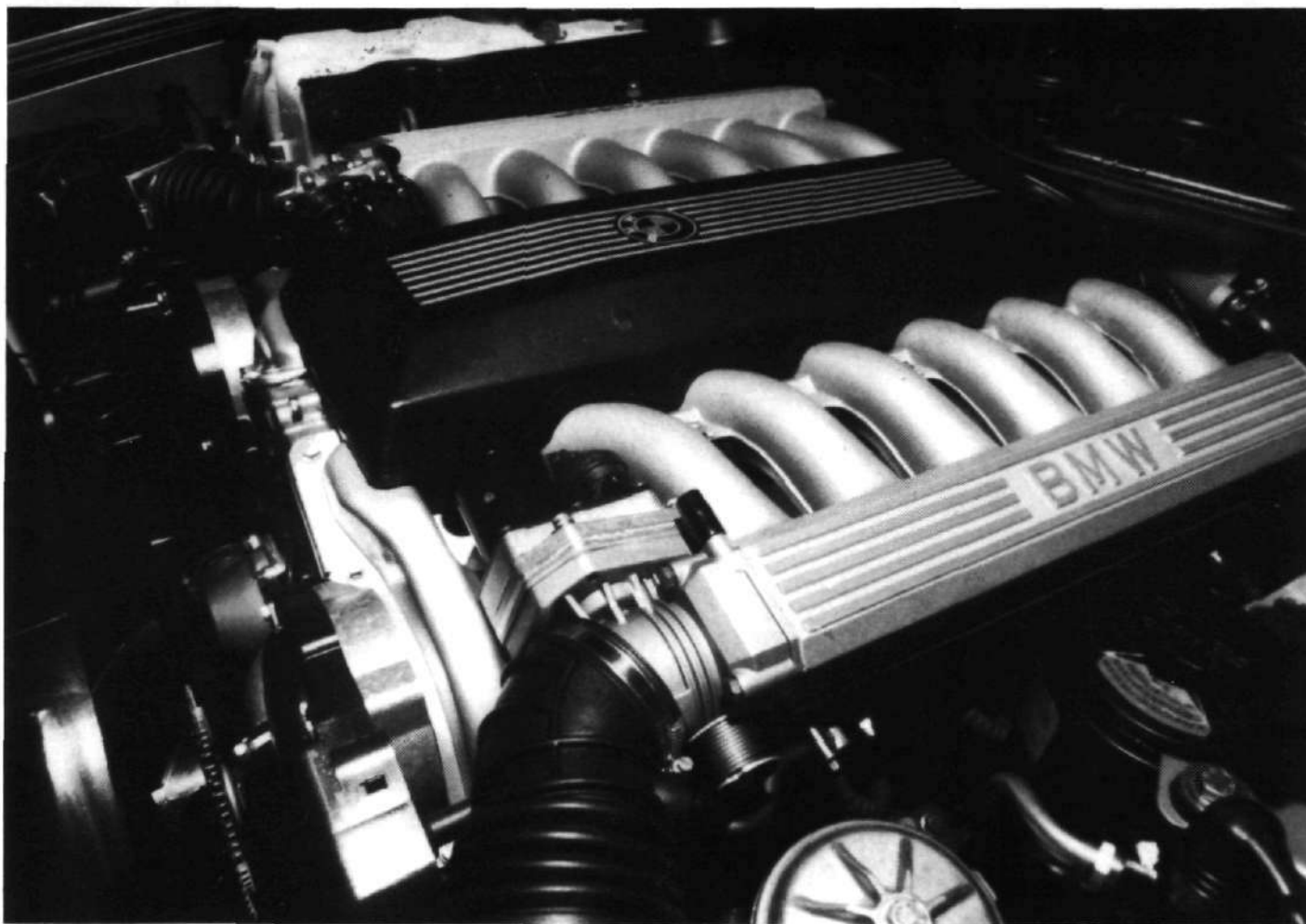


NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER  
OF THE BMW CAR CLUB OF AMERICA



MARCH/APRIL 1988  
VOL XVIII, ISSUE 2

# der bayerische



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1988 CALENDAR

MAIFEST APPLICATION

SPRING MAINTENANCE

HINTS FROM HILDA

SPRING TOUR INFO

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## Say Cheese...

See Story Page 8



*Kay showed us that she is as good on the tories as she is on the track and filled us with much Christmas cheer at the Wine and Cheese party. Thanks, Kay!*

## Cover:

### One Dozen Bavarian Creams

Photo by David Sossamon

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## Coming Events

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### DO-IT-YOURSELF TECH SESSION

#### **TISCHER BMW, Saturday, March 26**

**Time: 9:00 am - 1:00 pm**

It's time to start taking care of all the little things that you have planned to do for your car. Tischer's hands-on Tech Session is one quick (and warm) way to get your car ready for the driving season. Again, they are offering their service area on first-come, first-serve basis, so come early and allow yourself enough time to get your work done on time. Coffee and donuts will once again be provided by Tischer, so we'll see you there. New members are welcome and if you'd rather just watch, that's OK too!

Tischer BMW is located in the Montgomery Autopark in Silver Spring, just off Route 29. If you have any questions call **Raine Mantysalo** at 933-1880, in the evenings.

### **MARRS Corral, Sunday April 10**

**Time: Practice at 8:00 am, racing starts at 9:00 am**

Have you spent the winter avidly consuming everything you can find about cars and racing? Well hang in there because the racing season is just around the corner. The first MARRS (Mid Atlantic Road Racing Series) race is April 9th and 10th. You too can enjoy the smell of 108 octane racing fuel in the morning. How?...by joining your fellow Club members Sunday, April 10th at **Summit Point Raceway**. Practice starts at 8:00 am and the racing begins at 9:00 am. The club will provide refreshments as well as parking and shelter within a reserved area on the outside of turn eight.

Please come and cheer the home team. Within our Chapter we have a growing contingent of 'weekend warriors'. The Improved Touring racing class has given new life to those with racing aspirations and budget constraints. You may recognize these members-in-good-standing running with a fast crowd: *Jim Epting* ITB 2002; *Bob Gammache* ITA 2002Tii; and *Gary Green* ITB 2002. This year should bring more members and more BMW classics to the track. Show your support and enjoy a great day at the track.

### **AUTOCROSS SCHOOL, Sunday April 24**

**Time: 9:00 am registration**

Alright, tune up, turn out and get it on!! We will be holding an autocross school on April 24 at **Landover Mall**, at which you can learn how to handle yourself and your car at low risk, low speeds and high grins. Low risk, because you can gain valuable knowledge, skill and confidence about driving; all you can hurt is a pylon or two. Low speed, because you won't get much above 40-45 mph, but it feels faster as the G-forces can get pretty high on the tight, twisty course. The grins come from the thrill and satisfaction you gain as you get a feel for what you and your car can ultimately do in avoiding literally hit-or-miss situations, like crush-hour traffic.

Registration will start at 9 am and the school will get under way at 10. Entry fee is \$7. Bring a helmet, or borrow one at the event; empty your car of everything but spare tire

and jack, and pump tires up to 40-50 psi. As always and spectators are more than welcome, and sodas and beer will be provided.

Keep tuned to WNCC, the Chapter Hotline for the latest, up-to-date info on this and other events. For more information, call **Gary Toyama**, evenings at (703) 569-1336.

### **SPRING TOUR**

#### **Saturday April 30 and Sunday May 1**

**Time: 9:30 am**

This year's tour will be more involved than last year's. Instead of just a great drive in the countryside, we will be travelling to the **Wintergreen** resort for an overnight stay. Wintergreen is a 10,800 acre resort in the Blue Ridge mountains offering all types of leisure activities.

The championship golf course and tennis courts are complemented by an equestrian center, four outdoor and an indoor pool, exercise room, saunas, three hot tubs, and a jacuzzi, etc. We will receive a 20% discount on most sports fees. In addition, the surrounding area offers a world class view, and the opportunity to hike or otherwise commune with nature. We plan to leave the activities up to the individuals/couples, but can set up some group activities if desired. Almost anything you could want is available, so call early with your interests. In addition to the adult activities, children's programs are available for ages 2-5 and 6-12, along with babysitting services. (*Eds note: ...and we don't mean valet parking*) Also five restaurants and a variety of shops are there to meet every whim.

Wintergreen offers daily rentals of condominiums at group rates. We should qualify for the best rates which are \$79 per night for an efficiency, with a 3-bedroom at \$163. We expect to limit reservations to approximately 50 rooms, so make your plans and intentions known soonest. We will require advanced registration with a deposit (in keeping with our agreement with Wintergreen). Deposits must be received **no later than April 15**. To register or for more information, call **Cory Laws** at (202) 546-2365, evenings until 9:59 pm (please, no later).

### **DEUTSCHE MARQUE CONCOURS**

#### **German Embassy, May 15**

**Time: Judging starts at 11:00 am**

**Wine and Cheese Reception at 2:30 pm**

The annual Deutsche Marque Concours will again be held at the Embassy of the Federal Republic of Germany in Washington, D.C. on Sunday, May 15, (subject to final confirmation by the Embassy). As usual, the concours will feature some of the finest examples of BMW, Porsche and Mercedes Benz models. Up to 45 cars (15 from each marque) will be evaluated by a team of judges. All members and their guests are invited to share in some of the most finely maintained examples of three of Germany's finest cars.

In addition to the concours, a limited number of persons (50 per marque) will attend a wine and cheese reception with the German Ambassador. Advanced reservations are

*continued on next page*

## Coming Events continued from previous page

**required.** First preference will be given to concours entrants.

Prizes will be awarded to BMWs in classes based on the nature of the entrants (e.g. 4-cylinder pre and post 1977, 6-cylinder pre and post 1977, etc.). In addition, a trophy will be given for Best of Marque and all entries will be eligible to win the coveted *Ambassador's Trophy*.

