

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



NOV/DEC 1988
VOL XVIII, ISSUE 6

der bayerische



IN THIS ISSUE:

O'FEST TROPHY WINNERS

TRACK DO'S & DON'TS

DEBBIE, SHE'S BACK!

ENGINE REBUILDING

WIN A CABRIO!

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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 at the back of this issue.

Is he crabby or what?!



Crabby? No. But having to leave Stacy behind while he spends four months in Nigeria for the Peace Corps could be why Adam Koons is looking that way! We'll see him before next year's crab feast however.... Photo by Stacy Surla Koons

Cover:

The spotless showroom at BMW Excluservice was once again one of the highlights at their September Bavarian Day. Thank you Lotbar, Franzisca & staff!

Photo by Raine Mantysalo

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'88 Calendar

BMW CCA NATIONAL CAPITAL CHAPTER

NOVEMBER

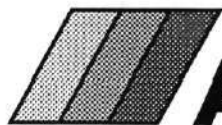
Saturday 5	Fall Highway Safety School*
Sunday 6	Fall Fling Drivers School*
Wednesday 9	NCC Business/Planning Meeting*
Saturday 12	Engine Rebuild Clinic, Tüv Eng.*
Friday 18	Annual Dinner*

DECEMBER

Thursday 1	<i>Der Bayerische</i> Deadline
Friday 16	Holiday Party*

* See Coming Events section for details

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AUTOBAHN

MOTOR WORKS

5514 Dorsey Lane, Bethesda, MD 20816

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Free Ride to Friendship Heights Metro

Open House
Sunday, Jan 15
Noon to 4pm

COMING EVENTS

FALL HIGHWAY SAFETY SCHOOL

Saturday, November 5

SUMMIT POINT RACEWAY. SUMMIT POINT, WV

Time: 8am

Because of the great response to the Highway Safety School in March, a second Highway Safety School has been scheduled.

The Highway Safety School is the place to learn if you want to know about your car's behavior. The emphasis is on braking, quick handling, and other accident avoidance techniques. If high speed driving is not your forte; have no fear, the speeds in the exercises never exceed those that you drive on the highway. You decide how fast you will go.

If you would like to enroll your newly licensed minor child, this school will teach him or her more than an entire high school drivers ed course. Any registrant under the age of 18 must have a signed and notarized letter of permission from their parent or guardian. (This policy also holds for the high performance schools.)

Due to increased expenses, the cost of the Highway Safety School has been raised to \$80 for BMW CCA members and \$100 for non-members. Registration is on a first come first served basis for members driving BMWs. The applications from members who wish to driver other cars and those from non-members will be held until two weeks before the school. Slots will then be granted on a space available basis. Registration will close one week before the school. The necessary application is included in this publication. Complete it and send it to Mark Yaworski as soon as possible.

The first 15 volunteer workers to register will be rewarded with a free lunch. If you plan to be a worker please let Mark Yaworski know before November 1 to facilitate his planning of the event. Spectators are also welcome. If you want to come and watch and would like to enjoy the catered lunch, the cost for lunch is \$8 and reservations must be made before November 1.

FALL FLING DRIVERS SCHOOL

Sunday, November 6

SUMMIT POINT RACEWAY. SUMMIT POINT, WV

Time: 8am

This will be the last drivers school of 1988, the last opportunity to practice smooth driving techniques before the onset of the winter doldrums. The usually brisk fall temperatures in the West Virginia mountains promises a change of pace from the blazing infernos of the year's earlier schools so corner workers in particular, remember to dress warmly. Refer to the Highway Safety School for particulars.

Also see the article in this issue on helmet specifications for important information on how you are required to protect your head on the track.

BUSINESS MEETING

Wednesday, November 9

Time: 8pm

Wake-up call for Baltimore!!! The next Business/ Planning Meeting for the National Capital Chapter will be 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 come. Don't hesitate as this is your chance to get in your 2 cents worth and make this a better club for everyone. You can reach Dwight at (301) 889-9578 or Mike at (301) 244-0173.

Directions: These will be supplied as per usual on the announcement notice from the Club Secretary, so watch your mail for more details of the next meeting and come join us in the decision making.

ENGINE REBUILD CLINIC

Saturday, November 12

Time: 10am til done

So you want to know how to rebuild your engine, or look inside one of these beautiful works of art? (Or do you just want to pass DC emissions?) Whatever your reason may be, come out to TUV Engineering at their new location in Rockville to see how it is done. Coffee and donuts will be provided. After the engine is assembled it will be available for sale at a very low price to anyone who is interested. Call Max Rodriguez at (301) 831-9328 in the evenings for information.

Directions to TUV: Take 270 north to exit Rte. 28 towards Rockville. Follow 28 to the third traffic light and make a left on East Montgomery Avenue. Make a left at the first traffic light, onto Washington Street. Go down to next intersection, which is another traffic light, and make a right. Follow that street all the way across Rte. 355, past the metro station, and bear left at the light onto Horner's Lane. Follow Horner's Lane until it becomes Westmore. TUV Engineering will be located on your left, in the second building complex, at 7200 Westmore. Look for the BMWs parked out front.

continued on next page

CHAPTER HOTLINE
(202) 397-5970

ANNUAL DINNER
Friday, November 18th
Time: 7:30pm

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.*

HOLIDAY PARTY
Friday, December 16
Time: 7:30pm to midnight

Come one, come all! Join fellow Club members for a celebration of the festive season at Post Hall on Mount Vernon College campus, where we have held what used to be our annual Wine and Cheese Party for a number of years now. Fun, food and festivities with beverages to suit your palate. With any luck we will persuade Kay Heatherley to play the piano again and accompany us all as we voice our celebration of another year of enjoyable Club involvement.

Directions: The Mount Vernon College campus is located just above Georgetown. The campus entrance is on W Street, Northwest, between Foxhall Road and MacArthur Boulevard. Post Hall is part of the Administration Building, just past the entrance gate on the left.

From the North: Beltway (495) in Montgomery County Glen Echoe exit: Glen Echoe Parkway to MacArthur Blvd exit; right on MacArthur; four miles to left on W Street; right into campus.

From the South: 493 North to Memorial Bridge; follow Routh 50 West signs to Rosslyn exit (first right after merge); right at stop and proceed through Rosslyn and across Key Bridge; left on Canal Road; bear right on Foxhall; left on W Street and left into campus

AUTOBAHN OPEN HOUSE
Sunday, January 15, 1989
Time: 12 noon to 4 pm

Cruise into Autobahn Motor Works in Bethesda for the second annual open house. Festivities will include a slide presentation on Bosch fuel injection systems, given by manager Guy Stefanelli, who is also an instructor for Bosch. Catered refreshments, beer, and wine will be available. No football conflicts! Call Guy for more information at 656-4949.

Directions: Autobahn Motor Works at 5514 Dorsey Lane, Bethesda, is located behind River Road Texaco right off River Road, which can be approached either from the River Road exit off the Beltway -into Washington- or from Western Avenue between Chevy Chase and Westmoreland Circles.

President's Message

The year is rapidly drawing to a close, and for the first time in quite awhile, I have a good feeling that the Chapter will grow and prosper in the coming year. As you have read in my recent columns, there has been somewhat of a crisis in the leadership ranks. The "old guard" has been overworked and underpaid (unpaid is more like it) for too long. I have asked for help from more of you, and am finally getting it. My dignity has even been preserved as I have not had to resort to begging.

COMING UP. The Annual Dinner is scheduled for Friday November 18th. This is when we hold our elections for the coming year's officers. Two new candidates have presented themselves for Vice President and Secretary, Jack Chandler and Jon Miller, respectively. In the absence of a volunteer, I will again offer my services as President. Lynn Phillips, who has recently married Mark Yaworski (a hearty congratulations to them both!), has agreed to serve as Treasurer for another year. That's fine for the elected positions, but there is still much to be done, and many persons needed to do it all. I am gratified, however, that I have actually received several unsolicited calls offering assistance. To those of you who called, I thank you for all of us. You will enjoy your more active participation.

CANCELLED. We have decided to withdraw our bid to host the 1990 Oktoberfest. Due to the previously mentioned officer burnout, we felt unable to commit ourselves to both run the Chapter and organize such a major event. Next time we open our mouths about Oktoberfest, we will have done some preliminary work, and will have the necessary volunteers and organization already in place. Several of you have expressed your surprise at this, but none of you managed to say anything before you found out that we had cancelled out. Maybe next time you'll be more vocal in your support.

MOVING INTO 1989. With the new philosophy that I hope to make more a part of our operations next year, I expect to meet a lot of new or old members. We will repeat the New Member Reception that was so successful this year. We will deemphasize the driving events somewhat, due mostly to financial considerations. Autocrosses will be held at least as often, but the Summit Point driving schools will be scaled back one or two. If we can schedule things right, I'd like to see at least one or two "open meetings" where the membership as a whole could comment on Chapter operations. We will host the Annual Board Meeting next March. Current plans are for it to coincide with the New Member Reception. We plan for a few tours as usual, and may even try another overnight trip or two.

ARE YOU STILL READING THIS? If so, you're the kind of person who we're trying to reach. Please, if you have a comment, let us know. We need feedback. Hope to see you soon....starting with the Annual Dinner, Friday November 18th and our annual end of year Holiday Party, Friday December 16th.

Cory Laws

From the Eds

We are coming to the end of another year of enjoyable Club participation, an invitation for a little reflection. Those of us involved in the mechanics of producing *der Bayerische* will leave the waxing lyrically about the Club's 'direction' to the policy makers. We will though take the opportunity of saying that judging merely from the perspective of the scope of material submitted for publication, the National Capital Chapter has come a long way over the past year. The objective of our President Cory, and others, to get the whole family involved in Club activities is slowly becoming a reality as more and more social events (as opposed to car-related events) are being organized. Attendance has been good and kids have been evident at many of these occasions. We seem to be successfully developing a greater sense of 'community' without sacrificing those aspects of technical assistance and 'grease under the fingernails' Ultimate Machine enjoyment. Cory needs to be congratulated for taking this new -often opposed- direction.

At the Annual Dinner accolades and thanks will be given to many who unselfishly give of their time and efforts in various capacities as officers and organizers, but one group tends not to get enough recognition. I would like to express thanks here to all those who contribute so stalwartly to the content of our Club newsletter/magazine.

