

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



JULY/AUGUST 1988
VOL XVIII, ISSUE 4

der bayerische



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YOKOHAMA TIRES TECH NIGHT

Wednesday, October 26th

Date, Time & Location Change!

The technical presentation by Yokohama Tire Company's Colin Price will now be held on **Wednesday, October 26th**, and not the 19th as originally scheduled. The presentation, which will begin at **7:30pm**, will include a 20 minute film followed by a question and answer period.

The location has been changed to the Falls Church Recreation Center, Room B-1, at 223 Little Falls Street, in Falls Church.

Directions: From the Beltway in Northern Virginia take Route 7 east 3 miles and take a left on Little Falls Street - at the Falls Church Post Office, go 2 blocks and the Rec Center is on your left.

HALLOWEEN PARTY

Friday, October 28th

Oops, sorry folks, our error! The Halloween Party will be held on **Friday, October 28th**, not Wednesday the 26th. Same place, time etc. so bring the kids, the spouse, the whole family for a bit of good fun and fantasy. If you would like to give a hand with decorations and refreshments please call Cory Laws at (703) 450-2310 until 9:59pm (please remember that he too is a father now...which means Angela has to get up real early in the mornings!!)

We'll see you then.... at Post Hall on Mount Vernon College campus at 7:30 on Friday night, with the kids, in costume and ready for lots of fun.

BUSINESS MEETING

Wednesday, November 9

The next business/planning meeting for the National Capital Chapter is going to be held in Baltimore at Mike Early's house in Federal Hill. If you have any suggestions for future events in the Baltimore area please contact Dwight Derr or Mike Early. Also, if you have any questions or criticisms please call; don't hesitate as this is your chance to get in your 2 cents worth and make this a better Club for everyone involved! Call Dwight at (301) 889-9578 and Mike at (301) 244-0173. And see you at the Business Meeting!

ANNUAL DINNER

Friday, November 18th

Once again the NCC will hold its Annual Dinner and Awards Ceremony at the Mustache Cafe on Rte 1 in Alexandria. The evening will start at 7:30 and run 'til about 11:30. The events will include an update of the Club's financial status, an update of the events of the past year, a preview of things to come, the annual elections, and the presentation of awards won by Club members throughout the year. The floor will also be open for suggestions about new activities. Outspoken canvassers at last year's dinner led to this year's overnight tour and the beginning of our autocross series. If you would like to bring suggestions to the floor, you can get on the roster up to the night of the dinner. Door prizes and socializing are also on the agenda and of course, there will be dinner (at \$15 a head).

Contact Terry Forrest at 397-8541 evenings, to buy tickets, get on the roster, or for further information.

Annual Dinner Location

Directions to the Mustache Cafe:

The restaurant is at 6723 Richmond Highway. From the Beltway in Virginia take the Fort Belvoir exit south along Rte 1. Mustache Cafe will be on your left about 2 miles from the Beltway, across from Beacon Mall.

Come out and vote for next year's officers and add your voice to planning for the new year! Remember, Friday the 18th of November.

Remember:

• **Send in your Fall Drivers Schools applications early. Space is limited!**

• **Come on out to the Do-It-Yourself Tech Session at Tischer BMW on Saturday, October 29th.**

• **Contact Max and sign up for the Engine Rebuild Clinic to be held Saturday, November 12th at the brand new TUV Engineering shop.**

• **Get out there and sign up new members and win yourself some Passport "peace of mind" or a great dinner at La Bonne Auberge. Many more great prizes in the Membership Contest running up 'til the Annual Dinner.**

See you out there!

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Please Note: Changes of address are to be sent directly to National headquarters where the address lists/labels are generated. Change of address form to be found on Page 32.

Clean as a Whistle *See Pages 8 & 11*



Cotton swabs and elbow grease were much in evidence at the Deutsche Marque Concours at the German Embassy.

Photo by David Sossamon

Cover: Another Concours entrant en route

Photo by Raine Mantysalo

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COMING EVENTS

JULY DRIVERS SCHOOL, Saturday, July 9

Registration: 8 am

This is the third drivers school of the year. The date is Saturday, July 9th and the time, as usual, is real early in the morning. The location, once again, Summit Point in West Virginia. Call me, Mark Yaworski, your Drivers School Coordinator, (301) 972-8237, for directions to the track if this is your first time out.

At the time of going to press registration for this school was closed but come on out and spectate or lend a hand and enjoy the fun. Volunteer workers are welcome (and much needed) and will receive lunch as our thanks for their help. If you plan to come and work please let Kay know in advance either by phone or by mail. Advance notice is necessary for planning lunch to keep you from going hungry.

Spectators are welcome, and if you want to enjoy the catered lunch with us, the cost is \$8 and reservations must be made at least one week before the school.

Oh, I almost forgot, if you need to buy a helmet, necessary for all drivers, contact Steve Haygood at the Club Store (703) 460-0692, for a good deal on a Bell helmet.

NCC AUTOCROSS, Sunday, July 17

Call for time

Here we go, go, go again! Time to get your car skills in gear for another autocross, July 17 at Landover Mall. If you happened to miss the autocross school, don't worry, come on out anyway! We always welcome novices as well as experienced drivers at these events. Many people say, "I've never done this before....I don't want to make a fool of myself." But hey, we have ALL done this a first time, and yes, once in a while we all make fools of ourselves. But that's part of the fun -- besides, think of what you're learning: car control, self-control, and better driving techniques at "road speed". And if you're like most of us, you'll be grinning like a fool, waiting for your next run!

Reminders: Empty your car of anything that's not part of the car, ie. McDonalds wrappers, Coke bottles, books, anything that could distract you during your run. (A good tip for street driving, too.) You may run with spare tire and jack in place, but they must be secured in the trunk. Pump your tires up to 40-50 PSI before arriving. Bring a helmet, or borrow one at the event.

Keep an ear out for the WNCC Hotline, DC 397-5970, a week or so before the event. As this is going to press, Landover Mall is under new management, and we are striving to maintain the privilege of using their lower lot, as we have for the past three or four years. We may need to re-schedule or relocate our autocrosses, and the Hotline is the most expedient means available of notifying you.

CRAB FEAST, Saturday, July 23

Time: Noon to sunset

The annual National Capital Chapter family picnic and crab feast will again be held by popular demand in Bowie, MD at Allen's Pond Park. We have reserved the West Pavilion, which is located on the right side of the parking area (different area from last year). The park offers volley ball, shuffle board, and horse shoes. The Club has reserved the softball field which is located next to the East Pavilion, between 2 and 4 pm. If you are interested in playing please bring your own softball equipment or call Terry Forrest at (202) 383-4096 days; (202) 397-8541 evenings.

There will be grills for those who do not wish to indulge in our delicious, hot, steaming crabs, so don't hesitate to bring your own fare. If you are interested in eating our steamed crabs please send your checks in the amount of \$8 per person (children under 10, \$5) before Wednesday July 20th to (our once again gracious organizer) Seu Lim at 9621 Windermere Turn, Fort Washington, MD 20744. Make checks payable to BMW CCA NCC.

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

Directions: Take Capital Beltway I-95 to John Hanson Highway (Rte. 50) Eastbound exit 19. Go approximately 7 miles to Rte. 197 - Collington Road, first exit. Go to first stop light and make a right turn on Northview Drive. The park is approximately one mile on the right. Make a right at the skating arena. Follow the road to parking area. Park on the right side of lot, follow path to West Pavilion.

Come and see old and new faces, get some exercise and enjoy a scrumptious feast..

WAGONWORKS TECH SESSION

Saturday, August 6th

Time: 9am - 3pm

What do Goldfinger, 007, President Reagan, Star Wars and Wagonworks have in common? Well for those of you into high tech body shops, you might have guessed, Lasers. Wagonworks uses a high tech data liner laser in connection with their Nicitor frame machine to ensure proper frame alignment when doing repairs. If you want to find out more about quality restorations regarding body work join us for a tech session hosted by Andy Anderson of Wagonwork Corp. Club members who are lucky enough to attend will be treated to a gourmet selection of food along with information and demonstrations covering dent repair, priming and the actual painting of the car.

Where: Wagonwork Corp. are located at 3406 Jefferson Davis Highway (Rte. 1) in Alexandria, VA. Their telephone number is (703)684-2985. See you there!

continued on next page

Oktoberfest 88

Genesee Valley Chapter BMW CCA
A DRIVING EXPERIENCE
August 22-26, 1988. Rochester, N.Y.

A Fun Filled week of driving and social events shared with fellow BMW enthusiasts.

Oktoberfest Schedule

Monday — August 22

- Open Autocross
- Driver's School Meeting
- Korman/Redline Motorsport Reception
- Lonzo Fazool Night Rally

Tuesday — August 23

- BF Goodrich Driver's School at Watkins Glen
- BF Goodrich Autocross at Avon Go-Kart Track
- Goodyear Welcome Reception

Wednesday—August 24

- BF Goodrich Driver's School at Watkins Glen

Wednesday continued

- BF Goodrich Autocross at Avon Go-Kart Track
- Barbecue & Bierfest with live entertainment

Thursday — August 25

- Passport Valley Rally
- Pirelli Sunset Cruise

Friday — August 26

- Gymkhana
- Excursions to local area sponsors
- Concours D'elegance
- Bridgestone Awards Banquet

☐ **Chapter Challenge**

Special prizes will be awarded to the chapter whose members score the most points at Oktoberfest. To be eligible each chapter must submit a list of their team members.

☐ **Historic BMW's**

At this writing, it is very likely that BMW NA will display restored examples of every racing BMW campaigned in the U.S. Several private racing M-1's and CSL's will also be on display.

