der Bayerische NATIONAL CAPITAL CHAPTER LBMW CAR CLUB OF AMERICA



To introduce the BMW community to the newest and best BMW Independent Service Facility in the Washington area. . .

The Leader in Performance Technology

is hosting an Open House Saturday November 2, 1991 Tech Sessions • Shop Tours • Door Prizes for all guests!

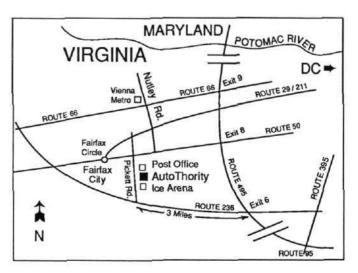
AutoThority, Inc. is expanding! Our reputation for excellence in Porsche service and repair has spread across the country and has thrived during the 16 years we have been in business. Now we are ready to go public with service to another marque that has always commanded our respect. That marque is, of course, BMW.

Starting in November, we will be fully equipped to handle all of your BMW maintenance and repair needs. At the Open House on Saturday we will introduce you to our staff and our state-of-the art facility. AutoThority Performance Engineering will be holding tech sessions on Performance Chips, and demonstrations of our computerized dynamometer testing equipment. We will stock most service parts for BMW and can order any part or accessory on the market.

We are located just four miles from the Washington beltway and the Vienna Metro station. Our business hours are 8:30 AM to 6:00 PM, Monday through Friday.

and 10:00 AM to 2:00 PM on Saturday.

3763 Pickett Road, Fairfax, VA 22031 703/323-0919 SALES 703/323-7830 SERVICE 703/323-7325 FAX



der Bayerische

is the official publication of the National Capital Chapter of the BMW Car Club of America, Inc. and is not in any way connected with the Bayerische Motoren Werke AG or BMW of North America, Inc. It is provided by and for the Club membership only. The Club assumes no liability for any of the information, opinions or suggestions contained herein. No factory approval is implied unless specifically stated. Modifications within the warranty period of a vehicle may void the warranty. Articles submitted are subject to editing; all copy, photographs and camera-ready advertisements must be received by the editor by the 1st of even numbered months. Contents may not be reproduced without permission in writing except by the BMW CCA

Copyright 1991 BMW CCA NCC.

Vol. 21 Number 5

Newsletter of the:

National Capital Chapter **BMW Car Club of America**

P.O. Box 685 Arlington, VA 22216



Send Material to:

Mike Early c/o Ed Early Printing 11 E. Saratoga St. Baltimore, MD 21202 1-800-879-6778 FAX 301-837-3484

New Car Predictions:

turn to page 28



Club Hotline Number 703/836.9BMW

NCC Officers (Call	between 7:30 - 10 pm)
President Dwight Derr	301/889.9578 eves
Vice President Jonathan Jones	301/984.0588 eves
Treasurer Jennifer Nazarko	301/681.6213 eves
Secretory Mike Early	301/484.4620 eves
Membership John Kenworthy	703/ 527.8033 eves
Social Sharon Miller	703/739.0656
Drivers School Coordinate	ors
Chris Leeper	703/455.3041 eves
Dave Roach	301/593.3285 eves
Concours Paul Vessels	202/726.7971
Baltimore Activities	
Dwight Derr	301/889.9578 eves
Club Store Dwight Derr	301/889.9578 eves
Autocross David Ford	202/ 966.5108 eves
Club Council Representat Woody Hair	703/ 425.1204 days 703/ 243.5796 eves
Tech Tips	

Terry Luxford

Kevin Cowley

der Bayerische sta	111
Editor	
Mike Early	301/484.4620 eves
Production Manager	
Andrew Short	
Bumper Crop Studios	202/966.1891 days
Advertising Manager	

301/206.2570 days DC 301/880.4787 days Balt. 301/552.7282 eves

703/255.0510 eves

Contents '91 Calendar.....3 Comina Events.....3-6 Watkins Glen School......8, 9 MAIFEST School......10, 11 June Autocross & Results.....12, 13 An Oktoberfest Diary.....14 Drivers School Application17 Competition Corner19 FATT.....24 Common Brake Complaints25 New Car News.....28 New Members...29 Marketplace30

Cover

Tom Baruch's shining 3.0 CS at Lime Rock. See article page 14. Photo by Woody Hair



President's Message

"Pass the Rolaids, please..."

make for a lousy passenger. Over the years countless stints as such in countless cars with countless persons behind the wheel have left me with a jaded and dim view of America's Drivers' Ed programs. Or maybe it's the dreaded Fear-of-not-being-in-control Syndrome.

Now I consider myself a pretty competent (or lucky) driver though some will no doubt protest. In two decades of driving I've had only one mishap which was of my own undoing (the wayward four-legged Armco encountered one day in the wilds of West Virginia). I've been bopped a couple of times by 18-wheelers and once by some drunken underage teenagers, but those are other stories. So I must've been doing something right.

Years of going around a racetrack have elevated me to the Instructor's level in the Club. Now, this wasn't all of my doing; my name popped up on a couple of lists of prospective Club instructors. A couple of other people managed to see me do something right.

You know, sitting in the passenger sear and trying to teach someone to drive isn't for the squeamish. It's bad enough on the street. Riding shotgun to a testosterone-pumped, fearless-because-he-or-shedoesn't-know-what-can-and-will-happen-neophyte M3 jockey on a slick-as-greasy-wet-ice racetrack doesn't allow one to fully digest his sausage 'n egg McMuffin hashbrowns and coffee.

The first thing to do is to check the list of entrants to see who's driving what in order to select a student or two. This is really a gut-wrenching time for the instructor; you're torn between finding a really docile driver-car combination or picking the guy with the really hot car, the reason being that you, as the instructor, are in charge and can commandeer the fellow's M-car or Alpina B6 Turbo for some quick, gratifying fun laps, under the guise of "teaching the line". I tend to favor the big, fast 6 cylinder cars – I'm more comfortable in them and they have lots 'n lots of power.

Once a suitable victim, er, understudy has been selected, the next step is to play sixty questions to determine why they would ever want to do what they're about to do to their beautiful and expensive BMW. Also to determine what their day's priorities are. If at any time they say "I wanna drive like a Race Car Driver" you *immediately* excuse yourself and get far, far away, quickly, usually unloading the guy onto the Chief Instructor's lap. If they sheepishly say "I really don't want to go fast, I just want to learn more about my and my car's abilities" you stay put and offer some thanks to your Maker.

The first couple of sessions start out really low-key – except for the neophyte student. Sweating profusely and with a white-knuckled death grip on

the steering wheel, it takes the patience of Job and the power equivalent of a Trident to finally coax him to ease the car down the pit lane for the caravan to the skidpad. Reassuring comments, e.g., "I liked the way you put the car into gear", or "excellent technique in not hitting the flagger at pit out" are quite useful for cutting through the thunderclouds of apprehension which have suddenly sprouted. Skidpad time and running and stopping around obstacle pylons help the student to relax. Fun begins to creep into the picture. Finding out that the car can screech and squeal and slide in all kinds of crazy directions really begin to erode the horrible notion that "my BMW wasn't meant to do this!". A good time for the instructor, too, as the student begins to respond to suggestions and apply them the next go around. Breathing, once again, assumes a sense of normalcy.

By now looms the terrifying and even more terrifying times for the instructor; open track sessions and open track sessions after lunch. Recruiters for those offbeat religions should earmark these sessions for their membership recruitment drives - lots of instructors tend to seek out religion now more than any other time. Everything the student learned previously has suddenly vaporized. Judgement has become the sole modifier for the word Day. Impeccably seamless downshifts have become neck-snapping, tire-screeching, hair-raising excursions to terror. Braking points have multiplied, most of which occur near, at, and beyond the apex of the turn several yards to the side of the car. Instructors whisper Col. Kurtz's final words ("the horror, the horror") as brakng points never occur, either because the student forgot or because the brake pedal just sank down past the front wheels. Now is the time to pull into the pits to: a.) take the wheel and show the student the correct line and technique, b.) take the wheel and pummel the student, or, c.) introduce the student to the Chief Instructor.

By taking matters, and the steering wheel, into his own hands, the instructor can now demonstrate what happens (or, more importantly) what doesn't happen with the proper technique as well as what happens with a totally screwball technique. Paybacks now are manifold and with a vengeance. But the object-lesson hits home. Coherency and consistancy emerge from the student. Apexes are touched. Braking and accelerating occur where they should and as necessary. Smoothness takes hold. The big moment for the instructor is seeing the smile on the student's face when he strings together all that was taught and pulls off a couple of wonderfully-driven laps. And he knows it. That moment will keep me coming back to instruct.

Dwight Derr

RAVARIAN INN OKTOBERFEST /FRIL TOUR

Sunday, September 15 location: Shephardstown, WVa

The Bavarian Inn located in beautiful Shephardstown, W.Va. is having their annual Oktoberfest on Sunday September 15. We will have our annual Fall Tour starting at BMW of Fairfax at 9:00am. We will take the scenic route to Shephardstown and park together in our own 'private' parking area directly in front of the Bavarian Inn.

The one exception this year will the the lack of a reserved seating area due to the extreme loss of money for the past two years. Nonetheless, it will be a fun 'social' event and for the motorcycle freaks in the Club, Summit Point will be having the A.M.A. Motorcycle Races just 30 minutes away that you can go watch after lunch at the Bavarian Inn. (Traditional German fare). So let's head for the mountains to dance to the German music and dine on the German food.

Call John Kenworthy for any additional info and also to let us know that you will be attending. (see "Read the Fine Print") 703-527-8033.

HAMPIONSHIP AUTOCROSS

Sunday, September 22

Fees: \$10

Registr.: 9:30 am, start @ 10am

Location: Call the Hotline

The BMW CCA National Capital Chapter is the host for this in a series of Champion Auto-crosses. For further info please contact Mike Early (301)244-0173.

Please call the Club Hotline to confirm details.

BMW OF FAIRFAX/SUMMIT POINT S.V.R.A. VINTAG€ RAC€ CORRAL Sunday, October 6; 9:00 – 5:00

BMW of Fairfax again is sponsoring our corral at the S.V.R.A. vintage races at Summit Point Raceway. If you were fortunate enough last year you know it's one of our best events of the year. Just as last year, we will have food and beverage provided as well as a large canopy with tables and chairs for your comfort. Last

continued on next page

September

Wed 11 Board Meeting

Sun 15 Bavarian Inn

Oktoberfest/Fall Tour

Sun 22 Championship Autocross

Tues 24 der Bayerische deadline

October

Sun 6 BMW of Fairfax Vintage

Races Corral

Wed 9 Board Meeting

Sat 12 Autoy Oktoberfest

Sun 13 Autocross (Landover)

Wed 16 Craven Tire Do-It-Yourself

Tech Session

Sun 20 Winery Tour

Chadds Ford, PA

26 & 27 Drivers School

November

Sun 10 Malibu Gran Prix

Tri-Chapter Challenge

Wed 13 Board Meeting

Mon 25 der Bauerische deadline

December

Sat 7 Xmas Party/Annual Dinner

Wed 11 Board Meeting

Delaware Valley Driver School

Pocono Raceway, Longpond, PA

October 12 - 13

Contact: Frank Keytanjian

(215) 265-7879

Coming Events

SEPTEMBER

Bavarian Inn /Fall Tour

Championship Autocross

OCTOBER

Vintage Races

Autoy Oktoberfest

Autocross

Winery Tour

Craven Tire DIY

Drivers Schools

Coming Events

SEPTEMBER

Bavarian Inn /Fail Tour

Championship Autocross

OCTOBER

Vintage Races

Autoy Oktoberfest

Autocross

Winery Tour

Craven Tire DIY

Drivers Schools

year we had approx. 50 cars inside the corral and hope for more this year.

