

der bayerische

NATIONAL CAPITAL CHAPTER OF THE BMW CAR CLUB OF AMERICA

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Membership Drive



March/April 1990

Volume XX, Issue 2

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Please Note: Changes of address are to be sent directly to National headquarters. Change of address form (and application form) at the back of this issue.



Above & Front Cover:

Alpine Adventure...

Euro 5-Series courtesy of Lothar Scheuttler, *Excluservice*, and *Schmoldt & Axmann*.

Photos by David Sossamon

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'90 CALENDAR

MARCH

Sat	10	Martens Tech/Tech Inspection
Wed	14	Board Meeting
Sat	17	Crash & Burn
Sun	18	Highway Safety School
Sat	31	Autocross School

APRIL

Wed	11	Board Meeting
Sat	14	Do-It-Yourself Tech
Sat/Sun	28-29	Maifest Dinner/Driving School

MAY

Wed	9	Board Meeting
Sat	12	Tischer Maifest
Sun	20	MARRS Races Corral

JUNE

Sun	3	Children's Hospital Autocross
Wed	13	Board Meeting
Sun	24	BMW NA Corral-IMSA Races

JULY

Sun	1	BMW Road Rally
Wed	11	Board Meeting
Mon/Fri	16-20	BMW CCA Oktoberfest, Ohio

AUGUST

Wed	8	Board Meeting
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SEPTEMBER

Sat	8	Drivers School
Wed	12	Board Meeting
Sun	16	Bavarian Inn Oktoberfest

OCTOBER

Sun	7	Corral/Vintage Car Races
Mon	8	Drivers School
Wed	10	Board Meeting
Sun	14	MWCSOC Autocross

NOVEMBER

Wed	14	Board Meeting
Sat	17	Annual Dinner

DECEMBER

Wed	12	Board Meeting
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COMING EVENTS

TECH SESSION AND DRIVERS SCHOOL INSPECTION Martens BMW, Marlow Heights, MD Saturday, March 10

Time: 9am

Did you know that every year there is a worldwide competition to determine the best BMW technician in the world? Well, there is and this year's winner is Dave Thompson of Martens BMW.

On the morning of March 10, Dave Thompson will present a basic tech session at Martens BMW. This tech session is for the men and women who do not want to become a mechanic but want to know the 'why' of maintenance without having to know the 'how.' Dave will discuss a wide variety of topics including why you should check your oil level, the importance of minor and major services, communicating with your service technician and any other subject of interest to the audience. If you plan on coming to the Basic Tech Session, call Mark Yaworski at (301) 972-8237 M-F 9-5 and leave a message.

While Dave is speaking to the tech session attendees, free drivers school tech inspections will be performed in the service area at Martens BMW. Inspections are mandatory for the drivers school and this is a chance to have it done without tying up your car for a day. Inspections will be done on a first come first serve basis, so get there early. Call Chris Leeper for more details.

After your car has been inspected and Dave is finished speaking, stop by the show room, see what's new and even take one out for a spin.

There is a chance that a number of vintage/classic/exotic BMW will be on hand of oogling.

Directions: Getting to Martens BMW is easy, take the Capital Beltway around to Exit 7 in Maryland (Route 5 North, Branch Avenue Silver Hill) follow Branch Ave north a short piece to Auth Way where you'll see a giant cougar perched on top of a Lincoln Mercury dealership on the right, turn right and you'll find Martens BMW on the left.

NOTICE: Due to the unavailability of track time at Summit Point on Saturday, March 17, the Drivers School originally scheduled for Sunday 18 has been cancelled and replaced by the Highway Safety School which was to have been held Saturday. *¿Comprende?*

COMING EVENTS

CRASH AND BURN SCHOOL

Summit Point Raceway, W. Va.

Saturday, March 17

Would you like to have the best seat in the house at the SCCA races for free? Would you like to be a part of one of the most respected flagging and communication teams? On Saturday, March 17, the DC Region of the SCCA will conduct their annual Race Emergency School (A.K.A. Crash & Burn) at Summit Point, West Virginia.

The day will start with classroom sessions at the Summit Point Elementary School. In the afternoon everyone will go to the race track where practice will be given in putting out the fire in a burning car and use of the "Jaws of Death" (not 'Life' -Ed.), a hydraulic device used to cut open a wrecked car.

There is no charge for the school and no obligation to work future events. For registration information call Josh Cockey at 703-663-3260.

HIGHWAY SAFETY SCHOOL

Summit Point Raceway, W. Va.

Sunday, March 18

If you've never done a driving school before, this is the school to do. Basic techniques of car handling are emphasized which are 100% transferable to everyday driving. These techniques also form the foundation for high speed driving skills emphasized in subsequent schools.

See page 27 in Jan/Feb issue for application form; specific times and other details will be sent to you after your application is received.

NOTE: Tech inspection required before school!

AUTOCROSS SCHOOL

Memorial Stadium, Baltimore

Saturday, March 31

Time: 10am

Many chapter members tried autocrossing last year. Don't you think it's time you did too? Here is an opportunity to learn the basics of how to prepare for and drive an autocross without having to actually compete on your first attempt. A ground school will talk about rules, learning the course, car preparation, and driving techniques. Then you will have the opportunity to practice driving short sections of typical autocross courses such as slaloms and skid-pads (going in circles). Finally, you will run a full autocross course

putting together everything you have learned.

The course will be laid out on a large empty parking lot. It is marked with small rubber traffic cones (plyons). Only one car is on the course at a time. Despite the insurance company's requirement for helmets, there is no danger to you or your car. Borrow a helmet if you can, but loaners will be available. Inflate your tires to approximately 40 psi.

At this writing, we expect to use the Baltimore Memorial Stadium lot that is on the south side of 33rd Street. Call the club hotline to confirm the time and location.

Directions to Memorial Stadium: I-95 north to exit 53 (I-395) into downtown Baltimore. Turn right at first light onto Conway Street, left at second light onto Light Street. Bear left onto Calvert Street and continue north. Right on 33rd Street for approximately 1 mile to stadium. Air is available at an Amoco station about 3 blocks before the stadium.

DO-IT-YOURSELF TECH

Tischer AutoPark

Saturday, April 14

Time: 1 pm - 4:30 pm

Once again Tischer is kind enough to offer us their lifts and workspace for do-it-yourself repairs. Some technicians will be available for tips, but do NOT expect them to do your work. Some Club members can also offer tips and on-hands assistance. Bring your own tools. OEM parts are available at Tischer at a discount. Time is limited, so plan simple work only, e.g. fluid and filter changes, simple brake work, rear shocks (NO struts).

Reserve a service bay in advance. Call John Hartge (703) 549-6445. After the first 16 reservations, it's first come first served... and there will be time for only about 8 after the first 16.

Please use street parking. We don't want to crowd out the regular customers. After you park your car, sign up with John Hartge in the service area. PLEASE, DO NOT LINE UP CARS AT SERVICE AREA.

Spectators are welcome to watch BMW repairs, meet Club members, and check out the BMW's for sale.

Directions: Tischer Autopark is north of Silver Spring in the Auto Park off of Briggs Chaney Road. From Route 29, go East on Briggs Chaney, then take the first right and proceed to the BMW dealer. (301) 890-3000.

COMING EVENTS

MAIFEST DINNER/DRIVING SCHOOL

Saturday & Sunday, April 28-29

See application in this issue. Plans for the group dinner are in the making. Call Chris Leeper for details.

TISCHER MAIFEST

Tischer Autopark

Saturday, May 12

Time: noon to 4 pm

Each Spring, Tischer Autopark switches from a German car dealership into a German festival for the whole family. Enjoy authentic German entertainment, food, beer and fun. And, you can check out that German machinery that drew you into the BMW club. There is likely to be an 850 in attendance!

Directions: Tischer Autopark is located in the Montgomery County Auto Park off of Route 29. See directions for the April 14 Tech Session.

BALTIMORE CONCOURS

D'ELEGANCE

Saturday, May 12

The Second Annual Baltimore Concours d'Elegance will be held at Rash Field at the Inner Harbor on Saturday, May 12. Last year's inaugural event drew 85 entries from New England to Florida and the hope is to make this THE premier Concours on the East Coast. The entries in 1989 included a 1932 Alfa Romeo 8C2300 Monza, a 1957 BMW 507, and a 1986 Jaguar Coup 44 XJR-7. Some of the entries came from the Collier Automotive Museum in Naples, Florida and there will be more cars from the Collier collection this year. All entries are by invitation only, but the organizers are seeking assistance from local marque clubs in locating desirable entrants.

Admission to the event is \$6 and net proceeds will go to the Baltimore City Department of Recreation and Parks to benefit the Variety Club Recreation Center for the handicapped. Rash Field is located between the Science Center and the Rusty Scupper restaurant.

For participation information call Art Zilio at (301) 396-5528 days or 301-879-6256 evenings.

MID ATLANTIC ROAD RACING SERIES

BMW CCA CORRAL

Summit Point Raceway, W.Va.

Sunday, May 20

It's that time of year again! Ah the smell of racing fuels, the whine of engines, the squealing of tires. If these sensations shake you from your winter doldrums, you won't want to miss this race. All classes in SCCA racing will be competing and BMW's will be present in some interesting classes.

We will have a secure parking and observation area with a tent, table and chairs for you to enjoy your picnic lunch. Libations will be available, but be sure to carry reserves. A nominal entry fee is charged at the gate. For more details or directions call Jon Miller (703) 739-0656 after 6pm.

CHILDRENS HOSPITAL BENEFIT

AUTOCROSS

Sunday, June 3

Keep your ears open for news of this event. A site is yet to be established.

BMW OF NORTH AMERICA CORRAL

AT IMSA RACES

Summit Point Raceway, W.Va.

Sunday, June 24

For information call Jon Miller (703) 739-0656 after 6pm.