☐ **Test Drive The New '88 BMW's**

BMW NA will provide several of the newest BMW models, including M-cars, for test drives. This courtesy of BMW NA was extremely popular in Tulsa last year.

☐ **How To Register**

Oktoberfest application forms are available from your chapter officers and are also in the May and June issues of the Roundel.

LIONS AUTO SHOW, Saturday, August 27

All day

The 24th Annual Laurel Lions Auto Show, Flea Market and Auction will be held August 27 at Laurel Raceway, Laurel, MD. Forty seven car classes will be judged (one of the 47 is just for BMWs) and over \$2,500 in trophies will be presented. The Flea market opens at 8am, judging begins at 11am, auction starts at 3pm and trophies awarded at 4pm. For more information call Jack Clark (301)725-3442.

Admission is \$3 per adult.

GUNSTON HALL CAR SHOW

Sunday, September 11

The Gunston Hall Car Show is held near Lorton, VA. All types of cars manufactured before 1970 will be displayed on the grounds of George Mason's plantation. Take the family out for a Sunday drive and surprise them, give them some variety and a history lesson. Call (703)550-9220 for more information.

Admission is \$3.

BACK TO SCHOOL DRIVERS SCHOOL

SUMMIT POINT RACEWAY, SUMMIT POINT, WV

Saturday, September 10

Time: 8am

After two hot months of Summer, you need something to help you forget the sweltering heat in Metropolitan DC. The perfect escape is a Drivers School at Summit Point Raceway, nestled in the scenic mountains of West Virginia.

There has been a minor change in the price schedule for this and future schools, the cost to BMW CCA members is still \$80, but the cost for non-members is now \$100. As usual the tuition includes a catered lunch. Registration will be on a first-come, first-drive basis for Club members driving BMWs. Club members who wish to drive non-BMWs, and non-members may submit their applications which will be held until two weeks before the school and then processed in the order in which they were received. An application is included in this publication, complete it and send it to Mark Yaworski, whose address is on the application.

Kay Heatherley, who served as registrar for many years, has retired from that position and plans to spend the extra free time in leisure activities such as sleeping, eating and breathing (Kay is a very busy lady). Thanks Kay, for a job well done.

Volunteer workers are welcome and rewarded with a free lunch, please let Mark know if you plan to be a worker to facilitate planning the event.

Spectators are always welcome. If you want to come and watch and would like to enjoy lunch, the cost to non-participants is \$8 and reservations must be made in advance.

HOT SHOE DRIVERS SCHOOL, Summit Point Sunday, September 11

Time: 8am

After a few years hiatus, the Hot Shoe Drivers School makes its return. This school is a drivers education event for experienced drivers school students only. Instead of spending time concentrating on learning the line around the track, how to brake, etc. the day is spent refining the students' skills and working on more advanced driving techniques.

As with the September 10 School, the cost to BMW CCA members is \$80, but the cost for non-members is now \$100. As usual the tuition includes a catered lunch. An application is included in this publication, complete it and send it to Mark Yaworski, whose address appears thereon.

Since this school is for experienced drivers only, students with experience from only one or two schools need not apply. There are automatic qualifications for admission and the Drivers School Coordinator reserves the right to reject the application of any student who he believes lacks the experience level necessary for Hot Shoe. Final decisions concerning the qualifications of any student will be made by the Chief Instructor.

A free lunch is provided for volunteer workers who are most welcome as are spectators who should make advance reservations at \$8 per person for lunch.

BAVARIAN INN TOUR, Sunday, September 18

Time: Meet at Greenbrier Center at 9:30am

One of the most popular and fun-filled Club events will again take place in the Fall, and that is the tour to Shepardstown, West Virginia, where Club members gather each year for festivities at the charming Bavarian Inn. The tour, plotted by Tourmeister Bill Via, takes you along beautiful back roads at your own pace with easy-to-follow directions. When you arrive at the Bavarian Inn you will find the Club's reserved tent. The Club will pay for lunch (beverages excluded) for the first fifty registrants. So register soon by calling Terry Forrest at (202)397-8541. Bring the whole family!



BAVARIAN DAY, Sunday, September 25 BMW Excluservice, Rockville, MD

Time: 11am - 4pm

Lothar Schuettler and Franziska Baas will once again be our hosts at this, the fourth annual Bavarian Day held at Excluservice in Rockville. In appreciation for your patronage, they are again bringing a little bit of Bavaria to us in the form of music, food and beer and all Club members, their families, guests and prospective members are invited to the festival. Of course to clinch the atmosphere, there will also be plenty of Bavarian cars around for you to inspect and enjoy. This has always been a well-attended, enjoyable event, so come on out and join us and meet some fun-loving friends in a relaxed atmosphere.

A nominal charge will be asked for delectable German delicacies and proceeds will be given to Childrens Hospital.

Directions: From I-270 take Montrose Road East to Rockville Pike, cross straight through the intersection and you're on Randolph Road. Go to 3rd traffic light and turn left onto Parklawn Drive. Go through two traffic lights then look for the blue and yellow BMW Excluservice sign straight ahead and to your left.

The address at Excluservice is 12200 Parklawn Drive, Rockville, MD and the telephone number is 231-5400. See you there!

Directions:

The tour begins from the Greenbrier Shopping Center where you should arrive by 9:30am to collect your route sheet and lunch tickets. From the Capital Beltway in Virginia, take I-66 west to Rte. 50 west, the shopping center will be 4 miles on your left. We meet behind the Roy Rogers restaurant.

*Photo by
Raine Mantysalo*

President's Message

My column is going to be a little shorter than usual this issue. I've been swamped at work, am about to settle on a new house we've built, and will have an addition to the family by the time you read this. So please excuse my brevity.

SHORT BUT SWEET; is this summary of our Chapter's status. In general, I'm pleased that we're continuing to see new faces at all of our events. On the other hand, I've still been largely unsuccessful in enticing new members to the leadership ranks. Time is running out. Some of you will be called, and I hope that you will respond favorably to our requests for assistance.

A NATIONAL EVENT will take place here next year. We've been selected to host the 1989 National Meeting. It will take place in March, and will encompass a local event, along with a meeting of the National Board of Directors. Stay tuned for further details.

A FAMILY AFFAIR is the theme that I'm trying to instill into our Club. We've tried to do more things for families that include not only 'significant others' but kids as well. We will not survive in this era of high tech, high pressure, high price, by continuing to do the same things that were successful for us in years past. To address this, we've started some new traditions that we hope to continue for awhile. Look for more socially oriented events, and things that have no specific car orientation. That does NOT mean that we will ignore our roots. On the contrary, I for one (and most of the active participants, and yes this is a hint) thoroughly enjoy the "grass roots" events that have typically been the most popular. But, we also realize that it may take awhile to initiate some of our new members into that fold. Not only that, but we DO want to have an organization that can be enjoyable to both spouses or partners. The only way I can think of to ensure this is by altering our focus somewhat.

GOOD PEOPLE ABOUND in the Club. One of the nicest complements I can think of is that my wife Angela and many other non-fanatics have made a number of good friends, and are fully supportive of our activities. The point is that we've both made a number of good friends in the Club, and that's really nice.

LADIES NIGHT. While sitting here writing this column, I was reminiscing about some of the more successful events we've had this year, and how we're trying to involve more people. In our last board meeting we discussed running a poll to get the opinions of our female members. It might be more fun to have a Ladies Night, where we get the solicited views and opinions in person, with a chance for interaction. We DO want to make this a Club for ALL members, so ladies, if you're interested, CALL and say so. We'd love to hear from you!

That's about all for now. See you soon...

Cory Laws

From the Eds

To Do-It-Yourselfers and Potential Shade Tree Mechanics...

Working on your own car is one of those experiences which can be a lot more rewarding with a little help from you friends. And that's just a part of what the BMWspaceCCA is all about. In this spirit, special thanks to TISCHER BMW for making their shop, as well as some of their pros, available for a Do-It-Yourself tech session last March. (Photo below)

In the same spirit we hope you enjoy in *dB* the written help of fellow amateurs, sharing their experience. There is a psychological reward to *taking the responsibility* for keeping your car fit. When you do your own work on your Bimmer you are taking upon yourself *a very serious responsibility* to do it right, and to do it safely. If you are new to this sort of thing, just as before beginning a rigorous exercise program, you'd be advised to consult your physician, you'd be wise to get a little help, professional or at least very experienced.

In *Zen and the Art of Motorcycle Maintenance** there was a lot more to learn besides the procedures themselves; in fact the book never really discussed procedures, or for that matter, Zen, at all. BMWs are beautifully built machines and there is pleasure to be gained (ie. earned) in learning about and working on a beautiful machine. When you work on your own car you'll find your man-machine interface extending beyond its cockpit ergonometics, even beyond its performance characteristics. If you're into it, or think you might be, "we're here to help".

The Eds

*In this work, two bikes are ridden cross country. Their riders have differing philosophies about life, and in particular, about maintenance of their machines. Unfortunately, the anti-technology, I-don't-want-to-even-think-about-it rider, rode a BMW....precisely *because* he felt that it would give him the least trouble.



Club members' cars decorate the shop at TISCHER BMW during a Do-It-Yourself session earlier this year. The space is greatly appreciated, thanks!

Photo by Raine Mantysalo

Over the River and Through the Woods

On Saturday, March 31, all roads led to the Wintergreen Resort in Wintergreen, Virginia. Tourmeister Bill Via had set up a truly beautiful tour route of approximately 145 miles. I cheated and left Friday afternoon, planning to take full advantage of what promised to be a great weekend. All during the drive to Wintergreen I was looking for the usual airborne "gotcha" that Bill seems to always weave into his routes. Had a close call once, but no cigar.

I'd never been to Wintergreen before. I'm a fairly good recreational skier, and had developed an unfair and unfounded opinion of the local ski areas. What I failed to consider is that there's more to a slope than its vertical drop.