Here are some *tentative* additions for this years corral:

- 1. David Hobbs may be racing and visiting our corral.
- 2. BMW North America may be involved with sponsorship of the entire race or somewhat involved with our corral.
- 3. An East Coast "Coupe Fest" with a good selection of the 2800/3.0 CS cars on display.

Please keep in mind that all of these are tentative but we will promise you some beautiful race cars and loads of fun so mark the date on your calendar *now!* See you at the track!

Also if you want to help in any way, give me a call – John Kenworthy 703-527-8033.

14TH ANNUAL OKTOBERFEST Saturday, October 12

Time: 1pm

On Saturday, the 12th of October, Autoy & Autoworks will host their 14th annual Octoberfest on the grounds of their facility. In the past this event has brought together many of the area car clubs as well as a variety of machinery. National Capital Chapter has usually shown in force at this event which is like one big car show/bench racing session. There are usually quite a number of Porsches, Mercedes, a smattering of exotics and several vintage race cars . . . and an occasional street rod or two.

There is no admission or entry fee for you or your car. Cars will not be judged.

There will be beer on tap and gratwurst on the grill for a small charge with all proceeds to benefit Children's Hospital and the Chesapeake Bay foundation.

Festivities kick-off at 1:00 PM sharp and end approximately 6:00 PM. The event will be held rain or shine so clean up your car and don't forget your beer mug and come on out for a good time and a worthy cause.

Questions? Paul Vessels 202/726,7971

Sunday, October 13 Fees: \$10

Registr.: 9:30am; start 10am Location: Landover Mall

NOTE: Be sure to remove all loose items from within the car and inflate your tires to 40 PSI.

Don't forget your helmet and bring a friend to help out on the course. All are welcome.

Directions: I-495 exit 17B. Stay right into Mall lot. Continue past Sears Auto Center and turn right into lower parking lot.

For more info. call David Ford (202) 966-5108.

ALL TOUR WINERY TOUR, 1991

Chaddsford Winery

Sunday, October 20

Time: 9 am (first car departing at 9:45)

Start: Falls Road & 83 (North)

- from D.C. take 95 to 695 to falls Road, Exit 1st light and park.

This is a chance for the rest of you to discover some of our favorite roads. We'll be travelling from Baltimore to Chadds Ford, Pennsylvania and the Chaddsford Winery by a series of winding, wooded roads in the heart of northern Maryland.

Discovered by a combination of good mapreading, orienteering, dead-reckoning and sheer good luck this route was first driven few summers ago by a team determined to travel from Wilmington, Delaware to Frederick, Maryland without enduring the boredom of either I-95 or 170. It worked! and was so much fun that it's become the route of choice ever since.

We'll travel north from the Baltimore Beltway, winding through the rugged countryside drained by the Gunpowder river. We'll pass through the small villages of Madonna sorry, (not the material girl) and Black Horse and Monkton (careful to control your instincts; those cones don't mean what you think they do!)

Finally succumbing to major routes, we'll follow nearly-deserted Route 1 north into Pennsylvania, dashing up and down hills, passing the locals and crossing the Susquehanna River on the Conowingo Dam. Our final objective, the Chaddsford Winery will be expecting us for tours and tastings. Their specialities include vintage Chardonnay and Cabernet Sauvignon, as well as Seyval Blanc and Spring White, Country White and Rouge, Cahmbourcin and a Steuben rose.

Those who are into art culture as well as viniculture may want take time to visit the Brandywine River Museum, also located in Chadds Ford. This area was the home of three generations of Wyeth artists, and features their works. The galleries in the restored mill have hand-hewn beams and pine floors. Large windows look out on a wooded section of the Brandywine River.

As I admitted originally, one can return to Baltimore via I-95. Alternatively, you can get out your own map, bring a good orienteering partner and chart the route for next year's Fall Tour!

Call Bonnie Butler in Frederick, Maryland 301-663-9263 so we'll know you're coming. She'll call the winery and set up a special tour. If Bon's off winetasting, simply leave your name and the number of people you'll be bringing. If you want a return call, be sure to leave your telephone number as well.

Directions to Start:: From D.C: Take I-95 North to I-695 (Baltimore Beltway) North to Towson. Take Exit 23N (Falls Rd.). Right at first light (Joppa Rd.). Left approx. 150 ft. (Station Dr.) into Greenspring Station.

O-IT-YOURSELF TECH SESSION & DRIVER SCHOOL TECH INSPECTION

Wednesday, October 16 at 7:00 PM

Craven Tire Company of Arlington is hosting an evening do-it-yourself session at their sevenbay facility on Lee Highway. This is our first D-I-Y of the year and it's your change to change brake pads, switch to winter weight oil, or perform similar minor replacement or repair work. John Erickson, manager of this Craven outlet, and several of his staff will be on hand to lend advice but do not expect a stock of BMW parts to be available.

For those of you attending the Fall Driver School on October 26-27, a free tech inspection will be available this evening. Depending on demand, at least one bay will be reserved for these inspections. John will probably have a video tape demonstrating tire construction as well as the latest offerings from Goodyear and Yokohama on display in the showroom.

Use of the service bays will be on a reservation basis. To reserve a spot, call Woody Hair, 703-243-5796, evenings or weekends.

Directions: Craven Tire Company, 5200 Lee Highway, North Arlington, Virginia. From Rosslyn, Lee Highway (Rt.29-211) west 3 miles. From Chain Bridge, Glebe Road south to right on Lee Highway. Look for Goodyear sign just past Wendy's, about 1/3 mile west of Glebe Road.(A **Wednesday**; mark your calendar!)

ALL DRIVERS' SCHOOLS Summit Point, W. VA October 26-27 Weekend

After a long dry spell, the National Capital Chapter returns to Summit Point for the Fall Drivers' Schools, October 26 and 27.

You may run one day or both days; each day's program will be the same. Our drivers' schools are designed to help you learn more about your car and how it behaves when working near its limits. You'll learn about cornering forces, braking, high-speed maneuvering, and proper driving technique. Our instructors are experienced Club members and SCCA racing drivers.

The fee is the usual \$85 per day. Register soon, as the school will probably fill up early. The registration form is elsewhere in this issue.

ALIBU GRAN PRIX TRI-CHAPTER CHALLENGE Mt. Laurel, New Jersey Sunday, 10 November Time: 10 AM

The National Capital Chapter has been invited to join the New Jersey and Delaware Valley Chapters of the BMW CCA in a tri-chapter Malibu Gran Prix drive-off.

The probable format will be thus: All participants will get some timed practice laps. The five fastest drivers from each chapter will then face off to determine which chapter has the hottest hot shoes.

Malibu Gran Prix cars are small 3/4 scale openwheeled formula cars with racing slicks and

continued on next page

Coming Events

SEPTEMBER

Bavarian Inn /Fall Tour

Championship Autocross

OCTOBER

Vintage Races

Autoy Oktoberfest

Autocross

Winery Tour

Craven Tire DIY

Drivers Schools

<u>NOVEMBER</u>

Malibu Gran Prix Tri-Chapter Challenge

DECEMBER

Christmas Party /Annual Dinner

Coming Events

NOVEMBER

Malibu Gran Prix Tri-Chapter Challenge

DECEMBER

Christmas Party /Annual Dinner powered by 24hp rotary engines. The circuit is a twisty, multi-turned (10 or so) road circuit complete with berms on the apexes. The cars are usually faster than the course which provides for some exciting drives!

The final details were not set at press time but contact either Woody Hair (703) 243-5796 (eves) or Dwight Derr (301) 889-9578 (eves) for the final lowdown. A caravan/ carpool is planned.

Directions: The Malibu Gran Prix is located in Mt. Laurel, New Jersey (across from Philly, Pa. What exit you say? New Joizey Toinpike Exit 4E (Nyuck, nyuck, nyuck! Soitently!)

991 CHRISTMAS PARTY
/ ANNUAL DINNER
Saturday, December 7, 7pm
Passport BMW (Formerly Martens)
Marlow Heights, MD

This years Christmas party will be held at Passport BMW just like last years. (Martens) as

last year, food and beverage will be provided in the form of light hors d'oeuvres, wine, beer, and softdrinks. At the time of writing we don't anticipate that there will be a cover charge and if we should have to have one it will be minimal. Our dear friends at Passport BMW heavily subsidize the event as well as allowing us the use of their beautiful facility. This is strictly a social event and provides the opportunity for the members who don't care for the performance driving events to come out and share their stories with fellow bimmerphiles.

If you would like to volunteer to cook your favorite dish (to be reimbursed) and bring it out please give me a call. Also please give me a call if you plan on attending so that we know how much food to prepare. When you can, just leave a message on my machine how many people will be in your party. I will not be keeping up with names, just establishing an accurate headcount. We all hope to see you there. Merry Christmas and thanks again to Everett Hellmuth and all of our friends at Passport BMW.



Secretary's Notes Open Meeting 7/10/91

July 10.1991 at Kenworthy's Club House. In attendance: Sarah & John Kenworthy, David Roach, Gary Toyoma, Jonathon Jones, Woody Hair, Gordon Kimpel, Kevin Cowley, Paul Vessels, David Ford, Mike Early.

We started out with our treasurers report, Maifest ran way over budget as usual but thanks to RADIAL TIRE's sponsorship of the event we were covered. THANKS. Also there was a discussion on the *dB* and the course we are on, look for some changes in the near future. (for the better of course).

Next we ran through our calender of events (please see the schedule) which got us into a discussion on where to have the annual dinner and the X-mas party.

Michael Early

Announcing dB's own... PERSONAL MODIFICATIONS!

We at the Club feel it is time to let all of you back yard auto inventors share your recent invention / modification. We think this can be of great interest to our readership. So don't be bashful and get out the typewriter and send your most recent invention / modification to us at the address on the title page. Thanks!

Montpelier Hunt Races & Car Show

Saturday November 2

Show field area limits entries to 200 cars. Register early!.
Car show entry fee: \$10. Sponsored by Pegasus Motorcar Company of Charlottesville, VA.

For more information write: Lew Delafield, Car Show Chairman, Lock Box 67, Montpelier Station, VA 22957.

NEEDED!!! NEEDED!!!

The Club is in need of a new Social Coordinator.

If you love planning parties with other people's money and you are not afraid of a little hard work, please step forward.

WesBen

BODY & FENDER, INC.

Celebrating
Our 30th Anniversary
In Northwest Baltimore
Providing
Full Service
Collision Repair



PAINTING

THEFT AND VANDALISM REPAIRS

PLASTIC AND FIBERGLASS REPAIRS

STEERING AND SUSPENSION

4 WHEEL ALIGNMENT

WHEEL SERVICE

Dwight/Bob/Mike

4712 Gwynn Oak Avenue Baltimore, MD 21207 301/664-6606

Orioles Outing - Sat. July 28th

It was a beautiful, warm but not too hot , sunny day out at the soon to be defunct Memorial Stadium. We had 40 Club members out for the event along with 38,000 other baseball loving fans. There were so many people because everyone wants to go to one last game before the stadium is gone.

Overall it was a winning event even though the O's were not but we were not let down by the Oakland A's who lived up to their reputation starting a fight emptying the benches.

After the game a bunch of people moved the fun over to P.J.'s Pub and continued the fun.

For those who missed this year we will see you next year at the new ball park.

