

der Bayerische

NATIONAL CAPITAL CHAPTER BMW CAR CLUB OF AMERICA

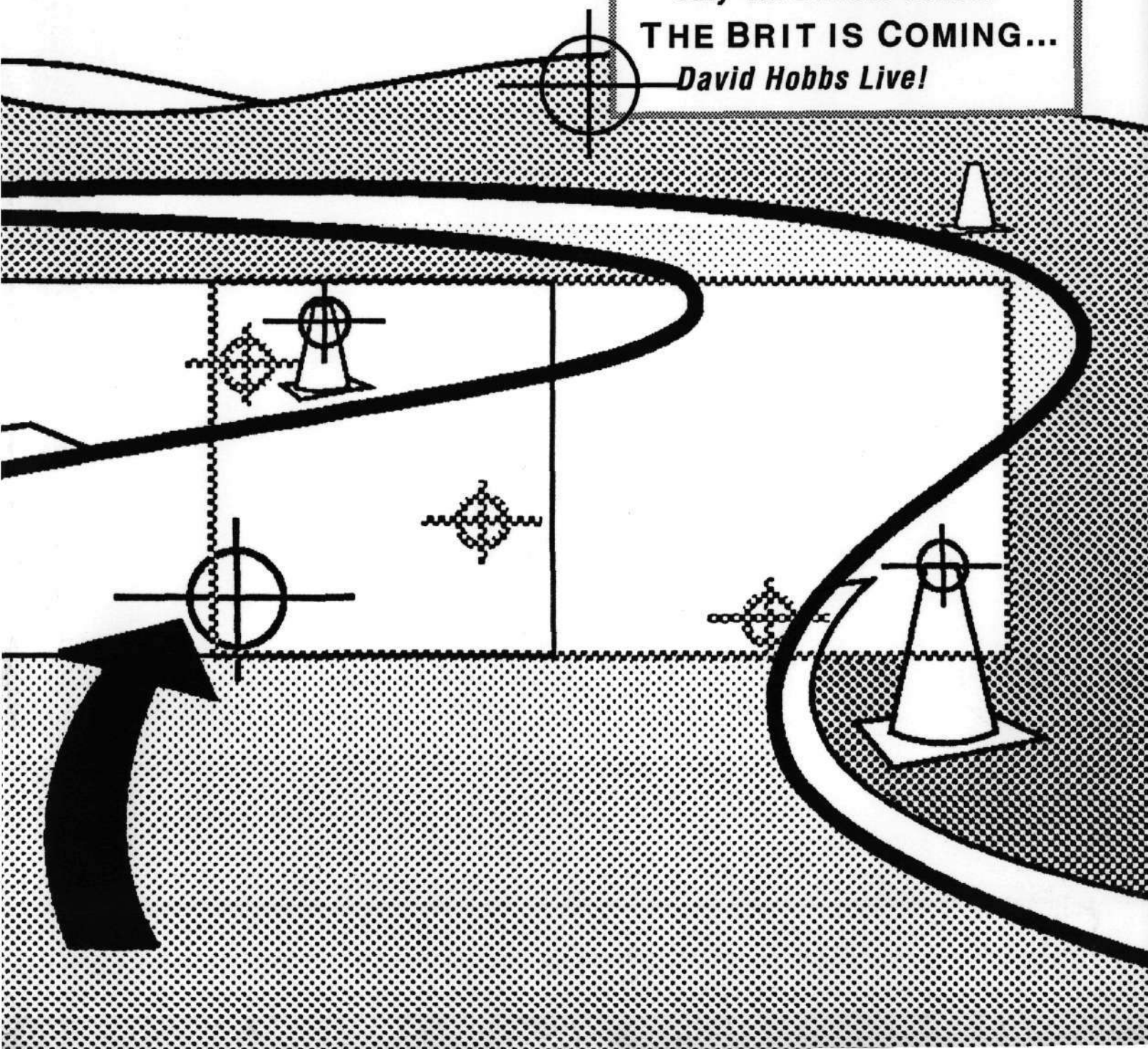
MAY/JUNE 1991

PATRIOTS TAKE AIM!

July 4th Drivers School

THE BRIT IS COMING...

David Hobbs Live!



der Bayerische

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Vol. 21 Number 3

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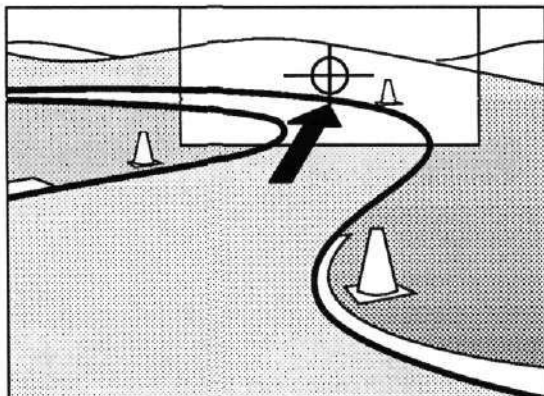
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Cover

What looks like a scene from a racetrack as General Schwarzkopf might see it, is actually a detail from Mark Gerber's illustrations for an insightful tutorial by Jim MeVay on Occular Driving techniques.
See story beginning on page 24.



Club Hotline Number
703/836.98MU

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Contents

'91 Calendar	3
Coming Events	4-7
Budget Summary	8
What's It Like Out There?	10
April 7 Autocross	14
Drivers School Opportunities	16
Drivers School Application	17
Competition Corner	19
Comp. Corner Calendar	21
IMSA Firehawk Calendar	22
Are You Really a Car Nut?	23
Occular Driving	24
New Members ...	30
Marketplace	32

President's Message

I've just finished mulling over the membership surveys which were found, eventually, in the November-December *der Bayerische*. Frankly, I'm a little disturbed that less than 5% of you took the time to fill out and return the thing. Fifty bucks for about ten minutes of effort seemed to be a pretty nifty deal; I guess I underestimate the value of your time. For some reason a five percent return isn't surprising, though, as it seems to be about the national average for club participation.

About everyone planned to renew his or her membership. That's certainly a good sign. One or two persons, however, left that question unanswered. Length of membership ran the gamut from just a few months to over a decade and a half. It is interesting to note that most of the respondents were not regular event attendees. I guess these regulars feel we already know what they want out of their club.

A few people were hesitant to attend events because they were afraid of not doing well or they thought they would feel awkward and embarrassed or every event was male oriented or couple oriented or they thought we were clique-ish and didn't accept 'outsiders'. The answer to all of this is no, not really. With perhaps the exception of rallies, all of our events are geared towards individual participation, whether it be an autocross or drivers' school or even the Annual Dinner. Most people, in fact, come with no significant other (or an insignificant other, in some cases). While numbers don't lie, most of the membership is male, but quite a few women have become active members and have a lot of fun, and do pretty well, to boot. And ask any of the 'old timers' about their first club event. They probably didn't know a soul. But back they came, again and again, picking up new acquaintances each time. These 'cliques' are just a bunch of people who normally don't see each other and so take advantage of the opportunity.

Schedule conflicts seem to keep a lot of people away. While the demographics of the population of this area indicate the desire or need to keep busy, it just doesn't seem likely that this phenomena should extend to all fifty-two weekends of the year. Lighten up! Try letting loose for a couple of weekends.

And some people just aren't interested. One reached the pinnacle of passive-aggressiveness by returning an almost blank survey! And another went through and listed how many of each event (pretty close to what

was actually offered, by the way) and THEN said there were no events of interest! Go figure!

By far the biggest complaint was (surprise) late-arriving newsletters. Maybe that's the cause for the 5% return. Many expressed frustration at receiving *der Bayerische* weeks after its publication date. It was, many said, the reason for not attending events.

But what are we doing about it? Well, a couple of things to start. In combating any illness, medical science directs its efforts to treat not only the symptoms but also its causes. Take a look at the calendar of events. As you can see, everything is pretty well mapped out way into autumn. Missing an event because you found out about it too late just won't cut it as a reason any more (unless you're a real new member and not yet on the mailing list). And besides, we have a 24-hour Hotline for your use. If that doesn't work, call anyone on the masthead and they can fill you in on what's happening.

As for a cure for the causes, a couple of people have volunteered to perform double duty and assist in getting *der Bayerische* out on schedule. The lack of manpower was and is the main culprit in the production of *dB*. But remember the key word here: volunteer. Bear in mind that this is a volunteer organization, always was, always will be. The specter that the current crop of club volunteers will soon become "burned out" looms great. Consider this bleak scenario should this occur: No driving events, few at best. Forget about the spring and fall tours. Tech sessions? Maybe. A late newsletter? Better than none at all. And forget about the slick publication, mimeographs are cheap and easy to crank out. Sounds like nuclear winter, doesn't it? It'll probably never happen, but don't discount the possibility completely either. It has happened before. Do your part.

You and I certainly won't allow this to happen of course. And, to paraphrase Norman Cousins: Man doesn't know enough to be pessimistic. Do keep giving us feedback; if you haven't returned your survey, fill it out and send it back.