If the weather is questionable, call the

**CHAPTER HOTLINE (202) 397-5970,**

for updated information..

**Registration:** Concours entrants, \$10 per car (includes reception). All others who wish to attend the wine and cheese reception, \$7.50 per head. Send checks in the appropriate amount, payable to **NCC BMW CCA**, to:

**Larry Masten,**

**3904 Gallows Road,**

**Annandale, VA 22003**

**Tel: (703)941-1067.**

Concours registration should be made before May 4. No RSVP required to spectate at the concours.

**Directions:** The German Embassy is located at 4645 Reservoir Road, NW, between Foxhall Road and MacArthur Blvd. Parking on Embassy grounds for entrants only. Adequate street parking available.

## **TISCHER MAIFEST, Saturday, May 21**

**Time: 12 Noon to 4 pm**

One of our most supportive dealers, Tischer Autopark, is hosting their annual Maifest and have graciously extended an invitation to our club members. This is an enjoyable family event featuring bratwurst and hotdogs, beer and soda, plus lots of activities for children, including the famous moon bounce (an alltime favorite).

Both current and classic BMW's will be on display. An authentic German band will provide the proper atmosphere.

Plan now to attend this enjoyable day! The telephone number at Tischer Autopark is (301) 890-3000.

**Directions:**

From D.C. - 29 North from 495, approximately 8 miles. Right on Briggs Chaney Road, right into Autopark..

From Baltimore - 29 South from 695, approximately 15 miles. Left at Briggs Chaney Road, right into Autopark.

## **NATIONAL CAPITAL CHAPTER MAIFEST**

**Saturday and Sunday, May 28-29**

### **General**

The National Capital Chapter's annual Spring event is bigger than ever this year. There will be the usual two days of driving schools. There will be the usual gourmet feast Saturday night at the Hillbrook Inn. And, for the first time, there will be a gathering of classic CS Coupes from throughout the mid-Atlantic area.

Those who have attended previous Maifests know why it is the most popular club event each Spring. The Coupe tour Saturday through the countryside to Summit Point, West Virginia will provide a new attraction. Come drive or work

or watch at the school. Come show off your coupe. Come enjoy the fine food and friends. The application is enclosed in this newsletter. Your registration packet will provide motel information, if you choose to spend the whole weekend.

## **MAIFEST DRIVERS SCHOOL**

As usual, the central event of Maifest will be a two-day Drivers School. A driver may register for Saturday, Sunday or both days. Two days of Drivers School gives the student more track time than he can shake a stick at (Yessiree, Bob!) and the chance to perfect the skills that can quickly fade away on the highways of America.

Registration is on a first-come, first-drive basis for club members driving BMWs; applications from club members who wish to drive non-BMWs (shocked gasp!) will be held until May 14, two weeks before the school, and then granted available slots based on the order in which the applications were received. Registration will be closed on May 21, one week before Maifest.

The entry fee of \$80 per day will include an excellent catered lunch from the Hillbrook Inn. Corner workers and flaggers will be rewarded with a free lunch and a day (or two) of fun. Spectators are welcome but are reminded that the cost of lunch for non-participants is \$8.

If you plan to come along as a worker or as a spectator and stay for lunch, please inform Kay Heatherly, by completing the appropriate portion of the application form in this issue and mailing it to her.

## **VINTAGE COUPE GATHERING**

**Saturday, May 28**

**Time: 10:00 am**

Your read in the February *Roundel* about the San Francisco chapter's Coupe Fest. Well the East Coast version is being put on by the National Capital Chapter as part of our Maifest weekend. All these beautiful coupes (2000CS, 2800CS and 3.0CS) are invited to gather at BMW NA's regional headquarters in Sterling, Virginia at 10:00 am on Saturday, May 28. After a sufficient period for pictures and talk, the owners will be given route instructions for a scenic 50 mile tour through Virginia horse country to Summit Point, West Virginia where the two-day drivers school will be in process. Between run sessions the coupes will be able to take a couple of parade laps around the two-mile, ten-turn race course. The concession stand will not be open so it is suggested you bring a picnic lunch.

Saturday evening, Maifest will move to the nearby Hillbrook Inn for a buffet dinner on the lawn. A special parking area will be set aside for the coupes. Cost of the dinner is \$15 per person. The 1 1/2 hour drive back to the Washington area could be avoided by staying in nearby Charlestown.. If you are interested in participating in the drivers school on Sunday, complete the application form elsewhere in this issue. If you plan to attend any or all of this super week call Woody Hair, 243-5796 in Arlington, Virginia. Dinner reservations are a must.

Directions to BMW NA offices at 21545 Ridgetop Drive, Sterling, VA: from Routes 7 and 123 at Tysons Corner, 11.5 miles west on Route 7 to left on Loudoun Technical Drive. left on Ridgetop. Note: BMW NA will be closed so there will be no restroom facilities.



3.0CS Coupe at Watkins Glen Drivers School - June 1987  
Photo by Brian Hair

## President's Message

**GOOD NEWS.** We tried something new and it seems to have worked! In January we held a movie night, and were pleased to meet about 30 new faces!! To those of you who came, I hope you enjoyed the evening. I'm sorry I was unable to attend, but look forward to meeting many of you soon.

**BAD NEWS.** The Golden Gate Chapter (San Francisco area) is hot on our heels, and is threatening to overtake us as largest Chapter. Let's keep our leadership role within BMW CCA. If you see someone driving a BMW, and they appear to be pleased by that fact, take a minute to introduce yourself and give them a short pitch on the Club. Think back to what made you join, and try to relate to them in a similar fashion. Only with your help will we continue as the premier Chapter.

**OLD NEWS.** As you read this, we are about to hold the first organizational meeting of our Oktoberfest Committee. If you have called me to volunteer your services, please call again, as I have misplaced a few phone numbers. If you neglected to call, but had planned to, please do. We WILL need your assistance!

**NEWSLETTER NEWS.** In my last column, I had to apologize for *der Bayerische* being late. To overcome such problems, we are in the process of consolidating the production of *dB* using entirely Club talent. This issue is the first that is being edited, typeset, laid out and produced completely on a desk top publishing system. If you like what you see, please drop Debbie a line. Assuming this works out, we will be able to put out a better newsletter, and be more able to respond to the needs of our members. This is a major undertaking and I salute the talents and energies of our *der Bayerische* staff!!

**SPRING IS IN THE AIR.** And the Chapter is entering its busy period. There are a whole number of things to participate

in, so make your plans now. We have moved the Club Calendar to the center of this publication to allow you to tear it out and post it in a convenient place. While everyone hopefully gets out of our Club what they want, some of us get decidedly more. I invite you to begin getting more out of your association with us. All you have to do is become a little more active. See you soon....

Cory Laws

## From the Editors

**FUN.** Have you noticed? The people who appear and write for *der Bayerische* are having FUN. It's one thing to have to produce a column once a month when the muse misses its target, but the people who contribute articles convey more than just information, they seem to be enjoying themselves. The fun is not limited to those who participate in *dB*; it's just one of the ways the National Capital Chapter serves its members. If you have a little room left in your life for something extra, join in the fun. The first step is to come on out. Spring is traditionally a great time to try out new events. The Highway Safety School is March 12; there is an Autocross School April 24; a variety of tech sessions including a do-it-yourself session at Tischer on March 26 (note the date change), the Deutsche Marque Concours and of course, Maifest. Make this the year you try to learn to *really* drive your Bimmer, or take in a tech session and learn how to work on your car. If you need more intensity to your participation, then write an article for *dB*, or come to Summit Point and work a corner during the driving school, or call an officer and discuss your leadership potential. Just remember, the fun doesn't start until you come out!

**SHARPER IMAGE.** Not the store, the *dB*. This issue marks a departure from previous efforts as we move into our first stage of production improvements with the latest technology. Andrew Short, whose efforts have so improved the appearance of *dB* this past year, has expanded his graphic arts business, Bumper Crop Studios, into desk top publishing. His "typesetting" of this issue on his new Macintosh II and laser printer, coupled with his continued volunteer efforts, will give us greater control over appearance and will substantially quicken production time. This is part of our effort to get *dB* to you sooner. If you like what you see, don't tell us, join us!

**SNAPSHOTS.** Get your face, your friend, or better yet, your car in print. *dB* is always looking for more material and we love pictures. If you plan on attending a coming event, plan on taking your camera along. The region's environs make for great photos. Or if you have shots from a past event, send them in. (Address them to *Der Bayerische*, c/o Andrew Short, 6939 33rd Street NW, Washington DC 20015 and don't forget to put your name and event information on the back so that we can credit you). Help maintain *dB*'s quality, get some personal satisfaction and maybe an award at the annual dinner.

The Eds



# 1987 Financial Report

Financially speaking (and otherwise) I think 1987 was a good year for the Chapter. The net operating loss of \$444 would not have occurred except for two factors. Firstly, more than one-third of the advertisers in *Der Bayerische* failed to pay their fees in 1987. This represents \$3,770. Some of this money was received in early January '88 and we expect to collect all of it. Secondly, the National office of BMW CCA is supposed to subsidize our driving event insurance premiums. Despite my phone calls and letters they have failed so far to reimburse us for 9 events (two dating back to 1986). This is an additional \$931 we hope to eventually collect.