The Ultimote Driver's School at Watkins Glen

n Saturday and Sunday June 22 and 23,1991, the Genesee Valley Chapter of the BMW CCA sponsored what they termed "the Ultimate Driver's School at Watkins Glen." After driving 61/2 hours from the Baltimore / Washington metropolitan area to the town of Watkins Glen, N.Y., my father, Charles 1. Denton, and I checked into the Seneca Lodge. which served as the Driver's School headquarters and site of Friday night's registration and tech inspection. (Motel nice, cabins significantly less so).

Track sessions started Saturday morning with a driver's meeting at 8 A.M. and first car on the track at 9. There were five run groups, with four being for different student experience levels and one for instructors. The first session was comprised of 3 exercises: slalom, braking and accident avoidance. The afternoon sessions wore devoted to lapping the 3.37 mile, eleven

Wilhelm Boeker Ernesto Buchholz Wolfgang Boeker



3767 Pickett Road Fairfax, VA 22031 978-7000

AUTHORIZED CARBON CLEAN® SERVICE CENTER SPECIALIZING IN GERMAN AUTO REPAIR

BMW CCA Member Discount • Courtesy Vienna Metro Pickup



A few differing opinions on the proper line for Turn 10 at Watkins Glen.

Photo by Charles Denton

turn circuit.

The main difference between Summit Point and Watkins Glen is that Summit Point has ten turns in 2 miles, Watkins Glen eleven turns in 3.37 miles. As such, the Glen is a faster circuit, better suited to larger displacement cars like the M3 and 5/6 series. Another difference at Watkins Glen is that neither the apex nor the track-out point on at least four of the largeradius turns can be seen from their turn-in points. This requires a good deal of patience, particularly when first learning the course, to avoid the dreaded "early apexing" syndrome. The other noticeable difference is the presence of Armco barriers everywhere at the Glen, which leaves very little margin for error.

After the Saturday session was completed (about 5 P.M.) dinner of barbecued chicken, salad and free beer/soda was served at the Glen Club, while video tapes of past racing action at the track were shown on T.V.

The Sunday schedule was a repeat of Saturday's events, with 3 track sessions (one in the morning and two in the afternoon) sandwiching classroom instruction. This may not seem like much track time, since there were 129 students and 51 instructors; nevertheless, we managed to log at least 150 track miles over the two days. This was enough to learn the line and have both myself and my instructor feeling comfortable with my driving by the second day. Fortunately, Sunday's weather

was a repeat of Saturday's, with bright sunshine and temperature in the mid-80's.

Students' cars seemed to be split equally amongst 2002's, 325's and M3's. Instructors seemed to favor Porsches of any variety, which is understandable considering that the majority of them were from the local Porsche Club. Exotic cars included Paul Kitchener's Ferrari 308 GT4 and an Acura NSX whose owner shall remain nameless to spare the poor fellow further embarrassment. It seems he became a little over-eager in turn 9 on Sunday and plowed his Japanese dream machine into the Armco. While the only thing seriously damaged was the driver's pride, I'm sure June 24th saw a body shop placing an order for a new NSX front end.

This was a fun learning experience and I would recommend it to any other club member looking for a change of track venue. The Finger Lakes region of New York State is very scenic, and there are a number of wineries in the Watkin's Glen area that offer wine tastings and warm hospitality.

For those interested, the next "Ultimate Driver's School at Watkins Glen" will be hold on 28/29 September 1991. If you are interested, contact Jim Dresser at (716) 225-1286 evenings and weekends. The registration fee was \$185 per weekend for BMW CCA members.

Charles M. Denton

MAIFEST Drivers School

"The Rookie becomes an Intermediate"

The last time you folks heard from me was about my adventures with Skip Barber. Back for more, I continued my rookie year in the "drivers school circuit" at the two day Radial Tire "Maifest".

I had been to Summit Point once last spring, so now everything was routine. I got 3 hours sleep the night before as opposed to none. I knew exactly what to do with the car when I arrived precisely at 7 AM. I even knew where the false grid was and where to tape the two identification numbers on the car.

Already to go. With a few more pounds of air in the tires, a check of the dip stick, a tightening of the lugnuts, and a removal of the driver side floor matt, I transformed my commuter car into an S.C.C.A. Road Racer!! As I was finishing my preparations the announcement care, "Drivers meeting in two minutes, all drivers to the shed." Exciting isn't it!

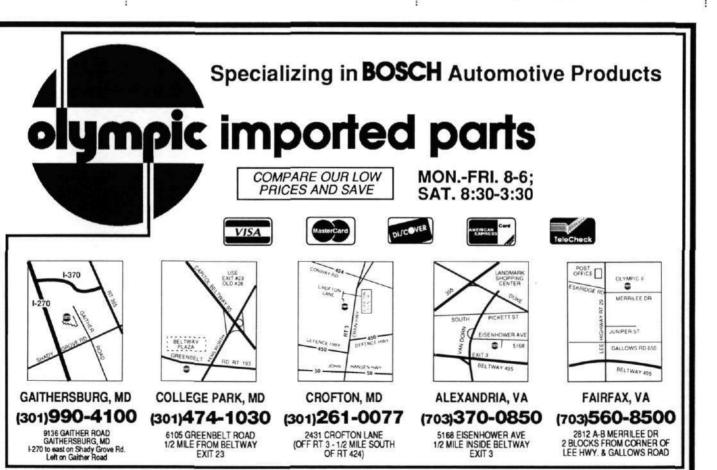
Inside, a crisp classroom arrangement awaited us. The track was graphically illustrated on the

wall, and a nice lady was selling BMW Club Tshirts from a side table. Then a man with a black broad trimed hat came to the podium to begin the orientation.

He seemed amiable enough as he welcomed the new attenders with applause. (I didn't have to put my hand up as a first timer) but why was he wearing a black hat? Symbolic I hoped not. Reminded me of an old movie, Fist Full of Something or was it E.T. II? Anyway, black hat introduced a distinguished greying gentleman with very studious glasses who explained the track and flags for us.

This began well enough, green flag symbolizing O.K. to go. Yellow flag warns of imminent peril. Fine so far, I learned that in the 50's Red, of course, not a happy color as someone has probably driven off the face of the earth and we should all come to full stop. Then black flag was explained.

For this the chief instructor was recruited, a large kindly man resembling father Christmas. He explained that safety came first, that this was not a racing school, but an event to



MAIFEST Drivers School

increase all of our driving skills no matter at what our level of experience. That if we passed incorrectly or did anything unsafe he was going to personally administer the black flag. and that offending person would completely understand why Black Flag has become the symbol of a highly successful undesirable critter remover.

Whoa! Father Christmas just became General Schwartzkoff! But his comments were good to hear and reassured us of the thorough preparations in place for an enjoyable driving school.

Team assignments came next-colors again. Blue was for first times, who began the day with a classroom session. Red, of course, designated the experienced hot shoes, and they were to be off to the track. I found my name in the White Group - Intermediate. I leaned over and asked one of the red types what does this intermediate mean? "Oh that's for the guys who know just enough to get into trouble, hah hah. "You know, white for white knuckles." Great, I immediately began to have visions of a Monday morning. visit to wagonworks. Well the "White knuckle group" was off to the skid pad to practice car control in the turn, a good calmer downer before lapping the track.

The Skid Pad

We each enjoyed tow runs on this circle taking our cars to the edge of adhesion there is plenty of room with nothing to hit, so our concentration could focus on maintaining a steady hand position while steering the car by slightly modulating the throttle, faster-slower, to keep the car on line. An instructor critiqued our efforts after each run. No, Intermediates aren't left on their own. Instructors monitor and comment on everyone's progress which makes the school a valuable experience. You learn much about your car control ability which was essential for the next part of our curriculum on the track.

Working on the Line

The moment had arrived. I was finally going to get some use out of that \$200 helmet, but first to get it over my ears. Don't laugh! This is not easy. I believe "putting on your helmet" should become a regular lesson in orientation.

Once around and with instructors onboard, the intermediates were let out onto the track at intervals, and the practice session began. As I rounded turn one, two little creatures popped up on my shoulders. One was a little devil with

Migel Mansel's face, who said "go faster, go faster'! The other was a little angle, looking an awful lot like our chief instructor, who said "Be careful, be careful."

The little devil got his way for a few laps as I slid around corners, which is fun. but I slowly began

to realize that was not gaining any distance from the smaller cars in the rear view mirror. I was actually scrubbing off speed by coming into the turns to fast. My instructor's voice began to penetrate, "Too hot, slower, you're off line, apexing too early, use all the road!"

What he was trying to get through my fat, Formula one deluted head was to follow the proper racing line. Smoothness is the essence of speed and performance. By looking ahead and having your hands and feet follow the direction of your gaze does one achieve the

correct arches necessary to get through corners with the least steering manipulation. the intermediate was finally learning, but it took two days. By my last session I was so damn tired I was as smooth as butter on a hot summer day.

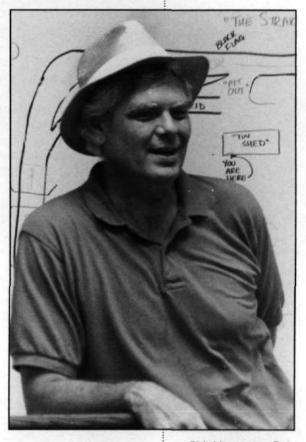
Applause Applause Applause

Speaking of heat, a big applause for all the chapter members and friends who labored to make this "ultimate driving experience" possible. Without the enthusiastic volunteers on the track, on the corners, and in the classroom. affordable driving schools just wouldn't happen.

My special thanks to the Saturday night party animals who couldn't finish the beer. That cold one sure tasted good when the helmet finally came off on Sunday.

Cheers!

Jim Hutton



Chief Instructor Bob Gammache lectures at MAIFEST, Summit Point Raceway, West Virginia. Photo by Glen Stewart

June Autocross

he turnout for the June 30 autocross may have been low with only 17 drivers, but the enthusiasm was as high as the temperatures. A good example of this enthusiasm was demonstrated by Menrdad Hadighi. His orange 2002tii suffered a mechanical problem after several runs, so he hurried home and returned with his Acura Integra. Which car do you think posted the faster time? Well it was only by .16 seconds.

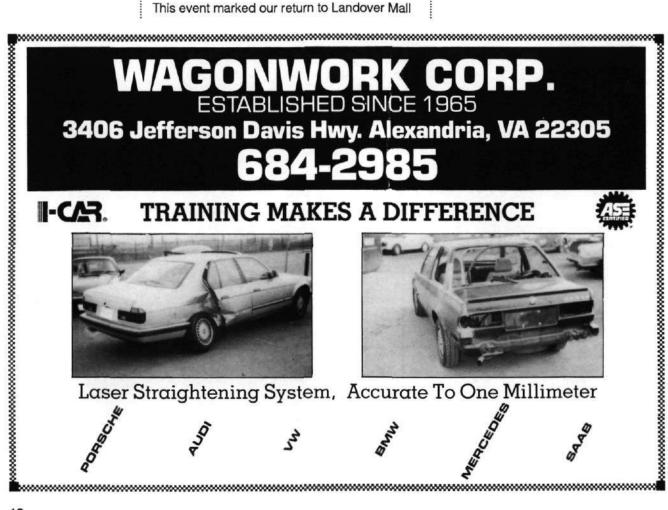
Fastest-time-of-day title went to Greg Weldy in his pristine burgundy 5-1itre Mustang. Greg is relatively new to the sport but he does not let his inexperience hold him back. Close behind in the X Car class was Chuck Denton in a stock '84 VW GTI. The previous weekend Chuck and his dad had attended a driver school at Watkins Glen. Suppose that had a bearing on his performance?