Oh, and by the way, most of the respondents said the chapter leadership was doing a good job. I guess we've got them snookered! ■

Dwight Derr

*Something
for everyone.*

*Come out
and join in
the fun!*

**Late Breaking
Event**

MAY

Thur	2	New Members Reception and Open Meeting
Wed	8	Board Meeting
Sat	11	Tischer MAIFEST
Sat	11	Baltimore Concours d'Elegance (non-Club event)
Sun	12	Mothers Day Autocross
Sat	18	Spring Tour
Sat	25	Auto Swap Meet
Sat	25	Skip Barber Advanced Driving School

JUNE

Sat	1	<i>der Bayerische</i> deadline
Sun	2	Childrens Hosp. Autocross
Mon	3	David Hobbs Night
Wed	12	Board Meeting
15 & 16		Radial Tire MAIFEST
Sun	30	Autocross (Landover)

JULY

Thurs	4	Drivers School
Wed	10	Board Meeting
Sun	14	Autocross
Sun	28	Orioles Game

AUGUST

Thurs	1	<i>der Bayerische</i> deadline
5 to 9		National Oktoberfest
Wed	14	Board Meeting
Sat	17	Crab Feast

SEPTEMBER

Wed	11	Board Meeting
Sun	15	Bavarian Inn Oktoberfest/ Fall Tour
Sun	22	Championship Autocross

OCTOBER

Tues	1	<i>der Bayerische</i> deadline
Sun	6	BMW of Fairfax Vintage Races Corral
Wed	9	Board Meeting
Sat	12	Auto Oktoberfest
Sun	13	Autocross (Landover)
26 & 27		Drivers School

NOVEMBER

Wed	13	Board Meeting
		Events yet to be scheduled

DECEMBER

Sun	1	<i>der Bayerische</i> deadline
Wed	11	Board Meeting
		Events yet to be scheduled

SKIP BARBER ADVANCED
DRIVING SCHOOL
Saturday, May 25
Time: 8am - 5pm
Location: RFK Stadium, D.C.
Fee: \$375

Join us at a Skip Barber one-day school, closer and cheaper than doing it in Connecticut. By special arrangement with our chapter, the Skip Barber team will offer its one day school format locally. A maximum of 18 registrants will be accepted. (Twelve student schools are offered in Connecticut May 21, 22, and 23 for \$450 per person.)

SBADS provides the cars, the tires, insurance, professional instruction, and enough pavement so that pupils are not intimidated by fears of hitting something. The school will take place at the RFK Stadium in D.C. If response is overwhelming, a second day could be scheduled on Friday the 24th. If response is underwhelming, refunds will be made.

Potential participants should call the Skip Barber office *immediately* to register and pay: 203/824-0771 or 1-800-221-1131.



Coming Events

MAY

**New Members
Reception & Open
Meeting**

Tischer Maifest

**Baltimore
Concours
d'Elegance**

**Mothers Day
Autocross**

Spring Tour

Autoy Swap Meet

**Skip Barber
Advanced
Driving School**

DRIVERS ED AUTOCROSS POSTPONED

A phone call from the emergency room. Only one week ago the Kid had traded in his learners for a real license. It had been the happiest day in recent memory. The Twentieth Century right of passage. You'd been so proud. And a little scared. Now you were terrified.

"I'm o.k., just a little banged up."

"What..."

"Can you come get me?"

"Sure, sure, but what..."

"I blew it."

"What ha..."

"This turn, it like came up on me kinda fast, I mean it was, you know, real sharp, so I went to slow down, and ... and I lost it."

"Trailing throttle oversteer."

"What?"

"I'll be right there."

Somehow you felt responsible. You'd driven with him. He was a safe driver. He'd done Drivers Ed. You had discussed and coached him on defensive driving. You'd done all you could do, yet deep down you knew it wasn't enough.

The fact was he still hadn't learned didly about basic car control. All the logic, all the drills of what to do in any of a hundred different circumstances, were useless when he couldn't make the car do what he wanted it to. When he couldn't *sense* what the car was doing.

You had known that experience would be his best teacher. But you had feared that, with public roads as the classroom, he might not have enough good luck, or enough time for little "learning experiences", before being tested. Failure could have been fatal. Failure had been harsh.

If only there had been a better way. We think we have a better way. We would like to teach basic car handling skills to newly licensed drivers using the autocross format. It's a safe, fairly low speed format, where the biggest risk is to the rubber pylons, and maybe a few young egos here and there.

We need your feedback, ideas, and help. We need a lot. (literally. See the appeal for a parking lot elsewhere.) If you are interested in any aspect of putting on or participating in such an event, call Bob Gammache at (703) 777-3959, evenings.

NEW MEMBERS RECEPTION & OPEN MEETING

Thursday, May 2

Time: 7:30 pm

Check us out. Meet our faithful regulars, and some of our favorite irregulars. Decide where you might like to fit in, or stand out. Or just watch.

We'll have light hors d'oeuvres and refreshments in the party room of The Cascade in Rosslyn, VA. Call John Kenworthy in the evenings at (703) 527-8033 for customized directions!

TISCHER MAIFEST

Saturday, May 11

Time: noon to four

Once again, Tischer BMW has invited us to their annual Maifest celebration. Anyone who has attended before will tell you that it's always a good time. Come on out and enjoy some good German food and spirits. If you plan to be there, please call Mike Mills at (301) 890-3000 for more info or directions. See you there.

BALTIMORE CONCOURS D'ELEGANCE

Saturday, May 11

Time: 10am - 5pm

The third annual Baltimore Concours d'Elegance will be held once again on Rash Field at the Inner Harbor. This is the premier concours on the east coast with a fine display of rare and exotic automobiles that shouldn't be missed by any automotive enthusiast. Look for further information about admission and tickets on the Club Hotline, or call Paul Vessels at (202) 726-7971.

MOTHERS' DAY AUTOCROSS

Sunday, May 12
 Registr.: 9:30am; start @ 10am
 Location: Baltimore's Memorial Stadium
 Fee: \$10

Well, by now you may have mastered the Art of Autocross. If not, here's another chance to get it right. Show mom what you've got. Autocross with us on Mothers' Day. Make mom proud.

This will be our regular autocross event, and will consist of continuous timed runs. Come on out and have fun behind the wheel!

Call Hotline for last-minute updates. Further info., workers, call David Ford (202) 966-5108.

SPRING TOUR

Saturday, May 18
 Time: 9am
 Place: Evergreen Square, Route 85,
 Frederick, MD

Do you really enjoy spending beautiful spring Saturdays fighting the crowds at Hechingers? Is edging the lawn, sealing the deck and cleaning out the garage (hold on there ... never know when you're going to need that part!) your idea of a good time?

Get a life. COME TO THE COUNTRY.

On Saturday, May 18, we will revive one of the club's most memorable springtime tours. By devious, serpentine and slightly circuitous routes we will lead you through the springtime mountains from Frederick to Cresaptown, Maryland near Cumberland in the Allegheny Mountains. As a special bonus you will also get to challenge some of the best back roads of West-by-God-Virginia.

See dogwood and redbud in bloom. See Harpers Ferry and the mighty Potomac in flood. See castles where Lancelot honeymooned, stone bathtubs where Washington bathed. See battlefields, and battle oncoming traffic for rights to a stone-arched one-lane bridge.

Watch a 7-series gracefully take to the air. Watch Woody pass two pickups and a crate of live chickens in a single swoop. Thrill to the rush of your own adrenalin as you fly down the mountainside through blind, hairpin curves. Perfect your heel-and-toe as you discover lumber trucks lurching in your very own lane.

Down a plate of wurst. Knock back a few

brews. Indulge in potato pancakes like Great Grandmother used to fry in bacon fat ... and dare someone to mention the C-word.

Discover there's more to life than cleaning leaves out of gutters!

Meet us on Saturday, May 18 in Frederick, Maryland at 9:00 am, at Evergreen Square (directions below). First car departing at 9:45.

Be there or be square!

All roads on the tour are paved, but few are straight. The pre-lunch portion is approximately 133 miles, and will take about three and a half hours. (Yes, there's a quicker way home. Of course its boring Interstate, but who are we to quibble.) There'll be a pit stop after 52 miles with all the necessities: gas for the guzzlers, sodas for the thirsty, ... you get the picture.

Call Bonnie Butler in Frederick, (301) 633-9263, right away 'cause we're limiting this tour to 2,000 cars. Tell her if you're bringing passengers, so she can make reservations at Jack Warner's restaurant in Cresaptown for the German goodies. If Bon's not coherent enough to answer the phone in person, leave a message and she'll call you "right back" sometime in the next few days.

Directions:

Drive to Frederick, Maryland the way you normally do. The tour departs from Evergreen Square, on the west side of Rt. 85 approximately one-half (0.5) mile north of the intersection of I-270 and Rt. 85. If you're coming from Baltimore, go south, keeping to the right on Rt. 85, from the intersection of I-70 and Routes 355/85 approximately one-half (0.5) mile and you will find Evergreen Square, still on the west side of the road. (please don't look for our BMW dealership. Evergreen Motors vaporized one dark and stormy night and is seen no more. Requiescat in Pace BMW.)

See you there.

AUTOY SWAP MEET

Saturday, May 25th
 Time: 10 am to 4 pm

Times are tough, you say? Well stop bawling and start hauling. Here's a chance to make some good deals for your wheels. Bring stuff, get stuff, hang out with other motorheads. Vendors, please contact Dave Toy prior to 21 May at 301-770-0700, 10 am to 6 pm weekdays.



Coming Events

MAY

New Members
 Reception & Open
 Meeting

Tischer Maifest

Baltimore
 Concours
 d'Elegance

Mothers Day
 Autocross

Spring Tour

Autoy Swap Meet

Skip Barber
 Advanced
 Driving School



Coming Events

JUNE

Childrens Hospital Autocross

An Evening with David Hobbs

"Maifest" Drivers School & Dinner

Autocross

CHILDRENS HOSPITAL BENEFIT AUTOCROSS

Sunday, June 2

First Heat: 9:00am

Location: Undecided

This annual event to benefit the Childrens National Hospital Center is put on by the member clubs of the Metropolitan Washington Council of Sports Car Clubs. Entry fees, sponsorship pledges, T-shirt sales and concession proceeds all go to this most worthy cause. This is a low key event with lots of spectators, but no trophies. The entrant that brings in the most sponsorship money will win a nice prize like a vacation trip, set of tires, etc. Call Dave Ford at 202/966-5108 for registration and details.

AN EVENING WITH DAVID HOBBS

Monday, June 3

Time: 7:30 pm

Location: Marriot, Tysons Corner, Va.

David Hobbs - world famous BMW pilot - live - in person - be there! Celebrity hounds - you've seen him on E.S.P.N. - that witty British guy covering the Formula 1 and IMSA Races. Long term race fans - you remember him driving the McLaren 320i Turbo that was campaigned in the late 70's. Roundel readers - you've seen him on the cover. Well here he is, a bonafide dynamic speaker, flying down from Montreal on his way back to London, expressly for a one night limited BMW Club engagement.