Expenses were pretty much as expected. We actually spent the same producing and mailing *Der Bayerische* (despite the fact that it has grown in size) in 1987 as '86. We did spend \$5,600 more than expected on events but this was almost offset by the \$5,000 additional event fee income. The Chapter Promotion figure includes some of the monies donated to Childrens' Hospital and the expenses for booths at the two DC Auto Shows in 1987.

The last three-and-a-half years as treasurer have been educational and fun. I hope that Lynn Phillips enjoys it as much as I did. It is a great way to be involved in the many activities of this Chapter.

Woody Hair

BMW CCA NCC			
1987 Income and Expense Statement			
12 Months Ending December 31			
INCOME	1986	1987	1987 Budget
Membership Dues	\$20,048.25	\$21,650.00	\$20,625
Merchandise Sales	19,473.36	159.72	5,000
Advertising	10,698.34	9,349.41	11,740
Insurance Rebates	998.50	509.00	750
Events Fees	18,242.92	22,719.13	17,680
Miscellaneous	2,482.69	2,231.50	705
<b>Total</b>	<b>\$71,944.06</b>	<b>\$56,618.76</b>	<b>\$56,500</b>
EXPENSES			
Member Services	\$ 1,258.37	\$ 930.71	\$ 600
Chapter Promotion	2,209.15	4,506.45	2,575
Der Bayerische Newsletter	15,332.46	15,621.80	16,500
Events	23,920.22	29,755.92	24,100
Merchandise Purchases	18,870.00	7.29	5,000
Business Meetings	691.17	1,101.46	810
Travel	605.50	105.97	300
Equipment Purchases	258.44	62.98	800
Driving Event Insurance	2,179.00	2,432.00	1,825
Office Supplies, Postage, Tel.	532.68	471.03	600
Miscellaneous	1,822.35	2,067.38	890
<b>Total</b>	<b>\$67,679.34</b>	<b>\$57,062.99</b>	<b>\$54,000</b>
<b>Net Income (Loss)</b>	<b>\$ 4,264.72</b>	<b>(\$ 444.23)</b>	<b>\$ 2,500</b>
<b>Bank Balance Dec. 31, 1986</b>	<b>\$5,045.56</b>		
<b>Net Loss</b>	<b>444.23</b>		
<b>Bank Balance Dec. 31, 1987</b>	<b>4,601.33</b>		



## Governor's Zone

This marks my last column as your Zone Governor. The position demands more time than I have available, and I don't want to give up my participation in Chapter management. Directing the course of the Club is a demanding job and I have been extremely impressed with the dedication and efforts of the other members of the board. Special thanks go to Phil Marx, who nominated me and has provided support even when I haven't been able to be of much assistance. As President, the demands on Phil are greater than any other board member. At the same time, he never fails to convey calm judgement, diplomacy and his dedication to the betterment of BMW CCA.

My last act as Governor will be to attend the board meeting and annual meeting in San Diego on March 26. If you have any input for the board, please let me know.

*Les Adams*

## Secretary's Report

Seventeen members attended the bi-monthly business meeting January 28 at Caldwell's Restaurant in Annandale, Virginia.

Outgoing treasurer Woody Hair reported he had turned over the financial records to Lynn Phillips. The Chapter's bank account had a balance of \$4,601 at the end of 1987. The Chapter would have had a loss of \$444, but we started 1987 with a \$5,046 balance. Also, Woody noted advertising fees are still due *der Bayerische*.

Cory discussed plans for the new member meeting for February 17 at the Tysons Sheraton. We agreed to make a special mailing to invite all Chapter members to come greet the new members at this reception.

Cory appointed a committee to consider Andrew Short's proposal to produce the entire *der Bayerische* newsletter himself by desk top publishing means. For some time newsletter editors have complained of the cumbersome production procedure which creates a very long lead time for publication and has often led to late issues. Committee members are Les Adams, Jonathan Jones, Raine Mantysalo, Terry Forrest and Lynn Phillips.

Some modifications were made to the 1988 Calendar. These are printed in the Calendar of Events.

Club Store operator Steve Haygood agreed to provide a newsletter article on the Store's services. Those present agreed Steve should be reimbursed from the Chapter treasury for reasonable expenses occurred in tracking down parts for members.

The search is on for a hotel for the national Oktoberfest in 1990. The Tysons Corner and Gaithersburg areas are being considered.

We agreed to invite the national club to hold its annual meeting in the National Capital Chapter area in 1989.

*John Hartge*

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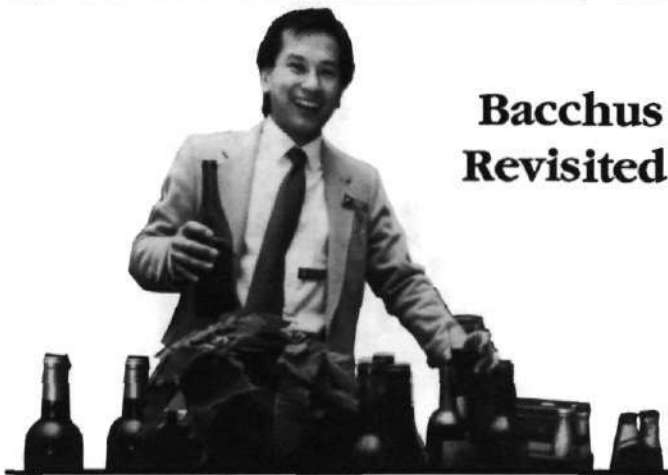
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## Bacchus Revisited

A delightful conclusion to a busy year is probably the best way to describe our Wine and Cheese Party, held at Post Hall on the Mount Vernon College campus last December. The variety of wines and goodies were enjoyed along with the fine company. This year, the videos by Woody Hair and the engaging conversation were complemented by the ourstanding holiday music by Kay Heatherley on the Steinway. Of course this is also the party where conversation occasionally runs to lamentations about the Bimmer mods or tire changes that did not get made, but are really going to be done before the Spring driving school or autocross.

Many helpers always ensure that we have an enjoyable evening. Such necessities as excellent food from Seu Lim and Terry Forrest and the fine variety of wines (and beer too) arranged by Dwight Derr clinched a good time. If you missed the party this year - shame, shame!! But you're forgiven, there is always next December.



*Obviously a good time was had by all at the Wine and Cheese Party last December.*  
Photos by David Sossamon




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## Club Store News

(703) 430-0692. Any part you want for your Ultimate Toy, that's the number for you. The management of the Club Store recently changed hands to allow the previous manager to pursue sanity?! You will now reach me, **Steve Haygood**, at that number. In **Baltimore**, call **Dwight Derr** at (301) 889-9578.

The Store most likely will have the minor tune-up parts required for our different fetishes, and if we don't have it, give us a few days and your desires (and money) should produce the part you need. Also it seems we may have access to Teckron and VDO guages at good prices. If there is sufficient interest for a group purchase, we can acquire Hartge suspension, stress bars and rear spoilers for 320i's at a discount. Let me know if you have such a need.

**Passport Radar Detectors.** We are putting together another group purchase for a 10% discount. I need a minimum of twelve orders. I have six already, so put in your order soon!

To call our service a store as such is really stretching it a bit. The "Store" is mainly a telephone, (which it shares with my revenue producing hobby - *a la* Bo Jackson), some spare room in my basement and, most importantly, a pool of knowledge consisting of myself, local and long distance suppliers, and you if you happen upon the deal of a lifetime that I need to know about. For example, if XYZ supplier is going out of business and is selling filters for 25c each- call me, you'll be helping the Club Store help the Club. Also I will try to keep up with Club member's experiences with modifications, problems, additives and other helpful tips from the Club at large.

If you are thinking of doing a modification or maintenance that's new to you, give me a call, someone in the Club has probably tried it and their experience may save you a bundle. If you've had particular success with your modification, let me know.

Remember, except in an absolute emergency, please make your calls between 1 pm and 10 pm only, Monday thru Friday. Thanks.

*Steve Haygood*

### Correction

The Eds. would like to apologize to Woody Hair for erroneously giving his accolade to John Hartge for winning a first place prize in last year's Photo Contest.

This doesn't mean we appreciate either of you any the less! You both take *great* photos and your input into *der Bayerische* is invaluable.

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High Performance Engines	Call for Prices
Mahle High Compr. Pistons for 2002 (Balanced)	\$290.00

## Movie Night

Hey, that was a great idea! Get hold of a couple of good (and clean) auto-oriented videos, hot munchies and a few cold ones, get a chance to bring in some new members and even talk to the old always-there die-hards.

Gordon Kimpel, that guy, he's always got a card hidden in a sleeve ready to do some good for this Club. Once again he did it. Gordon arranged to show half a dozen videos in the Tysons Corner Sheraton. This was an event that we'd thought would introduce the Club to new members. Well, about 30 of them showed up. It was a very informative get-together, something perhaps we could arrange more often.

We saw the development of Formula One race cars through the years. This was a video narrated by Nicki Lauda, who also had a clear demonstration of the immense speed that Formula cars can achieve. This was staged on a three-mile-long race track where street cars were put in competition with Nicki himself in his race car. Oh boy!

Jackie Stewart demonstrated the finesse of high speed driving, the way it should be done, smoothly and always concentrating on the total picture around you. A BMW Drivers School video explained "The System". A very awakening illustration showed how one can handle a car in a problem situation.

Various rally drivers were interviewed and their driving styles were shown from in and out of the race cars. Last but definitely not least was an in-car video of a man racing through the streets of Paris at 5 am in his Ferrari on the way to a "rendezvous". Those Frenchmen!

Good show, Gordon.