Klaus Hirtes smoked his 5281 to a time that would have been good enough for 3rd among the SuperStock BMWs. That car would be a terror if it had a limited slip differential.

This event marked our return to Landover Mall

for the first time since January 1990. What a difference in temperatures! Event OD David Ford had Gary Toyama layout a variation on one of his old courses. As usual, it featured a little bit of everything. Why weren't you there to experience it?

Woody Hair





AUTOCROSS RESULTS: JUNE 30, 1991

	Driver	Car	Best Run
MODIFIED BMWs	Gary Toyama	528i	43.11
	John Hartge	MS	43.65
	Dwight Derr	528i	44.55
	Bob Hausmann	533i	45.09
STOCK BMWs	Klaus Hirtes	528i	43.50
	Sam Baldwin	2002	47.75
SUPERSTOCK BMWs	Woody Hair	325is	41.70
	Brian Hair	325is	42.09
	David Lassalle	325e	43.82
	Jennifer Nazarko	325is	44.49
	Menrdad Hadighi	2002tii	45.22
	Greg Johnson	M3	45.94
	Jim Hutton	M5	46.96
X CARS	Greg Weldy	Mustang 5.0 LX	41.15
	Charles M. Denton	VW GTI	42.23
	Jim Ruos	Nissan 2405X	44.40
	Menrdad Hadighi	Acura Integra	45.08
	Gary Lin	Honda Accord	47.53

PERFORMANCE A,B,C's **A**utoThority

BMW Chips

For BMWs, the most refined sporting sedans available, AutoThority Performance Engineering has taken its years of experience with the Bosch Motronic® engine management systems and has developed the most refined Performance Software available.

The end result is much more than simply a "fast" car:

- · Smoother idle
- · Improved throttle response
- · Higher rev limit
- · More power at all RPM's
- · 30-day, no questions, money-back guarantee

Call or write now to get on our mailing list.

The first production chips will be introduced May 23, 1990.

AutoThorityThe leader in Performance Technology

3763 Pickett Road, Fairfax, VA 22031 Sales (703) 323-0919 Service (703) 323-7830 FAX (703) 323-7325

by Woody Hair

Saturday, August 3: Here is Mr.

Organization making last-minute preparations for the five day BMW festival known as Oktoberfest. Why an Oktoberfest in August? Something about the desire of participants to take the school-age kids along. This year the event is held in Waterbury, Connecticut which is in the western part of the state, about 50 miles southeast of Lime Rock Park. Let's see, I still need to buy beer, soft drinks, a blank video tape, and gas. Better wash the car too. My son Brian and I will be caravanning with Anthony Muller (metallic green 3.0 CS) so we better not show up with a dirty car.

Sunday, August 4: We meet Anthony at the appointed time (7:45 am) and head north via I-95 and I-83 north of Baltimore. We arrive at the rest area just across the Pennsylvania line at 9:07. Not a good omen for the upcoming rally. We were supposed to meet Dwight Derr (528i) at 9:00. Of course he's not here yet. By the time he pulls up at 9:20, rain is wetting the pavement. So much for the clean car. Dwight has a passenger -Tammie Hull, president of the Golden Gate chapter - who has just flown in

from San Francisco. North of Harrisburg, the Sunday morning traffic finally thins out and we catch up with a Florida-registered silver 2002. Shortly after that we are floundering around a small Pennsylvania town looking for some premium gas. It seems Anthony's hot-rodded 3.5-1itre engine has quite a thirst. I can only cram 6.7 gallons in my 325is's tank. North of Wilkes Barre we pickup I-84 and the light traffic all seems to be moving at 85 mph + for this run through the Poconos. Pennsylvania has these unique signs; one boasts that the speed limit is still 55 and the other lists the dollar amount of the fines for various speeds over the limit. Let's see - you check the wallet and then set your speed accordingly. Tammie has been driving Dwight's car since the gas stop, but we haven't slowed down any. In New York we encounter a traffic jam due to bridge construction. Tammie picks the right (and correct) lane and we blast by dozens of cars including one of my longtime autocross nemeses, Mike Rowlands (red 325is) from Illinois. Despite the horror stories I had heard about Connecticut's speed enforcement, we are in heavy traffic going with the flow at 75

Extraordinary
personal attention
to meet the needs of the
discerning driver. Service
by factory trained BMW experts.
Professional service by
professionals. Huge parts
inventory. Car stereo.
Accessories.



Body and paint
repair specialists.
The best in used cars.
And, of course, complete
leasing services. The ultimate
dealer for the ultimate
driving machines.
Virginia dealer
license #976.

"The World of BMW and nothing less."



8427 Lee Highway (at Prosperity Avenue), Fairfax, VA

to 80 mph. As traffic slows on the long uphill sections of I-84, we quickly learn that the thoughtfully provided right lane is empty. Signs tell us that, reading left to right, the lanes are "PASSING LANE/TRAVEL LANE/SLOW TRAFFIC LANE". I guess no one will admit to being part of slow traffic. We pull into the the Sheraton parking lot 7 hours and 423 miles after leaving home. Maybe the shorter I-95 would have been better after all.

We see several members of the National Capital Chapter who had driven up the day before. While we still have to register with the hotel, register with O'fest, unpack the car, change wheels, go through tech inspection, checkout all the unusual BMWs, and get the the driver's school meeting by 6:00, they seem quite relaxed and are more concerned with where to eat dinner tonight. The driver's school meeting comes to an early end for some with the announcement that a sudden downpour has caught many cars with their windows/sunroofs open.

Monday, August 5: Most of the six-cylinder cars doing the driver's school are scheduled to be at Lime Rock by 7:30. A caravan leaves at 6:00 but Brian and I are not that organized. It is a beautiful clear morning and the blue sky is guite a contrast to the fog-filled valleys. On the limited-access Route 8, we see a 535i that has been pulled over by one of Connecticut's finest. The owner later tells me that he had been traveling in the middle of the caravan at a sedate speed when the trooper decided he was going faster than everyone else. The charge was 65 mph and the fine was \$152! As we pass through the village of Litchfield, I tell Brian that I believe it is the home of John Fitch, a team driver for Mercedes, Corvette, and Cunningham in the Fifties. He also designed and produced a fast Corvair based car - similar to what Alpina does with BMWs today.

At the 8:00 drivers' meeting, an elderly gentleman at the back of the room is introduced. It is none other than John Fitch. He tells us of the role he played in designing the 1.53 mile Lime Rock track. Just as he is getting into some driving tips, the so-called advanced group is asked to leave the meeting to get to our assigned corner stations. During the course of the day, we all get to work two stations and it turns out to be a great way to study portions of the track and various driving lines. Lime Rock is a fun track with a variety of turns (even though only one of them goes left). In the first session I am braking far too much for the downhill turn

leading onto the pit straight. I find the steep uphill of the Climbing Turn to be most fun. David and Sue Bryan from our chapter are there as instructors, and I hitch a ride with Dave during one of the instructor sessions. It is one more reminder of how great the M3 is for this activity. The last session comes and goes far too soon, but I have put 87 track miles on the odometer. Frank and Mary Conway (323i) from Winchester have completed their first track event and are ready to sign up for Summit Point. Our departure for Waterbury is delayed by a group picture for the seven '88 M5s still at the track (John Hartge and Don Whitaker from National Capital making their contribution).

We get back to Waterbury too late for the performance chip tech session put on by AutoThority. At the Korman Autoworks reception/dinner this evening we find out that our resident rallyist David Roach has driven his 2002 to 4th place in the "modified" 4cylinder class of the autocross. This class includes all of the M3s, stock and otherwise. Great job, David'

Tuesday, August 6: Since I am awake before 5:30, I decide to watch the 4-cylinder caravan depart for Lime Rock. Am I going off the deep end. This morning seems like a light schedule: wash the car, submit Brian's entry in the photo contest, compete in the gymkhana and pack for this afternoon's autocross session. There's even time for a real sit-down breakfast. The gymkhana is like a miniature autocross course wit.h a slalom, offset gates, etc. There are several gimmicks though. After negotiating the course in first, the car must be stopped with the front bumper touching, but not toppling, a certain pylon. Then the car must be backed through a less than perfect circle that is lined with pylons, again coming to a stop with the rear bumper just touching the proper pylon. Next the car is to be driven back through the course to the finish line. The penalty for each displaced pylon is 5 seconds, as is the failure to touch the stop pylons just mentioned. Qne more thing: during this entire run, the navigator must balance a full cup of water on the head of a tennis racket that is held outside the passenger window with only one hand on the grip. Each portion of the water spilled is worth substanial time penalties. It is amazing how heavy a little cup of water can get. Brian does an outstanding job of holding the water while Dad drives the course over 15 seconds faster than the leading time. Unfortunately Dad manages to knock over 3 pylons while doing

continued on page 20

Featured Advertiser

New Column

J&F Motors

4076 S. Four Mile Run Drive Arlington, VA 22206 (703) 671-7757 Fox (703) 671-0361

In 1979 Gordon Fletcher and Joe Anderson discovered they had a great deal in common — a love for BMW's and a longing desire to own their own business. At a time when "specialized" automobile service was considered too extremely risky, they opened a one bay shop in Franconia, Va. Demand was so great that within a year they relocated to a 6,000 square foot shop in Arlington, VA. This was the first step towards making their dream a reality.

Remarkably, by 1985 they expanded to 12,000 square feet in the same location and were employing 16 people, including 10 highly qualified technicians. By this time they were operating 14 service bays and an on-site machine shop. On top of service they also

opened a used car sales shop as well as consignment sales. At this item they recognized the potential business that could be generated by expand-ing their business to include auto body service.

In 1986, after months of research, Bimmer's Body by J&F Motors opened its doors. The complete body and paint shop has made it possible to keep restorations and body work in-house along side the service center. The body shop has proven to be most accommodating to clients. its success reflects J&F's dedication to personalized service.

From its inception in 1979 J&F Motors has built a reputation based on honesty and dedication to every job. With total experience in the automobile industry totaling over 110 years, J&F's key employees, Joe Anderson, Gordon Fletcher, Carl Staton and Woody Harntett have proven that hard work does pay off. With the size more than tripling in six years and a devoted staff of twenty-eight, J&F has proved that specializing in the automobile industry is the only way to go.

J & F MOTORS LTD.

EXCLUSIVELY BMW

Computerized:

- Alignment
- Wheel Balance
- Engine Analysis

SERVICE Department PARTS Department USED BMW Sales

BODY & PAINT Shop

4076 S. Four Mile Run Drive Arlington, Virginia 22206

> 703-671-7757 FAX 703-671-0361

APPLICATION FORM

Fall Drivers Schools

Saturday, October 26 and Sunday, October 27

Summit Point, West Virginia

- Priority given to BMW CCA members
- · 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 per day if application received before Oct. 12, \$100 per day after Oct. 12

Nonmembers: \$100 per day if application received before Oct. 12, \$115 per day after Oct. 12

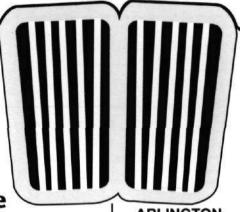
Make checks payable to **National Capital Chapter, BMW CCA**Mail application, self-addressed business-size envelope with 52 cents postage and check to:

David	Roach, 1	0425 Edgewoo	od Ave.	, Silver Sp	oring, MD 20901
Drivers:					
☐ Saturday, October 2	6 (\$85)	☐ Sunday, O	ctober	27 (\$85)	☐ Both days (\$170)
Name					_Membership #
Street					Check if new address
City	State_	ZIP	(Chapter _	
Phone: Work ()		Home ()		
Car: Make	Year	N	lodel _		Color
List Previous Drivers'	Schools				
☐ I have a Snell '80 he	lmet 🗆	I I have a spare	e helm	et 🗆 I r	need a helmet
WORKERS AND CREV					
however, students m	ay not give	e rides. Please	e list co	rner work	ers you'll be bringing with you
Name		Pho	one ()	
Name		Pho	one ()	□ Work □ Home

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



Fall Drivers School Application When It Comes to Your BMW, You Shouldn't Settle for Less Than the Finest Tires and Service



CUSTOM 4-WHEEL ALIGNMENT

PRECISION WHEEL BALANCING

TIRE TRUING AND SHAVING (FAIRFAX ONLY)

ALLOY WHEEL SALES, REPAIR

CRAVEN TIRE

ARLINGTON

5200 Lee Highway 536-4335

BAILEY'S CROSSROADS

5610 Columbia Pike 820-2300

FAIRFAX /

MERRIFIELD 2728 Dorr Avenue 698-8500

TYSON'S CORNER

8217 Leesburg Pike 893-3530 **DISCOUNT PRICES ON:**

GOOD YEAR

IRELLI

УОКОНАМА

DUNLOP

ARIDGESTORE

MICHELIN

EES.



