

May/June 1997

# der Bayerische

National Capital Chapter

BMW Car Club of America



2002



# Calendar of Events

1997

## JANUARY

- 25 P3 Expo
- 29 Car Audio Tech Session

## FEBRUARY

- 1 Annual Elections/ Holiday Party

## MARCH

- 1 Do-It-Yourself Tech/Drivers' School Tech Inspection
- 29-30 Spring Drivers' School

## APRIL

- 26-27 Autocross School at Ft. Meade

## MAY

- 4 Deutsche Marque Concours
- 10 Alexandria Bavarian Service Tech
- 17 BMWCCA Autocross at NVCC Manassas Campus, VA
- 17-18 Delaware Valley Chapter Drivers' School Jefferson Circuit
- 18 Maifest at Brian Redman's Jefferson 500 Vintage Races
- 19 BMW CCA Club Race/Time Trials Summit Point Raceway
- 31 NCC Caravan to Watkins Glen

## JUNE

- 1 NCC Caravan from Watkins Glen
- 14 Highway Safety School
- 15 Father's Day Drivers' School (Jefferson Circuit)
- 22 Auto Advantage Tech
- 28 Yokohama Perf. Tire Tech
- 29 Caribbean Tunes Tour

## JULY

- 20-25 *Oktoberfest '97*  
Waterville Valley, NH

## AUGUST

- 3 Championship Autocross at Ft. Meade, MD

## SEPTEMBER

- 13 BMW CCA Autocross at NVCC Manassas Campus, VA
- 21 BMW CCA NCC/MWCSSC Rally

## OCTOBER

- 5 Crab Feast and Peoples Choice Concours
- 18-19 Drivers' School



For the Latest Info, Call the Club Hotline: (301) 230-9BMW  
On The Web: <http://www.patriot.net/users/m3/>

# der Bayerische

National Capital Chapter BMW Car Club of America

May/June 1997



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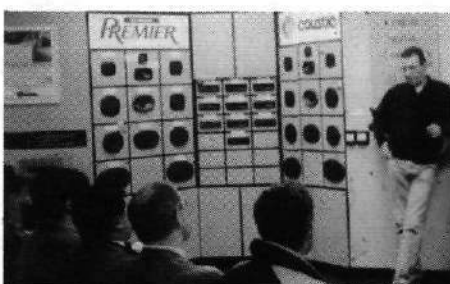
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BY AL ZAVALA



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## 12 *Keeping Your BMW In Tune(s)*

BY JIM MORAN



## 16 *Car of The Month*

BY PAUL VESSELS

Cover: Line 'em up. Let 'em out!  
The first Drivers' School of 1997  
Photo: Raine Mantysalo

# BMW CCA National Capital Chapter Officers

(Call between 7:30-10:00 p.m.)

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der Bayerische

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members for National Capital  
Chapter members. Any articles  
and/or photos related to or  
of interest to the general  
membership are most welcome!

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Baltimore, Maryland 21218

Include your name, return address

and telephone number.



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# Registration Form

## 1997 Deutsche Marque Concours

BMW year \_\_\_\_\_ Model \_\_\_\_\_

Concours \_\_\_\_\_ \$30 per entry

Display \_\_\_\_\_ \$30 per entry

Reception \_\_\_\_\_ \$10 for each  
additional person

Total Enclosed \$ \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Phone \_\_\_\_\_

Make check payable to "BMW CCA NCC" and  
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P.O. Box 1784  
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**ARLINGTON, VIRGINIA 22206**



**ARLINGTON - ALEXANDRIA - FALLS CHURCH**

Please photocopy from magazine.



• Here's the latest in the airbag blow-up: In March, the National Highway Traffic Safety Administration (NHTSA) announced that it was allowing the auto industry to install airbags which deploy at lower speeds in response to public outcry over deaths caused by airbags. Current airbags, which deploy at speeds up to 200 mph, are responsible for saving over 1,700 lives, but they've been blamed for the deaths of 38 children, all under 10, and at least 24 adults, the culprit being the tremendous force of deployment. The new rule lowers the maximum speed to 160 mph, with many airbags deploying at even lower speeds. Government and

industry officials, however, warned that the slower bags would put larger, unbelted adults at greater risk

## ShortStrokes

of injury or death. Expect the slower bags to appear later this year. Slower bags may also be available for retrofit into existing cars at the same time, added some auto makers.