Driving into the Resort, the air was quite brisk at about 50 degrees, but I was struck by its freshness, and just couldn't put the window back up after talking to the gatekeeper. However, on the 2-mile climb to the lodge, Angela made it clear that what I considered brisk was in fact freezing, and I reluctantly shut out the mountain scents.

Wintergreen is unusual in that the lodge and the rest of the facilities are at the top of the mountain. There is a large complex of condominiums as well as the main lodge. Despite our request for a king-sized bed, we were originally shown to a room with two doubles. At my size, I don't fit well in doubles, and we requested another room. To our pleasant surprise, we ended up in one of the condos, complete with fireplace and all amenities a mountain hideaway should offer. (*Eds. let's see, March, April, May, June...nah, doesn't work...*)

Although the group was small, we did have a good time at Wintergreen. The biggest problem was that there was not enough time to fully enjoy the surroundings. Located amidst over 10,000 acres in the Shennandoah's, the physical sights are in stark contrast to the usual fare we see in the metropolitan area. I managed to do some walking through the woods, and drove a number of scenic switchbacks. Also found that the antiquing in the area is enough for all but the most serious buff. We stopped at about half a dozen places and ended up buying an old trunk that we plan to restore and use for quilt and comforter storage.

The main group activity was a dinner Saturday evening. We had reserved a section of the restaurant, and had a good time. After filling ourselves on the excellent cuisine, we parted for our separate quarters, making plans to meet one last time at the pool after breakfast. A good swim, jacuzzi and sauna refreshed the senses. Afterward, we said our good-byes and headed off for tennis, a Jeep safari and more antiquing.

We will probably repeat this next year. At the minimum, I'll be going back. I will encourage you to come along. You'll be glad you did.

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Autocross School

I had never been to an autocross before but had read about them so much in *der Bayerische* it sounded like something to try. There were two big questions in my mind. One, since I had never been to a Club happening before, would I be welcome? And two, since my car was totally stock, would it be able to run? It turned out I had been worrying needlessly because everyone there was very friendly and a BMW stock condition can be driven pretty hard and actually beat some cars with expensive add-ons.

At first the 20 some students were split into two groups. My group was given about eight tries on a short course the featured two runs through a slalom, just like a ski race. The instructors, Woody Hair and John Hartge, wrote our times on a card and offered tips on what we were doing wrong. Mostly they watched but twice they rode with each student. Almost all of my times were an improvement from the previous run.

Next we switched to the other course to learn how to do a "skid pad", a circle about fifty feet in diameter. Cory Laws, president of the Club, and Gary Toyama gave us instruction.

I thought I was a good driver before this school, but my ability to go faster while maintaining control increased all morning. It was great fun too! After each group had run both learning sections, the slalom and skid pad were made a part of one long course. Even though we walked around the course first, it was hard to know which way to go until I had done it a few times. I think the instructors and a black 320i driven by one of the students named Bill Shook had the best times.

George Thompson



Sailing Wing-on-Wing two Gull Wings compete at the Deutsche Marque Concours.

Photo by David Sossamon

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Great Door Prizes at Maifest

Scott Coulter from the Tysons Corner branch of Merchants Tire, generously donated four Yokohama tires as the grand door prize. Any type or size desired - a potential \$800 windfall! Jay Miner was the ecstatic winner. Thank you Scott, for you support. Approximately sixty door prizes were donated to our Club for Maifest, all of which were greatly appreciated.

Item	Donated By	Winner
Case oil + 2 filters	J&F Motors	Max Rodriguez
ditto	ditto	B. Coopergerg
ditto	ditto	Jan Blaise
ditto	ditto	Al Zavala
2 oil filters	ditto	Lori Rodriguez
BMW Parking Sign	ditto	Bob Crain
M3 poster	ditto	Russ Parise
L6 poster	ditto	Woody Hair
3257S poster	ditto	Adam Koons
Key fobs	MaxLor	John Dassler
ditto	ditto	Larry Masten
ditto	ditto	Dwight Derr
ditto	ditto	Chris Leeper
Wheel cleaner	ditto	Lynn Phillips
ditto	ditto	Les Adams
Wind deflector	ditto	Cory Laws
Ferodo pads	ditto	Raleigh Neville
BMW CCA mug	NCC	Lynn Howser
ditto	ditto	Jack Chandler
License plate frame	Tischer BMW	David Ford
ditto	ditto	Kevin Elion
Front end alignment	Excluservice	Mark Cohen
Oil & filter change	ditto	Jane Verba
\$50 certificate	Quality Car Servs	Richard Faraguet
\$100 certificate	ditto	Mark Yaworski
Oil & filter change	ditto	Susan Goderstead
\$100 certificate	TUV Engineering	Keith Parker
ditto	ditto	Les Adams
ditto	ditto	Robin Moltrey
ditto	ditto	Bob Neville
Motronic Comp. Mods	ditto	Gary Green
ditto	ditto	Paula Green
M-style gloves	Martens BMW	Richard Jolin
M-style cap	ditto	Freida Alexander
ditto	ditto	Fran Parise
Sweatshirt	Evergreen Motors	Jack Alexander
M-style shirt	ditto	John Hartge
License plate frame	ditto	Randy Williams
M-style watch	BMW of Fairfax	Chris Elynn
ditto	ditto	Sam Movltrie
Hella headlamps	Radial Tire	Joella John
Front end alignment	NTW	Kathleen Kimpel
\$50 certificate	Auto Therapy	Doug Carlock
ditto	ditto	Scott Coulter
BMW sweatshirt	VOB BMW	Terry Luxford
ditto	ditto	Pat O'Brian
ditto	ditto	Stacy Koons
ditto	ditto	Pat Skehan
ditto	ditto	Bob Flynn, II
Tote bag	ditto	Ron Blaise
Tire guage	G.W. Motors	Mandi Lisbona
BMW cape	ditto	Tom Burba

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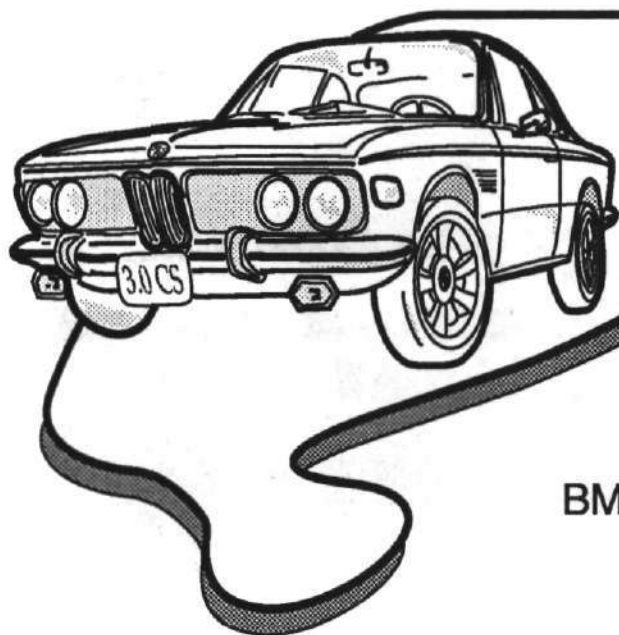
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MAIFEST

SUMMIT POINT RACEWAY

MAY 28-29, 1988

BMW CCA NATIONAL CAPITAL CHAPTER

(T-Shirt design by Andrew Short)

Special thanks to the Maifest organizers, instructors and volunteers

Photos by Adam & Stacy Koons

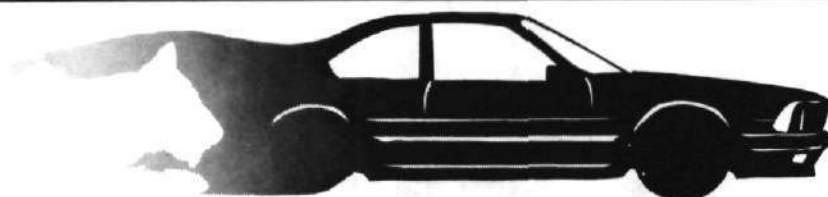


**Deutsche Marque Concours
at the German Embassy,
May 15**



Photos by David Sossamon

At the time of going to press the Eds. had not succeeded in acquiring a list of the winners of the Concours; we do still however extend our congratulations and hope that the satisfaction of being the best will suffice for now. Thanks to all the entrants, organizers and the Embassy for all their effort and sweat which made for a delightful day of envy and entertainment.



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Competition Corner

In the IMSA Firehawk 6 Hour race at Summit Point on May 21 there was one lone BMW (a 325is) among the 60 some entrants. The New York-based LeTeam Racing BMW was driven by Yves Coleon, Alan Freed and Richard O'Neill. It qualified 7th and ran as high as 2nd place during the first half of the race. Despite a slick track and puddles at several apexes, the almost stock Bimmer was turning consistent 1:37s and a best lap of 1:35.4. With a little more than one hour to go a non-stock front sway-bar mount broke and the resultant handling problems dropped lap times to the 1:42 to 1:44 range. It finally finished 4th in the Sports class and 8th overall. Three '88 Honda CRX Si's that also run in the Sports class finished 1-2-3 and four Touring class VW GTI 16Vs were 4-5-6- and 7. I talked to LeTeam's crew chief after the race and he is very optimistic about the 325's chance of winning the Sports class in the Watkins Glen 24 Hour Firehawk, June 11-12.

No BMWs ran in the International Sedan race on Sunday.

Talk About Leaving Yourself Wide Open....

Rustbucket II, right, after taking a blow on the rear during the 15 lap MARRS II race May 1st, attempts to regain a position. Below, the rest of the pack, made up of enthusiasts from more than five regions in the mid-Atlantic area, come zipping through the carousel at Summit Point Raceway. Photos by Raine Manhsalo



LeTeam's 325is reflects a wet Summit Point track.