**For Additional Information call the
National Capital Chapter Hotline at**

(202) 397-5970



OKTOBEREST '90: JULY IN OHIO

For the 21st consecutive year, the BMW CCA is having its national gathering in celebration of our favorite marque and the joy of driving. For those new members that are wondering about an Oktoberfest in July: the event was originally scheduled around a weekend in October. The event was expanded to a full mid-week so all of the desired events plus travel-time could be fit in one week. In recent years it was moved to a summer date so those with school-age children could join the fun.

The last issue of *der Bayerische* had a tentative schedule, but please note that this schedule has been changed. The Concours d'Elegance was scheduled for the first day. It was thought this would enable all concours entrants to also participate in the driving events.

Well, apparently enough Concours people felt they would rather forgo the driving events and spend all week wielding their Q-tips. To each his own. At least some of the Concours entrants will do all or some of the driving events, and more power to them.

Thus the new schedule:

- Monday, July 16:** Rally School Meeting
Drivers School Meeting
Gymkhana
- Tuesday, July 17:** TSD Rally
Drivers School for Non-rallyists
- Wed., July 18:** Autocross
Drivers School
- Thursday, July 19:** Autocross
Drivers School
- Friday, July 20:** Concours d'Elegance
Awards Banquet

In addition to these major events, each day there will be tech sessions, photo and mini-car displays, new model test drives, vendor displays and merchandise sales, and a do-it-yourself fun rally.

Columbus, Ohio is a seven hour drive from the Washington-Baltimore area. If you are considering going it is suggested you register early. The popular Mid-Ohio race course and accessibility of Columbus to the eastern half of the country is sure to mean a full-house. Check the *Roundel* each month for details.

President's Message

A few thoughts while I decide whether to have the '83 gewurtztraminer or the Pilsner Urquell with my chicken and asparagus in spicy black bean sauce.

Have you checked out the calendar of events yet? We've got a whole bunch of events lined up to help you shake off those winter blahs: on 10 March Martens BMW hosts a basic information session covering the whys and wherefores of general BMW maintenance, 18 March finds us at Summit Point for our annual Highway Safety School, the most cost-effective \$85 you can spend to keep from being another insurance statistic (it's not too late to enroll, call either of the drivers school coordinators right now), our Autocross School is on 31 March, certainly one of the best and cheapest ways to learn basic handling techniques anywhere! On 14 April Tischer BMW hosts our annual Do-It-Yourself Session (Note that this event is on Saturday Afternoon). These and more... Do keep abreast of what's happening by checking the calendar and/or calling the Hotline. David and Andrew are always endeavoring to get *der Bayerische* out on schedule in spite of people like me (especially me) who chronically thwart their best efforts by being tardy with material. All events will be scheduled and announced with plenty of time to spare. The day will soon arrive whereby the "I got the notice for that event too late" absence excuse just won't wash anymore. By the way, the newsletter (more correctly, magazine) staff most definitely could benefit from a little assistance from the membership. Help yourself and the Club and volunteer!

We've Been Challenged Dept. Tamara Hull, the newly-elected President of the Golden Gate Chapter, wrote to renew the challenge to see which chapter would be first to reach the (mythical) goal of 2002 members. Most of you by now should know that Golden Gate supplanted us as the largest chapter over a year ago. Currently, they've got about 1995 members to our 1850 or so. As Momma used to say, "it's fourth and 35 or your own goalline; punt the sucker!" However, it seems that they might lose over a hundred or so people to a new chapter forming in their southern region. I told her that if that should occur we'll talk. In any event we should augment our membership rolls. Get some applications and go germinate some BMW windshields. Do it today!

We need a new Chapter logo. Our current "Bicentennial" logo was adopted at a time when love, karma, and Linda Ronstadt almost took up residence in the White House. Time marched on and the Chapter logo

continued on next page

President's Message

continued from the previous page

needs to be updated. So get out the drawing pens, get out your Crayolas, whatever tickles your fancy, and come up with a new design. We'll even make a contest of it: win fame, prestige, and maybe even a nifty prize for your efforts! deBBie will be the Judge! (she informs us that she CAN be influenced monetarily!)

Performance Package for Sale. Once again we are offering for sale the ultimate performance enhancer for your Ultimate Driving Machine. This package improves these four vital areas: one, it will make you and your car noticeably quicker; two, it will reveal handling capabilities you never thought were possible; three, braking efficiency is noticeable enhanced. Braking distances are shortened dramatically, especially important if your car is not ABS-equipped (or if the ABS should fail); and, four, the safety factor of you and your car is multiplied (don't you, your loved ones, and your car deserve that?) The price is a mere \$85. Although designed for BMW's it will work wonders with almost all other cars. It's fun and legal in all 50 states, too! It will definitely add a new dimension to your driving experience. Your morning commute will never be the same again! For ordering information contact David at (301) 593-3285 or Chris at (703) 455-3041. Hurry! Supplies are limited...

The Pilsner Urquells were great! I think I'll have the gewurtztraminer for dessert. Til then...

Dwight Derr

Membership Drive

The Spring Membership Drive is on! We've been challenged by the Golden Gate Chapter in a race to reach 2002 chapter members. Our membership is currently 1,849. Our last month brought 45 new members, 130 renewing members, and 54 non-renewing members. That was an above average month! We need to improve to reach our goal, especially if we want to move ahead of the Golden Gate Chapter, and become the nation's largest chapter (as well as the best).

Starting now and ending May 30, I will keep an accurate count of individuals whose names appear on applications. (Dealer liaisons may not put their name on applications left at dealers or shops, we want to see who our supporting shops are). The individual with the most new members will receive \$50.00. We hope the shops realize the potential business they will receive from new members recruited, we appreciate the shops' support too!

Anyone (including the shops) who needs additional applications, please contact me, let's see the 2002 goal reached by summer.

John Kenworthy

Secretary's Notes

At our board meeting, which was held in Baltimore at Chiapperellis' in Little Italy, the following topics were discussed:

We began by running through the events for the upcoming months (see the schedule).

The next topic which came up was the need for a revamped Club logo. If you are artistically inclined or just like to draw please work out a logo and send it to our editor. All entries will be considered.

We wrapped up our meeting with a discussion of our ever pressing need for new members and old members becoming active in the Club. If you are reading this you must have some interest in our activities so look over the schedule and pick an event that appeals and give us a try, you might be surprised.

Michael Early

Club Tags Update

Back in the Sept/Oct '87 and May/June '88 dB, I mentioned the details of the possibility of obtaining organizational license tags for Maryland Club members. These looked like vanity tags. In addition to the number series "BMWXXXX", the "BMW Car Club of America" is printed in script style at the bottom of the tag. The MD MVA required a minimum of 100 applications. Unfortunately, I only received less than half that number.

Anyone want to try again?

Russ Parise

Letters to the Editor



Send your letters and comments to: *The Editor, der Bayerische, 6939 33rd Street, NW, Washington, DC 20015*

Dear Editor,

As a recent member of the BMW CCA, I am very interested in any information regarding auto detailing services.

I am the proud owner of a 1988 M6 and I am very concerned about finding the best shop to do the exterior work on my prized toy. I realize that there are no substitutes for doing the job yourself, but there comes a time when certain tasks have to be procured.

If there is anyone out there who has had good or bad experiences with auto detailing, I would like to hear from them.

I fully understand that these recommendations are in no way endorsements for the recommended companies.

Thank you,

*Stephen Ramdat
14708 Braemar Crescent Way
Gaithersburg, MD 20878
(301) 869-9578*

Dear Editor,

I am happy to provide some more good news about a local automotive shop that takes the time to ensure customer satisfaction as well as generate excellent automotive body services. The shop, Ziebart of Alexandria, located at 416 E. Raymond Avenue, provided full detailing services for three of my cars, two of which are BMW's. All look like they just were driven off the showroom floor!

Bob Hale, the manager and owner, and Vic Cecci, his assistant, are both personable and explained every step the shop planned to take in bringing all three cars to mint showroom condition. After meticulous cleaning both inside and out, including the trunk, engine compartment, and underside vehicle areas, each car was given a full multiwax treatment. Not just one wax coat was applied, but two wax coats and a paint protectant sealer were used which generated a high surface gloss of concours quality.

The price for this service was considerably less than other area auto detailers I had approached. Also, as a BMW Car Club member the cost for more than one vehicle may be negotiated. Definitely worth the value for all multiple vehicle owners in the Club.

Good "Bimmering"!

Brian Jones

Dear Ed,

In response to recent technical material I would like to expound upon some items. I will make this very short and to the point: The issues:

1) There is a difference between the Stock 2002 and Tii exhaust manifold. Test data is available to prove this.

2) Tii Rebuild engines. There are no warranty issues with this conversion. It is simple to do and it is cheaper and more reliable than a HOT ROD engine that someone may want to build for you. The conversion is so darn simple it is ridiculous not to consider it.

3) CIS Fuel Injection - It works. Read on to statement after item 5.

4) Converting a 1.8 to a 2.0. It works. It has been done. There are no problems. I have seen it. Again read on to statements after item 5. I also thought the 2002 had a 2 ltr crank?

5) Porting. Experience on BMW Engines only please. And unless you have all the proper tools, you can not do the proper job. Anyone can do port matching with a grinding bit and drill. But the main tool which is a flow bench, only the very few and very best have it.