Seating is limited. There's a \$5 cover. Reserve your space by sending your checks NOW.

Make checks out to "BMW CCA NCC" and send to John Kenworthy at 1550 Clarendon Blvd #1105; Arlington, VA 22209.

RADIAL TIRE "MAIFEST" DRIVERS SCHOOLS

June 15 -16

Location: Summit Point, West Virginia

Maifest in June - The "Maifest" drivers schools will be held on June 15 and 16 at Summit Point Raceway in Summit Point, West Virginia. This year, some of our expenses are being underwritten by Radial Tire Company of Silver Spring. Radial Tire and the National Capital

Chapter have enjoyed a longstanding friendship, and their commitment to this event promises a continuation of that friendship.

The drivers schools are essentially the same for each day. On Saturday night, we'll have dinner at the track, no doubt coupled with some fine racin' and drivin' stories. If we're lucky, we'll also have one of Radial Tire's owners, Paul Moorcones, a local racing legend and a long-time member of the Chapter, to talk about tires. Who knows, we may even get him to instruct!

The schools will fill up fast, so mail your registration early. (Registration form is elsewhere in this issue.) As always, preference will be given to BMW CCA members. Need new tires before the event? Well, have we got the tire store for you! Yep, you guessed it: Radial Tire Company, 9101 Brookville Road, Silver Spring, Maryland, (301)585-2740.

RADIAL TIRE MAIFEST DINNER

Saturday, June 15

5:00 PM until ?

Location: Summit Point Raceway

This years Maifest Dinner will be held at Summit Point Raceway in conjunction with the Maifest Drivers School. Immediately following the Saturday Drivers School we will try to begin with the evenings festivities. At the time of writing we don't have the exact details on dinner as we are still trying to decide on which restaurant will do the catering. (We have it down to two very fine restaurants, so we can guarantee a first class dinner!) Also, since we don't have the dinner details finished we also haven't set a price for the evening. This is an excellent event for the clubmember that has yet to come out to one of our events. You can come out early and see the infamous drivers schools that you read so much about and meet the people that make this the greatest chapter in BMW CCA. Do bring your favorite rain gear as Summit Point has a remarkable way of defying the weather-man's most accurate report! Hope to see everyone there!

For more exact details and also to reserve yourselves a seat, please call Sharon Miller at 703-739-0656 evenings before 9:30. Driving school participants desiring dinner need to call as well.

AUTOCROSS
 Sunday, June 30
 Registr.: 9:30am; start @ 10am
 Fees: \$10
 Location: Landover Mall

Further info., workers, call David Ford (202) 966-5108. Call Hotline to confirm details.

JULY 4TH DRIVERS SCHOOL
 Thursday, July 4

Surprise! We're having a Fourth of July Drivers School! Look in this issue for the application form and send it in by the June 21 deadline for a discount.

AUTOCROSS
 Sunday, July 14
 Registration: 9:30am; start @ 10
 Fees: \$10
 Location: Baltimore's Memorial Stadium

Further info., workers, call David Ford (202) 966-5108. Call Hotline to confirm details.

O RIOLES OUTING
 July 28
 Orioles vs. Oakland

Get your popcorn, peanuts, and cold beer hon!

It's time for another outing to see those fabulous Birds in B-town. I am taking advance reservations to save you money. Send me a check now and see the Birds play Oakland for only five bucks. This offer is good 'till May first, after which it'll cost 'ya seven-fifty.

Listen up - this is a *non car-oriented event*. It's what a lot a y'all been asking fo'. See ya in Baltimore, hon!

Send checks to: Mike Early; 1650 Belt Street; Baltimore, MD 21230. Or call (301) 244-0173 for more information.

O KTOBERFEST IN CONNECTICUT
 August 5 thru 9
 Location: Waterbury, Conn.

This is the really big show with over 500 BMW enthusiasts gathered in the mountains of Western Connecticut (are they considered the Berkshires?). There will be enough meetings, seminars, events, and parties to keep you busy from 7:00 am to 11:00 pm every day. The one day driver school will be at scenic Lime Rock Park. The autocross and rally always have about 50% first timers. Even if you don't like cleaning your car, the array of spotless BMWs at the Concours d'Elegance is quite impressive. Since this might be the last time for this annual bash on the East Coast for several years, a large contingent from the National Capital Chapter is expected to attend. Check the *Roundel* for schedule and registration information.

Notes: Incidentally, Lime Rock's management has a new rule that requires driver and passenger seats to have the same type of restraint systems. For example, if the driver's seat has a five-point harness, the passenger (instructor's) seat must also have a five-point harness. The track also has a strict requirement that helmets have a Snell 85 rating.

If there is enough interest, the National Capital Chapter may form a caravan for the trip to Waterbury, Connecticut. Send your registration in now.

CRAB FEAST & CONCOURS
 Saturday, August 17
 Location: Patapsco State Park,
 Avalon Branch

Ahoy Club members, it will soon be time to dig out the mallets and ice down the keg to cool our burning lips after eating a dozen of Baltimore's Spiciest hard shell crabs. This year the location is about 15 minutes outside of Baltimore (or 20 minutes outside 495 on 95 south) at the Patapsco State Park. We are going to have steamed crabs prepared on the spot from Nick's Inner Harbor Seafood in the Cross Street Market. This should be a great location to stage a concours. Call me, Mike Early, now to make reservations so we can plan something great. (301) 244-0173 after 7:30 pm.



Coming Events

JUNE

Childrens
 Hospital
 Autocross

An Evening with
 David Hobbs

"Malfest"
 Drivers School &
 Dinner

Autocross

JULY

July 4th
 Drivers School

Autocross

Orioles Outing

AUGUST

Oktoberfest

Crab Feast



Budget Summary

BUDGET SUMMARY: 1/1/91 Through 3/31/91

<i>Category Description</i>	<i>1/1/91thru 3/31/91</i>
INCOME/ EXPENSE	
INCOME	
Drivers School Income	8,796.00
Dues from National	4,041.66
Miscellaneous Income	24.50
Newsletter Advertising	3,390.00
Other Event Income	220.00
T-shirts sold	757.00
Income — Other	57.82
TOTAL INCOME	17,286.98
EXPENSES	
Autocross Expense	50.00
Bank Fees	42.20
Club Promotion/Goodwill	50.00
Drivers School Expense:	
Beverage Expenses	400.58
Food Expense	657.10
Refund Expenses	610.00
Security Expenses	217.00
Track Fees	6,498.30
Drivers School Expense — Other	335.48
Total Drivers School Expense	8,718.76
Insurance Expense	1,058.00
Meeting Expenses:	
Board Meeting Expenses	144.94
Total Meeting Expenses	144.94
Newsletter Expenses:	
Label Application	187.45
Postage Expense	1,050.00
Printing Expense	2,215.00
Typesetting Expense	1,419.08
Total Newsletter Expenses	4,871.53
Other Event Expenses	1,308.00
Postage Exp.-Not DB	101.97
Supplies	271.25
T-shirts bought	1,281.89
Club Hotline	27.59
Telephone Expenses — Other	406.19
Total Telephone Expenses	433.78
Expenses — Other	69.62
TOTAL EXPENSES	18,401.94
TOTAL INCOME/EXPENSE	-1,114.96

Club Store

Hey Folks! The Club Store is alive and well!

It's time to start doing Spring tune up stuff...

Give Dwight a call, after 7:30pm and see how you can save yourself some money.

WANTED

One TSD Rallymaster to present an open rally for BMW CCA. Experience required. Must be willing to work long hours in devising a concept and drive a lot in laying out a course.

Rewards: Fun ride out of town on a rail, new sisal neckwear, chance to try on the latest fashions in tar and feathers. (Who could pass up such a deal?)

We have a number of experienced rallyists in our membership. How 'bout it, folks? Call Woody Hair or Dave Roach to volunteer.

Looking for a Lot... Not asking for Much

large, flat, relatively free of obstacles, paved; available Saturdays and/or Sundays for use as an autocross course.

If you know of or have access to such, call David Ford at 202/966.5108

March 13, 1991

Jennifer and Ed Nazarko's

In attendance: David Roach, David Sossamon, Dwight Derr, Jonathon Jones, The Nazarkos, David Ford, John Kenworthy, Woody Hair, Mike Early, Paul Vessels.

Jennifer led off with a reassuring treasurer's report. The Club's income was up —with our projected expenses for this year in mind we should do pretty well financially this year. This means more exciting events!!!!

Next on the agenda were the upcoming events. Our autocross schedule is shaping up with the use of Memorial Stadium . . . The German Concours is back on the schedule . . . Maifest Dinner location being discussed . . . any suggestions?

We finished off the meeting discussing drivers schools and the use of professional corner workers. We love our volunteers but everyone agreed it would be nice to try so keep your eyes open for further news . . . ■

Mike Early

To My National Capital Chapter Friends

Two years ago when I ran for South Atlantic Zone Governor (now Region Vice President), I wasn't too certain what I was getting into. Sure, there was a job description — according to the Bylaws, the duties "shall include the representation of the interest of the Region as a whole, Chapters and individuals therein, to the Board; to assist existing or aid in developing new Region chapters; the arranging and coordinating of events or activities and furtherance of the purpose of the club; and other such duties as the Board may deem necessary." Right.

What being a Region Vice President really meant was getting to know a whole lot of great people that I wouldn't normally get to meet. Names in newsletters — chapter officers, event organizers and participants — became voices on the phone, faces at meetings. Friends.

If I've been able to help any of you, I'm glad. Now I'm saying "thank you" for your help and interest, including a special "thanks" for finding room for my South Atlantic Region reports in *der Bayerische*. Mark Taynton, Everglades Chapter, has assumed the duties (and fun) of South Atlantic Region VP, and if y'all are as nice to him as you were to me, he's going to enjoy every minute. ■

Burke Jensen March 25, 1991



Secretary's Notes

South Atlantic Region Report

What's It Like Out There?

by Jim Henry

When Jonathan Jones asked me to write an article about my first BMW Drivers School experience, I was delighted. I had spent the previous two weeks telling anyone who would listen what a great weekend it had been, so an article in *der Bayerische* provides yet another outlet for me to vent my enthusiasm. Perhaps my personal perspective of the Drivers School adventure will stimulate more of you Ultimate Driving Machine owners to come out next time and start learning to be Ultimate Drivers.