Photo by Woody Hair

A Mercedes 190E 2.3/16V finished 5th behind three Mazda 323s and an Acura Integra, but was disqualified for using illegal gear ratios. I understand a 325is ran in the IS race the next weekend at Lime Rock but was not competitive.

Due to the poor track conditions the hot GTO cars started out doing 1:30 laps in Saturday morning's qualifying session. After the 6 Hour Firehawk the track was in better shape Sunday morning. Scott Pruett's Merkur was the top qualifier with a 1:13. The Jack Roush built XR4Ti seemed flawless during the race and won by 31 seconds over teammate Pete Halsmer's identical car. Chris Cord was third in a Dan Gurney Toyota and Wally Dallenback Jr took fourth in a Prototab built Corvette. Pruett was timed at 169mph on the main straight compared to the Vette's 156.

In addition to the mud and puddle problems, the drivers (and tire engineers) had to contend with the knurling and asphalt that one reporter described as "slippery and smooth as marble polished with STP". Perhaps it is time to resurrect the 1982 "Pave the Point" campaign.

The May 1 SCCA Regionals (MARRS) provided good Bimmer watching with Jim Harrison's GR3 2002, nine Improved Touring 2002s and one IT 320i. The ITB race was a wire to wire win by Jim Epting's red #68. Other 2002 pilots finishing 2nd through 5th were Eric Bucher, John Weaver, Gary Green and Ed York.

SPEED SHIFTS - After the first two DC Council championship autocrosses our BMW Club team stood in 5th place. We did not field a team May 22 due to the conflicting IMSA races. Cory Laws' 535i has a first and second in E/Street Prepared class.....You may have seen Dave Labovitz's M5 at some of last year's drivers schools and autocrosses. This year Dave is part of a 2-car team of Morgans competing in the SVRA's vintage races around the country. These vintage sports cars will be at Summit Point August 6 and 7.....The last issue of *dB* had part of a sentence missing from the story about the Rosebud rally: it was Jerry Culik who was driving the third BMW (a 2002) with Jim Beck navigating (*Eds. Sorry about that guys*).....The latest rumor concerning BMW's return to Formula One has them buying the contract of Ferrari's current chassis designer, John Barnard. Thus by 1990 they should have their own chassis powered by a 3.5 liter V12. Mercedes and Porsche are also considering Formula One involvement. **CRUNCH**

Woody Hair

Competition Corner CALENDAR

July 9	NCC Drivers School, Summit Point, WV
July 10	Branded Club Rally, Gaithersburg, MD
July 16-17	SCCA Regionals, Summit Point, WV
July 17	NCC Autocross, Landover Mall, MD
July 17	United Cerebral Palsy Rally, Gaithersburg, MD
July 23-24	CART Indy Cars/Trans Am, Meadowlands, NJ
July 24	Lotus Club Champ. Autocross, Cap Center, MD
July 31	SCCA Championship Autocross, Cap Centre, MD
Aug 6-7	Vintage Sports Car Races, Summit Point, WV
Aug 6	Trans-Am, Lime Rock, CT
Aug 7	Branded Club Rally, Gaithersburg, MD
Aug 13-14	IROC/NASCAR, Watkins Glen, NY
Aug 13-14	SCCA Nationals, Summit Point, WV
Aug 14	Morgan Club Rally
Aug 21	SESCA Championship AC, Capital Center, MD
Aug 21	CART Indy Cars, Pocono Raceway, PA
Aug 28	AJSTC Petit GP Autocross, Ft. MEade, MD
Sept 3-4	CART Indy Cars/Trans-Am, Mid-Ohio
Sept 3-5	SCCA Double MARRS regionals, Summit Pt, WV
Sept 3-5	IMSA GTO/GTU/Firehawk GS/S/T, Lime Rock, CT
Sept 10-11	NCC Drivers School, Summit Point, WV
Sept 11	Porsche Club Champ. Autocross, Cap Centre, MD
Sept 11	NASCAR, Richmond, VA
Sept 18	NASCAR, Dover, DE
Sept 24-25	IMSA GTO/GTU/Firehawk GS/S/T, W. Glen, NY
Sept 25	USCC Championship Autocross, College Park, MD
Sept 25	CART Indy Cars, Nazareth, PA

Council Hotline
301 681-5612

An Unnatural Phenomenon

On Sunday afternoon of the Maifest drivers school I was setting up for Turn 8 when I noticed a most unusual flag being displayed by one of the corner workers. I have seen many yellow caution flags in my time and, unfortunately, several red flags, however this appeared to be a white flag with a black crescent.

I remarked about this unknown flag to Redeye who was my passenger at the time. Redeye explained that on the previous lap the corner worker must have noticed a hand with a prominent middle finger extending from the passenger window. Thus what I saw was not a flag at all, merely an early afternoon West Virginia moon.

Woody Hair

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Membership Report

In 1981, the National Capital Chapter had 650 members and was fourth largest nationally. Today we have over 1,750 members and currently are #1. We achieved this figure in part thanks to Bill Ross and others who volunteered to serve as liaisons with repair/dealer facilities. By having applications conveniently located where prospective members buy and service their BMWs, the greatest exposure is possible.

If you currently patronize (spend money) at one of the facilities listed, and wouldn't mind dropping off a few applications, please call. Let's fill these vacancies!

I have a supply of the Red Applications, like the one found in the *Roundel*, to distribute to liaisons and facilities. So call me at my office, (703)847-9660 or catch me at home, (703)527-3234 but please not after ten in the evening.

Remember too the membership drive and contest. Think of the prizes and sign 'em up!

Gordon Kimpel

Shops and Liaisons

Apple BMW	John Fowler
BMW of Fairfax	Steve Haygood
Brooks	Dwight Derr
Evergreen Motors	-
Heishman	John Hartge
Martens	-
Genderson	Chuck Shear
Tischer	Raine Mantysalo
Coach Works	-
VOB	-
Russel	-
Schwing	Dwight Derr
Auto Therapy	Don Miller
Autoy	-
Excluservice	John Hartge
Autobahn Motor Works	Andrew Short
J&F Motors	Woody Hair
TUV Engineering	Max Rodriguez
Potomac Motors	-
Autobahn(Baltimore)	-
Radial Tire	Kay Heatherley
Quality Car	Les Adams
Kraftwagen	Cory Laws
Kirsten Motor Werkes	Jonathan Jones
NTW	-

Membership Contest

OK, here's the rules, short and simple. We're having a membership contest to last from now till the Annual Dinner in November. The person who signs up the most new members will receive their choice from a few great prizes (how does dinner for two at *LaBonne Augerge* sound?) This is just an example of the type of prizes we plan to offer. There will be others, and all will be listed in the next issue of *der Bayerische*. Besides the top dog honors, there will be random drawings of all those who bring in new members during the contest period. To win, all you must do is sign up a new member. To get credit for this, you must put your name on your applications as a referral. Membership number is also helpful, but not required.

SIGN 'EM UP!

In memorium

The National Capital Chapter would like to express its sympathy to long-standing members and supporters, Tom and Sue Baruch upon the death of Tom's father, Edward Michael Baruch, 1903-1988. Mr. Baruch senior, from NW Chicago, was a vintage bicycle afficianado. He once trained to be a professional brewmeister and also had a great appreciation for German cars. Mr. Baruch is survived by another son, Gerrard, of Oxon Hill, MD, to whom we also extend our condolences.

September Drivers School

A P P L I C A T I O N

Summit Point, West Virginia

Saturday, September 10

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. It is your responsibility to ensure your vehicle is safe.

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 _____

Drivers School Cost: Club members, \$80 per driver

(includes lunch) Non-members, \$100

Non-

Drivers:

Please indicate number attending and fill in names and telephone numbers.

_____ I/we will arrive at 8 am Saturday to help and will enjoy a free lunch.

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

NAME _____ Home Phone _____

Mail to:

Mail this application to the Driving School Coordinator, Mark Yaworski at 17567 Kohlhoss Road, Poolesville, MD 20837. Make checks payable to the *National Capital Chapter, BMW CCA*, and include with the application. If you have any queries you can reach Mark at (301) 972-8237. *Please enclose a self-addressed, stamped envelope with this application to ensure prompt receipt of your registration material.*

☐ Check if attending Sunday too and fill in application on reverse as well.

Hot Shoe Application on Next Page

Hot Shoe Drivers School

A P P L I C A T I O N

Summit Point, West Virginia
Sunday, September 11

Drivers:

NOTE: For this school each applicant must have completed at least three approved drivers schools. If two of you are driving the same car, please both fill out this application form. Photocopy where necessary. All cars *must* have Tech Inspection performed by qualified service facility prior to arrival at the track. It is your responsibility to ensure your vehicle is safe and properly insured.

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 (3 prerequisite):

Driver 1 _____

Driver 2 _____

Drivers School Cost: Club members, \$80 per driver
(includes lunch) Non-members, \$100

Non-

Drivers:

Please indicate number attending and fill in names and telephone numbers.

_____ I/we will arrive at 8 am Sunday to help and will enjoy a free lunch.

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

NAME _____ Home Phone _____

Mail to:

Mail this application to the Driving School Coordinator, Mark Yaworski at 17567 Kohlhoss Road, Poolesville, MD 20837. Make checks payable to the *National Capital Chapter, BMW CCA*, and include with the application. If you have any queries you can reach Mark at (301) 972-8237. *Please enclose a self-addressed, stamped envelope with this application to ensure prompt receipt of your registration material.*

☐ Check if attending Saturday too and fill in application on reverse as well.