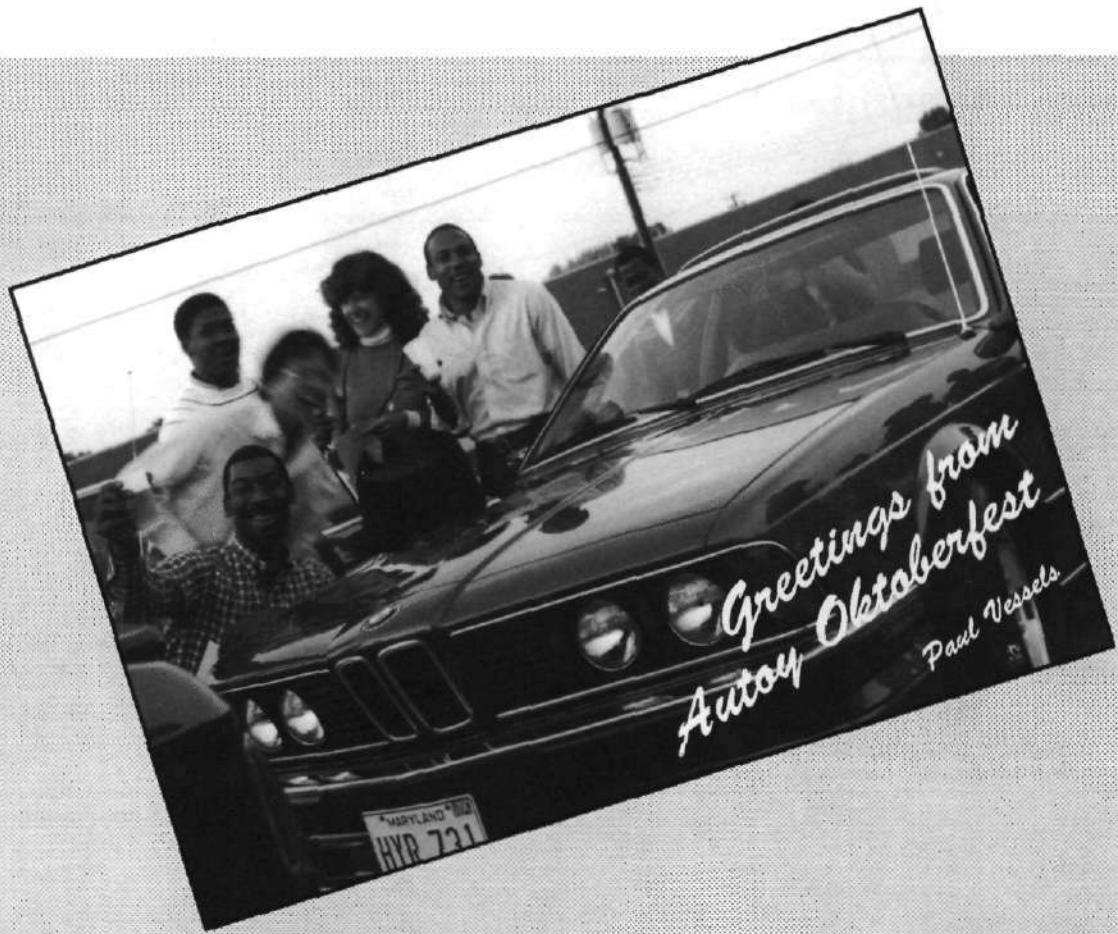
In ALL of the points above (except compression), if anyone wants to have an engine built which will perform as I stated and have no fears of idling problems, please call me I can arrange it and on top get you a two year warranty.

On the Compression issue, unless you have always a perfectly tuned car, have Motronic Engine Management or can make sure that you always have good quality gas, then stay with 9:1, if you don't care then the sky is the limit. Don't forget about emissions testing!

You can further verify most of my claims on the 300 degree cam by talking extensively to people such as Ray Korman, Michell Potheau (CTC), Jim Rowe (Metric Mechanic). In fact the folks at Metric Mechanic have a cam of their own which is very good. I also designed a CAM that is very good. All this does not take into account my own experiences and other members as well. It also does not include information from our local experts.

Now, some comments about WEBER DCOE carburetors.

continued on page 9



15 YEAR

A ♦ N ♦ N ♦ I ♦ V ♦ E ♦ R ♦ S ♦ A ♦ R ♦ Y

Wilhelm Boeker
Ernesto Buchholz
Wolfgang Boeker



3767 Pickett Road
Fairfax, VA 22031
978-7000

SPECIALIZING IN GERMAN AUTO REPAIR
BMWCCA Member Discount Courtesy Vienna Metro Pickup



The best jetting setup for the 45mm is as follows: 34mm Chokes, 5.0 Auxiliary Ventury, 130 Main Jets, 180 Air Correctors, 50F6 Idle jets, 40 Pump, F9 Emulsion Tube and .60 Inlet. It is the ALPINA Set-up.

This is the setting that my coupe had with the engine that Lothar Schuetzler built, and it was much more driveable in the highway and downtown city traffic than my later conversion which was done to attain a higher top end speed.

The BMW Ti, came factory equipped with Solex Sidedraft Carburetors. Not Webers. People changed to Webers later on because they were easier to work with and more reliable.

Last words, as stated in the last issue, most members of this club want cars that they can enjoy on a daily basis. There are people out there that like to keep a HOT ROD, but for the majority a HOT ROD now days is a 325i, or a modified 325e or M3, etc.. The age of carburetors is gone and Fuel injection (electronic) is here to stay. Don't get me wrong, I still love 2002's and coupes, and forever will.

If anyone needs a particular piece of information and references on any of the above, give me a call. It is there for the asking.

Max Rodriguez

Sound Advice

On July 5th of last year fate provided me with a great opportunity. While stopped for a red light at River and Seven Locks Road, my car was hit by an 18-wheel truck full of frozen food. My 1985 BMW735 was crushed around me but thanks to luck and German engineering, I was left without a scratch. Even while I was waiting for them to cut me out of the car I began to think about what kind of car I would get to replace my mangled mass of leather, glass and sheet metal. I think I test drove every top-end four passenger car imported to the U.S., and I finally selected - you guessed it - another 7.

My 1989 BMW 735 is, for me, an almost perfect automobile. I say almost because, in comparison to several of the other cars I tested, BMW's audio system is sadly lacking. Despite being factory equipped with 10 speakers and a separate Blaupunkt Amplifier, the 7 didn't compare to the sound of a top-end Ford or GM system.

This has all been leading up to thanking Mark Yaworski for scheduling the November 30th Stereo Tech Session at East Coast Auto Sound. Thanks to Jeff Flemming, East Coast's President, my car now has a concert hall quality sound system. Jeff and the staff at East Coast are some of the best people I have ever worked with. First of all, they don't try to sell you more than you want or need. Secondly, and perhaps most importantly, they appreciate the fact that a quality automobile needs a quality installation. Everything that East Coast puts into your car can be removed and the

car restored to its factory condition. This has the further advantage of making your investment in car audio equipment transferable to your next vehicle.

After much discussion with Jeff I opted to change the amp and crossover networks and add a CD changer. The 12 disc changer is located in the trunk and most of the other gear is hidden in the body of the car. A small control module is mounted under the dash above the driver's left leg, and most functions are controlled by a hand-held remote control.

To say that I'm satisfied with the system would be an understatement - I'm thrilled! If you're like me you spend a lot of time in your car. This is when I have time to listen to music. Until now I had a great home stereo system which I used for background music and a mediocre audio system in my car that I listened to all the time. Thanks to Mark, Jeff and East Coast Auto Sound I'm rediscovering music. Jazz, New Age, Rock, or Country & Western all sound terrific.

Cost to upgrade your car stereo, of course, depends on what you want to add, but at East Coast Auto Sound you can be sure that there'll be no pressure to buy something you don't want. And to soften the blow, Jeff is offering a blanket 10% discount on equipment to all BMW CCA members.

If you've ever even been curious about what a really top-notch stereo system could sound like in your car, go see Jeff. Once you get one you'll find you don't even mind the traffic jams on 495 anymore!

Burt Heacock



FAMILY CHIROPRACTIC CENTERS

are pleased to announce
the association of

John R. McWilliams, D.C.

Dr. McWilliams, a BMW CCA member for eight years, invites you for a complimentary consultation to discuss your particular health needs and the benefits of natural chiropractic care.

**3900 Jermantown Road, #150
Fairfax, VA 22015
273-7733**

**2972-F Chain Bridge Road
Oakton, VA 22124
938-7555**

Beating "The Beltway Backup Blues"

I used to live in the suburbs and commute to the outburbs. About a year ago, I changed all that, and I started commuting from suburb to suburb, specifically from Silver Spring to Tyson's Corner. I trembled at the thought of the Beltway commute. I shuddered to think about spending hours stuck in traffic on the Beltway wasting my valuable time. And sure enough, the first two months proved my worst fears to be true.

Tractor trailers overturned everywhere. The Beltway was closed in its entirety near the American Legion Bridge. As anyone knows, you have to get across the bridge to get home; there simply is no other way to get across the river.

Now, instead of dreading my daily time on the Beltway, I have learned that it is valuable time. In fact, I guard it jealously. It is time that I can call my own. No one can take it away from me. No one can intrude on it.

What brought about this change in attitude? Many things, really, but mostly coming in early and leaving early or late. I did some snooping and asked people at work and my friends how they coped with the Beltway. I discovered that many people came in early, very early — as early as in 6:00 o'clock in the morning — to avoid the traffic buildup that occurred from 7:00 on. Just in case you are tempted to sleep in and come in later: it doesn't work! Traffic reaches a plateau some time in the morning that is less than high rush hour but aggravating nonetheless.

It is also essential that you know where you are, and know where you're going, and know more than one way to get there. Keep an excellent set of maps in your car. AAA has some excellent maps as does Alexandria Drafting Company. Learn some "sneak routes". Learn how to get where you want to go without staying on the Beltway all the time. That way if traffic backs up or if you hear over the radio that traffic is backed up, perhaps you can circumvent part of it. I have several routes that I use, and sometimes I'm not sure that I save any time, but it's certainly more pleasant to cruise through a park than to poke along in the Beltway sniffing diesel. While I won't share my "sneak routes" (if everyone knows about them what good are they?) I will share some of my other tactics for coping.