I give thanks then to the less touted few, in particular our regular feature writers: Woody for his very informative and specialized Competition Corner; Max for his always different and helpful Tech Tips; Steve for his Club Store promo pieces; Gordon for the Membership status; John for taking the time and effort after his hard day on the news desk to write yet some more and chronicle the business meetings; Raine for unflagging photographic input; Mark for his fun Tag Spotting (what's happened of late, Mark? I gave it its own box and everything...! Prenuptials take their toll obviously); and Kay for many amusing and 'human' tidbits.

Others too for great articles through the year, including the beginning of a promising series of illustrated technical articles by Glen Stewart, unfortunately nipped in the bud by differing opinions of various shadetree and other mechanics as to the Right way to do things, as well as fears of liabilities for advice given in the spirit of what this club was founded on. A sad testament to the times we live in. To David for his creative photography for these articles and others (he is out of town on business and obviously not writing this!). To all those who took photos of or wrote about various events, thanks for helping us record the good times we all enjoy.

Not to outweigh the good aspects or *kvetch* too much, I will however again ask those who do diligently write for *dB* to make a New Years resolution to be a little more timely in their contribution, in order that we can in 1989 meet our desired production schedules and get news of all our diverse activities to our members well in advance.

Happy Holidays!

Andrew Short

Local Chapter Members Shone at Oktoberfest!

The 1988 Oktoberfest was held in Rochester, New York on August 22 through 26 and was sponsored by the Genesee Valley Chapter.

This was not only the first Oktoberfest we attended, but the first BMW CCA event that we attended. We thoroughly enjoyed the event and found that it was well worth the drive to Rochester. We had hoped to meet a few more members from the National Capital Chapter, but we were delighted by the members that we did meet.

The first few days mostly concentrated on the driving events. On Monday practice for the autocross was held in a parking lot of the Rochester Institute of Technology. This was followed by a drivers meeting for the drivers school. Late Monday night the Lonzo Fazool night rally was run. Our Chapter participants commented that they thought the speeds were rather brisk for the audience, but the local participants thought them to be about right or perhaps a tad slow.

On the next two days the autocross, at East Avon go-cart track, at Watkins Glen racetrack, were held. The four cylinder cars ran the autocross on Tuesday and the drivers school on Wednesday, while the six cylinder cars did the reverse. Most participants were glad to be able to drive "the Glen" but many complained about the amount of track time they received. The autocross however, received nothing but praise. The track was challenging and a blast to drive and competition was keen.

The Passport Valley Rally was held on Thursday. This was an untrapped TSD rally of relatively short distance through some beautiful New York countryside. It was designed to be enjoyable for the novice and experienced contestants, a goal that was reasonably achieved.

On Friday the last of the competitive events were held. The first was the gymkhana. This consisted of two phases, the first being for the passenger to score a "goal" with a soccer ball. Of course, this had to be done through the window of a car with a hockey stick while the car was being driven through a simple course of cones. Scoring was based on the time it took to score the goal. Phase two was a "toll booth" coin toss where ten coins had to be tossed into a container (actually a trash can). This too required that a course of cones be driven. Scoring was based on the time to complete the course and one second penalty for each coin that landed outside the container. Although not what one would consider a premier competitive event, given the amount of smiling and laughing seen around, one that was enjoyed by contestants and spectators alike.

Also on Friday, after a week long preparation by at least some of the entrants, the judging for the concours occurred. Every time that we would go past the preparation area, many cars were being washed, waxed, cleaned, polished, scrubbed, etc. The day of the judging this activity became even more intense with the selected cleaning instrument being a cotton swab. Many fine examples of current and earlier model BMWs were displayed.

In addition to the competitive events, on each evening a social event was held by a different sponsor. These afforded everyone the opportunity to meet club members and discuss the day's events and challenges. Probably the most popular of these was an evening cruise on Lake Ontario. Unfortunately, the weather did not cooperate fully

Two National Capital Chapter members, Woody Hair (left) and Gordon Kimpel take turns in the Autocross at O'fest.



Photo by Gary Toyama



Ace rallyists BMW CCA President Phil Marx and Gordon Kimpel prepare to win the Valley Rally. Unfortunately they missed the very first turn in the first leg...

which led to some crowding and confusion.

There were also tech sessions every day on a variety of subjects. BMW NA provided new cars for test drives and feature length movies. Vendors had interesting displays in a ballroom. The photo and model car contest entries were also on display most of the week.

The final event was the awards banquet. Not only were the awards for the competitive events given out, but the drawings for many other prizes occurred. Not the least of these was the BMW raffle. Enough tickets were sold for nine cars to be given away. The crowd got more and more rowdy as each ticket was drawn and the winner was not present. In the end, no one present at the banquet had won a car, but many won other trophies and prizes.

Our local NCC members should be proud of the accomplishments of those in the ranks who attended the O'fest. A new award was presented, the Chapter Challenge. It was presented to the chapter whose members scored the most points jointly during the competitive events. The National Capital Chapter walked away with the trophy even though we were not the most heavily represented chapter.

We found that the BMW CCA is not only for the avid BMW performance enthusiast, but also for the more socially inclined. We congratulate the Genesee Valley Chapter for the effort that was put into hosting an event that provided for a week of fun and challenges. An event like the O'fest is not done with only a few members work, but with the participation and interest of a large number of members. We encourage more NCC members to get involved in club activities in the future. We certainly plan to. See you in Colorado next July?

Donald & Katherine Whitaker

***Congratulations to all trophy winners
and thanks to all NCC participants
for "keeping up the side".
We're proud of you!***

NCC Participants at '88 O'fest

Michael & Regina Bodnar
Frank Conway
Joseph Drost
Fred Fernald and Nancy Yane
William Garrett
Woody Hair
John Hartge
Greg Johnson
Gordon Kimpel
Jim Lianos
Jim & Linda Miner
Gary Toyama
Don & Katherine Whitaker

NCC Participant Results

Lonzo Fazool Night Rally

*Jim & Linda Miner	2nd
Fred Fernald/Ben Greisler	14th

Autocross (204 entries)

*Woody Hair	325is	4th -Stock 323/325
Don Whitaker	325es	13th -Stock 323/325
*Gordon Kimpel	M635	7th -M5/6, Modified 6 cyl.
Jim Lianos	528i	7th -Prepared 6 cyl.
John Hartge	325e	8th -Prepared 6 cyl.
Gary Toyama	528i	DNF -Modified 6 cyl.

Valley Rally (97 entries)

Class A (no previous trophies - 63 entries)

Michael & Regina Bodnar	46th
Jim Lianos & Greg Koch	53rd
Fred Fernald & Nancy Yane	58th

Class B (local trophy winners - 18 entries)

*Don & Katherine Whitaker	2nd
Greg Johnson & Frank Conway	10th

Class C (previous O'fest or national trophy winners - 16 entries)

*Jim & Linda Miner	1st
*John Hartge & Woody Hair	2nd
Gordon Kimpel & Phil Marx	11th

Gymkhana (42 entries)

*Greg Johnson & Frank Conway	1st
Woody Hair & Gary Toyama	17th

Photo Contest

BMW's in Competition Category

*Woody Hair	3rd
-------------	-----

*Denotes trophy winner. Total of eight trophies resulted in NCC winning the Chapter Challenge trophy.

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Letter from Summit Point, WV.

September 10th & 11th, 1988

Having a wonderful time, wish you were here...

The action starts early Saturday at Driving School. We're in the paddock at 8am, getting the car ready for Tech inspection on the grid. Meetings at 9am: Instructors at Pit Out; Corner Workers at Winner's Circle. Then Chief Instructor Bob Gammache meets with the drivers. The emphasis is on safety. We're not racing. Smoothness. We'll be driving quickly; some of us will do the "double nickle doubled", or more.

The driving groups separate. Some meet with Terry Luxford for classroom instruction. Others go to the skid pad or for braking exercises. At the skid pad you'll learn what your car does as it approaches the limits of adhesion. Does it push (understeer) - go straight when you're trying to turn? Does it oversteer - back end swings out to come around the turn before the front? What does the driver do? Braking Exercises - stop fast, keep the car under control, don't skid. Modulate the brakes. Listen to what the tires tell you. Parallel parking? Sorry, this is driving school, not Drivers' Education.

After a short break it's time to take to the whole track. Helmet on, seat belt snug, instructor in the car with each driver. We go round Summit Point's 10 turn, two mile road course. First time around Corner Workers hold flags in standing yellow giving the drivers a chance to familiarize themselves with the track and flagger locations. They are very important people to our safe day at the Point. They'll be watching all day and communication by walkie-talkie to make sure all goes well. Meanwhile in the cars, drivers are being shown the line - the correct approach, apex, and exit - for each turn. Smoothness brings quickness. Driving with several instructors sharpens skills.

Noon time is lunch break. Let's do lunch with the Haygoods. Steve and Carole, we'll have lunch for 75 people or so. Lunch is a candy bar, Good and Plenty. Actually, fried chicken, potato salad, cole slaw, brownies and soft drinks.

After lunch the Corner Workers are re-deployed and it's back to the track to practice what we've learned this morning. Plus, there's something new - walking turn 10 with Bob Gammache, then critiquing drivers going through it. They'll be in ten later doing the same to us. The Bimmers are going fast but so is the afternoon, at 4:30pm. another great driving school takes the checkered flag.

Saturday was my sixth driving school and I felt like a "warm" shoe, not quite ready for Hot Shoe School on Sunday. Instead I decided to join my wife, Jane, in a tub - no, not a Californian Hot Tub. Corner Workers observe from platforms at trackside called tubs. This gave me a chance to see driving school from another perspective. And, I heartily recommend it for all drivers, and anyone who wants to get a closer look at a driving school. Jane and I manned turn 10 in the morning and turn 8 in the afternoon. Much of the

driving instruction becomes even clearer while observing other cars going through the turns. Turn eight's tub commands a view of turn 4 to turn 9. Since passing is not allowed in most of this area, we watched individual cars progress down the chute, around the carousel, through he esses and up the hill toward turn ten.

Hot Shoe School offers the experienced driver plenty of track time. Logos from Driving Schools at Bridge-Hampton, Road Atlanta, Mid-Ohio, Skip Barber's Lime Rock, and other venues were on many driver's shirts. Many of the Bimmers were "Cheeky Runabouts". I have no idea what a "Cheeky Runabout" is, but a writer in Road & Track used the term twice in one column last month, so....