*Raine Mantysalo*

## Cruisin' the Autobahn

On a cold (OK chilly) mid-January morn, about sixty hearty people thawed themselves out and Bimmered their way to Autobahn Motor Works in Bethesda, MD. There they were met by Guy and Andy Stefanelli, owners of the recently opened shop, which is an outgrowth of (and literally a lug-nut's throw from) River Road Texaco.

Awaiting us were several plates of munchies and fingerfoods, along with sodas, beer and wine. There was also a variety of accessories on display, from seats to stereos. Four cars were on display: a tricked-out current 3-series (de-badged), a Porsche 944 Turbo, a Mercedes 300E and a VW Scirocco 16-valve.

Autobahn specializes in BMW, Porsche and Mercedes, and will work on the occasional VW or Audi. The mechanics are ASE-Certified master technicians who also specialize in Bosch fuel injection systems. As a matter of fact, Guy instructs classes in Bosch FI systems.

Some of Autobahn's support personnel were also on hand to talk with us; among them were Chris and Tim from the Dye Team, who repair/restore auto upholstery on an individual as well as sub-let basis. Primarily they travel to shops whose customers bring their cars in for upholstery work, but they will also work on cars privately by appointment.

At the end of the day Guy and Andy held a door-prize drawing; one person won a Bosch fog light kit, and two others won model 635CSi's.

Next time you're in the area, or your 'baby' needs a little care, check out the friendly and competent people at Autobahn Motor Works. Many thanks and good luck to Guy, Andy, Mike, Danny and the rest of the crew at Autobahn!

*Gary Toyama*

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## Snowshoe

### *or was it Rubber Galosh?*

On the day of the first-ever Snowshoe Drivers School, dawn did not break nor did it crack. Helios arrived driving rather sluggish steeds through the continuous drizzle that amplified the low temperatures, numbing everyone to the bone. As the drivers and their driving machines appeared, they quickly unloaded their trunks and headed to the tin shed for the warmth provided by fresh coffee and propane heaters.

The original plan of the day remained relatively unchanged, except that the advanced group did not drive the track backwards (No, not in reverse, counter-clockwise). This plan was scrubbed in order to enhance safety in the unfamiliar and uncertain conditions on the track. The unfavorable climatic conditions gave everyone a chance to practice and perfect the skills necessary to drive safely in the rain. We all know that an automobile behaves much differently in the rain but it is not very often that we have a chance to examine this behaviour in a situation without worrying about on-coming traffic, telephone poles or bridge abutments (this writer has had an intimate encounter with one such abutment, but that is another story). Those who

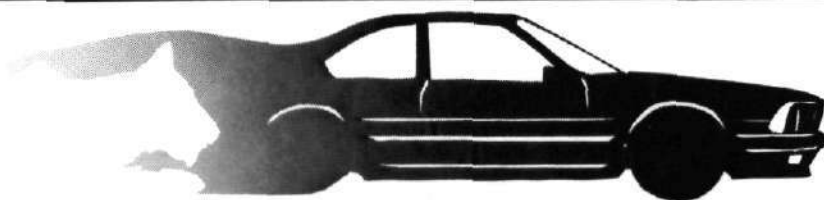
did not learn quickly provided the tow truck operator with work; seeing the wrecker zipping down to Turn 1 to rescue yet another car from the mud became a commonplace sight.

Once again, an excellent lunch -beef barbeque was the entre this time- was provided by Gretchen Carrol, proprietress of the Hillbrook Inn in Charlestown, WVA. After the last wheel had turned, the "Terry Luxford Commemorative Championship Beer Tasting" commenced in the tin shed and continued until well after dark.

The Drivers School Coordinator would like to thank everyone who helped him with the organization and execution of this event, you know who you are so give yourselves a pat on the back. Special thanks to Lynn Phillips, who, despite her broken foot, maintained communication between the damp drivers huddled around the propane heaters and the damp outside world.

One last note of thanks for the unsung heroes of any drivers school, the corner workers and flaggers. These people come to help, risking sunburn in the summer and pneumonia at Snowshoe. Without the volunteer helpers, the National Capital Chapter's Drivers Schools could not be the extremely successful and safe events that they are.

*Mark Yaworski*



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## Competition Corner

Since its beginning in the early seventies the International Motor Sports Association (IMSA) has had a secondary series for small sedans. Originally it was known as RS for racing stocks and a Miller and Norburn entered 2002 driven by then-Washingtonian Nicholas Craw was usually at the head of the pack. Recently the series name was changed to International Sedans (IS) and the rules were designed for front wheel drive compacts. Fairly extensive modifications were allowed but street legal radials were required - at one time only Goodrich T/As and recently Firestone Firehawks were permitted. Despite factory-supported efforts by Acura Integra, Mazda 323s and Dodge Daytonas, the series has declined in prestige to the Firehawk and SCCA's Escort showroom stock series.

This year IMSA announced the IS series would reduce allowed modifications, be open to all tire brands and encourage rear wheel drive cars such as the BMW 325, Mercedes 190E and Mercury XR4Ti to join the fun. Unlike last year, the IS cars will be part of the card at Summit Point May 21-22.

Unfortunately IMSA has decided to split up the race dates of the three Firehawk classes. Bad news folks - it appears the Grand Sports class (read Korman M3s) will not be a part of the Summit Point schedule! The closest appearance of the GS cars will be Watkins Glen, NY, June 11 and September 24 and Lime Rock, Connecticut, September 3. Hopefully there will be some 325s entered in the Sports Class at the Point.

The IMSA GT race tentatively scheduled October 9 in Norfolk has been cancelled. I guess they didn't want to go head-to-head against our Championship aurocross.

**SPEED SHIFTS** - Final standings based on the best eight of eleven MWCSCC Championship autocrosses show the following results for club members who competed in at least four events:

Sue Baruch	AH Sprite	2nd Ladies
Cory Laws	530i	3rd E St. Prep.
Mike Surdyk	RX7	3rd A/Stock
Emery Kopf	Datsun 510	3rd F/SP
Al Zavala	Shelby CSX	3rd B/S
Tom Baruch	AH Sprite	4th D/SP
John Hartge	325e	6th D/SP
Woody Hair	325is	7th C/S

The IMSA team finished 5th behind three clubs whose main activity is aurocrossing and the SCCA. The next best marque club was Lotus with 26 points to our 161 ..... The Windy City Chapter's newsletter, *The Breeze*, indicates that their member Leo Franchi will be driving a Ray Korman prepared M3 in the Firehawk series ..... Recently the New Jersey and Delaware Valley Chapters had a competition at a Malibu Grand Prix track. Malibu GP cars are small under-powered formula cars that you can rent by the lap on franchised tracks around the country. National Capital

members Kevin, Eric and John Elion trekked up from Silver Spring to join the fun and turned in respectable times ..... The MWCSCC has specifically listed the 535i and 325i (in all of their variations) as being in C/Stock (D/Street Prepared if so modified). Likewise with the M5. The M3 remains in A/Stock and C/Street Prepared and the 325e remains in C/Stock but is reclassified down to E/Street Prepared ..... New drivers in factory supported M3s in the European Touring Car Championship series this year will include former Formula One driver Jacques Lafite and Mark Thatcher, son of the British Prime Minister ..... A BMW 325iX has placed 6th overall and 1st in the Group N (Production cars) category in the prestigious Monte Carlo Rally. Maybe BMW NA's decision to market the iX as a sport model was correct ..... If you missed the Winter Rally Series you can still do the other annual beginner series put on by the Branded Rally Club and co-sponsored by the Montgomery County Recreational Department. It starts with a seminar on Friday evening, May 6 and the first rally is May 8. For information call the Montgomery County Rec. Dept. or **Peter Stevens** at 299-4893 (Potomac) ..... And for a real test of car and driver there is the *First* Last Annual Bob Ridges Memorial Rally on the weekend of April 16-17. Due to burn-out on the part of the organizers and the declining number of entrants this will probably be your last chance for participation in this two-day high speed dash through the back roads of the Virginia and West Virginia Alleghenies. For registration call **JoAnn Yates** at (202) 544-7546. **CRUNCH**