First of all, a nice car is necessary. It doesn't have to be an outrageously expensive car, but it should be a good, quiet car. It should have air conditioning, a stereo with a tape player, and you should keep it well maintained. Good ventilation is also handy to have. You should not be worried about your car breaking down in Beltway traffic. If your car shows the slightest signs of overheating, stalling, or running erratically, immediately handle the

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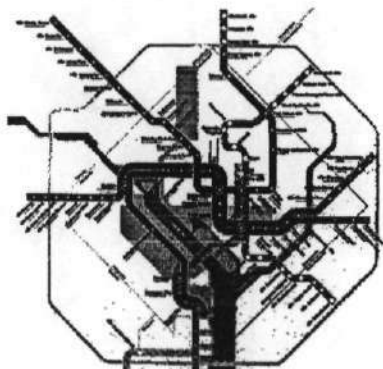
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problem; the last thing anyone needs in rush hour traffic is to have to worry about mechanical problems. If you are prone to embarrassment you won't want to be the one that is causing the backup!

I mentioned a tape player. Tapes have been a significant part of my Beltway salvation.

I tried books on tape, things like John LeCarre's *Smiley's People*, but that didn't work very well because I found that good literature requires more attention than I'm able to give things when I'm on the Beltway. What I have found to be very useful to me are self-help and inspirational tapes; recordings that tell me how to organize my desk and how to organize my life, tapes that tell me how to write more clearly and effectively. In short, tapes that teach me something. This genre of tape is especially useful because the thoughts come in short bursts, and I don't have to wrap myself in the cloak of the literature. What interests me is the information they contain. I've also enjoyed hearing about famous people — Lincoln and Jefferson among others — and history.

You can also have music cassettes, but I find that music tends to become repetitive after a while, and if I'm going to listen to music I can just listen to the radio which, of course, is always an option and requires less attention. The radio is great for finding out where the backups are and accidents and construction and other unusual events.



I also have a telephone in my car. While I've never been very good at time chatting on the telephone, even as teenager, having the telephone is comforting for a number of reasons. If I think of something I need to do and doing it by phone is an option, I can call and do it. It also means that if I get stuck, if I'm going to be late getting home or late for an appointment. I can call ahead and let people know what's going on and where I am.

I remember one particular incident where the Beltway was completely closed and I was trying various sneak routes to try to get home for a dinner engagement. Every 10 or 15 minutes, I'd call my wife and tell her where I was and how it was going. Eventually I made it, but I was late. But everybody knew that I was going to be late, and everybody had an idea of where I stood with things, and so it was okay.

Another piece of electronic gear that has proven its value is the hand-held mini recorder that I'm using right now. I'm dictating this article. When I'm finished dictating it, I'll send it to the transcriber, and the transcriber will put it into a form that I can edit and submit to a newspaper or other publication. The recorder has been useful for many things. I have much to do at work; I have many things to write. I find that I can speak into the recorder and get my thoughts down as I'm traveling and then play them back in the office and put them into the

continued on page 13

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Beltway Blues

continued from page 11

word processor and edit them there. I can also use the recorder as a note device. I often have thoughts that I want to act on later, but when I'm driving in the car it's very hard to write these things down. It's easier to dictate them into a machine. I don't have to worry about them anymore, and when I have time to review them, all of the information is there. I often find that just the act of getting it recorded somewhere frees up a lot of mental energy.

I don't deny that commuting can be a hassle. On some days, I wonder why I do this. But it doesn't have to be a hassle every day. It doesn't have to be the reason that you don't want to get out of bed in the morning. The commute time can be useful. You can use it to organize your thoughts, record your thoughts, get the benefit of someone else's thoughts. This is information that can enable you to have new thoughts. It can be very valuable time, but you have to think ahead, and you have to organize yourself because once you're on the Beltway there is nothing to do but be there.

Bob Bailey

Here's Mud in Your Eye...

...as more and more NCC members enjoy the ongoing TUV Engineering Rally Cross. *Photos by David Sossamon.*



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Aftermarket Brake Pads For The 325

By the end of our drivers school last July, the brake pad wear warning light was telling me that replacement was due soon. The next day I received an invitation to participate in the Ferrari Club's Track Day at Summit Point the following Saturday. Since I did not have time to order my usual Repco Metal Masters from the Club Store, I took my 325is to J & F Motors in South Arlington for them to install their regularly stocked pad, also Metal Masters, on both the front and rear. Thus with less than two hundred break-in miles on my new pads, I joined the Italian exotics on a typical sweltering July day.

...the pad wear warning light reappeared.

Part-way through my second session, with 40 (less than ten-tenths) track miles on the odometer, the pad wear warning light reappeared. My experience has been that a front set of Metal Masters will last me about three days on the track with thousands of street miles and several autocrosses in between. At the end of that session I pulled a wheel from both the front and rear of the car to check the visible wear. While the pads still

showed usable material, the amount of wear was far more than I would have expected.

Fortunately for my safety, when replacing the wheels, I noticed that one of my well-worn Yokohamas was showing cord near the outer edge. I decided that discretion was the better part of valor, and spent the rest of the day taking pictures.

Also participating that day was Roy Melloni whose 325is had coincidentally been fitted with Metal Masters by J & F earlier in the week. Roy also had his pad-wear light come on during the day, but knowing that he had brand new pads, continued to play with the Panteras, Testarossas, and Lamborghinis. At the end of the day Roy checked and found that his new pads were completely gone. And he had paid to drive Sunday as well. Roy learned the hard way that BMW 325 brake pads aren't available in Winchester on a Saturday night.

...what kind of saw-dust based pads they had started using...

Monday morning Roy and I both stormed into J & F

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to find out what kind of saw-dust based pads they had started using. Parts Manager Jerry Allen was very emphatic that they were continuing to use only "Metal Masters" on the 325, but a check of the current supply showed that they were using PBR Automotive Metal Masters, not Repco.

...stated that the two brands are completely identical...

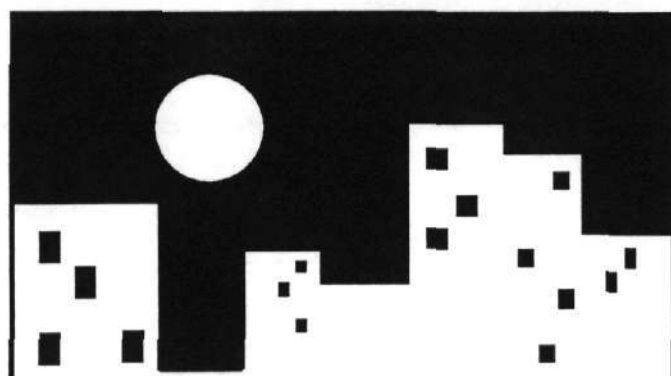
As a result of several phone calls to the Metal Master distributor, Jerry received a series of letters from World Wide Trading Company, the U. S. importer, and Brake and Clutch Industries of Australia, representing Bendix Mintex. According to these letters, Bendix Mintex manufacturers the semi metallic "Metal Master" for export to the U. S. under both the "PBR" and "Repco" brand names. The letters further stated that the two brands are completely identical and that there had been no change in the friction material used on the pads. Despite their denials that there could be anything different about the pads we had used, World Wide Trading asked J & F to replace our pads free of charge and return the "allegedly defective" pads so they could be forwarded to the Australian manufacturer for evaluation.

Neither are "dustless" by any means.

J & F owners Joe Anderson, Gordon Fletcher and Carl Staton expressed interest and concern about this matter immediately. The only logical explanation Joe could offer was that the poor condition of my rotors may have contributed to the greatly accelerated wear. However, I did use the "free" set of Metal Masters for four track days and 10,000 street, highway and auto-cross miles (on the old rotors) without activating the sensor light. In November, at Roy Melloni's suggestion, I switched to the Ferodo semi-metallic pad, no. FDB 303-M. The rotors were replaced at the same time. The Ferodos performed fine at at our Hotshoe school in November. They produced far less dust, but this may have been due to the new rotors and/or slightly cooler air temperatures. In normal street use they seem to cause the same amount of dusting as the Metal Masters. Neither are "dustless" by any means.

Roy installed his Ferodos last July (on the advice of Terry Luxford). He says this same set is still performing well, even after several drivers schools. Steve Haygood is trying to find a good source for the Ferodo so they can be provided by the Club Store. In the meantime, they can be bought over-the-counter or by mail from Electrodyne for \$47.50 a set (front).

Woody Hair



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As the Wrench Turns

In As the Wrench Turns, each issue, 'The Big Guy' Terry Luxford, with 30 years of street, track and full dyno experience, tells us what he knows...

CROW SANDWICH

It turns out that if you run a 1 1/4" front anti-roll bar on a 2002, then the stock rear anti-roll bar will eliminate the initial understeer* that the 2002 is famous for. Bob Gammache has been working his tail off for two years in ITA racing throwing his Tii into Turns 1 and 5 at Summit Point and catching the car before it went into terminal oversteer. My old racing buddy, Gerry Cohen**, said we were working Bob too hard and Jim Harrison pinpointed the problem after he got out of Bob's car after winning the last MARS race. We put the stock rear bar in for the Hot Shoe School, Bob went a ton faster and I got a crow sandwich.

NEXT YEAR IT'S GT3

Bob Gammache is going to convert his 2002 Tii from ITA to GT3. The car won't look very different, certainly lower and a bit wider, but will be *much* faster. See you at the track. Oh, yeah, I almost forgot — the car will be even prettier.

MORAL POWER

It is easily within our technical reach to build engines with 50% to 100% more horsepower than stock with tailpipe emissions of less than 1% CO and less than 100ppm HC. Since catalytic converters (catatonic perverters, in the trade) have come down in price and up in capacity, it is reasonable to couple this technology with evacuated sumps (which the modern BMW fuel-injected engines have always enjoyed), *passive* air injection systems, and heat-block coatings, wrapping, etc.