It's difficult to capture in print the exhilaration and satisfaction of driving a BMW quickly and safely on the track at Summit Point. So I'll close with an invitation to come to the next driving school. "Try it, you'll like it!"

Tom Verba

Helmet Requirements

On behalf of Mark Yaworski - the "helmeted crusader" - and on behalf of your head, we are reminding you that Driving School participants must now use helmets that meet minimum safety standards. Your helmet must have a rating of at least Snell 75. In other words, no more K-Mart or Trak Auto \$29.95 specials.

People who don't normally use protective headgear have probably assumed that any commercially sold helmet will adequately protect your head in an accident. Unfortunately this is not true. What the Department of Transportation mandates as the minimum helmet requirement is simply not good enough for those of us who have heads. This is why the Snell rating is used nationwide as a standard for safety.

The Snell Memorial Institute (named for a racing car driver who died in the '50s of head injuries) conducts tests on helmets every five years. Manufacturers whose helmets pass these tests can put the Snell sticker for that year inside their helmets. Even better than the Snell 75 rating is a Snell 80, 85M, or 85SA, since these higher numbers indicate newer helmets.

This new Driving School requirement goes in effect in 1989 for all schools except Highway Safety schools. Those of you who need to borrow headgear from friends, check the sticker on the inside of the helmet. If you want to buy a helmet for yourself or a loved one, you can call Steve Haygood at the Club Store at (703) 430-0692. Steve can get Bell helmets at a good price. They make great gifts!

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Do As I Say, Not As I Do!

I would like to offer the following words of advice for all those of you who drive quickly and/or participate in drivers schools, whether at Summit Point or anywhere else, in your street car. On Saturday, September 10, over the lunch break at the Drivers School at the Point, I went out on the track in my street car and made all of one-quarter lap before smacking my car into the turn 3 tire wall on the right side. Why did this happen, and what can we all learn from this example of brain-dead idiocy?

1. Did it help that I am currently a SCCA National Competition License holder with 18 racing events in just the past two years? NO!

2. Did it help that I had my first SCCA race at Summit Point in 1971, and in all the hundreds of laps I've had at the Point since then, I had never spun a car there before (without being hit first?) NO!

3. Did it help that I had been to umpteen BMW drivers schools in the past (including three at the Nurburgring in the rain?) NO!

4. When I pulled out on the track with a car that had three fresh full-treaded tires and a right-rear with historical tread only, did all my racing experience with tire compounds cause me to use caution the first few laps? NO!

5. When I turned into turn 3 at speed and the car leaped for the wall, did I consider that I was setting a really shining example for the students on "Novice Day"? NO!

6. When I got out and saw the flat right rear tire, could I even conceivably blame the tire? Absolutely, NO!

The moral of this ugly story is this, which oddly enough is precisely what I had spent all of Saturday morning preaching to my students at the school. Always, always, always use the first couple of laps out on the track to learn your car and tire limits gradually. Never assume that anything is the same each time you go out on the track! did it matter that I had been testing at Summit Point with that same car just a few weeks before (with a different tire), and I had entered turn 3 at a slower speed on Saturday that that which I had done there before in identical conditions? NO! Because the conditions are never identical! Summit Point in particular is famous for its slippery track surface. Especially on "yuck-o" street tires!

So, please learn from my stupid error. I know better, but it didn't matter. It was embarrassing to my pride, painful to my back, and injurious to my car. And it need not happen to you. Remember - those little tire contact patches are all that separate you from that guard rail. Be sure to re-learn your tires gradually each and every time you go out on the track or the street! A bad tire or wet leaves or gravel on your favorite road can suddenly spoil your whole day! And it's YOUR job to know the limits and stay beneath them.

Charlie Richardson

How to Thwart Cat Burglars...

How many people own a newer BMW (approx. '84 or newer) and don't know about the dead bolt feature on your car? If you have central locking, more than likely your car has this feature. The owner's manual mentions the dead bolts, but doesn't elaborate on how to activate them, or what they do; so here's the scoop.

When you lock the car from the driver's side (the only location from which the dead bolt can be activated) turn the key to lock the doors like normal. You will hear all the electric solenoids activate throughout the car. Now keep turning the key until it is horizontal. You will hear a second click. This activates the dead bolts in the doors.



Now remove the key without turning the key back to the upright position, as this deactivates the dead bolts.

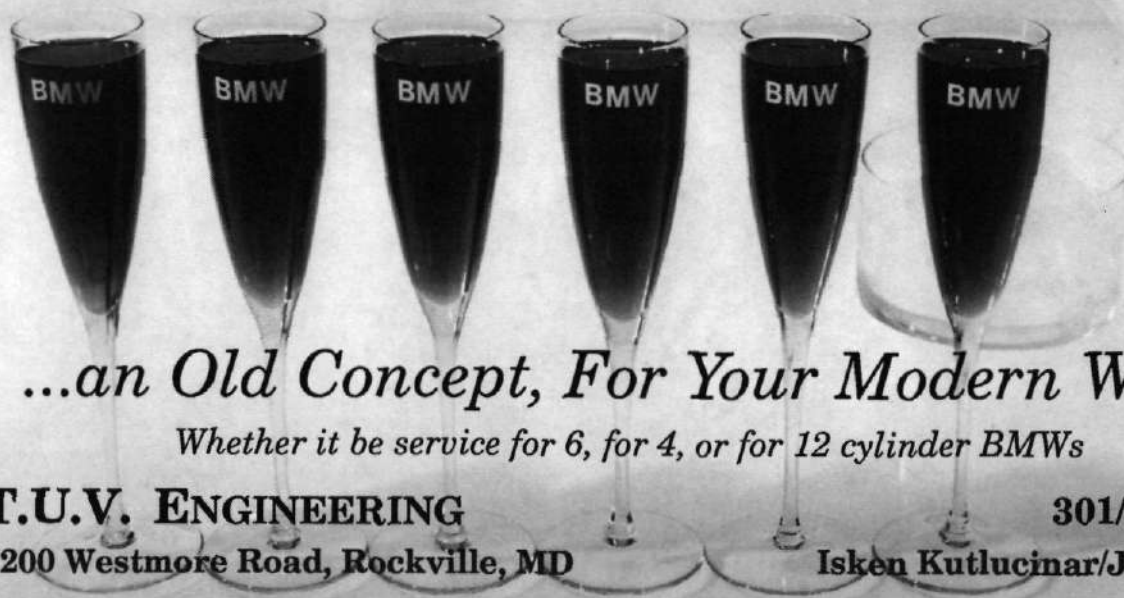
If someone now breaks the window, with the intention of stealing the radio or something, he will not be able to pull up on the door handle and unlock the door. This also prevents someone from unlocking the door using a 'jimmy'.

An easy way to see if it works is to roll down the windows and dead bolt the car. Try to pull up on the door handle or to unlock the car with the key from the passenger side. You can't do it! Remember that if you dead bolt your doors and lose the key, you will not be able to get back into the car until you get a duplicate, unless of course you break the window and crawl in or out...

a tip from David Young of the Road Runner Chapter, reprinted from Das Bundschreiben

Photo: "As seen on the Beltway" by Andrew Short

SERVICE...



COMPETITION CORNER

Notes from Oktoberfest, Rochester, NY - I had been led to believe that most O'fest participants had little or no autocross experience, yet upon arrival at the practice autocross on Monday the first two runs I watched seemed extremely fast. Later I learned I had been watching SCCA national champ Russel Wiless and Roundel "on Driving" columnist Ed Dellis.

About twenty M3s were at O'fest. They had their own tech session and autocross class. Three instructors were driving M3s at the Watkins Glen drivers school.

In the Lonzo Fazool Night Rally Jim and Linda Miner of Annapolis were apparently mis-timed by one minute on the first leg. This error cost them the win but Jim is too nice to protest strongly. At least they showed them in the Thursday rally. Their total of five penalty points won each of them an Escort radar detector.

Among the instructors' cars at the Glen drivers school were the ex-Kemper Miller/Dave Cowert Red Lobster sponsored M1, the ex-Peter Greff IMSA 3.0 CSL, and a tube-framed Group 5 M1.

The running of the autocross on a grand prix go-cart course (2 laps of a half mile road course per run) was both unique and fun. On Gary Toyama's first run he was only two seconds off the class winning time despite going all the way off the road (which disqualified the run). On his second run the largest cloud of smoke imaginable suddenly emitted from his exhaust pipe. Thinking he had blown the engine,

Gary shut it off and hung up his helmet for the day. After much analysis and anguish by those on hand, Gary gingerly drove back to the hotel. After consulting with Isken at TUV by phone, Gary was relieved to learn it was merely brake fluid being sucked through the vacuum booster into the intake manifold.

The only BMW to beat Russ Wile's stock 325is was a fully modified 530 race car with stripped interior and Hoosier racing slicks. Sour grapes: the entrants from the host chapter had run this course many times but no practise runs were offered at O'fest. There were over 200 autocross entries and 97 cars in the rally. I suspect both were O'fest records.

And surely some sort of record was set for the number of car washes performed in one week. Some of Friday's Concours entrants cleaned their cars all week and never drove them. Others participated in all of the driving events and started cleaning Friday morning. Dan Alvis, a friend of Greg Johnson, won both the "Clean Car" class with his 2002 and the award for driving the furthest (from Tacoma, Washington). Dan entered every event except the night rally.

After the awards banquet some of the NCC members continued our victory celebration in the bar. John Hartge discovered the Chapter Challenge trophy held about \$8 worth of draft Molsons. The bar featured wall-sized video screens showing tapes of the week's driving events.

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The gang 'en corral' at Summit Point celebrating Bob Gammache's second win in a row in ITA.