Woody Hair

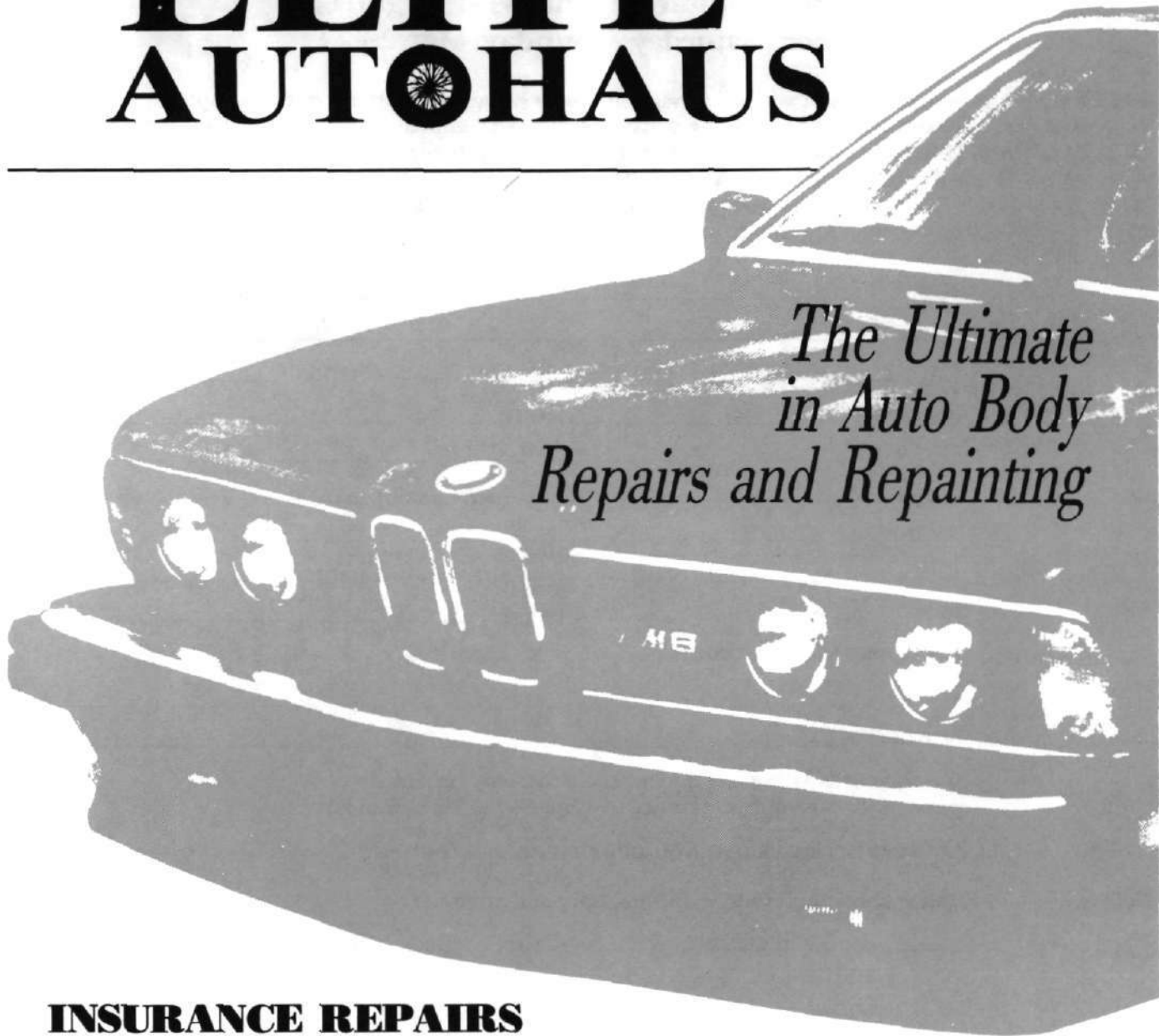
## Competition Corner Calendar

<b>March 20</b>	WRC Rally, Centreville, VA
<b>March 26-27</b>	SCCA Race Drivers School, Summit Pt, WVA
<b>April 9-10</b>	SCCA Regional Races, Summit Pt, WVA
<b>April 16-17</b>	Bob Ridges Memorial Rally, Luray, VA
<b>April 24</b>	NCC, BMWCCA Autocross School, Landover, MD
<b>April 24</b>	Volvo Club Championship Autocross, Laurel, MD
<b>Apr 30, May 1</b>	SCCA Regional Races, Summit Pt, WVA
<b>May 1</b>	Austin Healey Club Charity Rally, Rockville, MD
<b>May 6</b>	Branded Club Rally Seminar, Rockville, MD
<b>May 8</b>	AJSTC Championship Autocross, Ft. Meade, MD
<b>May 8</b>	Branded Club Rally, Gaithersburg, MD
<b>May 21-22</b>	IMSA GTO/GTU/IS/Firehawk Races, Summit Pt, WVA
<b>May 22</b>	Autocrossers, Ltd, CAC, Ft. Meade, MD

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## A p p l i c a t i o n

*Also for dinner and lunch reservations*

**Where:** Summit Point, West Virginia

**When:** Saturday & Sunday, May 28,29

### Drivers:

**NOTE:** If two of you are driving the *same* car, please both fill out this application form. In this instance one of the drivers must have completed three or more drivers schools. Otherwise, *each* applicant must fill out a separate form. Photocopy where necessary. All cars *must* have Tech Inspection performed by qualified service facility prior to arrival at the track. *Please enclose a self-addressed, stamped envelope with this application to ensure prompt receipt of your registration material.*

NAME(1) \_\_\_\_\_ Membership No. \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Chapter \_\_\_\_\_

Phone: Work \_\_\_\_\_ Home \_\_\_\_\_

Car: Year \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_

NAME(2) \_\_\_\_\_ Membership No. \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Chapter \_\_\_\_\_

Phone: Work \_\_\_\_\_ Home \_\_\_\_\_

### Previous Drivers Schools

Driver 1 \_\_\_\_\_

Driver 2 \_\_\_\_\_

**If only participating one day, or can drive only on one day,**  
please indicate your preference for Saturday \_\_\_\_\_ or Sunday \_\_\_\_\_

**Drivers School Cost: \$80 per driver** (includes lunch)

### Non-

### Drivers:

**Please check and fill in name and telephone number**

\_\_\_\_\_ I/we will arrive at 8 am Saturday \_\_\_\_\_ and/or 8 am Sunday \_\_\_\_\_ to help  
and will enjoy a free lunch.

\_\_\_\_\_ Lunch(es) at \$8.00 per person (non-participants)

NAME \_\_\_\_\_ Home Phone \_\_\_\_\_

### Dinner:

Hillbrook Inn, Charlestown, WVA. 7 pm Sat. *Reservations necessary.*

*Number of Persons* \_\_\_\_\_ at \$15 a head

### Payment:

Mail checks, payable to *National Capital Chapter, BMW CCA*, to  
Kay Heatherley, 12732 Viers Mill Road #204, Rockville, MD 20853

### Queries:

Questions concerning *Registration* only: Kay Heatherley (301) 949-1326  
All others: Mark Yaworski (301) 972-8237 (Mon - Fri, 7 pm to 10 pm)



# '88 Calendar

BMW CCA NATIONAL CAPITAL CHAPTER

## MARCH

- 12 Highway Safety Driving School  
26 Tischer Do-It-Yourself Tech Session\*

## APRIL

- 1 *Der Bayerische* Deadline  
10 MARRS Corral, Summit Point\*  
24 Autocross School\*  
30 May Day Overnight Tour\*

## MAY

- 15 Deutsche Marque Concours\*  
21 Tischer Maifest\*  
21-22 IMSA Race Corral, Summit Point  
28-29 MAIFEST\*  
28 Vintage Coupe Gathering  
28 Bavarian Inn Dinner  
28-29 Maifest Drivers School

## JUNE

- 1 *Der Bayerische* Deadline  
5 Children's Hospital Charity Autocross  
12 Details, Inc. Tech Session  
26 Rally

## JULY

- 9 Drivers School  
16 Autocross  
24 Crab Feast

## AUGUST

- 1 *Der Bayerische* Deadline  
6 Wagonworks Tech Session  
22-26 BMW CCA Oktoberfest  
Genesee Valley Chapter, NY

## SEPTEMBER

- 10-12 Drivers School  
18 Bavarian Inn Tour  
25 Rosner BMW Gymkhana

## OCTOBER

- 1 *Der Bayerische* Deadline  
1-2 Blue-Gray Corral, Summit Pt.  
9 Championship Autocross  
16 Bavarian Day  
22 Do-It-Yourself Tech Session  
23 Winery Tour  
28 Halloween Party

## NOVEMBER

- 5 Drivers School  
18 Annual Dinner

## DECEMBER

- 1 *Der Bayerische* Deadline  
16 Wine and Cheese Party

\*See Coming Events

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## Tech Tips

### Spring Maintenance

Owning a BMW is something that all of us are very proud of. This pride somehow forces us to perform some extra magic on our cars and sometimes to forget the household chores our spouses, girl/boy friends and in some cases our parents have asked us to do. For some reason all of these tend to take second place to the care of our cars.

Here it is, March 1988, and time to start performing some Spring maintenance on your precious car:

□ Start by checking the condition of the anti-freeze, belts and hoses. In other words, check out the cooling system;

□ Next, change your brake fluid. You should do this in the Spring and Fall. This extra precaution will save you from premature failure on the brake/clutch master cylinder and slave cylinder. (Read Tech Tips in Jan/Feb issue.);

□ Oil and filter change. 20W50 Valvoline is best;

□ Replace filters as needed;

□ Check for brake pad, rotor, shoe and drum wear;

□ Change transmission and differential fluids;

□ Check ignition system and emissions;

□ Check tires for uneven wear;

□ Refill the window washer bottle and check wiper blades (Winter is very hard on blades);

□ Lastly, give your car a good wash and wax treatment. I like to use Woolite for wash soap (The soap for *Fine Washables*) and a good coat of Yellow Carnuba Wax. Treat the inside with a diluted solution of Armorall (one to one).

All of the above items are of such simplicity that you can perform them yourself, thus saving you some money. But if time is of the essence, take your car to one of the many advertisers in this magazine.

One suggestion I have is to keep a small note pad in the car, so that you can keep track of the maintenance that you perform yourself.

If you are in the mood to tackle these jobs and you don't have the space at home, why not do it at the *Do-It-Yourself Tech Session* in April? There you can meet other members and everyone helps out each other. This is perhaps one of the best reasons for belonging to the Club.

Until next time...

Max Rodriguez

### But I Don't Wanna be a Mechanic

How many times have you said to yourself, "I wish I knew how to do that?"

Maintaining your BMW landjet to peak performance is really much simpler than you can imagine. In the next few instalments you will learn how to perform, in under an hour, service to your car that up to now you may have paid hundreds of dollars to have done for you.

Think it's too hard? Listen, if my sister and the Editor of

*continued on next page*

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## Tech Tips *continued from previous page*

a certain ourstanding periodical can perform their own valve clearance adjustment in thirty minutes....