Although this was my first experience at a formal Drivers School, I took with me a measure of competence in operating machinery at the limit, having spent much of my military career as a helicopter pilot and flight instructor. In fact, that experience forms my frame of reference for this article. Many of the skills and positive habits from my flying apply directly to driving; things like proper body and hand position, seat belt position and snugness, alertness and "ocular driving", smoothness ("control touch" in flying vernacular), planning "escape routes", thinking far ahead of the machine,

seat-of-the-pants sensitivity to the changing physical dynamics, religious inspection and maintenance, and perhaps most importantly, an appreciation of my own and the machine's limitations. Military aviators have a (perhaps well earned) reputation for big egos (to go along with our big sunglasses, big watches, etc.), but it's been my experience that behind the confidence (Alright, arrogance, if you prefer) there is invariably a passion for the highest attainable level of skill. This passion stems from the old quote, "Aviation in itself is not inherently dangerous. But to an even greater degree than the sea it is terribly unforgiving of any carelessness, incapacity of neglect." Seems to me the same holds true for performance driving.

My "performance" driving began in high school as I recklessly raced my '58 Plymouth against other mindless adolescents at ungodly speeds on the gravel back roads of rural Ohio. Those of us who survived that experience didn't know about contact patches, threshold braking, or "the line", but we came away with some innate sense of how to make a car go fast and keep it

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Participants at the Drivers School receive classroom instruction.

Photo by Mike Early

on the road (most of the time). While attending college in Columbus, my skill grew as a result of some informal but lasting lessons in a Shelby Cobra from a date's father. He taught me heel-and-toe shifting and how to get out of the car after turning it upside down. Over time, my automobile tastes have matured through a series of Detroit muscle car, English and Italian sports cars, to our present modest stable: my wife's '86 325es, my '87 944 Turbo, and our beloved '66 VW Beetle Cabriolet.

My aim in attending the Drivers School was to improve my own capabilities, and to explore those of my car in a safe, controlled environment. Aside from occasional brief bursts of spirited driving, the street generally isn't a suitable environment to evaluate my Porsche's capabilities or reach its limits, at least not without distressing other drivers or attracting the Polizei. Before Drivers School, I knew the Porsche was capable of dazzling acceleration, suffered from turbo lag, could be easily induced to oversteer by applying throttle, and that it hadn't yet done anything surprising or nasty to me. At Drivers School, I also learned that it gets skittish and wants to oversteer under hard trail-braking, and that oversteer can also be induced by drop-throttle. (I painfully learned the drop-throttle oversteer lesson years ago in my '72 911).

As an instructor pilot, I relentlessly drilled my students on inflight emergency procedures, because actual emergencies simply don't give one time to "think". Immediate, instinctive and correct response is imperative, because second chances are rare, and incorrect responses often fatal. The same is true of most driving emergencies, and practice, practice,

practice is the only way to develop those instinctively correct responses. I found the braking exercises at the Drivers School particularly useful in that regard. Threshold braking isn't something one normally practices in everyday driving, but it's an essential skill for accident avoidance as well as for effective track performance. My 325es has that wonderful idiot-proof ABS, and I've invoked the idiot mode more than once to avoid accidents on the Beltway. The Porsche lacks ABS, so I made threshold braking one of my Drivers School priorities. Even after becoming accustomed to the feel and sounds of the car's braking threshold, I still lacked the confidence to carry my speed deep into the corners. Similar to the drills I used to give my student pilots, my instructor had me hold a steady speed on the straights, and brake later on each successive lap. On the main straight, that meant holding 100mph as my instructor said, "Wait. Wait. Wait. Wait. NOW!" and on each lap the "NOW!" came later and my stress level got higher. But my technique improved, my confidence grew and my speed progressively increased until I was consistently getting good threshold braking. Practice, practice, practice made the track experience genuinely useful for daily driving. Since attending Drivers School, I have had a couple of highway emergencies, and found that I instinctively brought the car to threshold without lockup, and successfully avoided metal to metal contact. The expense of the Drivers School was more than offset by avoiding the bodywork cost of even a minor collision.

I'm sure we all experience brief bursts of speed in our daily driving, and occasionally take corners of freeway ramps at or near the limit of adhesion. If we do it right, we feel good. If we→

What is it like...

continued from previous page

→ do it wrong, we scare ourselves. Laps on the track however, are much different. Driving at the limits of one's ability for extended periods forces maintenance of higher levels of concentration and adrenalin for longer intervals than most people are accustomed to. I found the feeling very similar to flying in combat — I became VERY focused on the job at hand and felt a sense of urgency to do it right and to keep myself on the edge. Bad techniques and habits were quickly pointed out by my instructor, who provided constant feedback and continual "urging" to higher levels of performance. "Your turn-in was late. You hit that apex about 2 feet too early. Accelerate earlier through this turn. Move your braking point 5 feet later on the next lap. Don't move your hand to the gearshift until you shift (one of my bad habits)." At first, the constant speed and instruction created nearly a sensory overload. But improvement was inevitable, and with it came the ability to gradually divide my attention to encompass more of the small details. At some point, I also discovered that my instructor's feedback had changed to, "Perfect line! Your apex was just

right! Great acceleration on track-out! You're really using what the car wants to give!" Sweet music to my ears. Verbal confirmation of what my senses were telling me. One of the things I love about both flying and driving is that feedback is immediate. I know instantly whether I am doing something well or poorly. I can consciously alter my technique and determine if the change results in better or worse performance. It's a process of constant refinement, and the results are rewarding. Holding a smooth line through the Carousel and accelerating out of the Esses through turn 8 gave me a feeling very similar to flying a Cobra on an attack run and putting all my rockets dead on target. What an exhilarating, euphoric rush when I've done it really well!

Everyone attends Drivers School with his or her own very personal frame of reference. Some of the folks in my run group had obviously never before had their cars to the redline and lateral G's represented a foreign, frightening concept to them (maybe they were former Volvo owners), but everyone has to start somewhere.

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And as each of us improves, our frame of reference expands. I can state without fear of argument that you will be a better and safer driver after attending a Drivers School. You'll be more confident and get more enjoyment out of your daily driving due to your increased skill. You'll be better still after attending two or three, because each time you will benefit from different instructors, different track and weather condition, and you'll begin each school with a higher skill level.

It would be an error to conclude that Drivers School is only beneficial homily. As other *der Bayerische* contributors have underscored, it is indescribably great fun. (Not as much fun as flying helicopters, but close). But you can't become a better driver or join in the fun by sitting there reading my account of it. You have to get out there and experience it yourself. The next scheduled Drivers School is the "Maifest" event 15-16 June, and you really don't have a good excuse for not attending, do you? See you at the track! ■

Get Well Soon!

Long time BMW sales representative Dick Chichester, well known to many owners in this area, was seriously injured in an auto accident this past January. Dick was a passenger in the auto when the accident happened on I-95 toward Richmond. After three weeks in the hospital, and a long period of recuperation at home, Dick will require additional corrective surgery before being able to return to work full-time.

After many years at Heishman BMW, Dick joined Martens BMW last year. His knowledge of the make is unusual for someone in the profession. Dick has been a long-time supporter of the club and has served as a judge at our Deutsche Marque Concours several times.

We wish Dick a speedy recovery. If you were considering a new purchase from Dick, it can still be made in his name through Martens.

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Fun With Pylons

For those of you with something else to do Sunday, April 7, you missed a great day at Baltimore Memorial Stadium's parking lot. Over 20 people showed up to drive or just to watch at about 10am (at least those intelligent individuals who remembered to set their clocks ahead) for the NCC Autocross School.

The day started with a lesson in the ways of the Autocross by our more experienced NCC Autocrossers. The rest of the morning was spent with all the drivers testing their cars through the slalom course and on the skid pad. Both exercises were helpful and certainly a good way to warm up tires.

The autocross itself was outstanding – it was an evil mind that created that course, but, as should be expected, we all liked it. All the drivers, from those who had never autocrossed before to those particularly talented at the art of whizzing past pylons, enjoyed the over half a dozen runs they were able to take. The times are published here for those interested – congratulations to everyone on their best runs.

I'd also like to thank David, Woody, Dwight, Gary, and everyone else involved in organizing the event. It was certainly the most fun I've had with my car since the Walter Mitty at Road Atlanta. If you're interested at all, come on out to the next one on May 12 (yes, that is Mom's Day) to drive or just come and enjoy the fun. As someone new to the area and new to the joys of autocrossing, I can recommend it as the best event I've been to around here yet. ■

Andrea Sinner

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Photo by Mike Early

AutoX Results

April 7, 1991

	<i>Car</i>	<i>Class</i>	<i>Best Run</i>
Woody Hair	325is	Superstock	54.57
Gary Toyama	528i	Modified	54.75
Brian Hair	325is	SS	55.41
Dwight Derr	528i	M	56.00
Dennis Atkins	2002	M	56.01
Mike Thorp	323i	SS	57.38
Bob Hausmann	533i	?	58.08
Chris Leeper	318is	SS	58.68
Jim Lianos	528iA	M	58.83
Mike Crowley	M3	SS	59.13
Rick Lynn	280Z	X-Car	59.97(3)
Andrea Sinner	2002tii	Stock	60.37
Erik Klasons	528e	S	60.51
Mike Early	2002	M	61.64(1)
Allan Warner	2002	S	62.90(1)
Fred Fernald	2002	S	63.01
Sam Baldwin	2002	S	65.51(1)
Yuri Fatkulan	280Z	X	Off course
Mark Schultz	2002	?	Did Not Start

() = number of one second pylon penalties included in time.

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Drivers School Opportunities

In addition to our own driver schools scheduled for **June 15 and 16**, and the recently added **July 4**, a number of opportunities for additional track time at Summit Point or other tracks has become available.