AutoWerke & Autoy

"AutoWerke Welcomes Garth Jones"

Service, Parts & Accessories for BMW, Porsche & Audi Automobiles
Honest Personal Service—by Professionals
Only highest quality parts—at competitive prices
Same location for 10 years—Close to White Flint Metro

770-0700

4954 Wyaconda Road—Rockville, MD 20852

10 am - 7 pm Weekdays 10:30-2 pm Saturdays (parts store only)

SPECIAL BMW CCA DISCOUNTS ON RECARO — MOMO — VDO — BILSTEIN — HELLA

During the mid-seventies IMSA's series for small sedans was quite popular with fields of over 50 cars. For several years the dominate car was a Miller and Norburn-entered BMW 2002 driven by Washingtonian Nick Craw. Nick was quite successful off the track too, being the director of the Peace Corps, and for the last ten years or so, president of a large national organization headquartered near Denver. Last year he decided to get back into racing on an amateur basis in the SCCA.

Last year Nick was running a car in the Improved Touring category and had his car protested on a legal technicality. This year he is campaigning a Mazda in the Showroom Stock C class. The SCCA's SportsCar magazine reports on all disqualification appeals and the following incident is among the listings in the August '91 issue: "During the double National Weekend at Pueblo Motorsports Park . . . Nick Craw was given a black flag for not having his balacalava (fireproof hood worn under the helmet) in the proper position. The face covering was in place at the beginning of the race, but slipped. Mr. Craw's crew advised him of the problem which he immediately corrected. He was given additional black flags at the start/finish line and at the black flag station . . . for apparently three more laps. At the end of the race, the Chief Steward filed a request for action against Mr. Craw and the Stewards of the Meet . . . found him to be in violation of . . . (the rules). He was disqualified. Mr. Craw filed an appeal."

The SCCA's Court of Appeals found that while Nick did not come in on the black flag, the corner workers might have used a less drastic measure than the black flag to correct the problem. Once a black flag is given it cannot be withdrawn, and the Court felt the race officials should have used other means to correct the problem. By the same token, the Court did not want to condone a driver ignoring a black flag. Thus the Court rescinded the disqualification and restored his finishing position. However, the court also directed Nick to work as a flagger for two full days before October in order that he be "re-familiaried with the dangers faced by flaggers."

By-the-way, that large organization of which Nick is president? The Sports Car Club of America of course.

SPEED SHIFTS: After the first three events in the MWCSCC's championship autocross series, the few chapter members competing have had mixed success. Brian Hair (CS 325is) has two firsts and a fourth. His dad (same class and car) has two seconds and; a fourth. Don Whitaker (BS M5) has a first and second, and Klaus Hirtes (DS 528i) and Tom Baruch (FSP 3.0 CS) each have a first. Al Zavala (BS Colt Turbo) has a second and two thirds, and Greg Weldy (BSP Mustang) has one first in class finish. As usual, BMWCCA is second in the team standings. In the SCCA MARRS regionals, Ed York and Jim Epting still seem to be trading wins. Alan Green and John Weaver have also had their ITB 2002s at the front at various times. Max Rodriguez has a win in the Spec Racer class. Chapter members Ken Beard and Jim Miner have run at least two pro-type rallies this summer in Ken's Omni GLH. The car has failed to finish either event, CRUNCH

COMPETITION CORNER CALENDAR

SEPT 8

Volvo Club Champ AC, Bowie Race Track, MD SEPT 8

NASCAR Winston Cup, Richmond, VA

SEPT 1

Branded Club Rally, Gaithersburg, MD

SEPT 15

NASCAR Winston Cup, Dover, DE

SEPT 14 - 15

CART Indy Cars/SCCA Trans-Am, Mid-Ohio

SEPT 21 - 22

IMSA GTO/GTU/Firehawk, Watkins Glen, NY

SEPT 22

BMW Club Champ AC (very tentative)

SEPT 29

USCC Champ AC, College Park, MD

SEPT 90

SCCA MARRS Races, Summit Point, WV

оп 6

SVRA Vintage Car Races, Summit Point, WV

OCT 13

Porsche Club Champ AC, Ft. Meade, MD

OCT 26 - 27

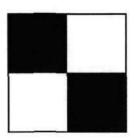
BMW Club Driver School, Summit Point, WV

OCT 97

Saab Club Champ AC, DC Area

NOV 9 - 10

EMRA Races, Summit Point, WV



Woody's Competition Corner

and Competition Calendar

NOTE:

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

September 16, October 3, and November 8.

continued from page 15 so. Instead of a 15 second lead, it's two-tenths. Way to go Dad. Brian quickly reminds me that he really wanted to do the gymkhana with Greg Johnson, but Greg is flying around Lime Rock with the other M3s today.

Next is an 18 mile drive to the town of Wallingford for the autocross. We arrive before the morning session has ended and see Don Whitaker win the "prepared" 6-cylinder class with his stock M5. This afternoon's session will be for the so-called "modified" class. It has 46 entries ranging from stock 325i's to non-stock 323s, M5s and M6s. The course features three real tight turns that would have the designer chased out of town in the Washington area. Our chapter does not do well - Tom Baruch takes 6th in his 3.0 CS, while Brian and I are 7th and 8th respectfully. Pylons jump in my way every run, just like this morning. Frank Conway and Anthony Muller are two from our chapter competing in their first ever autocrosses. Both say it is a blast. Phil and Ann Marx show up with their 1600 cabriolet. He tells me that they and two other teams bettered my gymkhana time. On the drive back to the Sheraton, I reflect on

what a bummer of a day this has been compared to my "high" after driving Lime Rock yesterday. A few beers at the evening reception/dinner renew my spirits, but David Roach has reason to be down. His orange 2002 suffered a broken rocker arm at Lime Rock today.

It's 9:00 pm. Time to call it a day, right? Wrong. It's time for the Rock & Roll Trivia Contest. With 80 or so entrants, our leader Dwight has the fourth best score.

Wednesday, August 7: Up early again - this time to change tires. There is an 8:30 meeting for participants in the "Fun" rally. The rallymaster tells us some of his compatriots don't think the words fun and rally should be used in the same sentence. By the end of the day we will all agree. Route instructions for the rally are shown as a depiction of a dice roll. The navigator then moves his/her piece the appropriate number of spaces on a game board. The instruction shown where the piece lands is the next one to execute. That is the easy part. The rally is scored by the number of

The Ultimate In Sales And Service.

When you drive the best, you expect the best. Martens BMW is committed to 100% Customer Satisfaction in Sales and Service.



MARTENS

BMW

5050 Auth Way • Marlow Heights, Md.

423-8400

correct answers to questions based on obscure signs, mailboxes, etc. Some cars are driving back-and-forth on the same streatch of road five times at S mph trying to locate the answers. At one point Brian and I have returned to a "T" intersection after 12 miles of wandering around looking for the next route instruction. As Fred and Nancy Fernald make a left at the T, I flag them down to discuss the situation. They convince me that I had used the wrong dice roll and the left at the T is our correct move. At this moment, Harry and Denise Warren (M3) from National Capital arrive at the T, followed by Mary and Burke Jensen (2002tii) of the Tarheel chapter. The Warrens turn right as the Jensens make a U-turn and go back the way they came. The Fernalds head left and, as Brian is about to drive off, a local police officer appears at our window. A local resident has reported strangers stopping and snopping around her house. When I explain to the officer that we are on a rally and have gotten lost, he offers help: "Where are you trying to go?" "To find a traffic island so I can go left", I respond. With that he radios to his partner to join him. Within seconds a secorld police car has pulled up nose-to-nose with my car and the driver has jumped out with his hand on his revolver. The original officer assures him all is OK. Soon, we are rallying down the road at 25 mph with a police car in front and one behind while looking to execute a "left after island" and find the clue that will help us fill in the blank for "Town O ". After 40 some minutes and countless extra miles, we figure out the correct route and finish the rally. Very few of the questions have been answered. But we have kept track of the number of stop signs we encountered and guessed at the correct mileage. Apparently many crews have quit early on.

Now there is just time for a guick sandwich before the 2:00 test drive of the new 325i provided by BMW NA. A twelve-mile route including back roads and interstate demonstrates that the new baby Bimmer is a real nice car. Next, an eighteen mile drive back to the autocross site for our Mini Skip Barber School. Five white M3s with Motorsport strips await our commands. Through demonstration and loud encouragement, the instructors have us negotiating a minature road course using threshold and trail braking, proper countersteer and full-throttle acceleration. What a ball. Like most "ultimate" thrills, this is over much too soon. Now it's time to catch the bus for the Yokohama sponsored feast at a nearby resort,

but we are 18 miles from the hotel and haven't showered yet. I wonder if anyone has had time to attend any of the tech sessions?

Thursday, August 8: Those of us that weren't scared off by the Fun Rally are gathering for the 9:00 am start of the Time-Speed-Distance Rally. It turns out to be easier than the previous day's debacle. Our chapter scores well with Jeff Thomas (53Sis) getting a third in the novice class; Greg Johnson/Brian first, and Tom/Sue Baruch 3rd in the intermediate class; and John Hartge and I second, Dave Baker/Dave Roach fourth, and Don/Katherine Whitaker 5th in the advanced class. Dwight and Tammie are brought back with the 528i on a flatbed. A bolt in the differential failed, and they were unable to convince the truck driver to finish the rally with them. This afternoon many are test driving new 3ers or thrashing Skip Barber M3s. Brian and I findly have time to see the vendor, model car and photo displays.



We also get in a racquetball game before the 5:00 trivia quiz. Dwight, John Hartge, and David Roach pronounce the 528 fixed before dark. Tammie has scrounged a replacement bolt and Debbie Baker kept them lubricated with beer and pizza. Tonight is a cocktail and dessert hour sponsored by BMW NA. This is followed by a full length movie, "The Last Run" which

continued on page 22

Part of the National Capital Chapter pack who attended Oktoberfest. Photo by Woody Hair

continued from page 21

features a rare BMW 503 cabriolet. Brian and I miss the movie because a party has ended up in our room. Another relaxing day ends around 1:00 am.

Friday, August 9: Mike Whitley (325is), Mike Bodner (2002), and Oliver Morris (318i) are our representatives in the Concours d'Elegance. Oliver had driven up last night just for this event. Where are our members that have been clammering for a chance to enter a real concours? The start of the traditional Concours rain coincides with the 11:00 judging. This afternoon is truly a time to relax with only a couple of tech sessions on the offical calendar.