Photo by Ratne Mantysalo

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Competition Corner

Continued from Page 12

SPEED SHIFTS

Congratulations to Jim Epting for winning the 1988 Mid-Atlantic Road Racing Series Improved Touring B championship in his 2002. Bob Gammache's tii came on strong in ITA winning the September 4 MARRS race and the Blue-Grey Classic October 2.....Will they or won't they? Despite previous reports here and elsewhere, Autoweek reports in its September 26 issue that BMW is continuing development of a 3.5 liter V12 racing engine.....Bad news, good news: According to diverse bumper stickers magic is a vanishing art and skiing is going downhill, however astronomy is looking up.....Russ Wiles of Sioux Falls, SD successfully defended his SCCA Solo II national title with another G Stock class win in his 325is. The SCCA will reward Russ' success by moving the Bimmer sedan to C Stock in 1989 where it will compete against true sports cars such as the Porsche 944S and Mazda RX7. Competing against, and riding with Russ at the O'fest autocross convinces me that it's his driving, not the car, that is so dominating. Remember, Washington and Baltimore probably have the only autocross sanctioning groups that do not use the SCCA's car classes.....Freddy Rhemrev, who occasionally instructs at our drivers schools, won the pro Formula Atlantic race at Lime Rock on August 14. Freddy is sponsored by his father's Bimmer parts store in Pottstown, PA.....An M3 won the Spa 24 Hour, the premier race of the European Touring Car Championship series. M3s only won three of the eleven races this season, but for the second year in a row, the champion driver was M3 pilot Roberto Ravaglia. In IMSA's Firehawk series Ray Korman and Willie Lewis drove Ray's M3 to 2nd at Lime Rock on September 3. The multi-colored car was 4 seconds out of first, its best finish so far this year. Ray had the car on display at Oktoberfest the week before Lime Rock. CRUNCH.

Woody Hatr

Dreadlocks

The automatic door locks on all the BMW 6-cylinder models from 1982 on have one thing in common. If they're operated eight or more times in rapid succession, the possibility exists that the central locking control unit will burn out. The control unit for most models is located behind the right speaker. Within the control unit is an inertia switch which automatically opens with vehicle impact in excess of 5G. Electric power door locks have always been a pleasure for kids (and adults?) to operate. Caution should be observed, however, that the locks not be operated in a repeated manner.

Ron Newell, Zundfolge, Puget Sound Chapter

DebBie is Back!

After a long stay at the Betty Ford Center being treated for chronic depression from being ignored by her fans for extended periods, she has returned with renewed vigor. To ward off any recurrence of her neuroses she has resolved that if she does not hear directly from Club members with good news about themselves, she is going to take it upon herself to dig up real dirt! So get out your pens and send a note off to DebBie, care of Bumper Crop Studios, 6939 33rd Street, NW, Washington, DC 20015.

One way to swell our numbers... Now that parenthood has had time to sink in for NCC President Cory Laws and his wife, Angela, we will belatedly give you the 'specs' on Ariel Alise Laws. She was born on August 11 and surely by now is much more than the 7 lbs 12oz (and 21 inches) that she was at birth!

Angela has taken motherhood in her stride and it hasn't slowed her down a bit; she has even started a new and exciting job already.

Cory, well, he always was pretty laid back, and after much traumatizing about how much responsibility fatherhood and their new house was going to be, has now seen it clear to offer his services to the Club for a further year of presidency (that is if no one opposes that at the Election Dinner on Friday, December 18! See you there?).

Getting knotty... Our illustrious Treasurer and Driving School Coordinator are now one. No, not what you think. Lynn Phillips and Mark Yaworski tied the knot at around 3 o'clock on the 3rd of September. They dashed off for a brief honeymoon in Williamsburg and were back in time for the Drivers Schools that month. Why on earth they didn't just take the advice of many of us and get married at the track we don't know....

Anyway, they are now happily ensconced in their Poolesville townhouse, with two cats which Mark refuses to acknowledge (the cats, that is!).

More baby boom... Enough of the after-the-event stuff, here's a scoop! A little birdie tells me that Max and Lori Rodriguez are expecting another Mini Max(ina)....is the world ready for this? Congrats, and may the new addition also inherit mama's good looks!

One way to make a 'marque' or two... the grapevine tells me that the 2002 which took top honors at the Deutche Marque Concours this year was sold to a high-ranking BMW CCA officer for \$10,000. Apparently he promptly turned around and sold it for \$15,000!

Condolences... On a more serious note, the Club would like to extend their condolences to Paul Moorcones (of Radial Tire) and his family upon the death of his father Joe Moorcones. "Joe, the Newspaperman", as he was known, was a St. Mary's County resident where he was for 40 years the number one *Washington Post* distributor.

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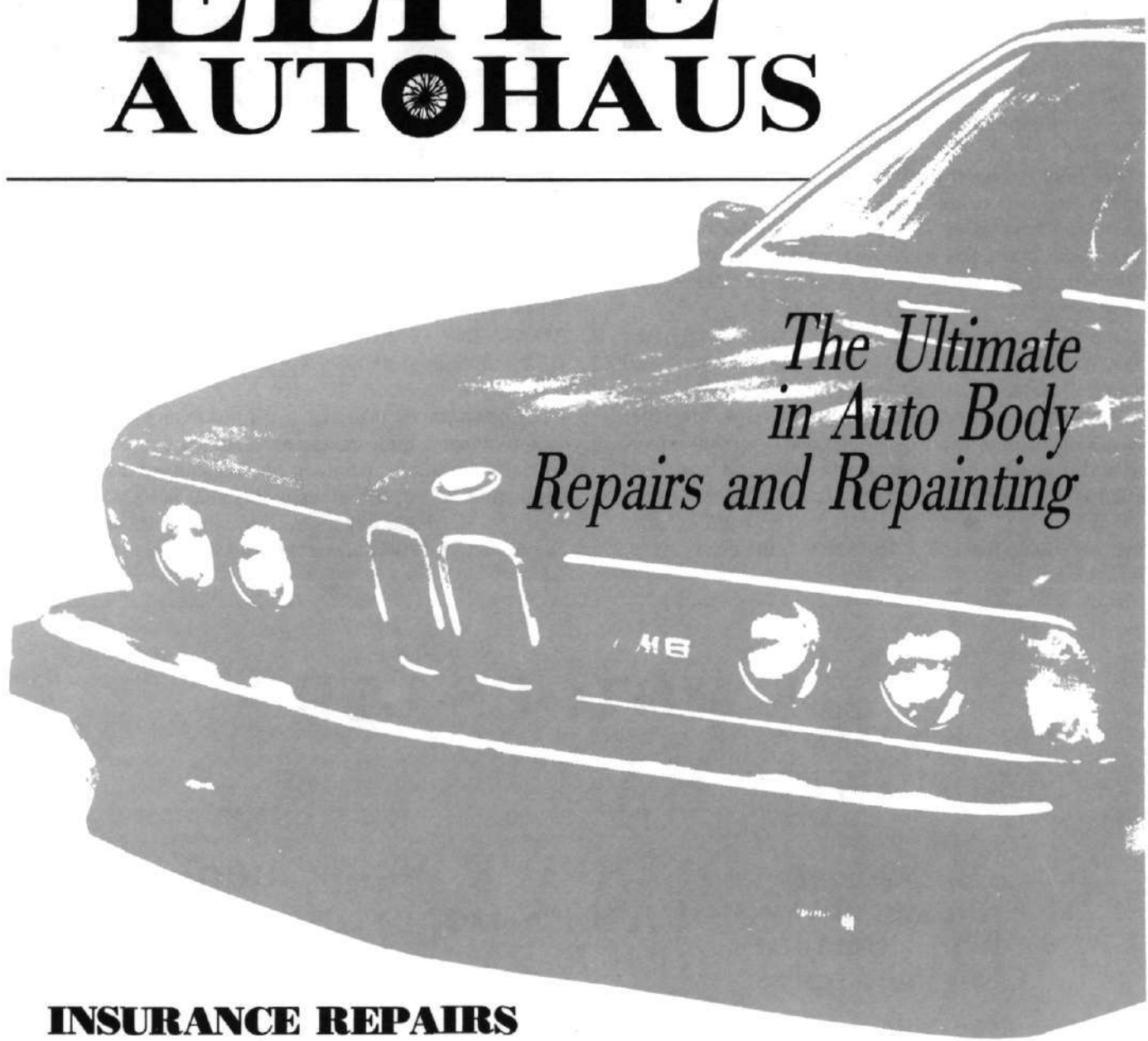
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A Very Good Year

It is said that a bottle of Dom Perignon 1959 is a very good year for this fine Champagne, however I never had the pleasure of tasting such bubbly, but on the other hand I know how to appreciate good things such as the cars we drive.

This is a short story about BMW racing. How I got involved, the amount of work and accomplishments and failures which we have experienced.

It all started back in 1983 soon after I joined the BMW CCA....

I became acquainted with a BMW race car driver running a 2002 in GT3 by the name of Jim Harrison. It was my participation in following him around mainly to Summit Point, West Virginia and just helping out with timing and signals and or course assisting turning a wrench here and there that I knew I was destined to some day drive a race car.

Because of the costs involved, it was impossible for me and others like me to enjoy the thrills of actual competition until the SCCA came up with the Improved Touring group. I sat out the first couple of years just helping out a friend running a 2002 Tii in ITA. He was the driver and I with his wife and some friends became his crew. We had a lot of fun and suffered the typical ills a new race car encounters during the first racing season.

Since I was preparing myself for the 1988 season, I observed and learned from him as much as I could. For the most part it was both frustrating and enjoyable. Specially on the occasions when a part had to be replaced with only ten minutes remaining or a door had to be hammered out to get the car ready for the next race. I think I loved these pressure situations more than anything else.

Well it is now 1988 and it was my turn. After successfully going through the first of the two SCCA's driving schools, I started to plan the building of the race car. A 2002 Tii.

After some searching as to whom was going to build the car, I became acquainted with TUV Engineering. The deal was that I would provide the car and all parts and they would build the car. A shake of the hands started what this story is all about: "A very good year".

The owners of TUV, Isken and Jim, to my surprise are no rookies at this game. Isken's background is from Professional Rally Driver, Rally Mechanic for a Porsche team and Formula Ford race car preparation and builder. This in addition to his extensive knowledge on BMW engines and fuel injection systems. Jim on the other hand, has extensive knowledge in Drag Racing.

You begin to ask yourself, Drag Racing?... Read on..

When preparing the chassis, I was amazed and confused. I keep saying to myself, this is not right, it defies all the logic of other suspension systems that I have been accustomed to see and experience.