Summit Point's own series known as 'Friday at the track' or FATT has the following dates:

**May 3,
June 14,
July 5,
August 23,
September 20,
October 25, and
November 22.**

Note that 3 of these dates are either the day before or the day after our own schools.

A typical day at FATT will involve classroom, braking, and skid control sessions in the morning and 3 lapping sessions in the afternoon. The cost is \$95 per day. For registration information call **304-725-8444**.

Summit Point's owner, Bill Scott, is also considering adding sessions for non-race cars at his open practice days. Since there will be no for-

mal instruction, prior track experience will be necessary for these events.

The Car Guys organization will be at Summit Point on **July 6 and 7**, and there may still be openings for their Charlotte Motor Speedway School on **June 1 and 2**. Call for details.

The Delaware Valley Chapter of BMWCCA has invited us to participate in their two day school at nearby Pocono International Raceway on **October 12-13**. Pocono is less than four hours from DC. Entry fee is not known at this time. Call Frank Keyianjian at **215-265-7879** for registration info.

You can also check the *Roundel* for information on schools at Watkins Glen in June and September, Mid-Ohio and Road Atlanta in September. In addition to the national Oktoberfest in early August, Delaware Valley, Connecticut Valley, Albany and New Jersey Chapters all have events planned at Lime Rock Park, Connecticut throughout the year.

Gute Fahrt! ■

Woody Hair

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APPLICATION FORM

July 4th Drivers School

Thursday, July 4

Summit Point, West Virginia

- Priority given to BMW CCA and SESCA members
- All drivers must have two schools experience
- Licensed drivers only (students under 18 must obtain parents' permission)
- All cars must be tech inspected by a qualified service facility prior to the event
- It is your responsibility to ensure that your car is safe, properly registered, and insured
- Snell-rated helmet ('80 or later) required
- No convertibles without adequate roll bars
- One driver per car recommended
- Each applicant must complete a separate form (photocopy as necessary)

Cost:

Members: \$85 if application received before June 21, \$100 after June 1

Nonmembers: \$100 if application received before June 21, \$115 after June 1

Make checks payable to National Capital Chapter, BMW CCA

Mail application, self-addressed business-size envelope with 52 cents postage and check to:

David Roach, 10425 Edgewood Ave., Silver Spring, MD 20901

Drivers:

Name _____ Membership # _____

Street _____ ☐ Check if new address

City _____ State _____ ZIP _____ Chapter _____

Phone: Work () _____ Home () _____

Car: Make _____ Year _____ Model _____ Color _____

List Previous Drivers' Schools _____

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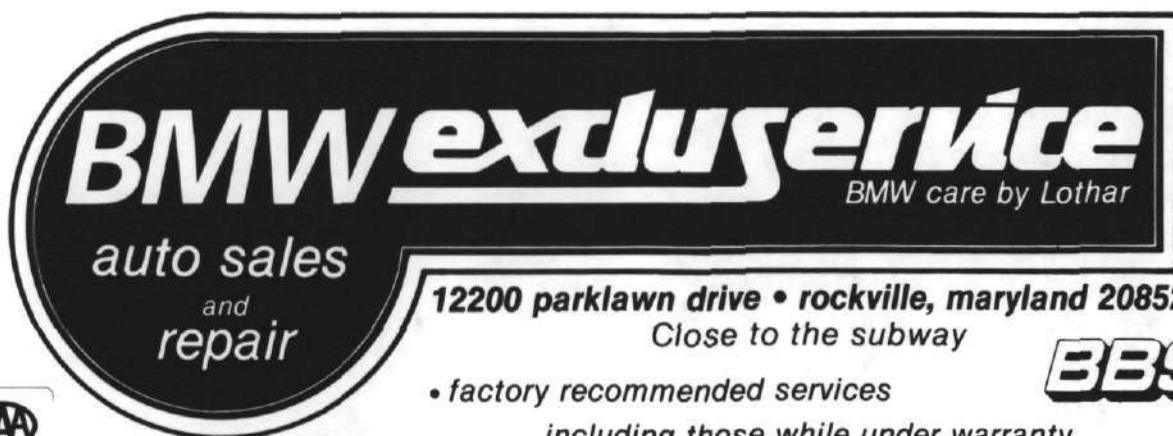
Name _____ Phone () _____ ☐ Work ☐ Home

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Questions? Call Dave Roach (301-593-3285) or Chris Leeper (703-455-3041)



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I had a chance to drive a 318is for several laps at Summit Point recently. In the July/August '90 issue of *dB* I concluded after a road test that the 318 was disappointing compared to a 325is. Now I feel that while the acceleration out of the turns was not as great as my 325, the overall effect was not that different. The braking of this relatively new car was quite a bit better than my rather worn BMW. Some day I still hope to conduct back-to-back tests on a race track and autocross course with equal times and a stop watch.

The March/April '91 issue of *Grassroots Motorsports* has a six car comparison test in an attempt to determine the best new car for the "grassroots enthusiast". (Read dual purpose street/autocross car.) Lined up against the 318is were the Toyota MR2 Turbo, Nissan Sentra SE-R, Ford Escort GT, VW GTI 2.0 16v, and Mercury Capri XR2 Turbo. Without much surprise, the 2-seater Mister 2 was the leader in most of the objective performance tests and the subjective voting. Considering all the categories, the 318is ended up 5th in the points standings. This is what GRM said about the new BMW:

The biggest factor limiting the performance of the BMW 318is was its lack of power; not even the extremely competent chassis and outstanding brakes could make up for this disadvantage.

The most common comment was one like this editor's: "The acceleration is weak — there's no bottom end, no top end, and no midrange." One editor expressed confusion when asked to evaluate the acceleration evaluation, remarking, "I didn't notice — did it accelerate? It made lots of noise, so it must have been doing something."

While the engine wasn't making many friends, the BMW's chassis and brakes were. Contributing Editor Mark Chiles characterized the handling as "predictable, with quick steering response," and Jerry Stein called it "stable and predictable." The brakes were also piled high with compliments: adjectives like superb, tremendous and flawless occurred with interesting regularity. One editor, who had been unimpressed up to that point, commented, "Finally, something I like! The ABS worked super, allowing real dumb moves entering a corner. I liked being able to drive out saying 'I meant to do that' while sliding around in the mess on the seat."

Even with its rather anemic straight-line perfor-

mance, the BMW should still be able to hold its own against its E Stock brethren. The handling and brakes are among the most user-friendly on the planet, and those strengths alone should make up a large part of this entry-level BMW's grunt deficit.

In the meantime, we received the following news release from Precision Automotive Research of Bensenville, Illinois. PAR is headed by Dave Redszus, longtime BMW and Porsche driving school guru and mechanical wizard.

FOR IMMEDIATE RELEASE

The 318is:

A Stealth Firehawk Fighter

What if you took a stock sports sedan (say a 318is) off the showroom floor, put in a top notch professional race driver and ran it in IMSA's Firehawk race series. How well would it do?

I would probably finish dead last, perhaps lapped by the field, if it finished at all!

The reason is not because its a bad car or that the driver can't drive nails, but rather because IMSA Firehawk cars are not at all stock. They are ALL carefully and cleverly prepared, often with clandestine factory support, always with great care and expense.

How can this be, you ask, since the rules permit so few modifications? Well, you see, there are rules and then there are RULES and ways to get around them. The answer lies in an understanding of professional auto racing.

A professional racing series must be a crowd pleaser if it is to be successful or even survive. This requires large entry fields, wide vehicle representation and close, really close (metal to metal is really close) racing. So, race promoters encourage vehicle manufacturer's participation.

But some factories don't care to be embarrassed by running at the back of the pack. And so special modifications and special parts quietly become available from the manufacturer. Suddenly, cars with widely different stock performance figures become amazingly similar on the track. Everyone knows and everyone agrees that it's necessary and desirable.

There are however, certain unwritten rules generally adhered to: don't make the changes obvious, don't overdo it and don't spread it around. It's called the Stealth rule, or as some say: Stealth Rules. →



Woody's Competition Corner

*continued on
next page*



Woody's Competition Corner

*continued from
previous page*

→ If you are one of those select few who wisely purchased a BMW 318is you could have a stealth Firehawk fighter on your hands. A high performance package has been developed to turn your 318is into a fully prepared IMSA Firehawk Touring racer.

The Stealth Firehawk Fighter (SFF) package was developed by a team of engineers, on both sides of the pond, whose identities shall be withheld but whose initials are BMW Mtrpts Gmbh and PAR. The Stealth package is sold in kit form which can be installed by your BMW dealer, an experienced BMW mechanic or a knowledgeable enthusiast/owner.

The Stealth package includes complete suspension modifications (springs, shocks, etc.), brakes (ABS mods, pads, etc.), engine performance (camshafts, revised Motronics, colder plugs, etc.), wheel and tire recommendations, correct alignment data and complete installation instructions. A roll cage is not included.

For competitive reasons, the exact components cannot yet be revealed (the racing season isn't

over), but rest assured that every component comes from BMW with a BMW part number, has been specifically designed for the 318is (not mere application crossovers) and has been tested and certified. Engine modifications do not require removal of the catalytic converter and emissions can be set to meet EPA standards. Coverage under warranty is still pending and may soon be available. The quality easily exceeds anything found in the aftermarket.

How well does the Stealth kit work? Beyond your wildest dreams! Plan on blowing past 325's at driver's school and then reeling in M-3's. Yes, M-3's; the SFF will outbrake and out-corner a stock M-3. Consider these data: braking force, 1.15g; cornering, 1.08g on street tires as measured by a G-analyst. Acceleration (up to 100 mph) compares favorably to an M-3, due in part to increased output as well as lower weight. Your lap times could embarrass some people.

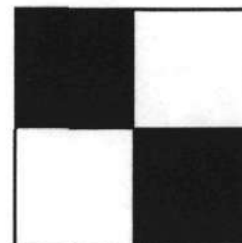
Exact performance data are not publicly stated for competitive reasons and due to conditional

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Woody's Competition Corner

and Competition
Calendar

NOTE:

Scheduled dates for
Summit Point's
"practice days" are:

**June 6,
July 22,
August 5,
September 16,
October 3,
and
November 8.**

variables which affect accurate comparison (such as air density, fuel quality, temp., etc.)