The event-ending Pirelli award banquet starts with a 5:00 cocktail hour and ends 6 1/2 hours (!) later. During this time nine 325i's, many trophies, and valuable door prizes are given away. Katherine Whitaker cops the most coveted door prize, a free entry in a Skip Barber School. She just did the one at RFK Stadium in June. One husband and wife couple each win a set of new tires. National Capital Chapter finishes second again in the best

performance by a chapter competition. A new trophy for the chapter with the most street legal '02s at O'fest is won by the host Connecticut Valley Chapter with 6. I can't believe the intent was to allow the host chapter to compete. Alan Warner, Phil Zubaly, Mike Bodner, Fred Fernald, and David Roach give our chapter a total of 5 but we are not announced as one of the runners-up.

It is announced that the 1992 Oktoberfest will be held in late October at Palm Beach Gardens, Florida. The driver's school is scheduled for Sebring's famous airport course. Will you be there too? Incidentally, no one is forced to participate in all of the events. Some people are content with just watching some of the activities. In any case, you should plan on attending. In 1993 it will be a long way away.

Woody Hair

P M W

Specialists in the Repair, Restoration and Modification of all BMW cars

- Auto trans rebuilding and sunroof repairs
- Do-it-yourself parts at 20% discount
- Two blocks from Rockville Metro
- Open weekends

340-8688

POTOMAC MOTOR WORKS INCORPORATED

PAUL EISENBERG DENNIS BURKE 190 Woodland Road Rockville, MD. 20850

NATIONAL TRANSMISSION SERVICE

CERTIFIED MECHANICS BY NATIONAL INSTITUTE FOR AUTOMOTIVE SERVICE & EXCELLENCE

ONE DAY SERVICE
BY APPOINTMENT

BMW • Mercedes Jaguar • Volvo Volkswagen



METRO SHUTTLE SERVICE SENIOR CITIZEN DISCOUNTS



5900 Seminary Road Bailey's Cross Roads, Virginia 22041

(703)379-8000 (703)845-0180

July 23, 1991

I enjoyed reading John Kenworthy's article on the Ferrari Club 1991 National Meet and I had to write. It takes a great deal of time and energy to plan for this, the greatest of Ferrari gatherings. The volunteers from the BMW Club were the icing on the cake to pull off the smoothest. finest two days that I can remember Summit Point providing. Can't believe it didn't rain! The talents of your members was amazing, from those professional announcers in the tower down to the eagle eve grid inspectors. Hats off to the hard working parking crew, how about those semis, John? Everyone got plenty of seat time in a wide range of cars, from old GTO's to new F40's.

We couldn't of done it without you. Thanks for the advice at our meetings in my ferrari room. Sorry I had to run off Saturday at 5:00 pm, but I also volunteered to work the charity auction back at the hotel.

Finally, thanks for the cold beer at 5:01 pm on Sunday and look on Page 28 of July / August der Bayerische. I joined the BMW Club! Also, I still have that big grin and finally got the 308QV.

Sincerely,

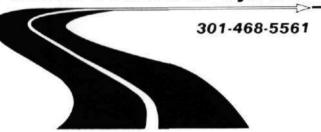
David B. Born Chief Steward for Track Events

Mid-Atlantic Region
Ferrari Club of America



Ferrari MAR Thanks BMW NCC

AUTO-THERAPY, INC.



Independent Porsche-BMW Service Facility

Engine and Custom Work

Hi-Performance Parts and Accessories

Discount to BMWCCA Members

Monday - Friday 8:00 to 6:00 Saturday 10:00 to 2:00 Parts & Car Pick-up Only

Tracy Maatsch, Factory-Trained BMW Technician Roger Bratter, Porsche Technician

Danny Slane, Factory-Trained Porsche Technician

12255 Nebel Street, Rockville, Maryland

Directions: From the Beltway to 355 N.,take a right onto Randolph Rd. to the second traffic light, turn on Nebel St. and left into the parking lot.

BMW PARTS & ACCESSORIES

SINCE 1975—BRINGING YOU THE BEST

MOMO Steering Road Wheels—World Class

BILSTEIN Suspension Excellence

VDO Instrumentation

HELLA Lighting & OEM Equipment

STAHL Exhaust Removal At Its Best

ZENDER Aerodynamics & Style

RECARO Seating Safety & Comfort

REPCO Braking Without Dust Or Squeal

These products and many more at BMW CCA member discounts

Expert installation available at AutoWerke



10:00-7:00 Weekdays 10:30-2:00 Saturdays

770-0700

Rockville, MD-Behind White Flint Mall

Friday at the Track and Seat-time

Who was it that said too much of a good thing is wonderful? Well for all you track junkies, wonderful probably ain't enough either. so at the expense of losing your families and jobs, do we have a deal for you!

There are two programs at summit Point that may finally make you yell uncle! Friday at the track, and seat-time. there has been some confusion about the two, so we shall explain. Both programs are run by Bill Scott Racing (BSC Inc. to you pros) with Bill Scott Instructors for the Friday at the track event. These programs have no connection with any other clubs or organizations that drive Summit Point.

Friday at the track (FATT) is a Driver's Ed Event, all cars are welcome from Fords to Ferraris. Cars are teched at the track in the morning, starting at 8:00 AM, before the event. If you don not have a helmet there are loaners available. Drivers are divided into three groups, beginners, intermediate and advanced. This Driver's ed event will put you on a wet skid pad with an instructor if you need one, to hang your tail out. Practicing control of the car in oversteer, understeer, skids and spins. After your adventures on the skid pad you will be taught various methods of braking, (which could save your life). Again you will be with an in-car instructor.

After lunch comes the big time! You will put it all together on the track, with an instructor if needed all this for \$95.00 for the whole day. but reserve early, and bring lunch and cold

Friday At The Track

Seat-Time

Dates:

Dates:

August 23

September 16

September 20

October 3

October 25

November 8

November 22

Limited to 60 drivers!

drinks! (No beer or alcohol).

Seat time is a practice day for those drivers who are either in the advanced group at FATT or who have been certified as a non-menace by their car club's chief instructor. You must know the track well enough so you will not present a hazard to other drivers. Passing rules are the same as ours!

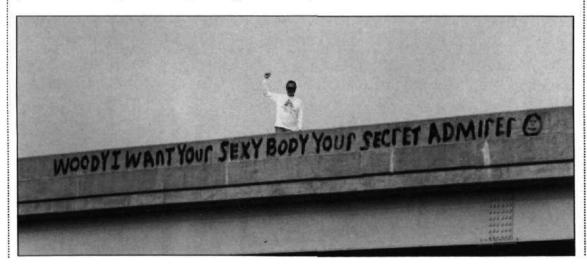
There is no instruction at seat-time and therefore BSR Inc. must be assured that you are safe on the track. You must get a certification card from either your club's chief instructor or from FATT.

Seat-time will give you plenty of practice laps, with two catagories-competition and street taking half-hour turns. You'll get a lot of track miles-for \$95.00, be there at 8:00 AM and don't forget to bring lunch and cold drinks.

For more information and to register, the number for Summit Point is 304-725-844. Your cars know how to get there!

Another Bimmer Body

Did you know that Woody is not only a good driver...? (as seen on the way to Mid-Ohio, taken by Klaus Hirtes)



Low Pedal

We've all seen cars where you practically have to drag shoe leather on the pavement to bring it to a halt because the brake pedal is so low, and usually it's due to either a low fluid level, drum brakes that need adjustment or air in the lines. The first thing you should check when you get one of these "pump for dear life" jobs is the fluid level in the master cylinder reservoir. If you discover it's about as low as your savings account, you'd better start checking for leaks. Adding fluid will only cure the symptom, not the cause, and sooner or later the fluid you added will be lost. So check for leaks around the master cylinder, wheel cylinders, brake calipers and brake lines.

If the fluid level is where it should be, your next point of inspection should be to check the adjustment of the rear brakes (assuming the car is a late model with discs up front and drums in the rear – if it has drums all the way around, check the front ones first). The shoes should be close enough to the drums to produce just a hint of drag when the wheels are rotated by hand. An excess of slack probably means the self-adjusters are either frozen or fully extended. In either case, a simple adjustment may eliminate the low pedal but the cure is to pull the drums and free-up or replace the adjusters and/or replace the worn shoes.

Suppose the fluid reservoir is full and the brakes are properly adjusted but the pedal is still low. What do you do? Bleed the brakes to remove air bubbles from the lines. To transmit pedal pressure, the hydraulic system must be filled with incompressible fluid. Air bubbles compress when pressure is applied so they must be removed.

The general procedure for bleeding brakes is to start at the wheel farthest from the master cylinder. Normally you bleed the rear brakes first and then the front - except on front-wheel drive cars with diagonally split hydraulic systems. On these vehicles, you bleed opposing wheel pairs doing the right rear and left front pair first followed by the left rear and right front brakes. Try bleeding one of these diagonal systems in the usual manner and you'll be sure to leave air trapped in the lines.

An alternative technique that is growing in popularity and is as fast as pressure bleeding is power vacuum bleeding. Using a vacuum bleeder eliminates the need to hold the

metering valve open because it siphons brake fluid out through the bleeder screws at the calipers and wheel cylinders.

Hard Pedal

With power brakes about as common today as new federal income tax forms, most complaints about excessive pedal effort can be traced to a faulty power booster. Often the problem is caused by insufficient vacuum due to a leaky hose, vacuum reservoir or a vacuum leak elsewhere.

To check the vacuum booster, pump the brake pedal several times with the engine off to bleed off any vacuum that may still be in the unit. Then hold your foot on the pedal and start the engine. If the booster is working, you should feel the amount of effort required to hold the pedal drop and the pedal itself may depress slightly. If nothing happens, check the vacuum connections with the booster unit and run a vacuum check on the engine (a minimum of 17 inches is needed). No vacuum leaks but stll no power assist means a new booster is in order.

Sometimes a faulty check valve will allow vacuum to bleed out of the booster causing a hard pedal when the brakes are applied. This can be checked by starting the engine (to build vacuum) then shutting it off and waiting four or five minutes. Then try the brake pedal to see if there is any power assist (you should get at least a couple of assists if the check valve is holding). If not, replace the check valve.

On vehicles equipped with hydroboost power brakes a hard pedal can be caused by a loose power steering pump belt, a low fluid level, leaks in the power hoses, or leaks or faulty valves in the hydroboost unit itself (the latter calls for rebuilding or replacing the booster).

A hard pedal on a vehicle without power brakes (though it can also occur on those with power brakes) can be caused by glazed or worn linings, grease or oil on the brake linings, wet brakes, seized or frozen wheel cylinders and/or brake caliper pistons, a defective master cylinder or, on rear-wheel drive applications, the incorrect substitution of harder semi-metallic pads in place of asbestos. Semi-metllic pads often require greater pedal effort than asbestos pads when used in a RWD application.

continued on next page

The 10 Most Common Brake Complaints

PART 2

continued from previous issue
by Larry Carley reprinted from Import Car as seen in Whispering Bomb

Brake Complaints

continued from previous page

Spongy Pedal

A brake pedal should be firm with a predictable amount of resistance. But when it feels squashy you can bet there's probably air in the lines and a leak somewhere. Fixing the leaks and bleeding the system should eliminate the soft pedal but sometimes you'll find the cause is something like a ballooning brake hose, a wornout drum, warped brake shoes or new shoes that haven't seated.