• In a ruling earlier this year, the NHTSA allowed the public to petition the agency to allow either the permanent deactivation of airbags or on-off operation by means of a switch and so far over 1,000 petitions have been granted. Consumers, however, are finding it virtually impossible to find a dealer or independent mechanic willing to do the job, most citing the unwillingness to assume any liability deactivation might incur. However, deactivation proponents got a boost when the Insurance Institute for Highway Safety announced in February that it supported the view that consumers be allowed to deactivate their airbags. The institute cited fears that if the government does not allow deactivation, public backlash might lead to the elimination of the airbag requirement.

• Now pull to the curb before you read this: a Canadian study has determined that car phones may cause accidents. In a study published in *The New England Journal of Medicine*, Canadian researchers determined that within a few minutes after beginning a call in their cars, drivers were 4.3 times more likely to have an accident than when the phones are not in use. Furthermore, hands-free phones offered no safety advantage over the hand-held units. Crash reports and cellular billing records for several hundred drivers were used to compile the statistics.

• The motor vehicle code seems to be a popular venue for Maryland lawmakers — this year 88 motor vehicle-related bills were introduced for consideration by the General Assembly, up from 71 last year. Among the bills under consideration are a tougher seat belt law making non-use a primary offense, a headlights-on requirement during inclement weather, and a loud-radio bill, which would subject motorists to a \$50 fine if their radios can be heard from fifty feet away.

• Expect a release of noxious gases this summer between the Environmental Protection Agency (EPA) and the state of Maryland. In March the Maryland General Assembly voted to make voluntary, rather than mandatory, the unpopular dynamometer emissions test for motor vehicles. Earlier this year, Governor Parris N. Glendening (D) announced that the plan would be implemented this July. The EPA has warned that failure to implement the program could lead to a number of severe sanctions, including loss of millions of dollars in federal highway construction funds and restrictions which could make it difficult for many businesses to expand or relocate in Maryland. Incidentally, in March a Federal appeals panel ruled that the EPA illegally tried to force 12 northeastern states to adopt the stringent emissions standards for new cars sold in the region. The EPA has yet to decide whether to appeal the ruling.

• Even with the presence of surveillance cameras at the intersection of Little Patuxent Parkway and Columbia Pike in Columbia, MD, over 400 drivers decide to ignore the red light at the intersection. Each *week*. Currently, those scofflaws caught on film are sent warnings. Soon, though, car owners might just receive a \$100 citation instead, even if they weren't behind the wheel at the time. The citation, however, would not be considered a moving violation, so no points would accrue against the owner's driving record.

• Not content with just keeping our nation's roadways safe and secure, the National Highway Transportation Safety Administration (NHTSA) wants to keep the nation's putting greens safe, too. The NHTSA has proposed that golf carts capable of speeds over 15 mph and pinning the speedo needle at 25 mph are candidates for seat belts, windshields and wipers, turn signals, mirrors, and parking brakes. They'll also be designated "low-speed vehicles" or LSVs. With luck, golfers will be able to install an airbag deactivation switch.

• The proposed motorsports park in eastern Baltimore County, MD, now seems to be gaining lots of serious attention as well as momentum. Once dismissed as a far-fetched idea by most, the project has been receiving lots of support from high-power county politicians, including County Executive C. A. "Dutch" Ruppersberger (D), and state Senator Michael J. Collins (D), who represents the area. In March, a bill was introduced in the Maryland House of Delegates authorizing the Maryland Stadium Authority to prepare studies of the project's site, economic feasibility, financing, and design. The project calls for a one-mile 60-foot-wide oval with a one-half mile oval and a road course inside, seats for 100,000, restaurants and skyboxes. It's been estimated that the speedway would create \$245 million in worker income and sales and generate \$8.5 million in state and local tax revenues.

derr

**DEUTSCHE MARQUE CONCOURS**

Sunday, 4 May 1997  
Woodlawn Plantation  
Mt. Vernon, VA  
Time: 9:00am

Get the rags and zymol out and get busy! Its time for the 14th Annual Deutsche Marque Concours!!! As in the past, we're expecting a strong showing from both the Porsche and Mercedes Clubs and they're expecting an equally strong showing from us. Let's show up in force this year, both veterans and new comers, and see if we can break our standing record of 32 beautiful BMWs shown at the Deutsche Marque Concours. To make it easy for our competitors, this is a "top-only" concours, meaning that only the upper portions of your Bimmer will be judged — forget about polishing the muffler clamps! Also, there will be a "Display" class where cars will face only a "peoples choice" vote. By the way, race cars will be welcomed in this class.