We are trying to preserve the lower heat generated at idle by the higher compression, higher efficiency engines through wrapping, etc. and to raise the temperature in the exhaust system via the catatonic perverter and air injection. Keeping the exhaust system temperatures as high as possible for as long as possible lowers the oxides of nitrogen in the exhausted gases and that is the real end game.

There is a political problem in that the current law requires that the originals systems installed in the vehicle must be there and must work. Your 530i, for example, must have thermal reactors (the notorious cylinder head and oil cookers), EGR (Exhaust Gas Recirculation) Valve, and an air pump. Between that

* Remember, when you fail to successfully negotiate a turn if you fly off the road, hood-first it's understeer and trunk-first it's oversteer.

** aka The Jersey Flash

junk and the low compression ratio and conservative timing settings, you were in the 13 to 15 mpg range on the highway and 10 to 12 mpg around town. The fuel metering system was pretty crude and seemed to offer three levels of fuel delivery: idle, cruise, and wide open throttle. The laws were enacted to keep the Californians (CARB) from requiring retrofitted devices although California was allowed to require devices in excess or in place of the 49-state federal mandates. In the early days of \$1500 catalytic converters, this law was a wallet-saver but now that walker, for example, has catalytic converters for a little over \$100, it's time for a second look.

The 530i, above, if outfitted with 9.5:1 compression ratio and more modern heat, fuel and exhaust gas management could reasonably be expected to yield mileage in the mid-20 mpg range on the road. For a conventional engine restoration, this could add \$300- to \$600- to the restoration costs. This is very attractive compared to \$900- thermal reactors, etc. The same technology applies to race engines, at least for BMW race-engines. We've already put a 225 bhp GT3 engine in a street car and sailed through the tailpipe emissions test at 2% CO and 120 ppm HC without the wrappings and trappings.

CONTROVERSY

The current "controversy" between the Redzus Boys and Jere Stahl that blossomed in the *Roundel* is instructive for essentially volunteer magazines; e.g., *Roundel* & *dB*. One of the principal reasons for this column has been to eliminate some of the controversy by accurately reporting what has been thoroughly developed and giving some cautious projections from that framework.

We observed that "Jere Stahl makes headers, period" some issues back while dealing with engine rebuilds. We have, personally, dynoed with every exhaust header configuration we could lay our hands on and the hands-down best has been the Stahl headers. When the only sanctioned drag race facility on the East Coast was on Lon Gisland (as my admittedly holey memory recalls), when Mr. Stahl showed up everyone else in his class could load up and go home. But we digress.

Over the last year, we have given you some data and methodologies for dealing with your engines, suspensions, and brake systems.

continued on page 19

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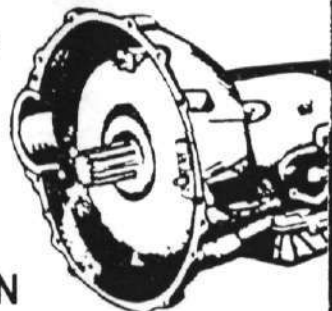
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As the Wrench Turns

continued from page 16

The "we" is a large body of very competent folks like Jere Stahl, Tom Howen, the Red Baron, the Jersey Flash and the Auto Sport. So use these tools for what they are — part of an evolutionary process. For now, when someone says that the most advance that a Tii motor (sic) can tolerate is 32" BTOC total or that 9:1 is the highest compression ratio that should be run in a street engine... you can nod and walk away. That is how to avoid controversy.

More Tech Tips

Cold Weather HVAC Set-Up

When you shut your car down for the night and the anticipated A.M. temperature is going to be under 45 F, set up the HVAC system for maximum temperature and defrost. The notion is to make the control functions while they are warm and operate smoothly. In the morning when the controls are stiff, there is a greater likelihood of distorting or breaking a control link or mounting point. Even if you are going to spend a couple of hours away from the car, it's still a good idea when the temperature is below 25 F.

The only caveat in this comes from the electrical system. Because the A.M. start will now be with a significant electrical load the charging system may not come on line. Watch the instrument cluster and make sure the electrical system warning light goes out. If not, run the engine up to 2,000 rpm and let it fall back off to idle. If the electrical system warning light goes out, you win; if not, well you probably have a deeper problem in the electrical system. If you do have a deeper problem remember that you are running on your battery alone and won't get very far.

Motronic Idle Problems

Rough or "harsh" idles have been sometimes attributable to spark plug selection. As a shop we have tried to find a lower-cost alternative to the Bosch silver flashed (suffix S) plugs without success. Idle conditions are the worst for the combustion process, in general, and sooner or later every alternative showed some idle unpleasantness.

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CALENDAR CHANGES...

It is important to note that there have been several changes to our events calendar from that published in the last issue. Some of these changes are the result of Summit Point changing its schedule. The regional MARRS races scheduled for April 28-29 have been moved to May 19-20. Our Maifest drivers school weekend was then moved from June to the April 28-29 dates. We will have a corral at the May 20 MARRS. In addition, Summit Point is adding a weekend of pro races on June 16-17. IMSA's Firestone Firehawk Sports and Touring Classes will have a 6 hour race on Saturday and the Grand Sports Class will run for 4 hours on Sunday. New to the U.S. Formula Ford 2000, AMA motorcycles, and maybe Formula Atlantic cars will have sprint races on Sunday. Again we will be having a corral. As noted in the last issue, we were told that March 17, the planned date for our Highway Safety School, would not be available. Therefore we scratched the regular school scheduled for the 18th and moved the unique Highway Safety School forward to Sunday. This change is a little easier to take since our two day Maifest drivers school will be almost two months earlier than planned.

Incidentally, these changes to the SCCA MARRS schedule could have some effect on the championship autocross schedule shown in the accompanying calendar. As of late February the first three MARRS races conflict with scheduled autocrosses. Since quite a few of the MARRS drivers, crew and workers also compete in the championship autocrosses, don't be surprised if there are changes to the autocross schedule.

As of this writing, Ray Korman expects to campaign an M3 in the Firehawk Grand Sports class again. Sponsorship is still up in the air and the first GS class race is at Sebring, Florida on March 16. I asked Ray whether he is considering the new SCCA Escort World Challenge series. He said he has asked for a copy of the rules but neither rules nor a schedule had been made available by late February. Korman also said the SCCA would like to see the new M5 compete in the top class of the Escort World Challenge, if not the 850i. Ray can't see any car being competitive with the well-sorted Corvettes. Back to the Firehawk Grand Sports class: the Mazda RX-7 Turbo is now eligible to compete against the M3s, Camaros, Firebirds, and Porsche 944S2s.

SPEED SHIFTS: Jim Miner drove his red 2002tii to victory in the SCCA's National Touring Rally out of Roanoke on November 11. This one-day, 250 mile long event in the mountains of southwest Virginia, was described as featuring brisk speeds. Jim did not stay for the awards dinner because he was driving in our Hotshoe drivers school at Summit Point the next day.

... "After two events in the SCCA Championship Autocross series, National Capital Chapter is just one point behind the SCCA in the standings, and there are twelve other clubs behind them. April showed the chapter running in many area rallies and doing well." This quote is from the April 1974 ROUNDEL. Thankfully, Max Rodriguez and Bob Gammache have scrapped plans to build or purchase other types of race cars. They both will be racing their 2002tjis in the MARRS Improved Touring A class again this year. I look for Mad-Max to be much more competitive this year. The Metropolitan Washington Council of Sports Car Clubs (MWCSCC) will be using a computerized registration, timing, and scoring system at the championship autocrosses this year. Council autocross committee chairman Bill Erskine is developing the system and writing the software. If all goes according to plans, printed results will be available at the end of each heat. The first live test of this system was scheduled for our February 24 club event. Summit Point Raceway is doing some needed repairs to the track surface in Turns 4 and 9 (8 to most of us). Our club will be putting on an open TSD rally on July 1. This will be our first open rally in over 12 years. If you don't plan on running in the event please consider volunteering to work. Prior experience is not necessary. From the WILL THEY OR WON'T THEY department: from the Los Angeles BMWACA's January 1990 WHISPERING BOMB: "BMW Motorsports' boss, Karl-Heinz Kalbfell, when asked about factory involvement in Formula One stated, 'The level of Formula One racing is unparalleled. If we were to have involvement beyond touring car racing, it would be in F1.' And from the January 22, 1990 AUTOWEEK: "According to Eberhard Von Kuenheim, chairman of BMW AG, the company will 'have a presence in Group C, probably an engine by 1991,' but has no plans to return to Formula One 'even though we have the technology to do so.'" Group C is for prototype sports cars. They are similar to IMSA's GTP class but limited to 3.5 liter non-turbocharged engines starting next year. CRUNCH.

COMPETITION CORNER CALENDAR

- Mar 18** NCC Highway Safety School, Summit Point, WV
- Mar 18** DC Council Practice AC, College Park, MD
- Mar 24-25** SCCA Race Drivers School, Summit Pt, WV
- Mar 24** IMSA 12 Hour, GTP/GTO/GTU/Firehawk, Sebring, FL
- Mar 31** NCC Autocross School, Baltimore, MD
- Apr 1** WRC Rally, DC area
- Apr 8** SCCA MARRS Races, Summit Point, WV
- Apr 8** Volvo Club Champ Autocross, Bowie, MD
- Apr 22** Morgan Club Champ Autocross, DC area
- Apr 28-29** NCC Maifest Drivers School, Summit Pt, WV
- Apr 28** Branded Club Rally School, Rockville, MD
- May 6** SESCO Champ Autocross, DC area
- May 6** Branded Club Rally, Gaithersburg, MD
- May 20** SCCA MARRS Races, Summit Point, WV
- May 20** ALTD Champ Autocross, Ft. Meade, MD
- May 27** AJSTC Champ Autocross, Ft. Meade, MD
- Jun 3** Childrens Hosp. Benefit Autocross, DC area

DC Council Hotline (301) 681-5612

Late News!

The accompanying information about Max Rodriguez and Bob Gammache is all wrong!