Saturday Drivers School Application on Previous Page

'88 Calendar

BMW CCA NATIONAL CAPITAL CHAPTER

JULY

Saturday 9
Sunday 17
Saturday 23

July Drivers School*
NCC Autocross*
Crab Feast*

AUGUST

Monday 1
Saturday 6
Monday 22 - Friday 26

Der Bayerische Deadline
Wagonworks Tech Session
BMW CCA Oktoberfest
Genesee Valley, NY

SEPTEMBER

Saturday 10
Sunday 11
Sunday 18
Sunday 25

Drivers School, Summit Point
Hot Shoe Drivers School, Summit Pt.
Bavarian Inn Tour
Excluservice Bavarian Day

OCTOBER

Saturday 1
Saturday 1 - Sunday 2
Sunday 9
Saturday 22
Sunday 23
Friday 28

Der Bayerische Deadline
Blue-Gray Corral, Summit Point
Championship Autocross
Do-It-Yourself Tech Session
Winery Tour
Halloween Party

NOVEMBER

Saturday 5
Sunday 6
Friday 18

Highway Safety School
Drivers School
Annual Dinner

DECEMBER

Thursday 1
Friday 16

Der Bayerische Deadline
Wine and Cheese Party

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...From the Bimmer's Boot

Taken from *der Bayerische Brief*,
newsletter of the Genessee Valley Chapter.
Geoff Helfond, author

Place: Summit Point Raceway, West Virginia

Time: March 26-27, 1988

The car was ready. The crew consisting of Carol, #2 son Jason and my budd, Pete from Michelin Tire, was ready. The driver was well, after a winter of Pself-Psych, a bit nervous, and a lot wired. The fact that my crew didn't lynch me during the weekend is a testament to their sanity and self control.

Saturday was cold and wet. Early in the morning instructor and students were assigned. It averaged out to two students per instructor.

Kay Heatherley was my instructor. She races a Honda CRX-Si in SCCA SSB. Kay's other student had been racing for a while so she spent more time with me than with him. The first order of business was a check out of the Rabbit. This was so she could better instruct me by knowing what the car was capable of doing. Next we talked about me and my racing. One statement I made would come back to haunt me

by Sunday afternoon.

"I'm not interested in winning, I just want to get out there and run."

She asked me what I thought my biggest problem was and how I intended to cure it. That was simple: braking too soon and early apexing (chickening out in the turns).

We agreed to work on that slowly after I had become familiar with the track. She pointed out entry and exit points during a drive around in her car. Then it was my turn.

We were 15 to 20 minutes on the track, then park the car, rush to the debriefing (which is a nice way of saying "Now we are going to ream you good for all the stupid things you did out there"), and then off with the instructor for more problem solving.

The instructors stood at the corners and rated each car as to speed, braking, entrance and exit and passing. And let me tell you they were not kind when you screwed up. Praise was given when deserved, but on Saturday there wasn't a lot of it.

I was able to sort out most of the turns and the Eksten repared Rabbit handled like a dream. The new limited xip and 4:53 final drive got me through the turns very well. The problem was turn #1.

Turn 1 lies at the end of a 3,500 foot straight the last third

continued on page 21

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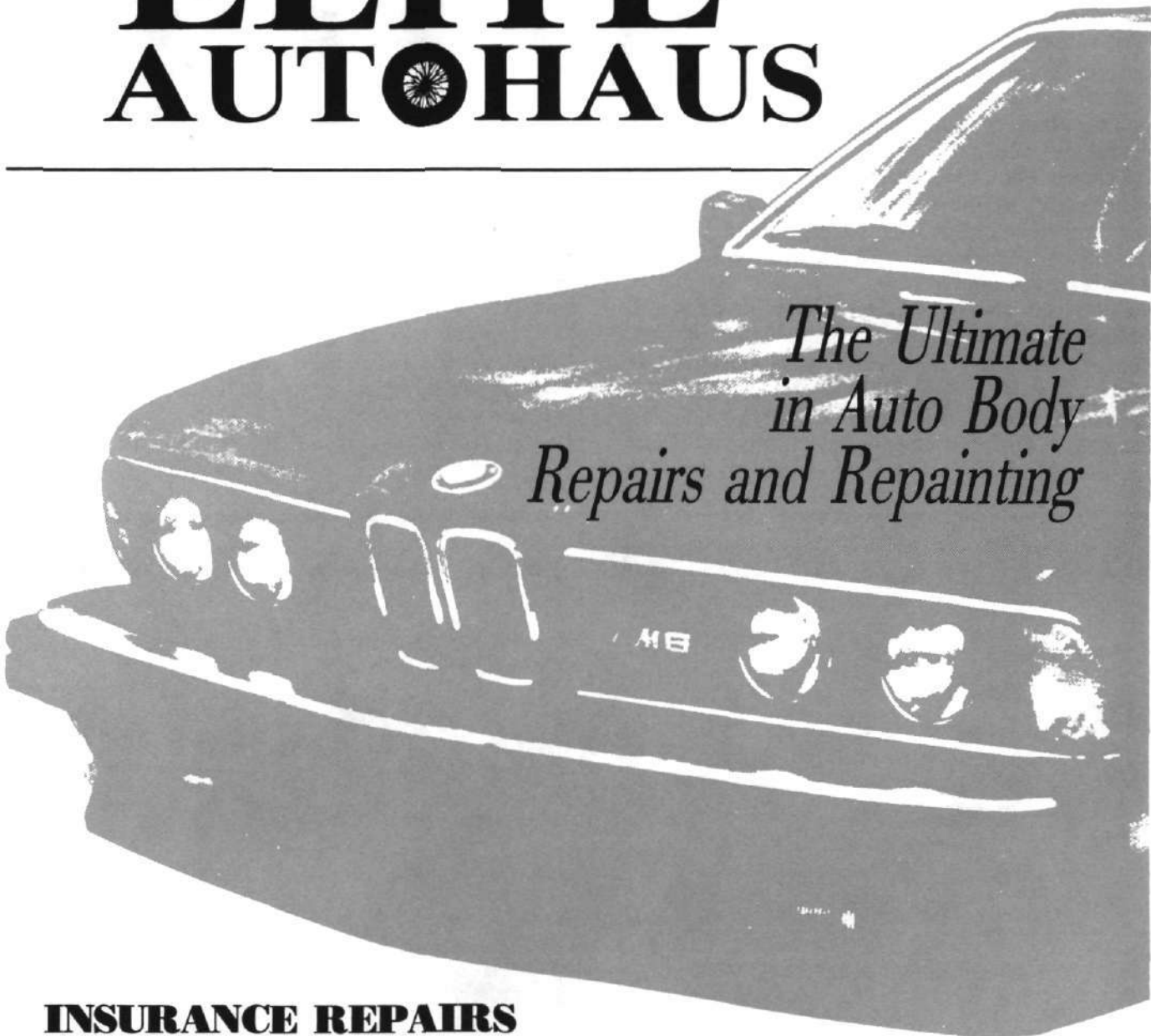


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Bimmer Boot *continued from page 19*

of which is slightly downhill, so speeds were quite high at the end. Needless to say I was braking early and going too slow. Kay was very patient with me on Saturday, but our conversations always ended up on Turn 1.

Sunday the kid gloves came off. After the second run we got into her car and went out to the dreaded turn. We stood and watched, walked and talked, analyzed and discussed as the instructor drive around was going on. To make a long story short her final statement boiled down to, if I wasn't going to do it here and now then I might as well pack up and go home. The Gauntlet had been dropped. Did I have what it took?

The run off area at #1 was very user friendly, a fact that Kay had pointed out to me very sternly. As I sat on pit row waiting to go out, I had a long talk with myself about my racing future. The entrance to Turn 1 was reviewed and analyzed over and over.

The first lap was for warming up the car and settling myself down. Lap two had heavy traffic in #1 so I wasn't able to make an attempt.

Lap three was the one! I passed a slower car coming down on the straight and had a clear track ahead. I checked the gauges, readjusted my shoulder and seat belts. Here came #1.

I kept my foot to the floor as the corner markers clicked by. 5...4...3...2... I hit the brakes, too much speed.

I don't know how many times I went around but I sure kicked up a lot of mud. I gathered myself together, looked for a course worker and was waved back on to the track. The ice had been broken, now could I do it right.

It took me four more times, but I finally got it right. After the session, I didn't know whether to laugh or cry, so I did both. In fact Kay and I did both. I don't know which one of us was more excited.

My lap times reflected my new ability to "Race". Dropping from the mid 1:50's to the mid 1:40's. I became fairly consistent at 1:45 and during the race on Sunday afternoon, I did a 1:42 so the weekend was a great success.

Oh, speaking of the race, I finished eighth out of thirty six and second in class. Got a trophy too. Thanks Kay.

M3 Evolution Announced

In an effort to keep up with Ford's revised Sierra Cosworth RS500, BMW will build 500 M3 Evolutions as allowed by FISA's regulations for Group A racing. Introduced at the Turin International Motor Show, the street version features a larger front air dam, an overhanging rear wing, and fender flares suitable for the standard 255/45VR16 tires. The engine, with a revised head and intake manifold, now produces 220 horsepower. In Group A racing trim, the M3E is rated at 300bhp at 8,000rpm and is expected to use 18 inch diameter wheels.

At the same time BMW showed a new 320iS: a standard 3 series 4-door body with a destroked (2 liter) M3 engine rated at 192bhp. No word of prices or export plans.

(Source: 27 April '88 Autocar, contributed by Woody Hair.)

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Bleeding Brakes

by Rustbucket

In our last episode, we learned how easy it is to change the brake pads in the 2002 and 320i. With that important task mastered, it is time to move on to an equally important maintenance routine: bleeding the brake fluid. Brake fluid is the blood of the cars braking system. Under pressure (caused by the pedal action on a "master cylinder") the fluid actuates the pistons in the front calipers, and the "slave cylinders" in the rear drum brakes. It's really just a pump.