This year's event will be held at a new location — the historic Woodlawn Plantation in Mount Vernon, VA. The entry fee remains at \$25 to show your car and includes one ticket for entry to the wine and cheese awards reception which follows the score tallies. Additional tickets are \$10 per person. There is no charge to view the event as a spectator, of course. So start polishing!!! Questions? Contact Concours Chairman Paul Vessels at (202) 726-7971 for further information. (See registration form on page 3.)

*Direction to Woodlawn: Coming North or South on I95 — Take Exit 166. This is the Forth Belvoir/Newington Exit. Proceed on Backlick Road — East to Route 1. Continue North on Route 1 to the 3rd light (intersection of Route 1 and State Road 235N). Turn left into Woodlawn entrance.*

*From National Airport: Take George Washington Parkway to Old Town Alexandria. The Parkway becomes Washington Street. Follow to Mount Vernon. At the traffic circle at Mt. Vernon, bear to the right and stay in the center lane. You will come to a stop sign and see a sign that says Woodlawn with an arrow pointed straight ahead (235S). Stay on 235S for 3 miles until it intersects with Route 1. The entrance to Woodlawn is directly ahead.*

**THE CARE AND FEEDING OF YOUR BMW: Enhancing the Ownership Experience Through Proper Maintenance**

Saturday, 10 May 1997  
Alexandria Bavarian Service  
416 East Raymond Ave  
Alexandria, VA  
Time: 10:00am

Through the miracle of modern technology, BMW has made great strides in minimizing the amount of maintenance that the cars require. However, this doesn't mean that basic maintenance can be ignored altogether. Rather, BMW has developed, and continues to update, a comprehensive maintenance philosophy for its cars. Grant Randall of Alexandria Bavarian Service is a BMW enthusiast, an experienced BMW technician, and a believer in the BMW maintenance philosophy. Join us as he explains how consistent maintenance is both cost-effective and augments the ownership experience; BMWs of various vintages will show how this philosophy is put to practice. And, door prizes, courtesy of BMW of Fairfax, will be given away! Whether you're new to BMWs or a veteran owner, you owe it to your car, your wallet, and yourself to attend this event! Questions? Contact Jim Moran at (703) 441-0329 eves. For more information.

*Directions: Take the Capital Beltway (I495) to US 1 North in Virginia. Continue on US 1 through Old Town Alexandria and over the railroad tracks. At approx. 1/2 mile, turn left onto East Raymond. Alexandria Bavarian Service is at 416 East Raymond Ave., behind NTW Tires. Alternatively, take I395 and exit onto Glebe Road South (keeping left) to US 1. Turn right onto US 1 south. At 1/4 mile turn right onto East Raymond Ave.*

**SPRING AUTOCROSS**

Saturday, 17 May 1997  
Northern Virginia Community College  
Manassas Campus  
Time : 9:00 Tech & Registration  
10:00 Morning Heats Start  
1:00 Lunch Break  
2:00 Afternoon Heats Start  
Price : \$15.00  
Registration and Information:  
Call David Lassalle 301-317-1461  
E mail address lassalle@erols.com

I thought we would try something different that we have done in the past. We are going to be running one course in the morning and a different course in the afternoon. Two autocrosses for the price of one!

You do not need to run both morning and afternoon. Each session (morning & afternoon) will be broken into two heats. When you register please let me know what session you will be running.

*Directions: From D.C., Take Route 66 West from D.C. Exit onto Route 234 North (look for sign to Campus). The entrance to the Campus is a 1/2 mile on the right on Route 234.*

**DELAWARE VALLEY CHAPTER DRIVERS' SCHOOL**

Saturday and Sunday, 17-18 May 1997  
Summit Point Raceway, WV

Attention National Capital Chapter Members. Make plans from now! The Delaware Valley Chapter will host a Two Day Drivers' School on May 17 and 18 at the Jefferson Circuit. (Adjacent to the big track). This is the same weekend as the Jefferson 500 Vintage Race. On Monday, May 19, (on Summit Point Race Track) we will host a BMW Club Race and Time Trial. We all know how much fun the weekend is even when you are not driving, but this is the best of both worlds. You can watch the Vintage races from the lush landscaped and nicely paved paddock of the Jefferson Circuit while you are waiting for your run group. I ask, how does it get better than this? We are planning a B.B.Q. On Sunday The NCC has the Pig Roast on the carousel and all the other track concessions will be open as well. The Club Race at the big track on Monday is our version of the Blue/Gray Challenge and we are hoping for a large turnout. Club racers will comprise only one group so we will have LOTS of Track Time available for the Time Trialers. We are going to record and post times of the Time Trial groups as often as we can. Please come out and help us have a great event. See the application for details, or call The Event Registrar, Amy Ashdale, at (610)783-0568. See you at the track.