Stealth modifications made available for the performance minded enthusiast are intended primarily for club level competition and on-track drivers schools. (The car does remain quite streetable.) Consequently, only a limited number of Stealth packages will be made available and customers will be expected to sign non-disclosure agreements and letters of intent regarding intended use.

And now the best part; the Stealth performance package is surprisingly affordable. You won't have to mortgage the house or sell your first-born to slave traders to enjoy driving the 318is as the design engineers originally intended.

If you now own a 318is you could have an incredible performance Rennwagen. If you don't own a 318is, go buy one before they're all gone. Additional information (prices, performance and delivery) is available from:

*Precision Automotive Research
901 Hillside Drive, Bensenville, IL 60106
(708) 766-4402*

I understand the Stealth package is about \$5,000. So for the cost of a nice used M3 you can have M3 performance in a real sleeper.

SPEED SHIFTS: As this is being written in early April, there is not much competition news to report. Ray Korman teamed with former autocross champion Randy Pobst to finish 3rd in an M3 in the first Firehawk race of the year . . . In the first two Firehawk races of the season, the Leo Franci driven car finished 13th at Sebring and 5th at Miami...Last year the 2002 was almost nonexistent at our chapter autocross. There were seven at the April 7 autocross school! . . . More "supercar" news: Formula One race car builder McLaren has long been rumored to be planning limited production of a street-legal exotic car. Speculation even mentioned power by a detuned formula one Honda V10 or V12. Now McLaren has announced that BMW will design and supply a 48-valve V12 capable of meeting all emission requirements for the late 1993 production date. There is no further news of BMW's own "M12" supercar or the much-written about M8 . . . The BMW 320 Turbo developed by McLaren Racing and driven to success by our June 3 speaker David Hobbs in late seventies IMSA races used to be on display at BMW NA's regional facility in Sterling, Virginia. That facility is closed but a long article on the development of this car is in a recent issue of VW & Porsche magazine. CRUNCH ■

COMPETITION CORNER CALENDAR

May	5	SESCA Champ AC, DC area (tentative)
	12	NCC Autocross, Baltimore, MD
	19	SCCA MARRS Races, Summit Point, WV
	27	IMSA GTP/Bridgestone Supercar series, Lime Rock, CT
June	1-2	IMSA GTP/GTO/GTU/Firehawk, Mid-Ohio
	2	Childrens Hospital Autocross (tentative)
	2	NASCAR Winston Cup, Dover, DE
	9	ALTD Champ AC, DC area
	9	SCCA National Races, Summit Point, WV
	8-9	IMSA Firehawk 24 Hour, Watkins Glen, NY
	15-16	NCC Drivers School, Summit Point, WV
	30	NCC Autocross, Landover, MD (tentative)
July	30	Corvaair Club Champ AC, DC area (tentative)
	30	IMSA GTP/Bridgestone Supercar series, Watkins Glen, NY
	4	NCC Drivers School, Summit Point, WV
	14	SCCA MARRS Races, Summit Point, WV
	14	CART Indy Cars, Meadowlands, NJ
	21	NASCAR Winston Cup, Pocono, PA



'91 IMSA Firehawk Endurance Races

Touring Class

April 7

Miami

May 4

Topeka

June 1

Mid-Ohio

July 8 & 9

Watkins Glen 24 Hours

July 20

Laguna Seca

July 27

Portland

August 10

Watkins Glen

August 24

Road America

September 7

Bridge Hampton

September 21

Watkins Glen

Dear Woody,

It's been a while since I've seen you. I was hoping to run into you at the last Summit Point Drivers School, but I had just returned from Sebring where I was turning wrenches on some IMSA Firehawk BMWs. The team I'm working with is Leo Granchi's Midwest Motorsport.

This all came to be when I was down in Sebring in January attending the Skip Barber Racing School. I found out that some of the guys in our group were going to be campaigning two brand new 16 valve 318is. They said they could use a helping hand for the season. I got the O.K. from my boss Bill Shook of Kraftwagen and made the commitment.

The five days we were down there (Sebring) for the first race were pretty grueling. I figured that these cars wouldn't need a ton of work because they were basically stock. Boy, did I need some enlightening?! I mean they were extremely close to being stock. They had air conditioning, power windows, door locks, etc., but the days and nights would blend as we prepared the cars for the four hour race. We had a minor set-back during one of the practice days when a camaro from a faster class invaded our #95 car's space. The remedy was driving to the nearest BMW dealer which was in Tampa, purchasing a right swing-arm and installing the piece until who knows what hour in the night, all to get ready for another day

of practice. So much for the un-initiated, by the end of this season I'll either be sick of racing or a numb addict of it, one or the other.

I was basically in charge of the #94 car piloted by Leo Franchi and Mike Gaglietto. After all the nuts, bolts, filters, fluids, brakes, etc., were checked and after 3 days of practice and qualifying, the race began. We had calculated exactly how much fuel would take us how far and conveniently that point came during a long yellow flag at which time we switched drivers also. My job during the race was to relay all of the necessary information to and from the driver via 2-way radio (lap times, split times, etc.) and to be the rear tire changer if we needed them.

Both cars finished, all but a little beaten and bruised, showing signs of some very close racing (paint-swapping and bumpers bumped). The #94 car came in 13th place in class of 39 starting. Not bad considering this was our debut race and there were no less than 17 Honda CRX's which have had years of experience in this class.

Hope to see you at Maifest at the Point. Please relay some of these dates and places for the remainder of the IMSA Firehawk Races to some of your column readers. We could sure use some support from all of the BMW racing fans out there!

Sincerely,

Chris Cohen ■

(See Woody's Competition Corner for more about the IMSA Firehawk 318is.)

Leo Granchi's MidWest Motorsport team.

Photo by Chris Cohen



Are You Really a Car Nut?

by
John Kenworthy

How can you assure yourself that you really are a car nut?

Back when I was 5 years old I remember putting playing cards on the fork of my bicycle so that they hit the spokes (Yes, I did use "Bicycle Brand", I credit this as the start of my purist blood!) And zipping around making, to me, the most wonderful car noises you've ever heard. My parents were suspicious but not worried, Yet!

Then when I was 12 years old (O.K., the cards are off my bike now, I discovered something called drag coefficient and similar physic phenomenons that slow moving objects), my neighbor two houses down bought two Porsche 911's (one Coupe, one Targa for sunny days!). When he drove by (fortunately he had a very heavy foot) the 911 sounds would bring chills down my spine. I would watch him every day and just think, wow man! (I suspect the lady across the street is the one who thought to dial 911 in case of emergency after she finally called the cops on this poor guy!) Now my parents were beginning to worry! Then I turned 16! I credit this to be the 2nd most important day in my life! Well, mom had to watch this small innocent son go from bikes to possible car nut so in an effort to keep me alive and allow me to really learn how to drive she allowed me to buy a 1960 Volkswagen Bug from a friend for \$300 dollars. It used to really confuse me why people were concerned about 0-60 times when it took me about a day or so! I did appreciate terms like oversteer and threshold braking as this bug was quite a handful to drive "At the Limit". That's why I say mom was trying to keep me alive as "The Limit" was usually around the speed limit.

At 17, I got my first BMW. It had a problem though. The roof leaked and the heater didn't work! This was an engineering fault though as it was an R905, not a 2002! After a frigid winter I bought my first 2002 and joined BMWCCA. My first event was an autocross and after talking to a few of the folks there I thought, are these guys the possible car nuts that I've been looking for! I was starting to show the obvious symptoms like driving 5 hours for a club event (North Carolina is a long state in the East-West direction) and subscribing to car mags instead of Playboy. Did you also know who Brock Yates was before that Hefner Guy?

In 1989 Uncle Sam requested my presence (that's a nice way of saying ordered me) to Washington D.C. Soon after moving in I called Marc Holmes at the BMW CCA National Office to get a point of contact for the local chapter. I

called Woody Hair (A definite possible car nut!) to find out about any local events. My wife couldn't believe that I wanted to drive to Baltimore on a Saturday morning at 8:00 AM. I somehow convinced her that she would enjoy it so we experienced our first National Capital Chapter event and got to meet lots of possible car nuts at what was her first autocross (as a spectator). After a year of lots and lots of auto extravaganza I still considered myself a possible car nut until one Friday evening back in October. My wife and I had gone to dinner with some friends (our only friends that aren't possible car nuts! Other than the fact that we like them we need them so that we can be reminded that cars can also be used as transportation!) We chose our favorite Thai Restaurant that is within walking distance. After a delightful meal (Sans car nut talk) we were walking home when my wife spotted it! I had read about it. I had tried to see it at American Service Center but they sold it before I could go and see it. Now it was sitting in front of my apartment. Live, a Ferrari F40! Not a replica, not a picture, a real



live honest to God F40! I ran across the street (forget looking left and right like my mom had taught me back when I was 5!) and just totally freaked out. After what seemed like an hour (actually a minute or so) I finally engaged my brain enough to make audible words come out to talk to the driver. I really don't know what I said to him (hopefully it made some sense) as I was still in shock. My wife was trying to calm me down but it wasn't working! I do remember repeating over and over "An F40, an F40, an F40 . . . !!" When he pulled out of our driveway, in support of my obvious condition, he nailed it and disappeared in the darkness (fast, real fast). Then my friend looked at me and said, "You really are a car nut!"

(If anyone doubts that this is a true story, ask Woody Hair or Jon Miller. As, in support of a few possible car nuts, I had to call them as soon as I got in my Apt. to share this highly emotional moment. I couldn't imagine anyone sleeping at midnight while it was on the prowl!) ■

Looking and Seeing

by James McVay

Illustrations by
Mark Gerber

Seeing goes way beyond a spray bottle of "Windex" and a bunch of paper towels. One very under-emphasized aspect of high performance driving is the skill of looking, which, in turn, leads to seeing.