The Muse willing, we will bring to you in upcoming issues of *DeB* recipes (with pictures) for keeping one part or another in tune. Here are some of the topics coming your way:

- Pit-stops (Oil, water, air, etc; fill up time stuff)
- Brake pad changes (Front; takes only 1/2 hour)
- Brake shoes changes (Rear; almost an hour)
- Bleeding brakes (Under an hour, with a friend)
- Valve clearance (Almost trivial in 2002, 320i)
- Fluid changes (Motor, trans., diff., water)
- Tune-up (Carb., plugs, points, dist., timing)
- Shock/spring changes

That's for starters. Talking of which, need to install a new starter motor? Write to *DeB* and ask for support. Max or RustBucket will be only too glad to advise. We're here to lend a hand, folks!

*RustBucket*

## HINTS FROM HILDA

### SHORT FUSE

Did you know that in an emergency a beer can tab can be substituted for a fuse???

A few years back, while vacationing in Guadalupe, before the franc kicked the dollar asterisk downstairs, I drove up the mountain to see the sights. On the drive back down the Volcano, one of the many, daily T-storms hit. The driver's request for Defrost *and* Wipers gave the 2-cylinder Citroen's fuses a fit. One swipe and **PPFFT!**

A quick scrounge on the roadside yielded a flip-top tab, which I bent and jammed into the defunct fuse's holder. It lasted the rest of the week!

*(Eds: Warning: It is advised to use only German beer can tops if possible. Use of others could pose warranty problems if discovered by a BMW tech.*

*P.S. Why were you driving a Citroen? dB only vacations where there are rental Bimmers available...)*

### NO GO!

Ever want to tick off someone with a 320i? Bet you didn't know that you can shut off the motor, and keep it from starting, just by removing the oil filter cap!

This is also an easy way to make the car undrivable (easier than pulling the fuel pump relay) should you ever find yourself parked in a restless neighborhood.

### HANG LOOSE

Zap a little WD-40 on your wheel lugs and nuts (or hubs and bolts) whenever you have them off. Rust makes it easy to strip or break one of them when attacked with air tools. Keep the stuff off the brakes, though.

If you can, always tighten wheel lugs with a torque wrench (available for under \$25) to the "manufacturers' recommended torques". (I use 75 & 85 ft/lb on steel and alloy wheels, respectively, on the 2002.) Keep 'em spinning!



## Indy Hopeful Instructs at Snowshoe School

Along with our own regional celebrity race instructors, BMW CCA was treated to the help and expertise of Freddy Rhemrev at our final driving school of the season. Freddy drove all the way in from Pottstown, Pennsylvania in spite of torrential rain and cold, to help out with the advanced group instruction.

Northeast Divisional Champion and pole-sitter in the Formula Ford class at the SCCA National Run-Offs this year, indicate that Rhemrev is on his way to Indy within the next few years. It was no small feat to lead the ferocious pack in the Run-Offs, which only goes to show that when the Rhemrev team sets its mind to something, they more than usually achieve their goal.

Freddy's dad Hans, owns and oversees Hans Autodrome Ltd. in Pottstown and also developed the very successful Bimmer Parts Company. The young Rhemrev got his start in BMW's and comments that "The engineering of a BMW lends itself to the sensitive feedback and balance necessary to learn how to drive any car well". In his presentation to the driving school advanced students, Freddy discussed these special qualities of the car and interrelated them to the difficulties of driving Summit Point Raceway.

A particular thrill was riding with Freddy on the rain-

soaked skid pad. At first, fright from a car in almost complete opposite lock blinded this passenger. Then the driver demonstrated himself to be as in complete control as the car was out of control; what a terrific learning experience!

Being in control on and off the track is what it takes to fulfill the tedious steps to Indy and as a stepping stone to the future the Rhemrevs have purchased a new Swift DB4 to be campaigned in the 1988 season. The arena will be in the Formula Pro Atlantic Series for the Sports Car Club of America.

The team is very hopeful about their chances and is lining up sponsors for this advanced effort. One of Rhemrev's major business associates will be Quicksilver Race Engines of Frederick, Maryland. When asked as partner of the team and owner of Quicksilver whether or not Freddy could actually make Indy, Sandy Shamlian responded, "The Rhemrevs have said they were going to do many things and have accomplished them all so far. I wouldn't be one bit surprised!"

For a winning organization such as the BMW CCA, we are proud to have our name connected with the Rhemrev effort.

*Kay Heatherley*

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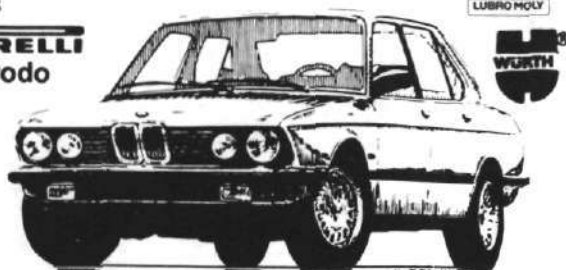


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## The One in the Middle

Much has been written about the 7-series BMW lately, there is hardly an automotive magazine which has not praised the new 7. There is too always something in the press about the smaller BMWs. Combined they keep the 2002 versus 3-series debate going. But there is one other BMW model with many happy owners and little is ever said about it. This is the 5-series!

It is not flashy and new; in fact, it is getting on in age, but it is getting better. It started back in 1972 when BMW introduced the 520 to replace the 2000, four-door sedan. It was a family sedan so unpretending, it makes the perfect car for the family man who also enjoys a good driving machine. With good handling and reasonable power, it is a touring machine which lets you enjoy trips in luxury and comfort.

In the first 5-series, the so-called E12, there were only two 6 cylinder engines available in the U.S. The early ones came with the 3 liter fuel-injected 176 HP and the later ones, from 1979 on, came with the 2.8 liter fuel-injected engine with catalytic convertors and a five-speed manual transmission. While the European 5-series came with a wide range of power plans, from a 1.8 liter, 4 cylinder engine all the way to a 3.5 liter, 6 cylinder engine with 218 HP in the M535i. The later 528i models are still very desirable driving machines.

In 1982 came the totally redesigned 5-series, the E28. Although the outside appearance remained much the same, the changes were in the engine compartment. BMW's answer to the fuel crisis of 1974; the low revving, high torque "eta" engine powered the 528e with only 122 HP. The sporty drivers scoffed at the "e", but it still sold well. It's the most-sold 5-series in the U.S. today.

In 1983 the sporty drivers got their 533i and smiles were back, now that there was a 'real' BMW again. It got even better. The 535i put bigger smiles on more faces.

There was also the 524td, a BMW Turbo Diesel in the 5-series line up, for a short time. People who liked both BMWs and diesels were given an opportunity to enjoy both in one car.

Then came the best 5-series sedan yet, the M5. Plain and powerful, a four door sedan with the 24 valve 268 HP engine from the M1. With anti-lock ABS brakes and a suspension to match the power. There are only two things wrong with the M5, the hood opens the wrong way for a BMW and the price is *skeech* too high!

*Buffalo*

*DeBbie*

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*Upon her return from Florida  
in the Spring*

## Etched Glass

### or Here's Tu you...

There is a new product on the market that is supposed to increase the efficiency of your windshield wipers. This "product" takes something away from your car instead of adding to it. The trade name is *Tu Grooves* and is a matter of etching two shallow (1/100 inch deep) grooves into the windshield just above the lowest part of the wiper blade sweep. As the wiper blade crosses the grooves, dirt, salt, snow, etc. are deposited in the grooves. This constant cleaning promises to increase blade life and conserve washer fluid also.

*Tu Grooves'* promotional brochure states that the grooves have been used in Europe for over ten years and are required on government vehicles in Finland. The Virginia State Police have revised their annual inspection regulations so these safety grooves will not be grounds for rejection. Fairfax County is having the grooves installed on their police cruisers. Craven Tire at 5200 Lee Highway in Arlington has the sole local franchise for *Tu Grooves* at this writing. Craven is so sure of your satisfaction they will do the passenger side on a free trial basis. When you want the driver's side done, they'll collect for both (\$25 each).

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## Seven-Upmanship

### *The Ultimate Un-Driving Machine*

It seems that it is not only the Texans who do things bigger an' better.... Eddie Keizan, Managing Director of Tiger Wheels in Johannesburg, South Africa, came up with an ingenious solution to the problem when his stolen 733i was returned to him full of bullet holes. He had been toying with the idea of buying a limo and the distressed vehicle ended up being joined to another 733i and *voila*, a unique Ultimate Limo was born.

To help him put the project together, Keizan went into partnership with a body shop in the city, Coleman's Body Craft. The limo was formed by cutting in half the two used 7 Series and mating them together with a 903mm section added in the middle with the inclusion of an additional set of doors. This center section, formed from new pressing, was well matched with the roof and floor panels and amply reinforced to take the extra stress.

Other problems which needed expert attention included the switch to a longer wheelbase. This involved juggling with different spring rates until the right one was found. Fifteen inch Belgian Kiwi alloy rims were fitted with the normal profile but very wide tires.

The standard engine was retained but the problem of an extended propshaft provided a few headaches until an unequal length, two-piece propshaft was constructed and fitted, with perfect results. The gear ratios too were altered to make the transmission more suitable for the relaxed pace of a limousine.

The interior is trimmed completely in leather to 745i and 635Ci specs. This prototype included such standard features as a Rosewood cocktail cabinet, fancy sound system, electric windows, central locking, burglar alarm etc. The company is hoping to make a few more of these beauties 'made-to-order' with extras such as a car phone, television and VCR with an electronically operated partition for perfect privacy.