Mad-Max has bought a Spec Racer (formerly known as Sports Renault) and plans on competing in the SCCA's National races. He is keeping the ITA BMW and might do some MARRS regionals if time and finances allow.

Meanwhile, Sandy Sanford and Terry Luxford of Quality Car Service are busy converting Bob's 2002 from an "Improved Touring" class car to an all-out race car that will compete in the GT3 category.

Stay tuned...

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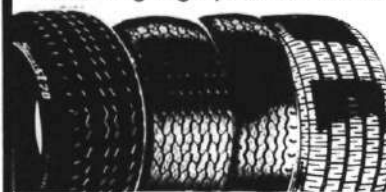
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Information, People, Rebuilt Please, and 3271

As you have read in the past issue, I began to combine some consumer as well as some technical information as part of my column. I was glad to hear that you have enjoyed it since I received many calls on the subject. One member wanted me to find out more about rebuilt parts in general, so part of this column is dedicated to that subject.

INFORMATION: If I was to choose what was the single most available item that we as Club members have, that would have to be information. And as information goes, so are the opinions of the providers. In the business of automobiles, everyone, including myself, has an opinion on what is best. With so much information and opinions, it is difficult to digest, and sometimes the wrong decisions are made.

The best thing that you can do before you go out and try to find the ultimate answer for your car woes, is to sit down and think about what do you really want to accomplish. Once you have jotted down your questions, be prepared for a bombardment of answers, including some that had nothing to do with the question in the first place.

This brings me to **PEOPLE**. It has been my experience that people that love automobiles as we ourselves love the BMW's take a special enjoyment from talking about cars, things to do to them, we even like to tell some outrageous lies about our latest trip to Summit Point. While some of us do it for fun, some do get paid. Of the ones that get paid is BROCK YATES. For those that are not familiar with Brock, he was the organizer of the CANNONBALL RUN. An outrageous cross country race back in the early 70's. A movie by the same title was produced a few years back with good old Burt Reynolds. Anyway back to Brock.

In the Washington Post Sunday Magazine of January 28, his column DREAM MACHINES had a new subject; HORSEPOWER PLAYS. To summarize his article, he say: "Horsepower is nice to have, however efficiency is the trend of the future. Even though horsepower remains a relevant measure for all car owners, we need to understand what is the main function of the car we are looking at. Of course the problem is how does one choose the proper powerplant. The best formula is using 'Power to Weight' ratio. This is translated into a measurement of horsepower relative to the weight of the car". Here he compares the BMW 750iL to a Honda Civic. David vs Goliath no doubt. The BMW has a power to weight ratio of 14 to 1(4,200#/300HP) and the little Civic a ratio of 31.4(2,200#/70). As you must have already deduced, the lower the ratio the higher the performance.

So the question remains, what is the best POWER to WEIGHT ratio? The best number that comes to mind is about 16 to 1. His is 20-25 to 1.

The first BMW that had that kind of Power to Weight ratio of 16 were the Ti & Tii models. Of course we also had the Tii Turbo, and the 3.0 CSL Coupes, but it wasn't until 1983 with the introduction of the 533i that BMW's in this country were as interesting to drive as they are today. Interesting to also note that all current BMW's have been designed with a ratio of between 12 to 17.

Bottom line is, the car you have, if it is a late model, has as much horsepower and torque as you would ever need. Of course if you ever drive the 750iL and then get back into your smaller car, you will end up probably missing that special rush.

Anyway, this is something to think about. More means more \$\$\$\$\$. Now you can get any amount of horsepower you want, the only constraints would be money and size of engine. But what can you do with a 180HP 320i or 2002? You can have some fun here and there and reliability will suffer. But for the most part you only need an output of no more than 130140hp to be happy.

I now have a project that I would like to work with some or many of you interested. You have heard me talk about the 2002 tii engine in lieu of a more expensive rebuild. The Tii engine had anywhere from 130-145 (approx), and with a small change in some engine pieces, you can push it to 150-160 HP. Now this is the project. I am willing to dedicate some of my time providing you do the same, and we will take apart an engine or several and rebuild them ourselves. We can use the Tii Fuel injection system instead of your Weber 32/36 or the 320i Fuel injection system (if a 320) or go to the Weber 38 DPS carburetor.

Now that I got your attention, this is the trick, because the racing season starts in April and I will be running both Regionals and National Races, time is not in abundance. So those of you (limit of three) that want to participate in a DO-IT-YOURSELF engine rebuild project, call me. We'll make the plans and come up with a schedule. It should only take *three* days (three Saturdays) from disassembly to assembly. You can get your own, parts or I can arrange for parts at wholesale prices.

REBUILT PARTS. Alright, what is the difference? Can I rebuild my own or should I purchase it or have a pro do it?

The main question here is to determine the price differential of the new part vs the rebuilt unit. There are cases where the new unit is not much more than new. There are some cases that some rebuild parts are

actually new ones. I have found this to be true on Ignition Distributors. Another example is with Brake Calipers. Many suppliers sell rebuilt units for the same price I sell new ones. You figure.

The other area is whether or not you can rebuild your own. Well this depends on what part.

Of all parts that can be rebuilt by someone, the carburetor is the easiest. There are no special tools other than a good measuring caliper to set the float level. Other units are brake hydraulics. However I would try to have someone teach me first before I tackle any brake job. The engine of course is another simple process but time consuming. (See Above)

My latest rebuild was the carburetor on my Jeep. Before the rebuild (158k miles) I was getting 10MPG, after the rebuild I got 15MPG. One hell of an improvement on a \$45.00 investment. If yours needs a rebuild, it is simple and inexpensive and the mileage and performance improvement can justify the cost.

There of course are some electrical components which are available from different manufacturers. These are: Alternators and starters. For these buy the BOSCH brand, others might fail prematurely and the cost differential is less than \$20.

327i: Back in the fall of 1989, I visited TUV Engineering and watched their latest project take form. Here they had a customer with a blown engine in her 323i.

The cost of the rebuild would have been more than what she could afford. The folks at TUV suggested an improvement over her old engine. That improvement not only cut the bill in almost half, but also put many smiles on everyone that drove the car, specially me. So much that I wanted one.

What was done was to take the bottom end out of a wrecked 325E and use the cylinder head from her 323i. The result was an increase in horsepower & torque. Forget the horsepower, the torque increase was astounding. The reason for the increase was the increase in displacement. As you know the 325E has a 2.71tr engine. That is 500cc in additional displacement. The reason the cylinder head had to be changed was because of the difference in electronics and cam that governed the engine.

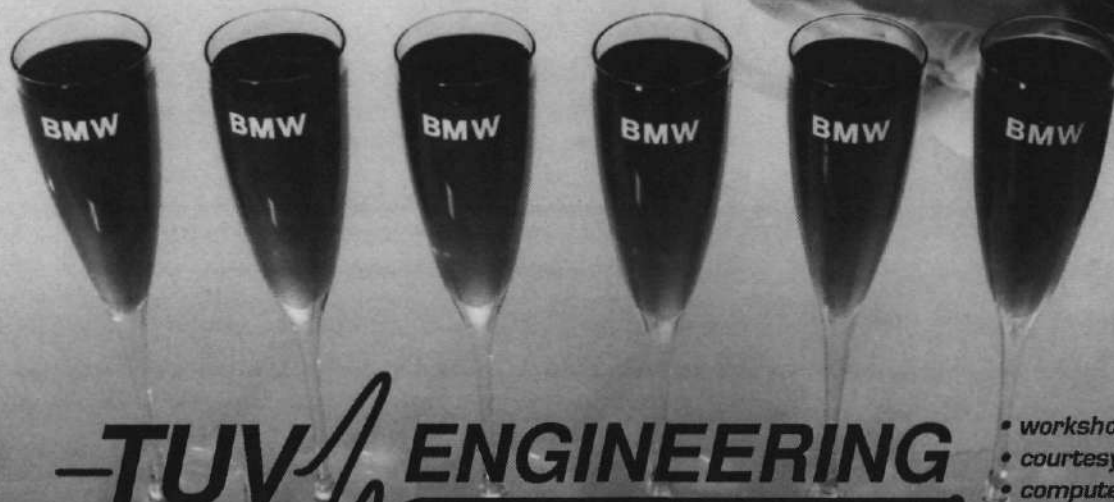
This an example of the many things and low cost options that are available for your car. Of course the term low cost is a relative term not to be confused with cheap.

If you are ever in a position and have the option to decide whether Horsepower or Torque is what you want, go for the torque. It'll be the most fun. Anyway, there are many options available to you. If you have a question, you can call me up until 11pm at (301) 831-9328.

Until next time,

Max Rodriguez

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SOUTH ATLANTIC REGION REPORT

Let me start off with a plug for the Saint Louis BMW Club and Gateway Tech, a class operation all the way. I've always wanted to attend Gateway Tech and was delighted when the annual board meeting was scheduled to coincide with this year's gathering. Well, I'm still waiting. While we were in the same hotel, all those fascinating tech sessions went on while I was cooped up in a conference room. But I'm not looking for sympathy. For one thing, I really enjoy the board meetings, and for another, we were sprung loose in time for the Saturday night banquet and guess who won four Yokohama tires as a door prize?! And here we were wondering what kind of tires the tii will have for Oktoberfest

As usual, a long and detailed *Pipeline* has been sent to each chapter, but here are some of the highlights:

ELECTION RESULTS

For the next two years, BMW CCA will be led by Dave Farnsworth, aka The Navigator. Paul Johnson was elected Vice President, and both Bill Kane and Leo Newland were reelected Zone Governors — except the last two aren't zone guvs any more because the bylaws amendment passed and zones are now regions, making all us governors into vice presidents. To fill Paul's unexpired term, Bailey Taylor, Bluegrass Bimmers Chapter in Kentucky, was elected by the Board as North Central Region VP. Congratulations and/or Welcome Aboard!