Unlike other racers, they decided to run a limited slip rather than a locked rear. Rather than using Gas shocks, they used hydraulics. Instead of using reasonable springs rates on



'Mad Max' by his uniquely painted 2002 Ti, sponsored by TUV Engineering in Rockville.

the suspension, they opted for the stiffest possible. The list goes on.

Up to this point we had not touched the engine at all. There was no time prior to my second SCCA school which I was going to use as a test bed for the new chassis. The car with the old engine was incredibly fast. So fast it was that it was decided by the instructors to grid the car in last position for the 5 lap race. We came in second.

After the school, we had two weeks left to make minor adjustments before the first regional race at Summit Point.

RACE # 1

Our regional races consists of a qualifying session, a 5 lap qualifying race and one 15 lap race. In qualifying, I was surprised to find that I was 9th overall 4th in class. The fastest BMW in the class. This not only made me feel good about my driving, but also about the chassis that had been built by TUV. The car drove as if it was on rails. And all this with an engine that had over 130K miles.

During the 5 lap race, I got hit in the left rear fender which caused the metal and the tire to make contact. Although I finished the race, I destroyed a tire. I immediately contacted Paul Marconnes one of the owners of Radial Tire Co., in Silver Spring and he had a new tire delivered to the track the next day with ten minutes to spare.

At about the seventh lap of the 15 lap race, I got a black flag because of smoke coming out from the engine. It turned out that a seal from the transmission was leaking thus throwing fluid all over the exhaust.

The next race was three weeks away and it was decided by TUV to build the new engine. We sat for several nights thinking about it, putting things down on paper and most of

continued on next page

all making sure that it was legal.

We spent many hours on the phone calling the national office, other Tii racers plus other knowledgeable people familiar with the Tii to compare notes on what we were thinking of doing. Needless to say, everything that the guys at TUV were doing not only was legal but also would give us the optimum horsepower and torque which we wanted.

The next step was to send everything over to the machine shop. During the assembly process, the guys at TUV were so attentive to every detail that it was driving me crazy. They were even using special lubricants that other shops in the area said were not necessary. But it was their design. I left him alone. Now the moment of truth was coming upon us.

RACE # 2

The engine was broken-in at the shop two days before the race. So the first time out on the track would be for qualifying. I was kind of nervous running the engine hard from the start, but what-a-hell.. Its a RACE.

In qualifying, with only three laps in (linkage came loose), I qualified in 12th position, again the fastest BMW in the class. This again had me jumping for joy.

At the start of the first race, I got a jump on a lot of people thanks to a missed shift on one of the cars up on the front row. I suddenly found myself third overall but lost it quickly from my over enthusiasm. Then to make matters worse, the exhaust system falls off, which caused another black flag. This cost me the race plus in addition placed me in almost last place for the big race on Sunday.

The long race on Sunday was exiting... Not only did I start in 29th spot out of 33 but also 14th in class out of 15. This meant only one thing. **GO FAST FROM THE START.**

The green flag is out and I started to cook the pavement. The car was running to say the least like a rocket. I pushed and pushed the car to every limit and it obeyed my every command. I had given my crew instructions not to signal me unless I was turning laps of less than one minute and thirty five seconds. The signal that we decided to use was a green arrow pointing in the direction of the race. I notice the arrow after the second lap.. I was cooking. By the seventh lap, my eyes caught a glimpse of the other BMW who was sitting in fourth place in class. This made me feel real good. It meant that the leaders where not that far ahead and with 8 laps left, I had a real chance of improving my overall position.

It was on lap 9 that I was now bumper to bumper with the BMW. As we are barreling down the main straight at close to 120MPH, I am ready to apply my brakes to make the crucial turn ONE, but the brakes did respond. The pedal had gone all the way to the floor. Up to this day, I can not describe in detail nor be able to explain what happened inside the cockpit. But whatever actions were executed left me with just enough time to save the car. I ended out in the dirt safely.

By the time I was allowed back on the track, too many seconds had elapsed that now it became impossible to improve to better than 6th in class.

The whole experience was exhilarating. Not only did the car run flawlessly, but it was darn fast. Now we knew that we had to work on the brakes before the next race. It was now clear that the folks at TUV had built ONE HELL OF A CAR.

RACE # 3

This race was full of surprises. For one, it was extremely hot. As stated earlier, the only work that the car required was to make the brakes work better. The car was delivered to TUV on Monday before the race and work started on the brakes. They engineered such a system for cooling that it showed his expertise at fabricating solutions to problems.

Well race day was here, and we went out to practice early in the morning. The car ran very good. Just as it always had. About an hour before the race, we noticed there was something wrong with the suspension. As we looked for the flaw, we found the front subframe was weak and had bent. (Thanks to some of my OFF ROAD recoveries). We performed some emergency repairs with the help of the welding equipment of another racer and we set out for the short race. For the five lap race, although the car ran strong, I was blown away by the other BMW which had recently completed the second engine rebuild of the season.

At that point, we new that it was going to be tough. We just braced ourselves for the race on Sunday. As expected, the other BMW not only blew our doors off but everyone else also. He came in third place in class.

Nevertheless, we had a good time and had put on a good show for everyone.

RACE # 4 (Double MARRS)

Since we had bent the subframe at the last race, we had to reconstruct the front end again. This time not only a new front end was built, but the whole car was completely balanced with scales at each corner. This made the car very balanced front and rear.

During the last three weeks before the race, there was a lot of interest from another shop in knowing what we were doing. Never before had anyone expressed so much interest in the design of the suspension. Almost every other day, someone would come by and check it out, inspect and scratch their heads. It was great.

Because of a wedding of a very good friend of mine and being one of the Grooms (Ed. Couldn't bring myself to change this...Max, you devil!), I could not get away on Saturday to qualify. This meant again starting at the rear of the pack.

The whole day Sunday was raining but as our race approached its start, it had stopped but the track was still a little damp. We started off and we were able to improve our position to 18th overall and 9th in class. We were happy.

I then found out that Isken and Jimmy had de-tuned the car on purpose. Now they were setting it up for the next race for full power. With the suspension now almost neutral, we were steadily improving our position during the race until I

continued on Page 20

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A Good Year *continued from Page 18*

hit some mud on the track which spun me towards the inside of turn 6b. Consequently this incident caused the left rear tire to come off the rim thus finishing the race for us. Nevertheless, we all felt good about the responsiveness of the engine and suspension setup.

RACE # 5 - The Blue Gray

Racing for money...Preparing the car for this big event was crucial due to the prize money.

During the qualifying, the distributor disintegrated right after the warm up lap. As you can just imagine, we qualified second to last. The other BMW in the race, qualified at the fastest ever at the track for the class. He had set a new track record.

The race began on Sunday, and as always the strategy was to fly. We were doing quite well catching up to the leaders until the dreaded moment... The car began to run very rich. I pulled into the pit area for my crew to determine the fault. It was found to be a broken linkage to the injection pump. I was told.. to continue. Three laps later, the car lost all of its power... The linkage to the throttle body had also broken. The rest of the race, I sat by the car cheering the other racers. The winner of the race was the other BMW piloted by Bob.

Conclusions:

Racing is one hell of a sport. My experiences this year cannot be compared to anything other than the the birth of my son (Mini Max) whom had attended the first two races and the last one.

The design of the chassis was by far the best that I have seen and driven. It was a car that was mostly neutral with power induced oversteer. The engine is a jewel. From the first time it ran like a champ. Nothing ever broke. No rocker arms no NOTHING, and after five races it is still runs as strong as the first time. Other teams had three engine rebuilds while we had none. **THAT IS QUALITY.**

Anytime you build an engine that is capable to take the abuse of a racing season (specially the way that I run the hell out of them) and still have no loss of compression nor oil consumption it shows the quality and perfection behind the builders.

The time we had was GRAND. We have learned many important lessons which we will apply for 1989. The sponsors TUV Engineering (Isken & Jim) plus the crew of Robert Irbi and Edmund Huang provided what I call a first class operation. All of my accomplishments could not have been attained without their know how, perseverance and dedication to excellence.

Next year will be an exiting one. If you have not been to races at Summit Point, do so.. Be careful, YOU MAY CATCH THE FEVER. Again, my thanks to all involved, Isken, Jim, Robert, Edmund. And of course my darling wife and mother of Mini Max for always putting up with me, in supporting my racing and other fantasies (*Ed. Dare we ask...!?*). Until next year.....

Mad Max

Engine Rebuilding

It all began innocently enough. The engine in my 528i was rapidly approaching rebuild time, and I really didn't want just a stock rebuild. Oh sure, the engine was adequate for most conditions, but, well, you know, with drivers schools, autocrosses, commuting, etc etc, I wanted a little more oomph. My original plan was to get hold of a relatively inexpensive 3.3 or 3.5 liter engine block, rebuild the block and the 2.8 head, add a decent camshaft, and end up with a low-buck, high-torque screamer.

Then I heard about TUV Engineering from our ITA racer friend Max Rodriguez, whom TUV sponsors. When Max heard what I wanted to do, he said, "Listen, even if TUV didn't sponsor me, I would still strongly recommend them to my friends for engine and chassis work. Isken Kutlucinar (the proprietor) is a genius when it comes to good work and precision engineering. My race car is built according to the same rules as those of my competitors (other 2002tii's prepared by other shops), but the way Isken sets my car up, I just drive right by them at the track!"

After many unsuccessful attempts at obtaining a 3.5 liter block, I finally bought a complete 3.3 liter (non-Motronic) engine, based on both price and the fact that Isken assured me he could make it run stronger than even a Euro 3.5 by using a 300-degree cam, high-compression pistons, some machining tricks, and a few electronic tweaks. I said great, let's go for it! Isken then wrote up a list of parts for me to obtain, which I did through the services of MAXLOR, Max's parts distributorship.

One day Isken called me and said, "I have an idea." I didn't know which question to ask first, "What?" or "How

much will it cost?" When he answered the "what", I didn't much care about the answer to the other question. As it turns out, Isken had been thinking for several years about a trick intake system, based on the M-5/6, that could be easily adapted to a non-M engine. And wouldn't this be a good time to put that thinking to the test?

Unfortunately, money doesn't grow on any of my trees, but (fortunately in this case) I am easily persuaded when it comes to spending money on my car, as in "Well, for only a few bucks more, we could do this, and this, and this, and we might as well do it while the engine's out of the car."