As for a market for these rolling *object d'art*? According to Tiger Wheels, the object is to produce low-cost limousines at a time when the imported equivalent in South Africa would soar over the 150,000 Rand mark (read \$75,000 and a steal at the exchange rate). The outfit's first model is set to come on the market at around R50,000, without any extras.

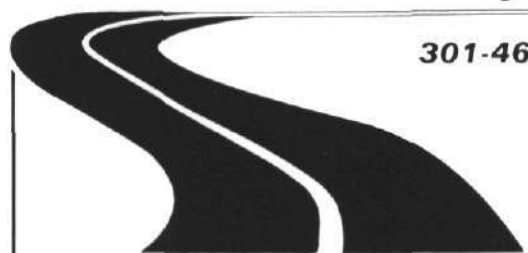
Anybody moving??

*Andrew Short*

*Thanks go to Janette Ferreira, Secretary of the BMW Car Club of South Africa, for news of this enviable carriage.*

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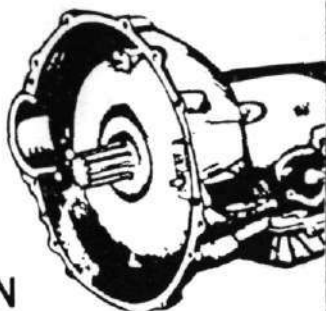
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## I Fought the Law, and I Won

From time to time we find ourselves in a situation that reaffirms our faith in truth, justice and The American Way. I refer of course to our estimable court system. Nowhere is the objectivity, honesty and fairness of our ideal of justice more evident than in Traffic Court. Enter herein, all ye who doubt; you will leave forever a believer.

I found myself invited to take part in the System last year. The invitation was hand delivered to me, by one of Maryland's Finest, while in the pursuit of happiness on I-(nsidious)95. Little did I suspect that, at 100 or so with all 1.8 turbocharged liters purring, powers were at work to ensure the propriety of my pursuit.

Finding a lawyer meant calling the court clerk and asking who in the area did a lot of this sort of case. Enter John. Though somewhat disconcerted by John's apparent lack of interest in the world about him, I took to the wall-eyed galoot and together we signed on to challenge the Administration.

The Plan was, plead "Guilty with an explanation" and ask for leniency, on the grounds that I am really an upstanding sort, and rely on my wheels for my livelihood, etc, etc ad nauseum. That got us as far as the courtroom door, which I entered with no little trepidation.

The procedure is really quite simple: you are directed to a place at the front of the courtroom, with an array of lights aimed in your eyes. In this county, at least, the interior designers have mastered their art; the seat for the defendant is intimidation epitomized. As I sat there, wondering whether my commute for the next twenty years would be by thumb or moped, it struck me that no less than thirty other criminals were likewise sweating and fidgeting their way through the preliminary rituals. We were all about to see Law in action. I tried to think like a lawyer.

As I settled into the hot seat, the Judge read the charges: "Mr. X is charged with driving at a speed of 86 mph on February 5 of 1987."

I elbowed my lawyer who calmly ignored me. I thought "...hey, that's not right, the ticket said..."

"Your Honor, excuse the interruption, but that should read '88.5.mph'."

God Bless that righteous minion of the Law who so thoughtfully pointed out the technical error I had hoped would prove their undoing.

"I stand corrected; (a Judge said that?) let the record show that Mr. X is charged with driving at a speed of **88.5** mph on February 5 of 1987."

I sat waiting for the opportunity to make a further fool of myself. Perhaps our original plan wasn't so bad after all. The Judge asked sourly, "How do you plead?"

The words were on the tip of my tongue, but the lawyer preempted me by bolting to his feet and declaring in a most combative fashion, "Not Guilty, your Honor."

I wanted to disappear. I imagined the bailiff gleefully following the orders of the Judge, as he howled, "Contempt! Contempt! Lock him up, throw away the key!" I knew I

should have hired someone who at least seemed vaguely interested in the proceedings. Seeing the Judge's scowl and look of disapproval did little to abate my fear of horrible punishment.

I started wishing I had enlisted in the Foreign Legion while His Honor initiated the procedure of swearing everybody in.

"We will hear the officer's testimony first, then the accused (slime-ridden low-life law-breaking scum) will have the opportunity to question the officer and make any comments in his defense."

I tried to make myself invisible, by hunching further into the comfortable chair so thoughtfully provided and hiding behind the desk in front of me. I could hardly see the Judge.

The officer's testimony was an exercise in regimental discipline: "At 1244 hours on 5 Feb of this year of our Lord 1987, I Officer First Class Smokey was travelling southbound on MD Interstate 95...."

He didn't miss a beat; I was enthralled as he described to a dent the exact car I was driving.

"...I observed the car following me so at mile marker 87.453 I triggered VASCAR computer serial number 986346 last calibrated 13 Jan of this year of our Lord 1987 by calibration station number...."

This is ridiculous. Why don't they just burn my license, impound my car, castigate me loudly and be done with it?

"...over the indicated zero-point-two miles the chronometer showed an elapsed time of 10 seconds...."

As the officer continued with the details of the detain-

ment, carefully detailing my lack of enthusiasm at such a devious mode of enticement, I did some quick math.

*Aha!* .2 mi, 10 sec, that's only 72 mph! I'm saved!

My relief was short-lived. My lawyer had died. Somewhere between "Not Guilty" and "Interstate 95" my lawyer, my only friend and last redeemer, had entered the twilight zone. He sat sideways in his chair, with slack limbs and the air of a man who has just sat through the one-hundredth re-run of Divorce Court. My efforts to attract his attention were met, finally, with a backhand wave, but only after I had kicked him soundly in the bottom of his chair.

As the Judge acknowledged the officer's testimony and turned to us, I swear I could see tiny gallows reflected in each of his eyes. I was still desperately trying to make contact with my lawyer when the Judge asked for our rebuttal.

The lawyers words fell like doom on my ears. I can still hear his voice and the words echoing in the hushed room, as he declared, "Your Honor, I move for acquittal, on the grounds that the officer in his testimony did not state the Speed."

I thought I was going to die. The best I could hope for was to be buried in secret, so that my grave wouldn't be violated. Knowing I wasn't long for this world, I did my best to disassociate completely from the here and now, so that my last memories would be pleasant ones.

The Judge turned to me, with a look that shattered my grim isolation and growled "Clerk, please replay the tape."

I felt like a fool as the tape belabored the dialogue of the

*continued on page 28*

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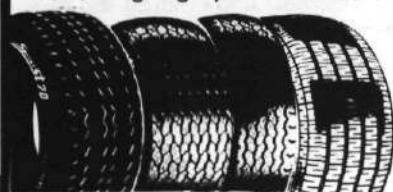
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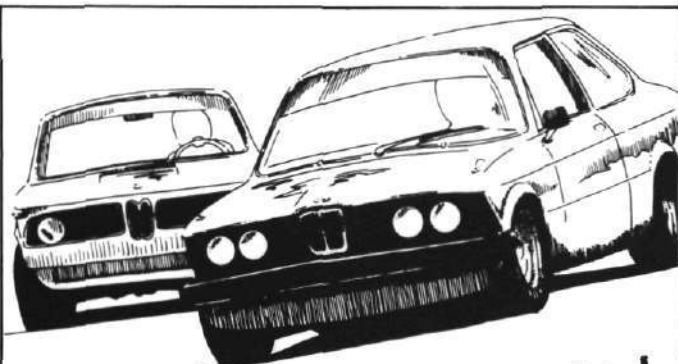
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## Marketplace

**For Sale:** 1976 2002, fjord blue, dark blue vinyl interior, 4-sp. 105K., engine, trans and exterior rough, interior very good. Candidate for restoration or race-prep. New head, 2-bbl Weber, all else stock. \$1,500 negotiable. For info call Gary Toyama (703) 569-1336, evenings.

**For Sale:** One full set BBS/RA wheels w/gold centers fitted with Pirelli P6 VR's. Two 15"X7", two 15"X8" for 6-, 7-series and coupes. \$600. Call Dwight at (301) 889-9578.

**For Sale:** 1976 530i Sahara Beige 4 sp., a/c, sunroof, alloys. \$4000/offer. Wayne Anderson (703) 671-7757 days; 765-2051 evenings.

**For Sale:** 1983, 733i, metallic burgundy, leather int. (camel color), automatic lock, power windows, AM/FM w/tape deck, alloy wheels, automatic trans., General American Sport tires -self seal- 60,000 mile guaranteed, up to date servicing including 60,000 mile service, signature stripe, \$18,000. Irene Symm (703) 273-5606.

**For Sale:** 2002 BMW parts: brand new brake drums and mechanical fuel pump, \$20 each. Rotors, hubs, original wheels and backing plates, \$7.00 each. Call Doug Lauw 560-8274.

**For Sale:** 2002 grille assembly, 1974-76, brand new, cost \$125, sell for \$75, 2002 glass, all years, very reasonable, also miscellaneous 2002 parts, call Chris Harrington evenings (301) 267-6242.

**For Sale:** 1970 2002, parting out, rebuilt head, Weber 2 bbl, gauges, defroster rear glass, 2 71-73 style tii rims, much miscellaneous, call Chris at (301) 267-6242.

**For Sale:** Set of 4 OEM wheels and tires removed from 1985 535i after only 20,000 miles. \$250.00. Also set of springs and sway bars from the same car. \$175.00 or best offer. Martin Lessans. Days (301) 760-5000, eves. (301) 987-0333.

**FOR 2002/1600:** Rebuilt Solex 2bbl Carb with auto choke \$100; desmogged 2bbl intake manifold \$50, both for \$125; early model (pre emission controls) exhaust manifold, should fit all 4s, \$50. Other misc. 4cyl. engine parts-inquire. Brian Woodward (703) 780-5373, evenings & weekends.