There are several reasons for performing this task. Brake fluid gets old. It is hygroscopic; that is, it absorbs water. Eventually, it can cease being the efficient lubricant and corrosion preventative that it is when new. Corrosion will accelerate wear in the moving parts, and water can boil in hot braking situations. That makes the brakes go away. Also, air bubbles gradually insinuate themselves into the system, resulting in a mushy pedal and compromised braking power. Although the factory may recommend annual brake bleeding, for more aggressively driven cars I recommend bleeding the front brakes every three to six months, and the rears about half that frequently.

If excessive corrosion or soft pedal is a recurring problem, by all means do it more often. You will become quite proficient; my faithful crew bleeds the race car's fluid two to six times a day. It takes only five minutes.

There are a few minor distinctions between the front and rear, and the 320i and 2002 brakes. We will bleed the 2002s, and tell you the differences for the 320i, which is actually much simpler.

To bleed your brakes you will need only a few tools and

materials: 7mm box-end ('closed') wrench; 2 feet or so of clear 3/16" (inside diameter) plastic tubing; a container for the old fluid; *Eine Freund*; Fresh brake fluid (Rustbucket uses DOT 4).

Now let's begin. Jack up the car, rest it securely on jack stands, and remove the wheels you are going to be bleeding. You may jack up one wheel at a time, if you wish. Start with the wheel furthest from the brake fluid reservoir, and finish with that closest. In the case of our middle-aged Bimmers, that means 1: Right Rear, 2: Left Rear, 3: Right Front, and 4: Left Front.

Be sure to keep the reservoir topped off during the procedure. If you get air in the system, you have to start over.

The pictures show the bleeding of the left front 2002 caliper. Each has three bleed screws (that little nipple thingy with the wrench and tube over it). If your car has been well tended, you will find a tiny rubber boot over each screw, that you must first pull off. On the 320i, the front brake calipers have only one bleed screw. Much easier! On both models, the rear brakes are equipped

with just one bleed screw. It's inboard at the top of the rear hub assembly.

As you follow the sequence described in the text and refer to the pictures, keep in mind the order in which you bleed the 2002s front brakes: Top Outside, Middle Inside, Middle Outside. Turn the steering wheel to afford easy access to the screws.

Now let's begin. Set up each bleeding like the picture above. Use an empty container to catch used brake fluid. *Watch out!* brake fluid dissolves paint, cloths, Earth...it's



nasty stuff.

Put the closed end wrench over the bleed screw.

Put the clear tubing over the screw and the other end in the catch-jar.

1, 2 & 3) With the wrench first placed upon the screw, the tube fits neatly over it and holds the wrench in place. Start with the first bleed screw.

This is the procedure for bleeding a screw:

a) Have a friend (sitting in the drivers seat) hold the brake pedal down as far as it will go;

b) When (s)he says 'go', open the bleed screw; that is, turn it counter-clockwise a half turn or so;

c) Observe the fluid as it passes through the clear tubing and into the catch-jar. Look for air bubbles, discoloration or particles. Any great amount of these may indicate the need to do further research or maintenance. As the fluid is pumped out, your friend will feel the pedal go all the way to the floor. DO NOT let them release the pedal yet;

d) After the fluid stops flowing, close the screw. Turn it clockwise firmly, but not too tight. You do not want to damage the bleed screw;

e) Tell your friend 'ready', so that he may again gently release the brake pedal, and *press it again*;

f) Now you're ready to repeat the procedure. Bleed each screw until the fluid runs clear of bubbles or contaminants.

4 & 5) The inside screw is the next to be bled.

6 & 7) Last, the middle outside screw.

Periodically check you brake fluid reservoir (which should remain uncapped during the entire procedure) to keep the fluid level above minimum!

Bleed the remaining wheels. When done, top off and recap fluid reservoir. And before driving the car, make sure your brakes work.

That's it! You're done. Easy, wasn't it?

More on Brakes

Last issue we ran an article on changing your own brake pads in your 2002 or 320i. Here are a few more pointers on this procedure...

1) **Rotors** - these should be checked for scoring, rust and wear:

Scoring: scored rotors will accelerate pad wear. Look at both sides of the rotors; this is not a uniform condition.

Rust: rust on the pad contact area of the rotor, including a small band at the inner or outer edges, will effectively reduce the braking force available. A 'print' of the pad on the rotor surface in rust (sometimes just an outline of the pad) will produce a shudder and reduce the available braking force. Rust is also not necessarily uniform, so look look at both sides of both rotors. It is not unusual if the car has sat for a while to see the pad print on the rotor outlined faintly in rust. Don't panic. It's easy to remove.

Thickness: if the above conditions are O.K. but the rotors are too thin, their ability to operate without 'fading' brake sensations under hard to moderate usage is gone. Your repair manual will give you an acceptable range for the thickness, which should be measured with a micrometer.

2) Before pushing the caliper pistons IN, make sure that you have unscrewed the cap of the brake fluid reservoir in the engine compartment.

3) If your car has **brake-wear sensors** in one of the pads (you'll see it by the wire attached to it), unplug the sensor, inspect for wear and plug it back into the new pads (replacing it if bad).

4) Before driving away, **pump the brakes** several times to let all the parts 'settle' (eg. those pistons you pushed all the way in). Not a bad practice, in general, to make sure you have brakes before going anywhere, anyway!

Any queries? Call a Club tech rep. We're here to help.

Note: The article on bleeding brakes describes a basic procedure. There are reasonably inexpensive tools (ie. a vacuum bleeder) that can make this an even easier, one person job. Give Max a call for more info, if interested.



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For those into leather...

Are you an owner of a BMW with leather interior that's cracking, losing its color, or not as supple as it used to be? Well, take heart, because what I have here are a few tips and product recommendations that will help your leather regain what it has lost.

There are two methods currently used for dyeing leather to be used as auto upholstery: the vat dye method and the surface coating method. With the former, the leather is placed in 'vats' with a solution of aniline dye. This method colors the hide completely through and has the advantage of full or constant color regardless of wear. In other words...the color won't wear off like it does in your Bimmer....so what does this tell us?...that the other method is used on the leather in our BMWs. One reason is because of turnaround time with vat dyeing and the other reason is that color choices are quite limited being produced usually only in dark colors by the vat process.

The surface coating method was developed after WWII when fashion dictated a need for lighter colored leathers. This method uses colored pigments and nitrocellulose lacquers like those used in exterior finishing. Again like lacquer used in exterior finishing, leather lacquer is applied by spraying after reducing or thinning of the color; this results in the actual finish being very thin and not wearing well unless protected, unlike vat dyed leather which wears very well because of complete coloring. In addition to this process we need to factor in exposure to heat and sunlight for extended periods of time, and your neglect in conditioning and caring for the leather; we thus see interiors wearing and fading in the seating area in 2-3 years from purchase. It goes without saying how some of the older car interiors suffer....mine included!

You've tried Lexol; you've tried hide food, what should one do? I suggest you contact the Clausen Company at 1055 King George Road, Fords, NJ 08863, (201)738-1165 and order up a complete leather restoration kit which includes the following:

Leatherique, which is a polymer coloring compound which can be brushed or sprayed on to restore the color;

Rejuvenator oil, which contains natural animal oils highly refined and blended to produce the best leather preservative/restorer available, in my opinion;

Crack filler, a paste product used for filling cracks or splits in leather before tearing starts;

Solvent cleaner, a potent mixture which dissolves and removes old hard oxidized surface color;

Brush, 1 1/2 inch flat brush for applying rejuvenation oil and *Leatherique* without tell-tale brush marks.

A few recommendations before you order. If your car is new or fairly new and isn't yet really showing wear signs in the leather, then you probably need purchase only *rejuvenator oil* to keep your seats soft and from wearing so fast.

For interiors with only slight to medium discoloration, I

recommend *Leatherique* and *rejuvenator oil*. For the interior with severe discoloring, wear and cracks, you need the works, with crack filler being optional if you happen to like leather which shows the cracks but has full color and is not hard.

Word of warning: the *solvent cleaner* should only be used if one is attempting a full re-dye as it will remove all color from the leather. Also note the it should not be used for leather cleansing or on vinyl at all.

In closing let me say that I know the products work well as I was introduced to them by a friend who was doing the interior of his 1965 Rolls Royce SCIII, which turned out very well. I'm presently doing a partial re-color on the seats of my 5 series, and will let you know how it turns out.

Paul Vessels

Tag Spotting

After a long vacation, your favorite column has returned (smug, ain't I?).

Come on people, why haven't more of you contacted Russ Parise about the BMW CCA tags that Maryland will issue if there is enough interest? Now that I live in Maryland, I intend to get them for BIM WAH, the seriously degenerate 2002, and Lynn intends to get them for her Japanese BMW (Prelude Si). Don't you guys (including gals) have any Club spirit? Doesn't a license plate that reads "BMW0035" have a little more elitist flair than one that reads "MY BMW"? Write to Russ Parise at 8109 Irwell Court, Gaithersburg, MD 20877 and include your name, address and phone number along with your current tag number and renewal month. (*Eds. If 'elitist' doesn't appeal to you, they're cheaper than vanity plates by the way...*)

Speaking of speciality tags, Virginia has had them for quite a while. They have had ones for Amateur Radio Operators (Hams), the National Guard and Naval Reserve to name a few. Of course, there are the usual specialized vehicle tags for Dump Trucks, Trucks, and Historic and Antique Vehicles. One tag that has always bemused me is the one seen on semis that reads "APPORTIONED". What has been apportioned? Another curious one is one that reads "DRIVE AWAY". Does this mean that the car cannot be towed or pushed? Seriously, if anyone knows the answer to this question, I would appreciate an explanation.