The trick intake system involves using six throttle butterflies, one for each intake post, linked and synchronized. Street/track optimization could be obtained by using a conventional airflow meter feeding into an air box à la M-5/6 for the street; for the track, one would only have to swap the airflow meter for a throttle position sensor (which feeds the throttle signal to the brain), and exchange the air box for individual air filters which fit the intake stacks.

Seeing Isken's work on the linkages for the six-throttle intake, and the adaptations he made to the airflow meter gave me new respect for specialty mechanics. His estimates of ultimate output are more realistic than one would like to hear, but in anything he does, there is as much emphasis on reliability as there is on performance ("What good is more power if it doesn't last?").

Isken was still working on the trick intake when the machine work was done on the rest of the engine, so he refitted the stock injection system in order to get me on the road (and out of his hair!). I had been without my "baby" for only nine days, but I was in such heavy-duty withdrawal

Continued on next page

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Engine Rebuild *continued from previous page*

that I couldn't wait to hear Isken say "It's ready", and I'm real sure he couldn't wait to say it!

I had prepared my right foot for great restraint during the break-in period, but Isken said hey, don't worry about it. So I didn't! Needless to say, even with the stock injection system fitted, there was a BIG improvement in the way the engine ran: more torque lower in the rpm band, more power everywhere (estimated 210+), and a big improvement in my outlook. The only downside was the frustration I had to endure in the usual suburban crawl where I live. Jeez, what'll it be like when I get the trick intake? I might have to move out west!!

I had thought to try some 0-60mph times for comparison purposes, but in deference to the new clutch and pressure plate, and also because I'm basically "street-paranoid" and want to keep my license, I decided to wait and compare my Summit Point drivers school lap times instead. With my old 2.8 liter engine, about the best I had done was 1:42.5 on the two-mile, ten-turn track. Before I could try this setup on the track, though, Isken had completed my trick intake, and was fitting it to the engine on July 8, the day before a drivers school. I promptly turned lap times around 1:39, and this was without the benefit of fine-tuning the engine! There were people who had spent mega-bucks on engine mods who were getting quite concerned at how rapidly I was catching them.

Alas, now we get to the cloud around the silver lining. The six-throttle setup, while great for flat-out flogging, needed some refinement in order to be streetable. Isken removed that system, and was going to re-fit the stock intake system. Guess what? He called me again, saying, "I have another idea. I think you should come up here." I got to TUV, and say my intake plenum with a great big hole cut in it. When Isken saw my face, he smiled, and showed me his idea —reposition the original throttle body, and add a second one! Bring in more air, and tweak the electronics to supply more fuel. The airflow meter and associated plumbing could handle the extra air, and the stock throttle linkage could be left intact (aside from some minor realignment).

I was truly amazed! Back on the road, with some 250 estimated horsepower, and much more streetable than the previous setup. At the Hotshoe drivers school at Summit Point, I was again turning in the 1:39 range, but it is much easier to drive on the street as well as on the track; I still get decent fuel mileage (when I care to check), and I have so much torque it's almost scary. People ask me when I'm going Mustang GT-hunting, but it would just be my luck that the GT I do race will be a stealth-cop! Suffice it to say, I am thrilled with TUV's work and attention to detail. Thank you, Isken, Jim and Max!

Stop by TUV in Rockville sometime, talk with Isken and Jim, and look around their brand new, sophisticated shop. They will host a tech clinic on November 12 where my car and several other TUV-modified cars will be on display. See you there. BANZAI!

Gary Toyama

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YOU'VE BEEN SHOCKED, GAPPED, BEHEADED AND WHAT ELSE....

SHOCKS FOR YOUR CAR. I recently had the opportunity to experience first hand the problems that you may encounter when buying shocks from a long distance discount house.

One of our members decided to take advantage of an opportunity of buying shocks at a very low price and then taking them to a repair facility to have them installed. Once the shocks were installed it was discovered that the shocks were defective. To the surprise of the member, he could get the shocks repaired/replaced by the manufacturer but the labor was not covered, which meant that he would have to fork out again for the installation of the shocks. What was supposed to have been a savings turned out to be a very expensive proposition.

One thing that all of you must understand is that parts which are purchased from the different mail order/discount houses are intended for the DO IT YOURSELF kind of person. When you buy and have a shop install them, you take a risk. This risk is based on the amount of savings you were able to take. On the other hand, if you would have gone to a shop and asked them to order and install a set of

shocks, you would have paid probably full retail price and if something is defective the repair facility would have most likely taken care of the problem. That is the cost of doing business. The same applies with parts which are bought thru the Club Store.

PLUG GAPS. Are you the kind of individual that when doing a tune-up, you take the plugs right out of the box and installed them? Do you have a rough idle or rough running engine after a SERVICE was performed on your car? If your answer is YES, then most likely the problem may be the incorrect gap setting on the spark plugs.

Lately I have been called with this malady and after the people re-adjusted the plug gap, everything was fine.

Now this is just one of the possible cures, if re-gapping the plugs do not fix the problem, you may need other remedies. This may include from adjusting the CO to an O2 sensor if the car is so equipped. Talk to your mechanic.

BEHEADED.. You though your world was coming to an end when you were told your cylinder head was cracked?

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Well I got some good news for you. A club member recently had an factory engine installed on her 1975 530i at Potomac Motor Works in Rockville. During the discussion of prices and options, Paul Eisenberg (the owner) mentioned to her that since she had already replaced the cylinder head once since the car was bought, that he though BMW had a recall in the late 70's on 6 cyl heads and any defective ones would have been replaced free of charge even though the warranty had expire.

With that though she called me for additional information and I confirmed the report. She immediately got her writing skills to work and sent letters out to BMW NA. To her surprise, the other day she received a check for \$1,100 from BMW NA to cover the cost of the head.

Her claim was successful because she had keep all records pertaining to the maintenance of her car. Without them she would have been unsuccessful.

OXYGEN SENSORS. In the last article, I talked about the replacement of the oxygen sensor before the 50K miles due to the emissions warranty that all manufactures are responsible for.

On BMWs, if you read the owners manual, it states that this unit is to be replaced at the owners expense at 30K miles. This is for models which use the single wire type like the 1980 on 320i, early 528E etc.. Other units(3 wire) will last the full 50K miles.

The way the warranty works is as follows; if the unit fails before the 30K service, BMW NA will replace it free of charge. If after replacement of this unit at the 30K the unit goes bad before the 50K(20K more miles), the unit will be replaced free of charge. I hope this clarifies BMW warranties on this unit. It is my opinion that this unit should last 50K miles based on the EPA Emissions Warranty.

ON REBUILDING CALIPERS. The amount of time that I stated that it takes to rebuild a caliper is based on the experience of the mechanic. Someone that is familiar with the process will take him/her about an hour each. Also note that not all calipers can be rebuilt. Some of them are so badly FROZEN that the rebuild process can not be accomplished.

MAINTENANCE TIPS. I think I must subscribe to almost every possible magazine there is. I have been amazed at the amount of data that is available in the areas of routine maintenance and just plain common sense.

The following is from a card that was recently sent to me(maybe most of you) from Popular Mechanics about maintenance. I have modified it a bit.

One of the last items to be mentioned is one of the most important. **READ THE OWNERS MANUAL;** there is a wealth of important information contained therein and many repair prevention tips.

continued on Page 26

MAINTENANCE TIPS

INTERVAL	WHAT TO DO
When filling the fuel tank	<ul style="list-style-type: none"> • Check Engine Oil Level • Check Coolant Level in Recovery Tank • Check windshield washer fluid
Once a Month	<ul style="list-style-type: none"> • Check tire & tire pressures(include Spare) check for cuts and abnormal wear. • Check that all lights work • Check ground beneath parked car for fluid leaks
Twice Yearly (Spring & Fall)	<ul style="list-style-type: none"> • Check power steering fluid level • Flush Brake fluid • Check transmission fluid level • Check differential fluid level • Check coolant strength • Inspect belts • Inspect coolant SCCA's • Inspect exhaust system • Rotate tires • Examine battery and starter cables for corrosion
Yearly	<ul style="list-style-type: none"> • Inspect brake lines for cracks • Inspect Brakes • Lubricate all lock cylinders • Lubricate all hinges • Lubricate door weatherstripping • Flush underbody with water to clean of mud & salt buildup • Test ability of parking brake and PARK position of Auto Trans to hold
While driving	<p>Be aware of following abnormal conditions if they develop:</p> <ul style="list-style-type: none"> • Vibration • Brake pedal softness and brake noise • Steering wheel pull • Auto transmission noise or slipping • Clutch chatter or slipping • Exhaust system roar • No horn • Windshield wiper streaking • A warning light that comes on or a gauge that shows abnormal reading.

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Technical Tips *continued from previous page*

UNLEADED. Well it happened. Leaded Regular gasoline is becoming non-existent at the major pumps. The latest victim was Shell. I will miss it since it was cheap.

PARTS ARE PARTS - I got an interesting call the other day about ORIGINAL BMW parts and OEM equivalent. The question was whether or not to buy BMW original or go for the OEM equivalent. To answer this in all fairness to all, BMW original parts are more expensive than their OEM equivalent. In some cases, they also carry a better warranty and in some the same. For those that do know the difference, OEM parts are manufactured by the same companies which make them for BMW. The main difference is the BMW logo on the part. The quality in my opinion is the same.

I remember one time ordering an OEM part for the 530i which upon inspection showed the BMW logo scratched off.

At the wholesale level, these parts are less expensive to buy, which give suppliers a little more profit margin.

Most if not all mail order houses, will sell you the OEM equivalent. This is the main reason why the prices are so low.

As an example of quality, every component in the engine of my BMW race car, the 3.5CS and the 530i is composed of OEM parts with the exception of the block, head, crank and rods. Thus far, we have not had any failures and the engines run as if they were new.

Until next time....

Max Rodriguez

Club Store

We've started gathering orders for another group purchase of microwave leakage detector units (also known as Passport Radar Detectors) and have received several requests already. We need a total of 12 orders to qualify for the club discount of 10% off the regular price. Give us a call and a check, and you too can get your Passport for \$265.50.

As the holiday season approaches you're probably already trying to figure out what to get for that special car in the family. Call us up and we'll offer our suggestions.

Steve Haygood (703) 430-0692
In Baltimore: Dwight Derr (301) 889-9578

Please Note: The Club Store is run not for profit, but as a service to Club members. It is staffed by volunteers who give their time and energy "for the love of the marque".