The underlying thrust of high performance driving is performance, efficiency, and economy. A large part of driving, in a sterile and clinical sense, is data acquisition and processing. The sensory part of driving—the noise of the motor as revs rise and fall, the changing sound of the tires as slip angles vary, the rush of wind noise, the g-forces through your body, the tactile feedback of the contact patches of the front tires through your fingers and palms, and the visual sensation of your surroundings rushing at and past you—provide the cues necessary to control the car through pro-active as well as re-active inputs.

Perhaps the most critical part of the sensory equation is visual input. The other fact of life about driving in high performance situations is we all only have a finite amount of attention to spend on any one activity at any one point in time. If a driver hasn't learned how to properly

heel and-toe-double-clutch downshift on the entry to a corner then he will probably spend 80% of his attention doing it, which leaves 20% for the corner itself. If the corner requires 40% of his attention to drive through at the maximum limit, then he's overdrawn in a big way. Economy of motion with minimum effort is the focal point of serious drivers seeking to go fast. Perfect the downshift to the point where it costs you 5% of your attention—a reflexive motion only—and you've got 95% left over for a 40% corner. The potential for great driving is there.

Many people think the visual skills necessary for good driving are a function of having 20/20 eyesight. Not so—that's only a small part and, at best, is a raw talent to be trained and optimized. The emphasis is on how to look and see in the most efficient and economic manner with the minimum effort.

In prior columns [Ed. in *Die Zeitung*], we discussed the process of learning how to drive a track by establishing reference points—visual cues—around the circuit. The first step in doing this in all schools is by using traffic cones to find the turn-in, apex, and track-out points. The draw-

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Looking and Seeing

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Legend:



Center of Vision Field & Reference Points



Vision Path

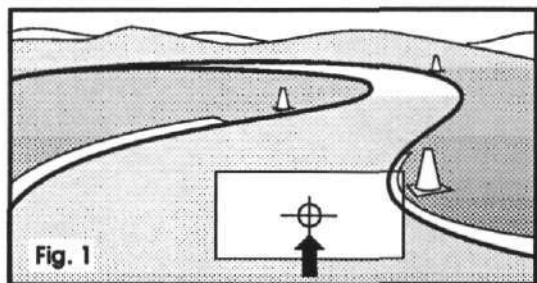


Fig. 1

back to this aid is that cones are, first of all, artificial, and, second of all, usually obtrusive.

The artificiality problem arises when the cones are removed and you lap the circuit and, unfortunately, don't find natural reference points in exactly the same place where the cones were positioned. The other problem is that the cones used by most clubs as well as professional schools are huge, i.e. highway size. How many times have you been hooked up through a corner and found your field of vision for the exit *blocked* by the cone at the apex?

The other problem with using cones—the large, Dayglow orange variety—is, in addition to being obtrusive, they become “eye magnets” because

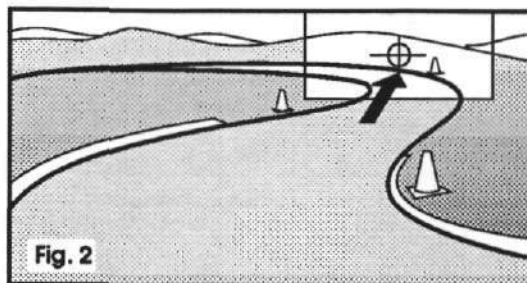


Fig. 2

of both their size and conspicuity. The trap for most beginning drivers is to drive in a “connect-the-dots” style, i.e. driving with a visual focus that flits from cone-to-cone. Yet to be seen is the cutting edge school which uses only, say, 3” high cones which give a subtle reference point without disturbing the field of view and the ability to pick up natural and permanent reference points.

Let's look at several examples of looking around a racetrack. The example we will use is a portion of a track exiting a right-hand corner leading down a short straightaway to a left-hand corner with cones placed about to indicate the apex, track-out, and turn-in points. →

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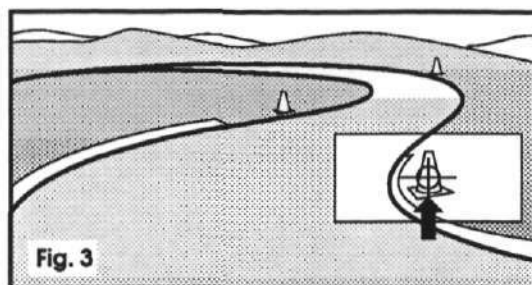
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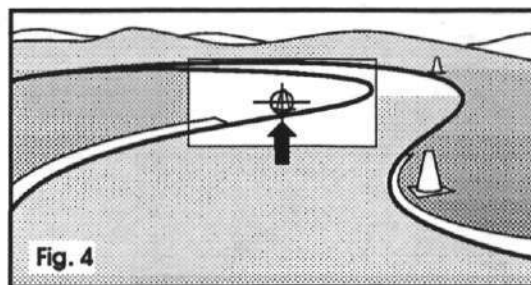
→ **Figure 1** shows the symptom that most road drivers exhibit, which is to look too closely off the front end of the car. In this illustration, it's easy to see what's wrong. There are no visual cues within the field of vision to give the driver a clue as to where he might be on the road and what his objective might be, i.e. apex and exit of the corner. Notice how narrow the road seems - all that can be seen is a small piece of pavement. This perspective leaves little for plotting, let alone correcting, a path through the corner. Just as looking too near ("low eyes") poses problems, the oft uttered advice of "be sure to look ahead" can also be sub-optimal.

Figure 2 shows an example of "looking ahead" from the same corner. Here we are looking too far ahead of the car and have no focus on any objective. The problem, again, is quite similar to that of looking too near—the road in the field of vision appears to be very narrow. This visual picture gives little hint of where the driver is on the part of the road he is actually driving and how to plot a path to any immediate objective such as the apex or track-out point.

Figure 3 shows an example of a driver with a very well defined objective which happens to be the apex cone "eye magnet." This driver will drive up to the apex with his focus consistently maintained on the apex cone regardless of where his car might be on the track. Corrections will be made to guarantee that he gets down to the apex, no matter what. This driver's focus will solidly stay on the target until it leaves his field of view. When this happens, his attention will immediately lock on the next target, i.e. the track-out cone as shown in **Figure 4**.

Consider the progression, for a moment, where target fixation leads to visually straight-lining from one target to the next with little regard for the bigger picture of what's around and the overall objective of *smoothly* driving the line. The result is "pin-balling" from one point to the next as in **Figure 5**.

Figure 6 shows what we want to do. The focus is on the *path* out of the corner, looking far enough ahead to be able to open up the road in



order to see where we are on the road by virtue of multiple reference points. As we progress around the circuit, we need to adjust our width of field and focal points as illustrated in **Figure 7**.

As we drive a new circuit, finding reference points and driving "on" them will absorb a lot of attention and concentration. As we become more familiar with the circuit, the importance of individual reference points should fade into an overall picture of your progressive location around the track so that the initial set of "snapshots" of reference points blends into a visual flow not unlike a movie.

Think about the same situation on the road. Assume you are trying to find your way to a place in the country for the first time and the directions read "...after Pine Tree Road on the right, you will come over a hill with a gray farm house on the left about half-way down. The road turns left out of sight around the house and about fifty yards after the house will be Valley Road on your left; turn onto it." Think about how you would drive this stretch the first time. You would reduce your speed and spend a lot of attention reading all the road signs on the right searching for Pine Tree Road. Where's your focal point? Locked on the road signs. Once you have located the road, your attention shifts to anticipating the hill. Okay, over the top of the hill and now focusing on the left side of the road, looking for the gray house which you find screened by some trees. Now you start braking as the road bends left and you look for Valley Road which comes up quickly. You finish braking and turn onto it.

While you were driving this section of road, the majority of your attention, say 90%, was spent on trying to locate reference points, e.g. road, hill, house, etc., while your center of focus was directed at each point of reference. Think about how differently you would drive this if you had done it a hundred times before. The amount of attention you would spend on the reference points would be minimal – say 5%, the reference points would also fade into the background as you picked them up with your peripheral vision, and your focus would be centered more on the

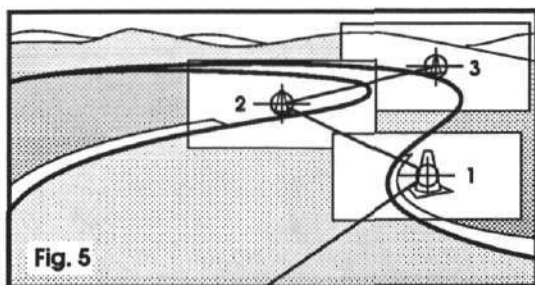


Fig. 5

road ahead. As Pine Tree Road flashes by on the right, you might lift the throttle some on the approach to the hill and then begin to brake as the gray house slides by on the left. What we have created at this point is a "sight picture" that focuses on the road – our objective of where we want to be – while integrating the reference points into the background so we know where we are. The surroundings and scenery flow at us smoothly as opposed to an erratic progression of still pictures fixed on successive reference points.

Sight pictures of our surroundings can also tell us where we are by our relative position to multiple reference points as opposed to focusing on

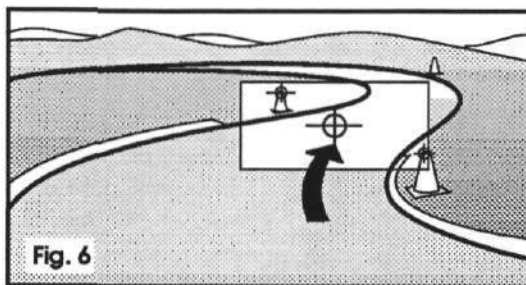


Fig. 6

reference points one at a time. If for some reason we passed the gray house in our street example close by the left side of the car and the double yellow line was on our right, that sight picture would give us a pretty clear message that we weren't where we wanted to be positioned on the road.

The same is true on the track and is illustrated in **Figure 8**. The key is to sense whether or not the reference points and other visual cues are in proper perspective and position in relation to the car.