For those Tag Spotters who are also Cop Watchers, a brief word. The Maryland tags that read "FPnnnnn" are assigned to the Fraternal Order of Police. So if you are stuck behind an Oldsmobile that is pattering along at five below the limit and you plan to demonstrate your Ultimate's blinding speed at the first opportunity; remember that if it carries plates that start with FP, behind the wheel of that Olds could be an off-duty member of the local constabulary who has yet to make his quota for the month.

I'll be looking for you. Hey, let's be careful out there.

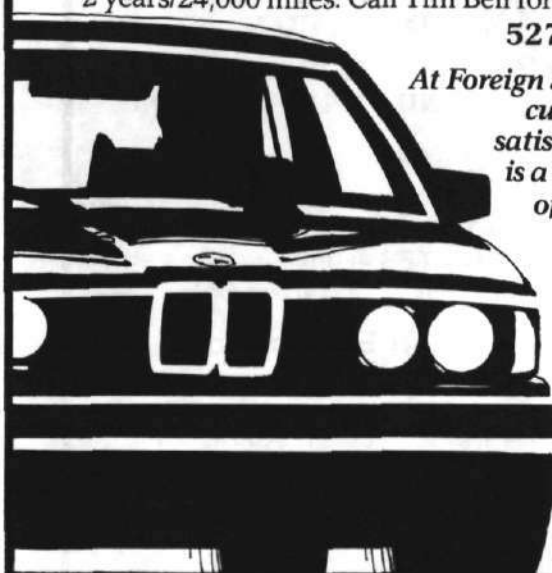
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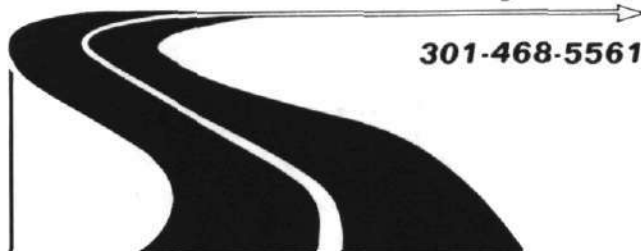
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Technical Bits & Pieces

In the last issue of the magazine we talked about Motronics, engine clinics and body shops. This issue we will talk about Suspensions, BMW fuel injection in general as well as a few other topics.

Before I start, I would like to congratulate George Fridrich as being the second graduate of the Do-It-Yourself Engine Rebuild School. George called me last Fall asking for suggestions on what to do about an engine rebuild. We discussed information that he received from several repair shops in the area on what he could do to build a high performance engine for his 1976 2002. I then gave him my input on what he should do as far as the overall set-up and step by step rebuild.

When discussing with him the different alternatives, he told me that he had been quoted between \$4.5 to 5.5K for the engine. After our little chat was over (about 1 hour) he decided to tackle the rebuild himself.

Since he has promised me to write an article about the rebuild process, I will stop here. I will tell you however that the engine configuration is quite different that what others have done and he has MUCHO power. I drove the car and provided him with information during the building process but the credit goes all to him for taking on the task. The total cost...? I'll let him tell you.

My compensation was the smile on his face.

Suspensions

A lot has been written about suspension set ups for BMWs. John Hartge last year wrote an outstanding article on the subject and here I will just add a few words.

People in general have their own opinions on what works best. Some of these opinions are based on personal experiences and some from reading materials or technical sessions which have been presented in the past.

Quality Car Service has in the past offered Tech Sessions on the subject which have been very instrumental for members to modify the suspensions based on what they want out of the cars.

Let's break down the types of suspensions that people are looking for:

- 1) Autocross;
- 2) Driving Schools;
- 3) Better than stock;
- 4) Something in between;
- 5) Improved looks (lower car).

The costs of all of these will depend on which category you fall into. More expensive does not necessarily mean better. Brand names do not necessarily mean superior and remember, you can take it one step at a time, as your cash flow permits.

A suspension system has several components:

- a) Shocks; b) Springs; c) Stabilizer Bars;
- d) Wheels and Tires; and e) Bushings.

continued on next page

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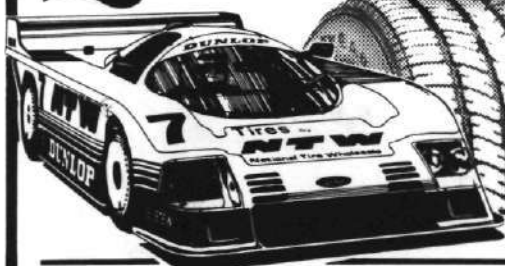
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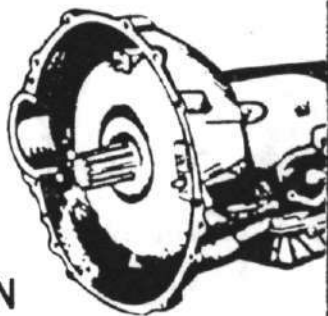
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Technical Bits *continued from previous page*

If your shocks are in good shape, the first thing that I would recommend you do is to upgrade the stabilizer bars. A reasonably priced system is available from Suspension Techniques. This will involve upgrading the front bar to a 25mm for 320i and up and 22mm for the 2002. In the rear you can add a 22mm adjustable bar but I would suggest rather a fixed unit. A 19mm bar works just fine, sometimes none.

The next step is to change shocks. This is an area that depending on whom you talk to, you'll get a different answer. Here you have a choice of different manufacturers, and of course, different types—gas or hydraulic. Some of the brands available are Koni, Bilstein, Tokido, KYB, BOGE...etc. The two most commonly known brands being Koni and Bilstein. Again, many times price will determine your selection.

At this point you have to think about convenience and practicality. When changing the front shocks, it is advisable to also change the springs. This involves a large amount of labor, but if you do it yourself you can do it in stages. Good quality springs are available from Suspension Techniques; BBS suspensions are available, but only for models after 1981.

Wheels and tires....Here we are beginning to start running up the bill. The cost of an improved set-up depends on the wheels you choose. As far as wheels, Yokohamas are considered by many enthusiasts to be the best available. For overall driving with high longevity, the Yokohama Y352s are superior and will not cost you an arm and a leg.

Lastly - bushings. In an older model it is advisable to replace these while upgrading the rest of the suspension.

The following chart will give you details as to what to do on a set up for oversteer or understeer:

ADJUSTMENTS	TO INCREASE OVERSTEER	TO INCREASE UNDERSTEER
Front Tire Pressure	Lower	Higher
Rear Tire Pressure	Higher	Lower
Front Tire Section	Smaller	Larger
Rear Tire Section	Larger	Smaller
Front Wheel Camber	More Positive	More Negative
Rear Wheel Camber	More Negative	More Positive
Front Springs	Stiffer	Softer
Rear Springs	Softer	Stiffer
Front Sway Bars	Thicker	Thinner
Rear Sway Bars	Thinner	Thicker
Weight Dist.	More Forward	More Rearward

The purpose of the above chart is for us to aim for the theoretical ideal neutral steering. Understeer is a plowing or pushing effect when cornering. Oversteer is the rear sliding outward on turns. The chart is courtesy of BF Goodrich. My personal preference is to lean towards oversteer.

By way of examples of suspension set-ups I detail here what I have chosen for my own cars:

- 1977 530i - KYB gas shocks frt/BOGE Turbo TS rear
Suspension Techniques springs
Stock stabilizer bars
15X7 wheels
- 1972 3.0CS - Bilstein JD gas shocks frt/KYB gas rear
Korman front springs/NASCAR type rear
25mm sway bar front, none at the rear
16X7 wheels
- 1972 2002 Tii - Koni adj. hydraulic shocks all round
(race prepared) NASCAR springs front and rear
28mm sway bar front, none at the rear
13X6.5 wheels with 205/60/13 tires

Note: On the race car the front springs are much stiffer than the rears by a factor of 1.5 - 1.75.

Fuel Injection Systems

All fuel injection systems can be adjusted.

The above statement is based on comments that I receive to the contrary concerning the fuel injection systems on our cars. All of these systems are easily adjusted for almost any type of driving condition. In addition it is not necessary to replace your fuel injection with carburetors just because you want to have a High Performance engine.

Metric Mechanic sells a fuel injection manual that explains how to adjust these systems. It is lengthy and I can not go into details here. But I do know of several members that have saved themselves the cost of an Air Flow Meter by

using this manual to adjust the system. It is \$25 well spent.

If you want to see the benefit of these kinds of modifications on a 528i, call Gary Toyama; he's got the Ultimate!

Spark Plug Wires

How often should the spark plug wires be replaced? This is a hard question to answer because of the different brands of wires available. But if you are using OEM wires, you can expect anywhere from 15 to 45K miles.

Now this is quite a range, but when in doubt, consult your owners manual. One way to tell whether or not they are in need of replacement is while driving. You will notice a hesitation, a rumble at idle or poor acceleration. I always carry an extra set with me in the car, specially when taking a long trip. I replace the wires on my cars once a year. I throw the old set in the trunk and use them as my spare. You can get very good replacement wires (silicone) relatively cheaply.

Engine Clinic

There are no details available at this time about the engine clinic. However, I can tell you that it will be during the Winter. I have received quite a few letters of interest from various people and will reply to each of you in the coming weeks.

continued on next page



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Technical Bits *continued from previous page*

Second Opinions

If your car is broken and the estimate that you have received is higher than what you consider reasonable, get a second opinion. Understand that many times an accurate estimate is very hard to come by and sometimes may be on the high side. In the case of an internal engine problem, it is not possible to assess the damage until the engine has been taken apart. But nevertheless, get a second opinion for your own peace of mind.