VOB Auto Sales BMW Division, Rockville, MD

Photo by Raine Mantysalo



VOB was founded in June 1968 by Richard Rankin, the second BMW dealership in the Washington area. Originally located in "downtown" Bethesda, in 1973 a new facility was built to house BMWs as well as Nissan. When Herson's Honda moved up the "Pike" Mr. Rankin bought the current facility and after extensive remodeling had an exclusive BMW dealership.

Rick Price, the General Manager, is one of the founding members of the National Capital Chapter. Rick has been a BMW enthusiast for at least 16 years. He has assembled a team of professionals which has resulted in VOB being #1 in sales and parts in the Mid-Atlantic Region. In a typical month, VOB will sell 50 new BMWs and 10 used BMWs. Chris Myer is sales manager, Tom Crovato service manager, and Mark Segal, parts manager. Many employees have been with VOB for quite a few years. Bernard Saks, a long-time supporter of our Club, was the first employee in 1968. After twenty years as General Manager, Mr. Saks is currently Corporate Vice-President. Rick was with VOB from 1975 - 1979, Tom from 1980 - 1984 and Mark thirteen years.

Other familiar names on the VOB payroll are Don Miller, service writer, technicians Zig Krause, Francis Stepanek, and Audrey Gayle a 13 year member of the VOB team. Rob Hanley leads the list of long time technicians with 15 years. It's rare in the car business to have such longevity. VOB must be doing a lot of things correctly.

In order to increase sales Rick has opened a used car showroom on the upper level of the dealership. He reclaimed a storage area which holds 15 quality used BMWs, taken in trade on new purchases. In addition, VOB usually has 150 BMWs in stock, the largest inventory in the area.

Another service Rick has introduced is a reconditioning program for customers. Headed by Jim Shoemaker, the program offers steam cleaning, carpet shampoo, hand washing, waxing, and detailing. Call for an appointment.

continued on next page

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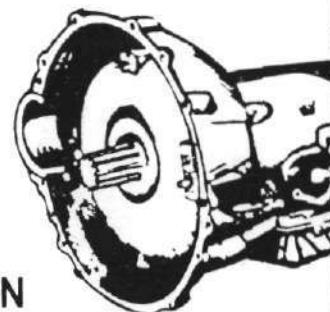
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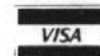
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Tom estimates that at least half of the technicians in the D.C. area have been trained by VOB. The dealership has five service teams, each has their own engine analyzer, 4 Allan and 1 BMW. One machine I wasn't familiar with is the Weaver. By driving on this machine your shocks, ABS, brakes, hydraulics are all tested and a printout reports on their efficiency. I learned that tires of different wear around can cause the ABS to work unevenly, and result in less than straight line braking at 120mph!

Each service technician participates in an inter-active video at the dealership as part of their continuing education. At least one technician each week is studying a new system. In addition, the regional headquarters in Sterling is constantly holding classes to keep technicians up to speed on the rapidly changing technology.

VOB has approximately \$1,200,000 of parts in stock, largest in the Mid-Atlantic region and among the top 10 in the country.

VOB offers a 10% discount to Club members on parts and labor. Please show your card when ordering or writing up the service order. One Club member (clod) returned and demanded a discount, *three months later!*

Stop by and meet Rick, Tom, Mark and their staff. You'll like what you see.

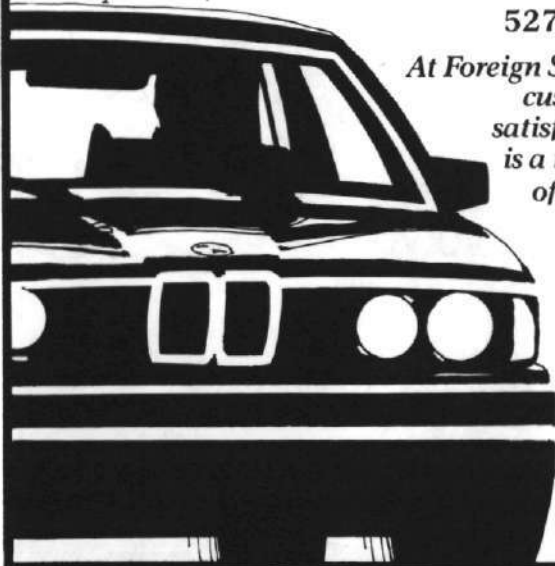
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Eds. Note: This article about VOB is one of the first of a series highlighting our supporters - dealers, advertisers, independents and friends. If you would like to be featured, please contact the editors. Send mail c/o Andrew Short, Bumper Crop Studios, 6939 33rd Street, NW, Washington, DC 20015. Include photographs if you wish, but write what they are and the photographer's name on the back as well as where to send them if you want them returned. We look forward to hearing from you.

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Buy a raffle ticket in aid of the American Cancer Society and stand a good chance of winning a 1989 325i convertible. Tickets for this year's raffle have been limited to 4,000 so you stand an excellent chance of entering the new year with a flashy new Bimmer.

The drawing will take place on Thursday, December 8th at Continental BMW of Darien, 138 Ledge Road, Darien, Connecticut. The raffle has been organized by the Southern Fairfield County Unit of the American Cancer Society, Connecticut Division, Inc.

Tickets are \$50 a piece. Payment may be made by check, payable to the American Cancer Society or by VISA/Master-Card. Please give credit card number, expiration date, name as it appears on the card, full address and telephone number. Send to BMW Raffle, American Cancer Society, P.O. Box 2087, Norwalk, Connecticut 06852. You may also call the Society at (203) 853-0100 with your credit card purchase. Your ticket will be mailed to you.

Membership Drive

BMW NA estimates the number of Bimmer owners in the U.S. at about 622,000. Currently the BMW CCA has in the region of 25,000 members.

The National Capital Chapter has around 2,000 members in an area with a high concentration of Yuppies and other Bimmerphiles. Are you doing your bit to recruit new members for our Chapter to keep us number one in the Nation?

There are a half million of them out there! Go fetch.

New Members

Welcome! Come on out and join the fun.

NAME	MODEL	REFERRED BY	NAME	MODEL	REFERRED BY
Ernest M. Cohen	528i 1979	Previous member	Jay Markwood	325is 1987	D. Scott Lee
Christine Cohen			Robert M. Young	1987 LG	
Alex W. Fredian	535i 1985		Robert J. Zipse	528i 1980	S. Weakley
Andrew J. Murray	2002 1976	John Roth	Wayne Watkins	528i 1980	Dwight Derr
Joe McConlogue	320i 1982		Brenda Watkins		
Jennifer Upton	320i 1982		Ted Wernick	325 1988	
Robert E. Vagley	528e 1985	Lorin Bleecker	Lolita Wood-Watts	325es 1986	Allan Bolden
Trey Benson	325 1988/ 524 td 1986		Mark A. Watts		
Glenn C. Bailey, Jr.	325 1987	Conway Moy	Hugh M. South	735i 1988	
Kenneth R. Wellons	320i 1977		Arnold D. Spevack	325ic 1988	
Felix Wong	325is 1988	Dave Neighbors	Dennis Szkotnicki	325i 1986	Steve Haygood
(VOB)			James Barton Taylor	2002 1973	
John B. Ames	533i 1983/ 325i 1987		Dan Bird Bo Taylor		
John Balzina	325es 1986	Martens BMW	Vince Tomchak	325e 1985	
Chris Balzina			Ted Urban	325is 1987	Pete Peters
Mark Bowie	325es 1987		Edward W. Warren	325 1987	
Gail L. Bradshaw	325i 1987		Carlton Perry	320i 1980	
P.W. Clapsaddle	325i 1987		Edwin H. Pitcher, III	320i 1980	Robert S. McNeil
Gregory M. Colandrea	320i 1983	Mark A. Shand, MD.	David Raymond	325es 1986	David Stark
Russell T. Crockett			Chris Rogers	320i 1980	
Daniel Crofford	318i 1984		Bob Schweltz	735i 1988	
Chester M. Dacres, MD.	528e 1988		Georgette Semick	325 1987	Keith Ward
David DePorter	2002 Tii 1973/ 2002 1972		Anne Pettus Shelburne	318i 1984	Gordon Kimpel
Robert A. Diggs	530i 1975	Dwight J. Derr	George P. Singlos	325e 1985	
Robert Donahue	745i 1981	Excluservice	Leo Slaggie	2002 1976	J&F Motors
C.R. Donnefeld	528e 1985		Harry G. Smith	323i 1979	Donald Manns
George A. Eaton	325e 1986		Stephen H. Barber	320i 1979	
Charles Feinstein	325ic 1987		Jan P. Barber		
Martin Gaffey	2002 Tii 1973		Ken Baumgen, Jr.	325i 1987	
John H. Greer, Jr.	318i 1984		Douglas Boomer	2002 1976	Alfred L. Sides
Rochelle Gross	325e 1984	Mark Yaworski	Mark Cada	320i 1978	Daniel Cada
Larry E. Hare	535is 1988	Steven Sass	Clifton Cameron	320i 1979	
Richard M. Hood	528e 1987		Harold Claiborne, Jr.	325 1987	
Mark R. Kidd	2002 1973		L. Bernard Clinton, Jr.	528e 1988	David Addison, NY Danny Harris, MD
Michael A. Leeper	2002 Tii 1972	John Hartge	Michael Cummings	325-e 1984	
Bruce E. Linder	2002 Tii 1973	Ken Price	Gregory Doherty	318-i 1985	
David H. Livingstone	M3 1988	John Williams	Joseph Drost		Jim Dresser
Gary A. Mackey	2002 1975		Gloria Dueltgen	735-i 1988	BMW of Fairfax
Darrell Marsh	325i 1987	Clayton Klemm	Rajan Eapen	320-i 1982	Excluservice
Gary Martin	535i 1986	Foreign Service, Inc.	Michael Evans	2002-Tii 1972	Andrew Murray
Frank E. Mason, III	2002 Tii 1974	Dix Griesemer	Mark Givets		TUV Engineering
Sarah G. Mayfield	528e 1987		Richard Gleason	2002 1976	C.W. Eichholz
Philip R. McCarthy, Jr.	325e 1987/ 735i 1984		Nancy Sherman		
Allen S. Melser	733i 1984		Edward H. Hohman	2002-Tii 1974	Auto Show
Maureen E. Muldoon	320i 1984	Daniel Richards	Janice Hohman		
James Mumma	320i 1977		Paul Hutchins	633-csi 1984	Foreign Service, Inc.
Stephen Nash	looking for 2002	Robert L. Flynn	Allan G. Iannacone	2002 1976	Samuel F. Moultrie,
Elizabeth A. Reese	535i 1988	Pamela Mickley	Jr.		
		Woody Hair	Lisa D. Johnson	325 1987	Jerry DeMarchi
		Bill Thorn	Marsha Francis Jones	325 ix	
James M. Reilly	535is 1987		Roger Kammerdeiner, II	325 1987	BMW of Fairfax
Neil Redman	325is 1987		Edward P. Koland	320i 1983	
Mark A. Schulz	2002 1976	Miller & Norburn	Jack Kramer	528i 1980	J&F Motors
Auto. Mag.			Lawrenc W. Levine	528e 1985	Walter Sirene
Joanne Schulz			Charles E. Morris	318i 1984	
Steven E. Taylor			Hamio Mosami	733i 1984	
Gayden Thompson	325 1988	BMW of Fairfax	Steve Owens	735i 1988	C.W. Chastain
Joseph E. Thompson, Jr.	325is 1987	BMW of Fairfax	Ivan Pang	320i 1980	
Doris J. Thompson			Vilas F. Adams		Karl L. Hoffman
Dizzie D. Turner			Osbert M. Applewhaite	528e 1987	
Greg Young	2002 1976	B. Cottrill	Gary F. Banks	535i 1985/ 2002 1976	