When I began racing, I progressed like most people, finding reference points and other cues, but had a great deal of difficulty progressing →



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Looking and Seeing

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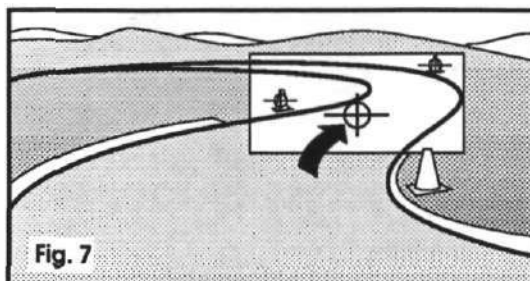


Fig. 7

→ to the stage of being able to form and rely upon sight pictures so I could concentrate on going faster. This problem was probably best epitomized by the way I drove the Uphill at Lime Rock. At this point, I had built up respectable overall speed compared to other drivers, but each time I went into the Uphill, I felt it was the last. Since a mistake here virtually guarantees hitting the guardrail situated just at the outside edge of the track, it is very important to hit the apex spot on. There was no problem with my line through this corner; the problem was in looking and seeing. Right after the turn-in point, I spent 120% of my attention on the apex—you bet I was overdrawn!—with full-on target lock. I continued

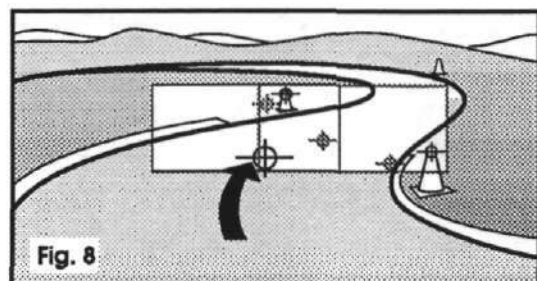


Fig. 8

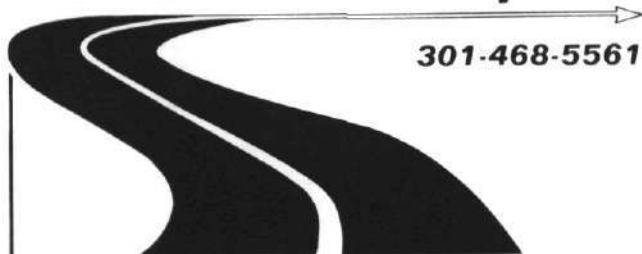
to stare at the curbing right up to the point where I could see my right front tire brush it.

"Okay, I made the apex...but where am I?" was the next frantic question.

Freeze frame for a moment: this is not the best question to be asking when your focal point is only four feet in front of you on your right front tire while travelling 132 feet-per-second. Fortunately, the line was always good enough not to result in any problem, but it sure caused a lot of stress on each pass.

The enlightenment of what was wrong, and realizing what people really meant by a "sight picture," occurred quite by accident. The last

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race of that first season was in early October. My group was running late in the afternoon as the sun was starting to get low on the horizon. The glare of the sun was quite extensive and resulted in very harsh contrasts. Looking into the sun going down No-Name Straight made the edges of the road appear virtually black with little hope of seeing the usual reference points. But, guess what? The sun reflected off the road making it stand out like a silver ribbon. Flying into the Uphill, my attention was drawn to the road as it swept up and to the right causing me to easily see the exit — which *should* have been my original objective on the way in to the apex. Driving the Uphill in that race became a pleasure exceeded only by the excitement over the discovery I had made.

The key is to look and see in such a way that a smooth and unhurried visual flow is created. When done right, it will look just like an in-car camera shot — as if the car is motionless and the surroundings move in a smooth seamless fashion. If the car starts to move and the scenery stops, it means that you're fixating on a specific target. The cardinal rule is to *always look where you want to go*.

There are a couple of exercises you can try to help develop your visual abilities. The first is an aid to getting the necessary reference points you need to drive any track. These include braking, turn-in, apex, track-out, and throttle pick-up points. The technique to accomplish this is simple: talk to yourself - out loud. As you drive around the circuit, give yourself a running commentary of what you are doing all the time in order to develop an awareness of your surroundings: "I am braking at the crack in the road with a 50% pedal, easing back to 10%, and turning in over the hump in the road. As soon as I have turned in, I am going to about 70% throttle right away and squeeze it on reaching 100% at the apex which is the far curb after the ambulance access road entering from the right." If your commentary goes, "I am turning in at the, uh, ...," it's immediate and crystal clear feedback on what you have to work on.

The next exercise is to take a lap in your mind (would that they were all this cheap). Sit in a comfortable chair in quiet surroundings. Close your eyes and drive the track on a flying lap starting a stopwatch as you cross the start/finish line.



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'75 2002. VIN 2364383, Polaris w/dark blue interior, 98K miles, original owner, Calif. '75-'84, garaged entire life, repainted '86, sunroof, Weber conversion, KYB gas shocks, Michelins, 4 speed, records, excellent condition. \$4000. Call Dana 301/498.0749.

'73 2002 Tii. Near perfect original paint (Colorado), like new black interior, never smoked in, dealer installed Behr AC, no rust anywhere, purchased from original owner in Nevada last year. Mechanical rebuild to factory specs at 150,000 miles: new pistons, valves, Kugelfischer fuel injection pump, clutch, factory 4-speed trans, almost all suspension components inclu. track rods, ball joints, shocks. Odometer reads 168,000. Original, beautiful, will not disappoint. Offers over \$10k. Call Peter 202/462.2265.

'67 2000. Body restored, many new parts installed: Bilsteins, exhaust, wheels, etc. Ser # 1000202. Spare '67 2000CS rust bucket parts car with good engine & trans included. \$5900. Call Dave 301/770.0700 days.

'61 700. Ready for restoration. Very clean body & interior. Engine in boxes. 29,000 orig. miles. \$1500. Call Dave 301/770.0700 days.

Parts For Sale

Automatic transmissions. One from '79 320i and one from 2002. Both apart but complete from torque converter/flexplate to tailshaft and ready for rebuilding. \$150 each or best offer. Also auto transmission driveshaft from '79 320i. \$75 or best offer. Call George (301) 547-2140 work, or 301/385.1273 home.

'82 320i parts. New OEM muffler w/mounting hardware and chrome tip \$45; new valve cover gasket \$3; new A/C belt \$3; new lock cylinder for glove box, E30 style, \$5; used front sway bar, perfect, \$20; used pair 4x6 OEM speakers, perfect, \$10. You pay shipping. Call Paul 703/455.3723 evenings.

320i parts. Call Richard 202/659.2411 evenings till 9:30, weekends.

'74 2002 Tii parts car. All or any parts. Call Andrew 301/577.5712.

Wheels and tires. Four factory TRX alloys with 220 VR 55 Michelins. Fit 5, 6, 7 series. Excellent cond. w/center caps. Two tires have 3/4 tread; two have 1/2. \$400 plus shipping, OBO. Call Ed 703/671.0768.

Wheels and Tires. Four stock OEM TRX alloys fitted with Michelins (220 55VR 390) with 18,000 miles. From my 635csi. Will fit all 5, 6, 7 series. Spotless and asking \$500. Call Reynolds 703/533.1817.

Wheels and Tires. Four TRX alloys with Michelins, from 533i. Fits 5, 6, 7 series. \$325, OBO. Call David 202/966.1619.

Wheels. Four Hayashi Racing wheels, four spoke, gold, 13". From 2002. \$325, OBO. Call David 202/966.1619.

Tires. Four Michelin 215/75-15's from Jeep Cherokee with 3/16" tread. If you can use 'em, call David 202/966.1619.

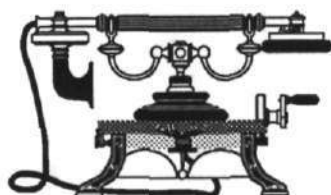
Wheels and Tires. Four BBS-Mahle gold center basket weave 14 x 7" rims with worn BF Goodrich Comp T/A's 205/70-14's. Fits 5, 6, 7 series. Call David 202/966.1619.

Wanted

320i parts. Call Richard 202/659.2411 evenings till 9:30, weekends.

Alfa parts. I have several boxes of old miscellaneous BMW parts for various models which I am willing to trade for any old Alfa parts. Call with what you or your friends may have. Let's make a deal. Trades only. Call Charlie 301/267.9245.

Wheels. 14" for 2002. Call David 202/966.1619.



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Looking and Seeing

continued from page 29

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Die Zeitung

→ When you next cross the start/finish line — stop the watch. If you've just set a new lap record, you probably have too few reference points and are rushing over the track where they are missing. At the other extreme, a lap time that could be measured with a calendar suggests there are too many reference points, i.e. not real points, but distractions, or there are points that are causing target fixation. Remember, it should flow like a movie. Don't stop it.

Using these two exercises together can go a long way towards helping you find the reference points you need to drive any circuit and to diagnose any faults you may have in acquiring and using the visual information available at a particular track.

The key elements to looking and seeing your way around a track:

1. **Find reference points** — braking, turn-in, apex, track-out, and throttle pick-up.
2. **Generate slight pictures** — fade the reference points into the background; use your peripheral vision to pick them up as you focus on the objective of where you want to be on

the track. Once you've turned in and are on the correct path to the apex, but can look ahead to the next objective — the exit while you're picking up the apex in your peripheral field of view.

3. **Always look where you want to go.**
4. **Use slight pictures to know where you are** — do the perspectives and positions of various visual cues line up? If not, where are you? Look where you want to go and execute a plan to get there.
5. **Blend slight pictures together** — form a smooth, continuous flow like a movie.
6. **Concentrate on "stopping" the car** — make the scenery move; if it stops and the car starts to move, you're fixating on a target.
7. **If you don't know where you are or what you are doing — talk out loud to yourself** as you drive around the track describing what you are doing at all times. This will point out any holes in your visual fabric.
8. **Take a timed lap in your mind** — test yourself on the reference points you have established and how to use them. ■

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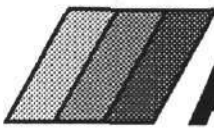
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