On Recommendations

I get many calls from people asking for recommendations on repair facilities. My policy on recommendations is as follows: I will ask you where you live; and I will provide you with the names of two or three places which have good reputations. If I emphasize a particular shop, it is because of personal experience with that shop. Understand that every service facility will at some time get complaints from their customers. It is how those complaints are handled that determines the quality of their service.

On Complaints

You are a member of the best automobile owners association in the world. The metropolitan area is the largest of the chapters (as of last count!). If you have a complaint and cannot seem to resolve it on your own, give a call to any of the officers of the Club (at the time of the problem). We will attempt to get a meeting of the minds between the parties; so far we have been able to resolve 9 out of 10 grievances to the satisfaction of all involved.

Self Diagnosis

Some of you in an attempt to save money (nothing wrong with this) try to perform your own diagnosis on car problems with me and others like me over the phone. Understand that what you are describing on the phone may and can be interpreted the wrong way. What sounds to you like a squeak, may sound different to me. Some of you have decided to attempt such a diagnosis, have purchased parts and had a mechanic replace those parts only to find that it did not cure the problem. The of course you blame the repair facility (or me) for not fixing the problem.

This is very common. We all like to be Shade Tree Mechanics. But since we are not professionals, let those who are diagnose the problem or have someone give you a second opinion. You still have the option of paying a professional for the diagnosis and doing the work yourself. This could save you money and aggravation.

Trivia Question

What costs less than \$10 and can be accomplished in less than 30 minutes? An OIL/FILTER change. Do it frequently and you will have an engine that will last you a long long time. And always keep your receipts and maintain good records. When it is time to sell, you will get a better price if you have done so.

Until next time.....

Max Rodriguez

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1976 2002. VIN 2375775. Red w/tan interior. Much modified car with less than 4000 miles on new engine. 45 DCOE Webers, Schirick 316, 12.5 to 1, 3.90 rear. BMW close ratio 5-speed, 7X13 Hayashi wheels on new 001R Yokos. Lowered, dynotuned, Riranha ignition, Momo, Zender, Koenig, etc. If you're looking for a strong and fast 2002, this is it. For further info call Raine Mantysalo (301)933-1880 in the evenings. \$10,500/best offer.

For 2002 Ti: Two Solex 40mm PHH dual carbs with BMW manifolds and gaskets. Taken off German Spec Ti. \$325 / best offer or trade for set of allows for 2002. Rodney Ford, Dumfries VA (703)680-3547.

1984 325e Polaris silver blue interior 2DR 5-speed loaded with all extras from factory plus X1 kit spoilers installed by Kamey. Spoilers, mirrors and grill painted to match. 15" BBS 3-piece wheels with BF-Goodrich tires 205-50VR, fendertrim, bra, car cover and more. 79K miles, service records, looks and runs like new \$11,900, bought M3. Mohamed Said (301) 422-8979.

Set of springs and sway bars removed from '85 535i after only 20,000 miles. \$175 or best offer. Martin Lessans (301) 760-5000 (days); 987-0333 (eves).

1973 Bavaria VIN 3106535 Agave green, tan interior, 4-speed, A/C, fair condition throughout, some door seam and rear wheelwell rust, 20 spoke turbine allows and new P-77s, Weber downdrafts, nice firm suspension with front and rear bars, Bilsteins, Suspension Techniques springs, \$1,100. Kevin (301)862-5045 work, (301)769-3707 home.

Four 77-80 style factory alloy wheels with Michelin 195/70X14, will fit all Bavaria, CS, 5, 6, 7 series cars. \$400 or best offer. Call Paul at 829-1330.

I know the whereabouts of an '83 3.3 litre motor from a 733 w/ 8,100 miles on it, and a 3.5 litre w/25K on it. Both are reasonably priced and a deal can be made if both are purchased together. Call Paul at 829-1330

1977 530i, arctic blue/blue leather, A/C, power roof and windows, 5-speed, Blaupunkt system w/stalk EQ, rear headrest, momo wheel, lowered, KYB, full spoiler package, braided steel brake lines, 7X14 jAlpina wheels w/215/60 Eagle GT, headers, mild cam and many other goodies. Call Paul at 829-1330 day or night before 9pm.

Kit Krazy! I have spoiler kits available for U.S. model 7 series thru '87. Kit includes front spoiler, disc skirts and rear skirt. (Deck spoiler optional) \$1,250 or \$1,530 painter and installed. Also available for 6 series '77 to present. Call for quotes, Paul 829-1330.

Rear skirt for 528e, 533 or 535 '82 to present, brand new, never painted or mounted. \$100 firm. Paul 829-1330

1981 Subaru wagon GL, 4-wheel drive. New C.V. joints; brakes; radiator; 3 new tires; A/C; AM FM cassette; major service Dec. '87. Frequent oil changes. 80,000 miles. Laugh at snow! Gordon Kimpel, work 847-9660, home 524-4479.

2002/1600 parts. 1600 motor w/ rebuilt head \$250; Weber 32/36 DGAV manual choke \$75; windshield \$30; heated rear glass \$50; '74-'76 bumpers \$40 each; sending unit \$25; 2002 (1970 121) motor, needs rebuilding \$75; 2 early 5" rims \$10; subframes \$30 each; fuel tank \$50; alternator \$40; started \$40; misc. switches and relays. Call Chris at (301) 267-6242 eves.

1973 2002 tii, strong engine, Stahl header and exhaust, sunroof, good blue interior, heated rear window, rough silver body, usual rust, complete, asking \$1000, call Nicholas Alley at (301)267-0490 evenings.

Tires: 2 Michelin X2X Radials 165X13 on 2002 steel wheels. \$35. 2 Goodrich Radial TA/All Terrain 33X12.50X15 (for a truck) \$50. Adam 722-4842.

Trailor hitch, BMW 5 series \$40. Call and leave a message for Larry at 530-5220.

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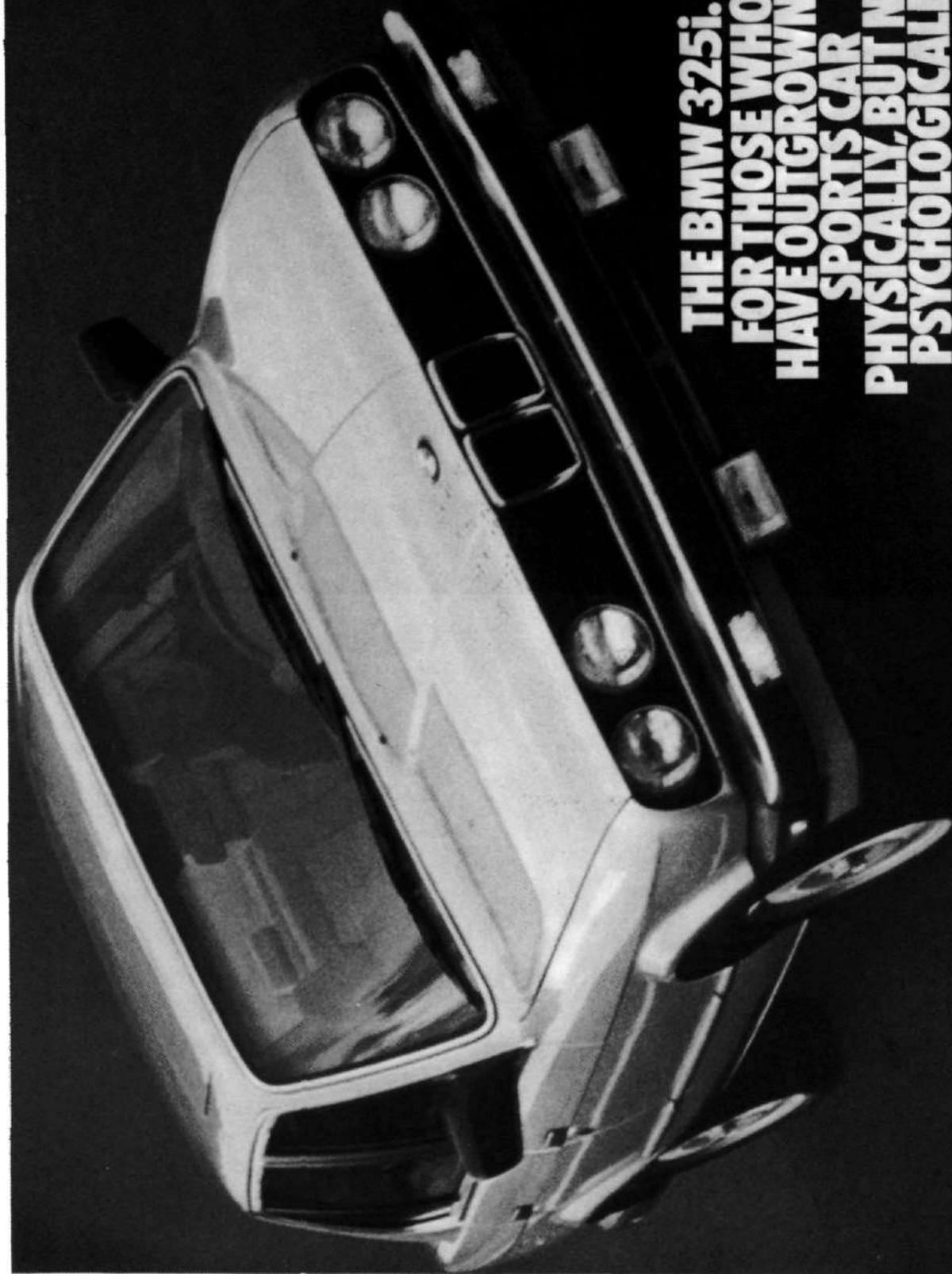
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