**2002 Parts:** New set (2) Recaro cloth blk seats w/head rests & brackets \$800; VDO (3) guage cluster (PSI, amps., atr. temp.) \$100; VDO quartz clock \$50; thule roof rack w/ extens. \$60; gold technalon car cover w/stuff bag & lock \$100; factory body parts: nose \$150, front fenders \$50 each, front turn signal assmbls \$25 each, (3) pc grill set \$100, door mirrors \$10 each. Misc other parts. (4) used late model fin alumn mags 13X7 w/205 radials, set \$300. Call James Ross after 6 pm 660-8979.



## Marketplace continued

**For Sale:** Clutch pressure plate for '68 and earlier 4/cyl BMWs, \$100. McGard Wheel locks for BBS RA 215 wheels (15X7 for 320i), new set, \$30. Mark Yaworski (301) 972-8237 evenings til 10 pm.

**Wanted:** Factory shop manual for 320i. Mark Yaworski (301) 972-8237 evenings til 10 pm.

## New Members

Patricia Abell	1976 2002
John Gasson	1985 318i
J.D. Lanz	1974 Bavaria
Michael E. Wilson	1979 320i
Sherry Dowdy	1976 2002
Mark Kile	1973 2002
Richard A Gorsky	1986 325es
Michael Coplan	1968 1602
Michael Moore	1976 3.0L
Sandra M. Byrne	1976 2002
Chris Paddock	1986 325es
Wilkins Stafford	1984 533i
Jeff Randall	1966 2000CS
Dindo Atienza	-
Christopher Kirchoff	1986 325es
Al Lew	1987 325is
Jean-Louis Pajot	1986 325
Tim Davern	1986 325es
Peggy Carroll-Fleming	1986 325es
Mark H. Kolman	1987 325i
Joseph Vota III	1979 733i
Pierre Cassagnol	1974 2002tii
Timothy D. Meadowcroft	1987 325
Andy Bederman	1988 735i
H.R. Fox	1986 325es
R.T. Edwards	1979 320i
Michael R. Zabkowski	1985 325i convt.
Tim S. Hough	1980 320i
Dean Villanueva	1980 320i
Wes Pontius	-
Everett Campbell Jr.	-
Roy Niedermayer	1984 633CSi
Harris Kaplan	1985 535i
Sydney Schips	1982 320i
Peter Keefe	1987 325i
Cromer Fuller	1983 320i
Thomas & Laurie Amatucci	1983 528e
Art & Sally Tumolo	1985 528e
Sean & Dale Langeheine	1972 Bavaria
Sandy Olson & Bill Klotz	1979 320i
Ulysses & Kathleen Miller	1987 325is
Guy & Laura Cecala	1979 635CSi
Chaz & Janet Holland Jr.	1972 2002
John & Alberta Hicket	1984 318i

Two new members were recommended by each of the following dealers: BMW of Fairfax; Excluservice; and J&F Motors.

## Fairfax "Shade Trees" OK

Fairfax County Supervisors came close in January to prohibiting "major" automotive repairs in residential districts in the County. The official outcome after public hearings is that the Board of Supervisors has "deferred indefinitely" any action on the proposed Zoning Ordinance amendment.

In a letter to Club member Brian Woodward a member of the Board, Gerry Hyland, said "for all practical purposes, this proposal is dead." Mr. Hyland had opposed the proposal from the start because he felt it applied unfairly to property owners who were obeying the law and who should continue to have the right to repair their own vehicles on residentially zoned land.

The amendment, originally proposed by Joe Alexander, Supervisor from the Lee District, was intended to crack down on people setting up commercial shops in their back yards; but the way it was written could have meant that if you changed the sway bars or clutch on your 2002 in your own driveway, you might have had a hard time swaying the judge to let you out of the clutches of the law!

*' Viva le District '*

*Thanks go to Brian Woodward (as well as der Vorganger) for keeping us abreast of developments in this scenario.*

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## Membership Application



### Send To:

**BMW CAR CLUB OF AMERICA, INC.**  
345 Harvard Street, Cambridge, MA 02138

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Telephone \_\_\_\_\_ Business Telephone \_\_\_\_\_

BMW Model \_\_\_\_\_ Year \_\_\_\_\_ Serial No. \_\_\_\_\_

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Special Interests : ☐ Maintenance ☐ Drivers Schools  
☐ Rallies ☐ Social ☐ Model Cars  
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Annual Dues \$30.00

Associate Membership for spouse \$5.00 extra.

Your check made payable to **BMW CCA** must accompany this application.

### National Capital Chapter Member Change of Address

Please send this portion of the form and your old mailing label to the address above.

NAME \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

## I Fought and I Won *continued from page 25*

trial right up to the point where my lawyer desecrated the sanctity of the courtroom with his absurd suggestion. We even got to hear the officer correcting the Judge's recital of the charges with the correct speed.

*But it wasn't in his testimony!* Sure enough, while under oath, even though he made painfully clear the time and distance I had travelled, he forgot to mention the Speed.

I thought I was dreaming, as the Judge, barely concealing his loathing, announced, "I will have to agree to acquittal, on the grounds that the speed was not stated.

**BANG** went the gavel. Case dismissed.

I was still dumbfounded as my lawyer, graciously thanking the court, picked up his briefcase and strolled out of the courtroom. As he exited he turned to me and asked over his shoulder, "Are you coming?"

I climbed slowly out of my seat and in a stupor followed him down the aisle between the rows of fellow sufferers. I could feel every eye on me as I tried to suppress anything resembling relief.

In the hall I turned to him and said, "John, that was the sleaziest thing I have ever seen."

"We didn't do too badly," he offered.

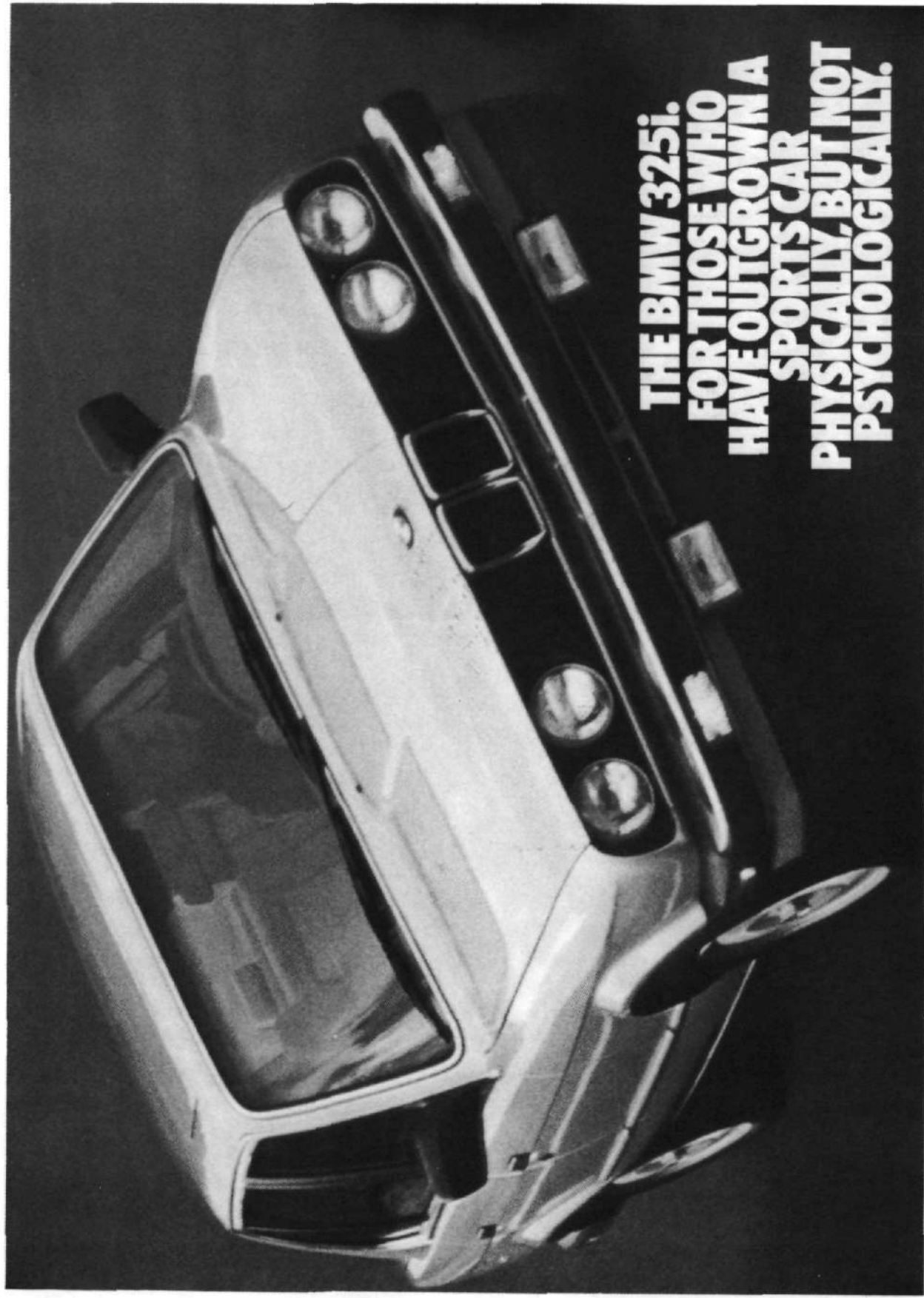
"You mean, we won."

"Yeah."

*L. Le Hekilog*

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