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PERFORMANCE EQUIPMENT: Two Barrell Manifold for dual-downdraft carb \$80. Shock Absorbers front and rear Bilstein Sport Gas \$250. Sway Bar 33mm front \$100. Springs 275# and 300# -cut to within 1/2" of min. ride height \$100. Delrin Bushings 6 front \$60. Brake Pads Repco metal, some new, some bedded \$15/set.

2002 STUFF: Seats, glass, roof, doors, parts, tires, etc. Call Glen at (301)465-1383 eves and weekends.

'83 533i. Questionable past, 15,000 miles. Really needs frame work. \$6000. Jon at 739-0656.

Snow tires, four Michelin Radial 165X13 mounted and balanced on BMW rims for 320i, good condition (put on front and back as they do in Germany!) \$55 each. Other German made parts: Snow chains \$25, Hella back window brake lamps (new) \$30, locking ski rack \$35, roof rack (new) \$35. Call Jan eves. (703)631-6319.

Set of 4 Michelin TRX wheels and tires (200/60VR 390) removed from '87 535is. All in excellent condition, low mileage (under 16K) cleaned up and ready to be transferred to your ultimate machine. \$725. Call Stewart at (301)572-4330.

Oxygen sensor, 3 wire for 325e, used 2K miles, \$100 firm. Call Bill (301)428-6068 days; (301)854-0247 eves.

6 Cyl Parts: 25mm front bar, 19mm rear bar with new links, fit 75-81 5 and 6 series cars, upgrade your handling \$150 for both; stock steering wheel \$45; Becker Mexico (analog) with all wiring and amp \$100.

6 Series sheet metal: 2 front fenders '79 model, very good condition \$225 each/\$425 pair; deck lid good condition \$280 or with factory spoiler \$330. Call Steve at (703) 430-0692 days/eves.

Engine Control Computer (brain box), non-motronic, for '80-'81 5/6/7 series. May fit 530/630. Works perfectly \$300. 4 13X5 1/2 steel wheels for 2002/320, with P-6 205/60HR-13 \$80/OBO. 4 13X5 steel wheels for 2002/320 \$40/OBO. Prima-Flow rear muffler for '75-'76 2002. Exc. cond. \$50/OBO. Sway bars -w/ hardware- for 2002: one set stock F&R, 17/16mm (I think!) \$50/OBO. Rear 19mm \$30/OBO. Sway bars -w/hardware- for 528, stock F&R, \$60/OBO. 528i ('79-

'81) differential, 3.45:1. \$250/OBO. LR Quarter window, 2002, clear exc. cond. \$30/OBO. Call Gary eves and weekends at 569-1336.

1973 2002 needs minor bodywork, has minimal rust, burns oil but runs well, new exhaust/carb/radiator. Make offer. Call Jeffrey at 496-6357 days.

535i 5-speed medium, blue interior/exterior, 29K miles, excellent shape, extra wide BBS and low profile tires, front and rear spoilers, sheep skins front, shades rear. \$23,500. Call Steve at (301)695-8893 days.

1978 320i, beige, auto trans., runs well, needs some work, body sound. \$2,700. Call Maryann at (703)352-3287 days.

1973 2002 driver and passenger seats. Black leatherette. Very good condition. In storage since '79. Call George at (301)744-4791.

Parts: Pair Weber 40DCOES \$160; pair 40mm Solex Side-drafts \$125; Bosch electronic ignition \$40; caps, rotors, points, pads, factory manuals, valves and guides, injection components, gaskets, shoes, electrics, driveshaft components, VC gaskets, filters, radiators, fans, etc. Any reasonable offers. Call Charles at (301)267-9245.

1974 2002tii. VIN 2780387. Polaris w/blue interior. All original, showroom condition, garaged, sunroof, blaupunkt. \$7,000 OBO. Call Frank at (301)822-3204.

320i grilles, left and right, new \$50. 2002/1600 parts: doors with glass \$15; 2002 engine \$75; subframes \$30; 74-76 bumpers with all trim and shocks \$40 each; heated rear glass \$50; steel rims 4 1/2X5 \$5; driveshaft \$60; alternator \$25; starter \$25; 74-76 black door panels with armrests \$125; 68-71 and 76 instrument panels with speedometers \$75-\$100. Call with your needs, much misc. Chris eves. at (301)267-6242.

1973 2002tii VIN 2763118. Polaris silver with nice blue interior, sunroof, stahl header and exhaust, original engine, rough but restorable, complete, \$1,000. Call Chris at (301)267-6242 eves.

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Person or persons to share driving to and from Daytona 24hr race in 1989, normally scheduled last weekend Jan. or first in Feb. Call Fred at (703)768-7263 eves.

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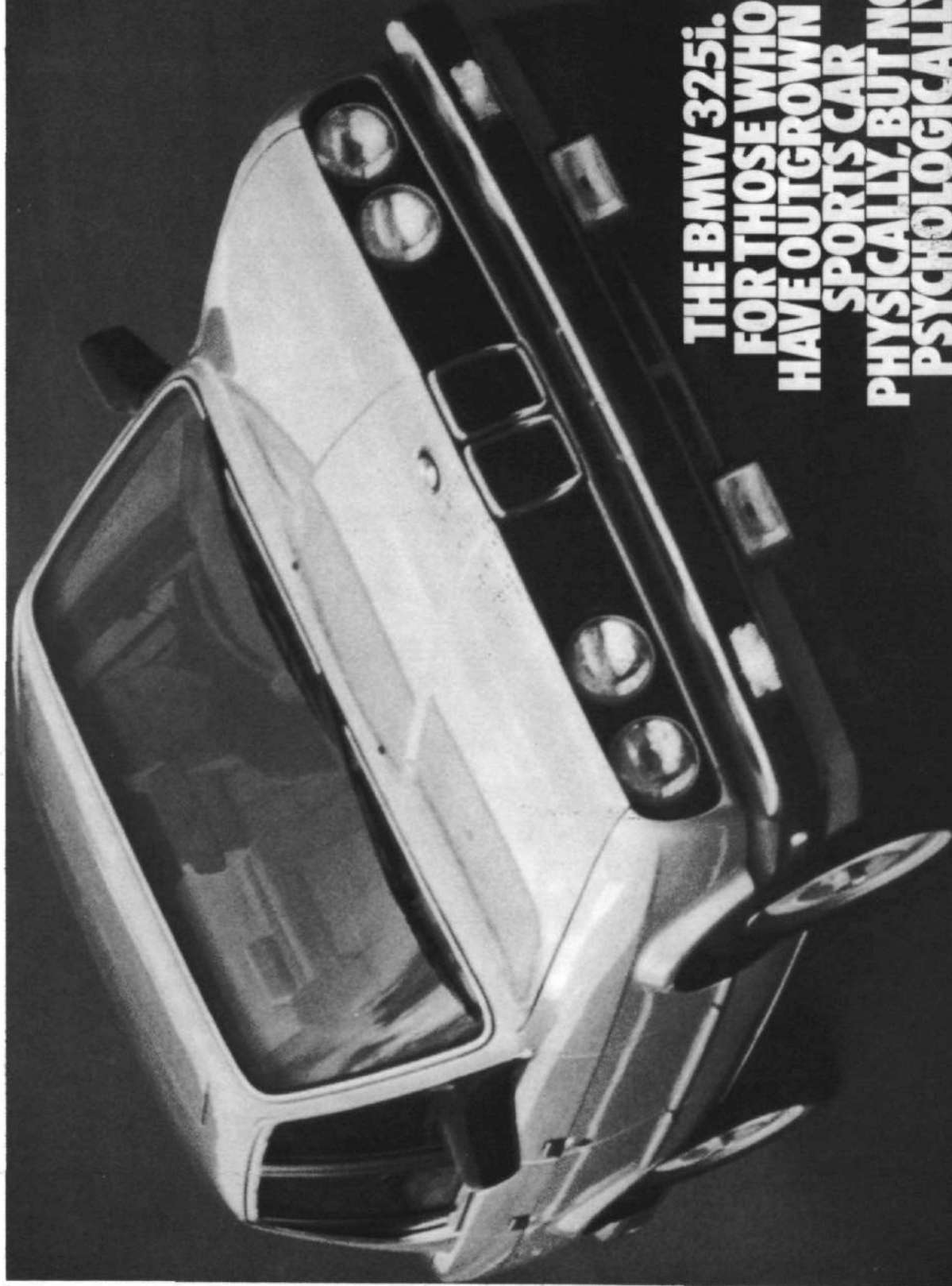
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* We still need liaisons for these shops, folks. So sign up and join the membership race! Call Gordon Kimpel at (703) 847-9660 days or 527-3234 in the evenings if you would like to offer your support.

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