OKTOBERFEST

Your March *Roundel* contains a registration form, and I sure hope there's a big contingent from the southeast. IMPORTANT: the number of rooms available at the Columbus Marriott (Oktoberfest headquarters) is limited. It seems that Columbus has a few other gatherings during that week (the NHRA for one) which is affecting room availability. If you're going to Oktoberfest, MAKE YOUR ROOM RESERVATIONS NOW! If you delay, you may find out the hard way if your car seats really recline enough for sleeping.

MEMBERSHIP CONTEST

We're serious about recruiting new members, and therefore we have a really serious grand prize: a 1991 318iS! Did that wake you up? The contest will run from July 1 through December 31, 1990, and every new member you sign up during that period means another entry with your name on it. Watch for details later this year.

EUROTOUR

This year's trip is scheduled for September 12 - 27 and includes both a race and a visit to Switzerland. The cost per person is \$2399, and you can ask anyone who's attended in the past — it's worth it. See the April *Roundel* for more information.

NEWSLETTER CONTEST

Setting a record for response time, the results of the 1989 newsletter contest are in. Highest finishing South Atlantic chapters were National Capital, winning the "over 1000" members category, and Shockoe, taking first place in the "101- 200" division. Overall winner was Connecticut Valley which, I hate to admit, puts out a really nice newsletter.

CAROLINA FALL FEST

The Tarheel Chapter extends a cordial invitation to the Carolina Fall Fest, November 9 - 11. This weekend event will include a concours, rally, banquet, and a day at Charlotte Motor Speedway. Ladies and gentlemen, start your engines! More details will be forthcoming shortly, but for you impatient souls who like good news promptly, contact Fall Fest coordinator Jeff Penley, 919/855-0353. North Carolina decided to let Florida have a "rest from the Fest" this year, so y'all come north for a change.

And finally,

GULF COAST CHAPTER

Due to the efforts of Randy Williams, all you "unassigned" folks in the Pensacola area are about to have a local chapter again: Gulf Coast Chapter has been granted provisional status. Randy and his band of enthusiasts will be contacting you soon, but in the meantime, you can reach him at 904/862-3246. I keep harping on this subject, but I firmly believe that chapters are the key to retaining members. Please, everyone, give **your** chapter your support.

Burke Jensen
Zone Governor



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AutoThORITY is a Service/Performance shop in Fairfax, Virginia, best known for our work with Porsches. Established in 1975 by Al Collins, a successful patent attorney and electrical engineer, the business has evolved in several directions, with the most interesting being the development of performance chips for the Bosch Motronic(R) engine management system. This is the same system BMW has used in almost all of their production cars since 1984, and we are now in the beginning stages of carrying our expertise with this system into the BMW marketplace.

Our interest with the Motronic(R) system started in 1983, when Porsche introduced the 944. After years of tweaking carbs, mechanical injection pumps and ignition distributors, the idea of performance gains through computers was fascinating. A second factor, that was probably just as important, was frustration with the marketplace: businesses were advertising "European brains", catalytic convertor bypass pipes, etc., and making what seemed to be outrageous claims for horsepower improvements. When tested, our computerized Super Flow dyno said they were lying. The question we asked ourselves was "If they can sell products like this, what could we do with something that really worked?"

Fortunately, we never asked ourselves how hard it would be to come up with a product that worked. If we had known the answer, there might not be any AutoThORITY chips. As it turned out, we introduced chips for the 911 and later 944's in April, 1988, and it was not until June, 1989 that we had a hardware/software conversion package for the early Motronic(R) brains.

The process started in January, 1987, when we were approached by Dave Welch of Veloz Car Computers. They had done some work with BMW chips, and asked if we would like to work on a joint development program for Porsches. We agreed, and the results, our 911 and 944 chips, were released about fifteen months later. In the summer of 1988, Welch sold his business (and our chips) to Hypertech. This was the motivation we needed to do what we should have done in the first place. Our own R&D began in October, 1988, and continued virtually non-stop, seven days a week, until our new chips were released in April, 1989. Currently, our product line covers all Motronic(R) Porsches, from the earliest 944's to the latest Carrera 2 and 4 models, and covering all production Motronic(R) systems. In

comparison to the original Veloz chips, and everything else we have seen on the market, no one has approached our level of sophistication in computer tuning. As a result, our products are being enjoyed throughout North and South America, Europe, Africa, Asia and Australia.

And the refinement continues. We have developed graphics programs to help us develop better programs quicker. We have researched different chips and found sources for chips with an extended temperature range to eliminate problems with extremely cold temperatures. And, in contrast to the original Veloz product, which impacted full throttle only, we have developed products that have a positive impact under all driving conditions: faster on the track, smoother and more responsive in traffic, and still able to pass any state level emissions testing. Our chips are an entirely new approach to performance that addresses the driver's needs from the driveway to the racetrack.

Now, we are ready to do the same for BMW's.

To do that, we need both BMW owners and their cars to develop the chips with. We are looking for owners of all the Motronic(R) controlled cars (just about every BMW 1984 and newer) that would be interested in letting us use their cars for at least two days of development, and will work with us through the testing and refinement process. We feel this would be an exciting opportunity for all concerned; for AutoThORITY, the chance to apply our technology under new and different conditions, for the BMW club, the chance to learn more about your cars, their tuning, and the state-of-the-art systems that control them.

If you are interested, please contact us for specifics, and let your Club officials know. If the interest is there, we will be happy to hold a Tech session at our facility to introduce us, our capabilities, and the potential impact on your favorite possession, your BMW.

Other news around town...

...if any of you are wondering what has happened to ace mechanic Gus Mohammadi, he has joined Dave Toy at Autowerke in Rockville.

Happy Tenth Anniversary!

Ultimate Motor Works, one of our long time advertisers, is celebrating their ten year anniversary. One of their goals this year is to rededicate themselves to providing the very best service possible to their BMW customers.

Their shop, located conveniently on Chapman Avenue in Rockville by the Metro station, houses facilities for all phases of mechanical repair but also a complete body shop. This allows them to maintain control over all phases of rebuilding/repairing Bimmers that have been in accidents.

Kevork Tatarian, a factory trained technician and owner, has been servicing BMW's for over 16 years. He came to the US in 1972 and is now being joined by his brother, Garo, who is European trained and a recent arrival to our area.

Many of our readers may recognize the name, Michael Anderson, one of Kevork's newly hired technicians. Michael was twice selected by BMW of North America as the #1 technician in the US.

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I would imagine most of you think there is nothing you can do to the new computer-controlled fuel injection systems. Would you believe the Bosch computers are adjustable? You can increase fuel delivery 3% and 6%, or retard or advance the timing in 1.5 degree intervals. The nasty habit your fuel injected Bimmer has of stumbling or those flat spots in acceleration can be fixed — by you!

Everyone has the required tools and all it takes is 30 minutes. The computer is above the glove box, and after removal and taking the cover off, the adjustments are made by turning a small dial. The procedure is simple, and was listed in a bulletin from The Metric Mechanic, and it works. If you haven't got their book on fuel injection, it could be the best investment you ever made in your fuel injected Bimmer. Or write me care of the Central California Chapter and I will be glad to send you a detailed explanation and diagrams.

Of course, adjusting your fuel delivery could affect the exhaust output of your car, and it will probably void the injection warranty, but the injection system doesn't generally need to be adjusted until the car is out of warranty. I have adjusted my '84 633, and the additional power with just 3% more fuel is amazing — and I lost only about 1 mpg.

Jeff Crews, reprinted from Das Rad

New Members

Name	Model	Referred By
Lorenzo Abella	325iX 1989	Mike Mills
K. Robert Bailey	318i 1985	BMW of Fairfax
W. R. Berkman	1800 '67; 2500 '69	J. Kenworthy
Scott Burge	528e 1985	Anthony Muller
Martin Burk		Keith Parker
Thomas Corona	325 1987	his brother
Mark East	633CSi 1984	Mike Mills
T. & D. Hopper	528i 1980	
Ronald Hudson	525i 1989	
Charles Hunter	528e 1985	J & F Motors
Bruce Joffe	535i 1988	John Kenworthy
Evon Johnson	325is 1989	Mark Yaworski
Luther Johnson	325iC 1987	Pat Altomari
Fred Landes	750iL 1989	David Barmack
Oliver Lewis	320i Cabrio; 320i	Rob Hanley
C. & T. McArthur	325e '85; 318i '85	BMW of Px.
James McCloskey	320i 1978	
Deirdre D. Messier		Jon Miller
Bill Morgan	318i 1984	Steve Haygood
Ed Murphy	530i 1975	John Hartge
E. & W. Rice	320i 1982	
Daniel Rigteriak	325es 1986	Lance Cantor
David Russell	535i '89; 325iC '88	Leah Epting
Keith Spencer	318i 1984	Raine Mantysalo
Paul Spiecker	528e 1987	Jim Epting
Charles Wells	635CSi 1985	Lewis Baskerville
Victor Yun	325i 1989	
D. Armstrong	2800 1971	
Mike Bahniuk	320is '83; 535is '87	Russ Parise
Sandra Battaglini	M3 1989	Bill Shook
Adam Bean	320-6 1981	John Hokenson
Bradford Blough	735i 1986	
Artonio Bruce	325e 1985	Lewis Baskerville
John Burke	633 CSi	Brian Bork
John Cantrick	325e 1986	J & F Motors
Eugene Carlson	320i 1983	Gary Green
G. Chambers	2002 1976	William Flynn
Patrick Clancey	3.0 CSi 1976	Steve Haygood
Ralph Clark	2002 1973	Mark Saunders
James Colombo	528e 1984	
Steven Crescott	325i 1989	Mike Mills
Mary Cullings	320i 1983	Michael Stritch
C. Davenport	533i 1984	
George Diamond	2002 1976	
Hamilton Dix	320i 1982	
W. & D. Dixon	Bavaria	Alan Warner
Julia Driggs	325e 1986	David Tapparo
John DuBois	733i 1984	Excluservice
Marc Duncan	2002 1976	Tom Baruch
William Elwood	635CSi 1985	Bruce Tassan
Eddy Forman	325iC 1989	Chris Kirchoff
Steven Freel	320is 1981	T.U.V. Engineering
H. E. Funk, Jr.	320i Alpina 1977	
Robert Gac	325iC 1988	
Rodriques Gadson	325e 1985	Duane Gary
Russell Garvey	325i 1989	Mike Mills
W. R. & J. Glassie	2002 1976	Mike Mills
T. & C. Golden	325iC 1989	Mike Mills
Brian Gordon	320i 1983	