Pedal Sinks To Floor

There's nothing more assuring than a nice firm brake pedal - and nothing more unnerving than a pedal that slowly sinks to the floor while you're pressing on it. This condition is most noticeable when sitting at a stop light. By the time the light turns green, the pedal may have dropped several inches or may require pumping to keep the car from creeping ahead. This is usually caused by one of two things: a worn master cylinder or a leak in the hydraulic system. If a leak's responsible for the fading pedal, the system will soon lose all its fluid and the brakes will cease to work at all.

The first thing to check is the fluid level. If low, look for a leaky brake hose, brake line, wheel cylinder or caliper. A full fluid reservoir and no visible leaks means the master cylinder is worn out and needs to be rebuilt or replaced.

The Brake System— The 10 Most Common Complaints	PROBABLE CAUSES	Low fluid level	Air in hydraulic system	Brakes need adjustment	Brake fade due to overheating	Grease or fluid on brake linings	Brake linings glazed	Brakes wet	Faulty vacuum booster	Brake linkage binding	Weak flexible hoses	Loose or worn wheel bearings	Loose or worn front end parts	Front wheels out of alignment	Loose disc brake caliper	Warped brake disc	Eccentric brake drum	Faulty wheel cylinder	Faulty master cylinder	Weak or broken retracting springs	Scored brake drums	Dirt in brake mechanism	Clogged or kinked brake lines	Diek braka calinar nieton frozen
Excessive play in pedal		•	•	•							•							•	•					
Hard pedal					•	•	•	•	•	•								•	•			7.0	•	•
Spongy pedal	}	•	•								•													
Pedal sinks to floor	9	•																•	•					Γ
Pedal vibrates			•								•	•				•	•							
Brakes grab	y S					•															•			
Brakes drag))			•						•									•	•			•	
Brakes pull	ir C			•		•		•				•	•	•	•			•			•		•	
Erratic braking	i i			•		•						•	•		•	•	•				•			
Squeal or chatter	K.						•										•					•		r

Part I — Bob's Story

I first saw the big red Bavaria on Mother's Day, 1986. My wife had been scanning the car ads and, I recall, the "Potomac Rd." address caught her eye. How bad a life could a car have had in Potomac? We drove out immediately to have a look.

For a fourteen-year-old car, the Bavaria was a beauty. The repaint, several years old, was adequate; the engine compartment was clean; and the interior was immaculate! But what sold me on the car was the trunk. After several years and many long trips in the 2002, the luxury of space for all the necessities of travel was a dream fulfilled.

We negotiated briefly, and bought the car. In the next year we took it to Charleston, Indianapolis and New York city. It was a terrific cruiser. But, the air conditioner didn't work very well, the trunk leaked a little, and the clutch was near the end of a wear cycle. With appropriate disclaimers, I sold it to my cousin.

Cousin Keith has purchased 4 of my cast-off vehicles. and, one-by-one have all come home again. He kept the Bavaria 4 years, and invested nearly ten grand in repairs in Manhattan and Bridgehampton. The car never left the shop unless \$500, or so, stayed behind. I guess that from 150,000 to 200,000 miles, Bavarias need a lot of new parts.

I didn't exactly buy the car back when Keith moved to San Francisco, but I brokered the sale to a friend. He drove the car 2 weeks, and I'll let him finish this saga.

Part II — Griff's Dilemma

The boy's in remarkably decent shape, but the main attraction is still the interior. Riding in this car is somewhat akin to lounging with the family in a fair-sized living room.

Unfortunately, the brakes are terminal.

Having just returned to the states from three years living in Santiago, Chile, I had to rent or buy temporary transportation until I could: a) find a job; b) find a place to live; and c) buy a car my wife and baby would be happy to drive. The Bavaria might have covered "b" and "c", but I was forewarned: "don't put any money in that car." Still, I had to get it inspected and titled, so I took it to Potomac Motor Works for an appraisal.

"How much cash did you bring with you," Sandy queried, as I ground worn shoes against aging brake drums pulling to a stop. Bottom line was \$1,000 to get it through inspection; \$2,000 if you plan to let your wife drive with the baby in the back. "Sorry, no thanks.

All I want to do is sell the car for parts or to some hobbyist, with time and skill I lack to fix it up. But the state of New York takes away your title when you register a ten-year-old (or older) automobile. "Huh?" said I, when Keith tried to explain the problem he's had selling his last 2 or 3 ancient autos out-of-state. "All there is, is the registration. That serves as certificate the form I'm used to seeing; but I can prove ownership and provide an impressive set of service records going back about 12 years. Who will give this car a home? No reasonable offers refused. (See ad, this edition).

Bob Keith and Griff Thompson

Note: With perseverance it has proven possible to title other cars Keith has passed along with the regular New York "registration/ownership certificate." Most recently his (my old) '68 beetle found a home with another cousin in Chicago. Some screaming at DMU bureaucrats, and finally a call to the New York State 800-number was all it took.

G. Thompson (202) 484-1090

T-SHIRTS FOR SALE

Just wanted to let all you club members know that our FABULOUS drivers school t-shirts are available for sale

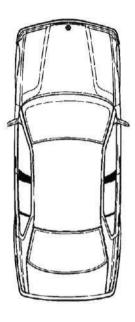
\$7.5

Also a recent exploration into Gary Toyama's basement revealed a lost collection of very nice cotton polotype shirts featuring the BMW CCA logo on a patch

\$10.00

Please contact Mike Early at (301) 244-0173

German Press Predictions For BMW...



Frankfurt International Auto Show THIS MONTH...

• Unveiling of the new 3-series coupe, widely rumored to be a classic 2-door hardtop with no center roof pillar (like the 850). This car, described in one publication as the 325ci, is due on the European market around the first of the new year, with a price a few thousand-dollars more than the 4-door 3er sedan just introduced in the U.S. in June. -Official premier of the new 5er Touring (Station Wagon). Production is scheduled late in the year, though no word on imports for North America.

Geneva Auto Show NEXT MARCH...

New 3er body Cabrio (Convertible)
 SUMMER 1992...

• New 3er body M3 with an inline 6-cylinder in 2.5 or possibly 2.9 liters with at least 244 horsepower. The new M3 may be offered in 2 or 4 door variations.

FALL 1992...

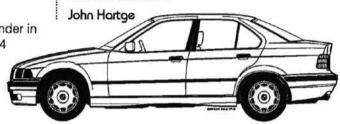
• V8 engines in 3.0 and 4.0 Liters, with 225 to 280 horsepower. The V12 may be boosted from 5.0 to 5.6 Liters for as much as 350 horsepower. The V8s will apparently replace the big block 6 cylinders (i.e. 3.5 liters) resulting in 530, 540, 730, 740 and 840 models.

FALL 1993...

 New 7-series with more rounded styling...and fat grill and covered headlights like the new 3series.

1998 . . .

• Electric powered BMW to meet California's requirement that some no-emission vehicles must be available.





All Factory Recommended Services Including During Warranty Period

Maintenance • Modification • Restoration

Two Blocks North of the Rockville Metro Station

210 N. Stonestreet Ave., Rockville, MD 20850 Call **340-8BMW** For An Appointment

German made, German maintained...

Independent Service and Repairs for all German-made cars by Sigy Krause

- 15 years BMW experience
 - from 1502s to 750s
- factory trained up to `89 models
- European & American models

BMW of Rockville

12067 Nebel Street Rockville, MD 20852 (301) 881-6725

Jumper Crop Studios

New Member Year / Model Sponsor ANDERSON, KIRC 89 325i DWIGHT DERR ANDREWS, KEVIN 90 525i MIKE MILLS 87 325e AUSTIN, JOHN H CARL GAUSS BAKER, DAN BEAUMONT, N P 87 L6 BEECHER, MAURICE RABBIT PETER SUAH BLUM, H M 84 325e BROWN, MOSES D 85 325e ADAIR BROWN BRYANT, PATRICIA 83 528e **BILL PERKINS** BUBECK, CHUCK 88 M5 MIKE MILLS BURZINSKI, MARK J 78 320i CURTIS, PHILLIP L RON PORPALL DALPEE, MICHAEL J 89 750iL MIKE MILLS DREW, MICHAEL C 78 320i EVANS, MIAN SPIECKER 72 2002, 80 320i FELDMAN, RICHARD ED NORK FERNANDEZ, SCOTT 89 525 FINDLER, WILLIAM FLESHER, ERIC M 89 325ic GARWOOD, CHRIS 73 2002 J & F MOTORS HANSEN, ERIC B 86 325 **BO GREEN** HARTZ, LINDA 89 525i JIM MINER 87 325e HARTFIELD, JOHN M DAVE REDMON 87 325ic SCOTT GREENBERG JONES, C KEVIN KICAS, STEPHEN V EARL EAGAN KUBO, DR ARTHUR 91 318is KYRIAKIS, SERGIO MIKE MILLS LAROCHE, JAMES M 81 528i HAROLD ESKEY MARKHAM, RONALD B 89 325is DWIGHT DERR McCULLOCH, CHARLES 91 318is DWIGHT DERR McMICHAEL, SCOTT W 70 2800 csi.90 735iL MILLS, RUTH A MORIELLI, FILIPPO 85 535i E. W. ADAM O'MALLEY, TOM 88 325ix **AUTOTHORITY** PETERS, CRAIG A 85 535i VIAN SILLIMAN PETERSEN, KIM E 73 3.0cs DAVID ROACH RADT, MIKE 89 535i REUBEN, DAVID M SAGER, CATHERINE 83 320 MIKE MILLS SPITHAS, C NICK 81 528i **EXCLUSERVICE** THOMPSON, CHARLES 85 325e SHELBY ROBERTS THORSON, LLYOD 91 850 VILLAMATER, ERIC 88 M5 WESCH, ROBERT 86 325 WILKERSON, DARRYL A 70 2800cs, 91 325ic PERRY BASSETT JR, RICK 76 2002 DAVID ROACH CALHOUN JR, DR T. 86 535i JOHN McWILLIAMS CHASE, PAUL R 88 325is M GOLDBERG

	20 10 0		-
	New Member	<u>Year / Model</u>	Sponsor
	COPE, LEONARD	81 320is	CARL GAUSS
	CURTIS, RICHARD	86 325	CARL GAUSS
	DRUMMOND, DEBBIE	83 320is	A KUDNER
	DYSLAND, RONALD	87 325	M. ZARKOWSKY
	EDEN, JAMES E	88 M6	CARL GAUSS
	FLESHER, ROBERT	76 2002	DWIGHT DERR
	FLYNN, CHRIS		ROBERT FLYNN
	GOTHIER, ROBERT	90 750iL	TIM TATE
	GRAINGER, MARK	79 323i	
	GRANATA, JOE	88 535is FC	DREIGN SERVICE
	HARRELL, MICHAEL	86 524td E	BMW OF FAIRFAX
	HARRIS, LANDER	74 3.0s	LANDEE HARRIS
	HOROWITZ, JEFF		MIKE EARLY
	KARLIN, ALEX	91 325i	MIKE MILLS
	KRAMER, RICK		
	MAIOLO, JAMES	83 525e	DWIGHT DERR
	MANNING, STEPHEN	88 635csi	
	MELESKI, EDIE	75 2002 P	ETER SCHWENN
	METZNER, LEWIS C	80 528i	ED EWING
	MILLER, BRUCE	88 750iL JO	HN KENWORTHY
	MINICHIELLO, LEE -	91 525i AN	THONY MULLER
	MORRIS, OLIVER	84 318i	LEAH EPTING
	NUCKOLS, M L	84 318i	SCOTT BELL
	ONYENEDUM, PHILIP	78 320i (GLEND McGUIRE
	OREN, CALVIN	71 2002	
	PETERSEN, ALAN	84 944	DAVID ROACH
	REID, CHRISTOPHER	70 2800cs	
	RUOS JR, JAMES		DAVID ROACH
	SAUBERMAN, HARRY	81 528i	
	SUMMERS, URIAH E	85 535i	
	SWETNICK, ADAM	83 528e	EXCLUSERVICE
	VERPLANCK, J F	86 735i, 87 N	16 D DERR
	VOIGHT, CLAYTON	90 M3	
	WALLACE, LINDA	88 535i	ALAN BOLDER
CHEST SEC			

New Members

We would like to welcome these new members to our Chapter.