**MAIFEST AT THE JEFFERSON 500 VINTAGE RACES**

Sunday, 18 May 1997  
Summit Point Raceway  
Summit Point, WV  
Time: 9:00am-5:00pm

If you were at our Holiday Party and would like to see more of what makes this Club click, as well as have a lot of fun, then come out to our annual Maifest celebration! This year the execution is a little different—rather than have it in conjunction with one of our drivers' schools, we're throwing the party at our corral at Brian Redman's Jefferson 500 Vintage Races! Come out and watch some gorgeously restored vintage race cars—Jaguars, Ferraris, bathtub Porsches, Morgans, Mini Coopers, you name it, engaged in some real live racing! As usual, your Chapter will have a prime location, including reserved parking, from which to catch all of the action, as well as a huge tent with tables and chairs where you can sink your teeth into some really fine barbeque from local favorite Mike Brown at Mr. Barbeque, courtesy of our sponsor, Radial Tire Company. And, Paul Moorcones of Radial Tire just might be coerced to raffle off another set of tires! How could you miss all of this?!? So pack up the significant other, pack up the kids, and pack up your cooler with your favorite beverages and come join the celebration! Don't forget to bring your membership card, either, as it's good for a \$5 admission discount at the gate. Due to the anticipated big turnout, you'll need to R.S.V.P. to Mike Early at (800) 879-6778 or e-mail to m3early@aol.com. Do it now!

*Directions to Summit Point Raceway: From No. Virginia: Take the Dulles Toll Road, Rte 267, West and continue onto the Dulles Greenway to Leesburg, VA. Exit onto Rte. 7 West towards Winchester. Exit onto US 340 towards Charles Town, WV. At about 1/2 mile turn left onto Rte. 611 and follow to Summit Point, WV. Turn left at the "T" onto Summit Point Road. The track is about 1/2 mile ahead on your left. Upon entry, continue straight to the CCA corral. From Baltimore: take I70 west to US 340 West. Continue on US 340 through Charles Town, WV. Continue straight onto Rte. 51 West in Charles Town. Bear left (go straightest) at the three-way stop intersection onto Summit Point Rd. The track is about nine miles ahead on your left.*

**DELAWARE VALLEY CHAPTER TIME TRIALS AND CLUB RACE**

Monday, 19 May 1997  
Summit Point Raceway, WV

**NCC CARAVAN TO PSR RACE**

Sat.-Sunday, 31 May-1 June 1997  
Watkins Glen International  
Watkins Glen, NY

How 'bout those Prototype Technology Group M3s! Now that BMW is dominating the PSR (formerly IMSA) GT-3 class (wins at Daytona and Sebring), why not check them out in person at the historic 6 Hours of Watkins Glen? We're planning a road trip from Tyson's Corner on Saturday am, 31 May (it's about 7 hours so we'll be leaving early), and we'll meet up with the Baltimore/Maryland contingent along the way at Camp Hill, PA. Come see the M3s beat Porsche and Acura again, as well as meet Tom Milner and Bill Auberlen, the new M3 sedans, and the rest of the PTGers. Weekend general admission tickets can be purchased in advance by mail (\$35 by 15 May), and includes access to the Paddock and garage area. The Glen Club is \$160. Camping is available at \$35, \$60 for Rvs. For info, call Pierre Duy at (202) 482-1378 (work) or e-mail to <pierre\_duy@ita.doc.gov>. Indicate your fax number (preferred) or address to receive a ticket order form and lodging info. Move quickly, rooms are filling up fast!

**Schedule:**

**Saturday, 31 May 1997**  
**6:00am**

Group departs from Tysons Sheraton (front entrance aprking lot). Rte. 7 W to Rte. 15 North to Camp Hill, Pa.

**8:15am**

Rendezvous with Baltimore/Maryland members (they'll take I-83 to Rte. 15 North in Camp Hill) in Camp Hill at Friendly's Ice Cream on Rte.15 (it's on right East side, directly across from Camp Hill Mall). Refuel/top off at adjacent Amoco station (to avoid extra fuel stops). Depart Camp Hill 8:30am, take Rte.11-15 North/15North to NY (about 3.5 hours).

**11:30am**

Lunch stop, Mansfield, Pa.