P. & H. Grant	320i 1977	John Kenworthy
Reiner Grashoff	325es	Kevin Petka
James Green		
Wally Greene	3.0 CS 1972	
Jeff Gscheidle	320i 1979	
Maureen Healey	325i 1989	BMW of Fairfax
Seth Hetherington	535i 1989	
Watts Hill III	735i 1988	
Tracy Lee Hodge	325es 1986	T.U.V. Engineering
Ted Holdahl	325i 1989	Ronald Buchalski
Don Hollis	320i 1978	
Phil Jones	530i 1977	Steve Haygood
Craig Jones	733i	
B. Keithfriedlander	325iC 1988	
H. Klein	325is '87; 535i '89	H. Kramer
Mike Lagoey	325i 1990	Mike Mills
Ken Lamoureux	2002 1976	
John Lanasa	2002 1976	
Jordan Lester	318i 1980	Amy Allain
Douglas Long	535i 1986	
Alberta McDonald	635CSi 1989	George Weeks
Cecil Majette	320i 1977	Greg Williams
Nick Makris	M6 1987	Dwight Derr
Martin Malarkey	3.0 CS 1974	
S. & T. Mensah	635CSi 1981	BMW of Fairfax
A. Meo	2002 '73; 2002 '76	A. Amato
David Moffett	528e 1986	
Brian Olson	533i 1984	A. C. Rhoda
Pete Padoulis	2002	Nick Lemberos
Michael Painter	528e 1985	
Gordon Perry	635CSi 1985	Steve Reymann
Kathleen Poer	320i 1979	Guy Parageau
Wesley Pontius	633CSi	
Raymond Ramirez	M3 1989	
James Resh	2002 1975	
Matt Rittman	325e 1985	Charles Rittman
Laurie Robbins	325is 1989	Mike Mills
Chris Rosenthal	325is 1987	Dwight Derr
Brent Sadauskas	528i 1979	Dean Henry
Angel Sanchez	320i 1983	Excluservice
Mark Sardegna	2002ii 1972	Rex Rippin
Joel Schnur	325i 1989	Huang La Qui
Peter Stathis	735iL 1989	Mike Mills
Earl Stroud	2002 1970	
Bruce Thomas	635 CSi 1985	M. J. Muth
Marty Tisckes	745i 1984	Doug Long
James Trawick	735i 1985	
David & Jean Tucci	325i 1989	
Paul Turner	533i 1983	Excluservice
Ricky Walega	318i 1984	Dwight Derr
Pope Ward	3.0 Si 1975	Doug Crowther
Richard Whitaker	633 '80; 733 '83; M6 '85	BMW of Fairfax
Philip Winter	528i 1979	Quality Car Service
Barry Wuerker	Saleen Mustang	Woody Hair
Joseph Yesko	325is 1989	Timothy Krausz

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Jonathan Jones, Mont. Co./DC	(301) 984-0588
Mike Early, Baltimore	(301) 244-0173

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1977 530i VIN 5070244, Beighe, 4sp, a/c, momo alloys, new front tires, fr & rr spoilers, bra, 125K, 5K on new transmission (J&F), 3K on new brakes, calipers, major tune up, idler arms etc. (Quality), VA inspected & emission passed 10/89, garaged, looks l& runs good, no s/r, \$3,500 obo. Call Ed (703)631-4186 eves.

1973 2002 Excellent interior, sunroof, 4 speed, Weber carb, white with navy interior. Usual and non usual rust. Needs man or woman with vision. \$500. Call Chris (301)343-0340.

1982 VW Cabriolet White. The perfect second car. Enjoy 3 seasons with the top down and winter with the excellent traction of four wheel drive. Includes 2 mounted snow tires. Stree bar, Bilstein shocks. 86K miles; oil changed every 3K. \$3,995. Call Gordon (703)847-9660 days; (703)527-3234 eves.

1976 3.0si 4 door sedan. Good condition. Silver with leather seats, sunroof, a/c & FM/AM. \$1,999. Call Hugh (703)368-0347.

PARTS FOR SALE

2002/1600 Parts: Trans. excel. cond. 3 bolt flange \$275. 1600 engine excel. \$300. Drive shaft 3 bolt \$50. Set 40DCOE side draft Webers with intake for single barrel \$375. Starter \$10. Drivers side rear lens (76) \$5. Pass. side blinker assemb \$5. Air cleaner assemb. (74-76) \$10. 3.9 rear \$225. Fan blade \$5. Upper front strut

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PARTS FOR SALE

bearings \$5 set. Vent/window assemb. \$25. Steering gear \$50. 68 02 pre. plate \$25. Bavaria rear bumper \$25. Call Chris (301)343-0340.

4 325 wheels. Clean and in excel. condition. Tires still mounted on wheels. \$400/offer. Call John (703)430-9321.

Set of (4) **Pirelli P6 tires** (195/60-14) and 14 inch factory allows from 1980 528i. All in great shape to update your 530 or to use as an extra set. \$300 for all or \$200/wheels & \$100/tires. Call John (703)527-8033.

3 series parts. Black leather steering whell \$70. Drivers side black leather O.E. sport seat \$275. O.E. center console with handbrake boot \$10. Call Harry (301)838-4975 eves.

Manuals. 2002 Tii Fuel Injection System Service Manual. Apparently prepared by Hoffman Motors. BMWCCA (before the space) Tech Tips Manual - through 1979. These were donated to the Club by a former member and are available to the first takers. Call Woody (703)243-5796.

Steering Wheel. Three spoke. 325e, mint condition. Russ 921-4293.

BBS Wheels. (4) 15 X 7 BBS RA 299, gold centers, fits E30 318 & 325, very good condition. \$500 plus shipping. **COMP T/A R1.** Latest -214 tread pattern. (2) 205/55-16 with 65% tread, (2) 245/45-16 with 50% tread. \$325 plus shipping. Call Ed (703)527-1006.

320i parts. Bra (used 2X); sunroof deflector (good shape); nylon car cover (never used); set of rotors (used); and Ferodo pads (used); misc. parts for Datsun 240Z. Anybody?? All best offer. Call Richard 659-2411.

MISC.

WANTED. Parts for 1983 320i. Willing to compile list of members and phone numbers for a 320i-specific "mini-registry". Call Richard 659-2411.

WANTED. Escort w/STOP or Passport. Call Gordon 847-9660 days; 527-3234 eves.

Maintenance and Repair. BMW Technician with previous dealership employment, factory training and ASE certification will perform maintenance inspections and minor repairs on your 1984-1990 BMW. BMW CCA member 5 years. Call Ray (301)540-7707 Germantown.

Membership Application



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345 Harvard Street, Cambridge, MA 02138

Name _____ Spouse _____

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City _____ State _____ Zip _____

Home Telephone _____ Business Telephone _____

BMW Model _____ Year _____ Serial No. _____

BMW Model _____ Year _____ Serial No. _____

I heard about *BMW CCA* from:

Special Interests: ☐ Maintenance ☐ Drivers Schools
☐ Rallies ☐ Social ☐ Model Cars
☐ Concours ☐ Autocross

Annual Dues \$30.00

Associate Membership for spouse \$5.00 extra.

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

National Capital Chapter Member Change of Address

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

NAME _____

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CITY _____ STATE _____ ZIP _____

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* We still need liaisons for these shops;
 call John Kenworthy at (703)527-8033 to volunteer.

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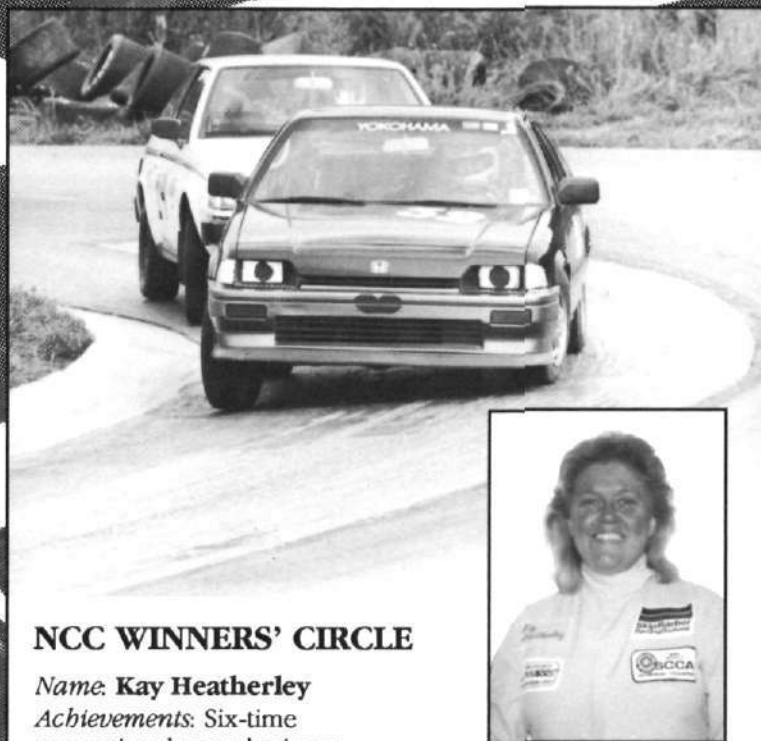
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