We hope to see all of the new members at any or all of the upcoming events.

Keep recruiting new members, Folks! If you need applications, give me a call.

JOHN K€NWORTHY 703/527.8033

ISON SHOCKS NEW OLD Manuals WHEELS tires

Marketplace

Cars For Sale

'81 323i. Graphite, black Recaro interior, 4 speed, sunroof with 72K miles, Fittipaldi Monolith wheels (15") \$4500. Call Bill 314/821.9441 (MO).

'73 3.0 CSI. Lightweight racing coupe built by Gebhardt Racing with SCCA race history. Will trade for M635 (black preferred) or cash equivalent. Serious offers only please. Call Bill 314/821.9441 (MO).

'89 525i. Salmon Silver Grey leather interior 5 sp. trans. Limited slip diff., heated seats. 13,500 miles, 7 yr. warranty. new condition. \$27,000. Call Tom 301/665.7734.

'88 M3. Black excellent cond., 88K stereo, car phone. \$15,000 OBO. 202/636.3920 (W) 202/924.4310. (H)

'81 320i. Ascot grey with parchment interior, original owner, nonsmoker, always covered, 5 sp., lowered suspension, Foah spoilers, sunroof, Ronal wheels/Yokohama 205's, blaupunkt AM/FM/cassette, all records, \$5,000. Call Bill 301/859.0665 eves until 9:00.

'81 733i. 5 sp. 80,000 Analf, red itr. AM/FM Cass. sunroof, excellent condition. \$7,300 OBO. Call John 202/906.5636 days 703/611.9285 eyes.

'79 320i. 4 sp. Bilsteins Swap tech springs, Alloys, Recaros, Hellas, Stereo, needs paint. \$2500 OBO. Call Dave 301/770.0700.

'72 Bavaria. body good shpae; interior very good shape. Needs brake work. \$1,000 OBO. Call 301/330.4385.

'71 BMW 2002. 95% restored new motor, new trans, weber carb, metalic grey 2 stage paint, new front fender and new rear quarter panels, garage kept, BBS style rims, custom suspension, beautiful car looking for good home. \$6000 serious inquiries only. Call 301/469.8963.

'67 1800 TI. 4 DR 2 I eng. excellent body and interior. Good daily driver. \$2500 OBO. Call Dave 301/770.0700.

'78 320i. Project Car w.2002 engine. conversion engine has 20,000 miles on rebuild, 4 speed, sunroof, 325 alloy wheels, Fjord Blue w/black interior. Needs finishing \$1,700 OBO. Call Paul 202/726.7971.

'74 3.0 CS. 4sp., PW, PS, PB, A/C. white with tan leather. Restrored to near show condition. No-rust. 71K.original miles.Gorgeous and dependable. \$18,000 OBO. Call 202/362.4615.

Parts For Sale

Wheels and Tires. Four TRX alloys with Michelins, from 533i. Fits 5, 6, 7 series. Make offer. Call David 202/966.1619.

Wheels. Five Hayashi Racing Wheels, four spoke, gold, 13" with Yokohama A001 R's. Fits 320i, 2002. Make offer. Call David 202/966.1619.

Tires. 2002-320i. New Michelin XGT-V's, 20J60YR13, Quantities limited. \$60.00 each. Call Radial Tire Company. 301/585.2740.

Tires. Two new snow tires mounted on four bolt 320i rims, \$100. Also included 320i side mirror, jack and wooden gear shift knob. Call Chip 703/553.0466.

Wheels and Tires. 4 MSW type 8. Gold center/polished lips (center locking like BBS) 16X7 W/225 & 245/50X16 Yokohama AVS intermediates, less than 5K miles on tires. Will fit Bavaria, Coupes, 5, 6 & 7 series cars. \$1,350 OBO. Call paul 202/726,7971.

320i Alloy Wheels & Tires. Set of four OEM 6X13 wheels with Pirelli P77 185 70 HR 13 tires. Tires have under 10K miles. Complete set \$300 firm. Buyer pays shipping. Call Kevin 301/317.9754.

Wheels. 15X7 for sale: Four (4) M-3 stock wheels, 15X7, five bolt, clean, never damaged, with Yokohama A008R-TU tires, 225-50-15, three days of driving school wear, \$900. Four (4) Fittipaldi Monolithic wheels, 15X7, five bolt, clean, never damaged, with Semperit Direction Grip M&S tires, 205-55-15, turns a Mr. 3 into a snowmobile, hardly worn, pre-season special, \$800. Call Ed at 301681-6213, evenings, or talk to the machine.

Performance Chip. 1988 535i, \$285. Call Ken 703/533.0735.

'80 320i Parts. Technalon Car Cover \$50. UV windshield screen \$15. clean Wheel Covers \$5. Small size water pump pulley \$5. Thermostat 175° \$10. Water pump \$5. Tauppurature gage \$10. Sun roof deflector \$15. Tow hitch \$25. Xerox copy of actual shop manual \$25. Call Ken 703/533.0735.

Evolution M-3 Door Sills, etc. Two (2) Evolution M-3 door sills, color M-3 logo on black and silver background, genuine German BMW parts, spiff up Mr. 3, \$80. Also, two (2) left M-3 foglights, one (I) right one, all fully functional, no cracks, \$75 takes all three. Call Ed at 301/681.6213 eves, or talk to the machine.

Parts. 2002 parts many & variety, some 320i parts-engines inboxes; front ends, rear ends, If you need it. I may have it. Best to come see. Call Harold 301/252.0161.

Parting out '76 2002A. Very rusty bottom. lots of good sheet metal, bumpers, grills etc. Above average tan interior, nice dash. Engine runs well, has new head w/Weber etc. All glass excellent (tinted). A/C. Car runs, will sell whole or parts. Call Paul 202/726.7971.

Clutch Components. Complete clutch packages. 1 for 320i, 1 for 325 E-\$150 each. Call Paul 202/726.7971.

7 Series Parts. Trunk lids, hood, 4 doors w/glass, sunroof, complete tan leather interior. misc., dash components, rear windshield w/trim, trunk carpeting, Call Paul 202/726.7971.

635 Suspensions. Two available for late model 6's (post '84). Original shocks, springs and front bar from M635 low miles, \$430. Alpina kit (shocks & springs) \$375 (original price \$1500). Call Stephen 703/893-9587.

TOMMY'S **SPECIALITIES**

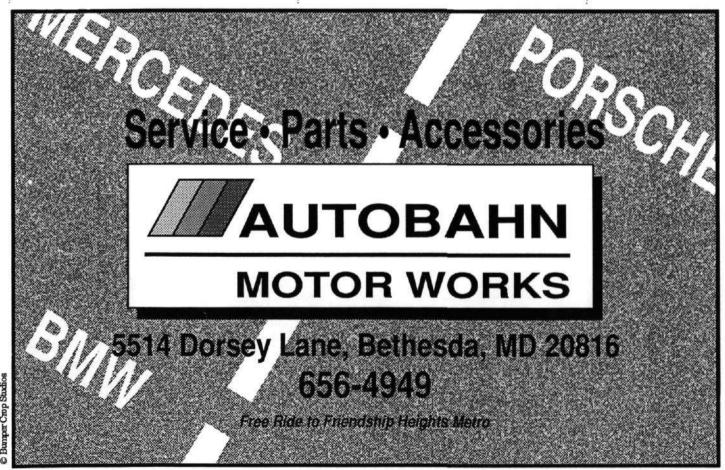
USED BMW PARTS

USED PARTS for 2002, 320i, 528i, 528E & Bavaria. All parts are in good shape and sold at fair prices. Parts include engines, transmission, rears, interiors, body parts and much more. Special prices on 320i, 530i and 528i doors complete with all hardware and windows - no rust or dents \$125 each. 318i and 325 doors are \$225 each. Prices do not include shipping.

Call Tommy at 703/830.1742 or FAX your inquiry at 703/830.7937

locate UNLOAD find **Call**Sparts SHOCKSMEWOLD Manuals WHEELStires

Marketplace



Advertisers

Autobahn Motor Works Auto-Therapy AutoThority Autowerke Autov BMW of Fairfax BMW of Rockville Craven Tire Heishman BMW J&F Motors Martens BWMS Nat'l Transmission Svc. Olympic Imported Parts Potomac Motor Works Quality Car Service Radial Tire Co. Tischer Autopark **TUV** Engineering Wagonwork Corp. WesBen Body & Fender

To Advertise in der Bayerische

Call the dB Advertising Manager, Kevin Cowley

D.C. Metro #

301/206.2570 days

Baltimore

301/880.4787 days

Home

301/ 552.7282 eves.

for rate sheet and specs or to place your ad.

Send camera-ready copy to Andrew Short at:

Bumper Crop Studios 6939 33rd Street, NW Washington, DC 20015

Dealer Liason Program

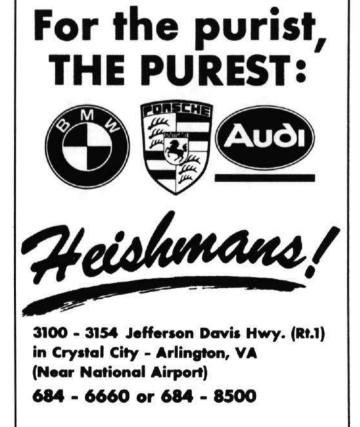
You many have noticed that the list of dealer liasons has disappeared from the *der Bayerische*. This was not an accident, it was just not working.

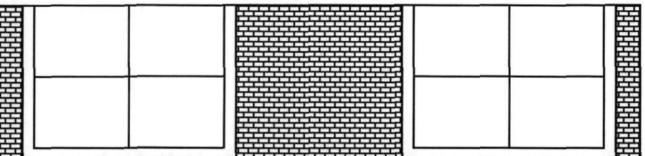
We need dealer liasons for an area as large as our Chapter with as many shops and dealers as we have. All that is required is to initially introduce yourself to the dealer, deliver a supply of Club applications and keep in touch periodically with the shop. Easy stuff! So if you want to help out, give me a call.

Please note that if you were previously a liason, call me to re-volunteer as we are starting from scratch.

John Kenworthu 703/527.8033







IOMINATE ON THE RESERVE OF THE PROPERTY OF THE



Zuick Service

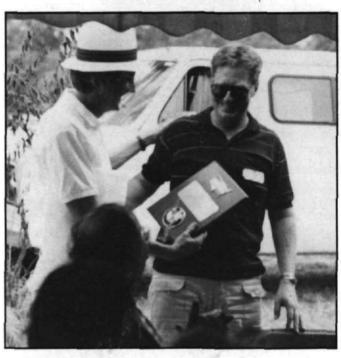
Saturdays 9am - 1pm by TISCHER BMW

Rte 29 & Briggs Chaney Rd Silver Spring, MD 890-3000 B CARPENTE

301684920744

der Bayerische National Capital Chapter BMW CCA P.O. Box 685 Arlington, VA 22216

MAIFEST was a BLAST!



Dave Roach presents Paul Moorcones of Radial Tire Co. a plaque of thanks.

The BMW CCA National Capital
Chapter extends heartfelt thanks
to Radial Tire Co. for their
sponsorship and participation.