**2:00pm**

Arrive at Watkins Glen International  
Free parking at adjacent day lots (cars have to be out by 8pm).

Sunday, 1 June 1997

6 hour PSR Race

Monday, 2 June 1997

10:00am

Depart to DC

**HIGHWAY SAFETY SCHOOL**

Saturday, 14 June 1997  
Jefferson Circuit  
Summit Point Raceway

Join us at Summit Point Raceway's Jefferson Circuit for our annual Highway Safety School. This car-control clinic is offered only once a year and is an excellent way to learn why BMWs are such great handling cars. If you're planning to attend a drivers' school or an autocross for the first time, this is about the best way to start off—it's low speed and you'll receive top-notch personal instruction covering all facets of BMW control. Even if you're an old hand at driving, you'll learn something new about your car or yourself, guaranteed! And, it's loads of fun, too! All for only \$85! So fill out the application form found just a few pages away and send it in pronto! Questions? Call the Registrar, Gary Ketner, at (410) 715-9317 evenings til 9:59. (See directions to Summit Point earlier on this page.)

**FATHER'S DAY DRIVERS' SCHOOL**

Sunday, 15 June 1997  
Jefferson Circuit  
Summit Point Raceway  
Time: 7:30am

Hey kids! Wanna great Father's Day gift idea? Send ol pop to school! To drivers' school no less! This year Fate, and Bill Scott, has given us a track day on Papa's Day at Summit Point Raceway's Jefferson Circuit, a neat 1.1 mile track where it seems everyone has a blast. So what better way to get the old man out of the house and out of the way while you mow the lawn and prepare that special Father's Day dinner. He'll surely appreciate it! So find the application on page 8 of this issue, fill it out, and grab and fill out one of daddy's checks and mail it in pronto! Questions? Call the Registrar, Gary Ketner, at (410) 715-9317 eves, for more info. (See directions to Summit Point earlier on this page.)



## BUYING A USED BMW — Auto Advantage Style Sunday, 22 June 1997

**Auto Advantage**  
8503 Euclid Ave., Suite 5  
Manassas Park, VA  
Time: 10:00am

Auto Advantage has been buying and selling previously owned BMW's since 1991. Since then, over 1500 BMW's have passed through their doors on to satisfied owners. Now, they've graciously offered to share their buying and selling experience with us. Auto Advantage will show us how to evaluate, on the spot, the cosmetic and mechanical condition of a BMW. They will also provide us with tips and strategies when dealing with private owners and dealerships. In addition, frequent service issues will be discussed, including:

- V-8 engine reliability
- M42 profile gasket
- M30 cam wear
- 1988/1989 E32 vent controls
- M5/M6 load leveling
- V-12 EML/starting problem

This is a great opportunity to learn more about buying a pre-owned BMW and thus save yourself time and money. So come join the staff at Auto Advantage on Sunday, June 22 at 10:00 am.

*Directions: From the Beltway (1495) take Route 66 West to Exit 53. Follow Route 28 South for 6 miles. Turn left onto Manassas Drive. At the next traffic signal, turn right onto Euclid Ave. Auto Advantage is immediately on the left at 8503 Euclid Ave., in a 2 story red brick professional building.*

## YOKOHAMA PERFORMANCE TIRE TECH SESSION

**Radial Tire Co.**  
Silver Spring, MD  
Saturday, 28 June 1997  
Time: 2:00 - 4:00 pm

Are you ready for new tires?? Do you know what is available?? Would you like to learn how to make your decision easier?? Come to Radial Tire Co. in Silver Spring, MD, and meet Jim Wagoner, High Performance Tire Specialist of Yokohama Tire. Some of you may have had the opportunity to meet Jim and discuss tires during Oktoberfest '96 at Summit Point, but this time he brings his expertise to you!

Yokohama Tire has an exciting line of high performance street tires for your Ultimate Driving Machine, ranging from high performance all-season tires to the radical and grippy Yokohama A-032R. Who knows what else Yokohama has up their sleeve?? Come and find out!  
FLASH: Jim will be holding a drawing for a free set of Yokohama tires, courtesy of Yokohama Tire. This is an opportunity you cannot afford to miss!!

*Directions to Radial Tire: Take the Capital beltway (1495) to Georgia Avenue South. Right onto Seminary Rd. (second traffic light @ Exxon station.) Go past one traffic light, then bear left onto Brookville Road. Radial Tire is past railroad bridge on the left @ 9101 Brookeville Road.*

## THE CARIBBEAN TUNES TOUR

**Sunday, June 29 1997**

Tours starts from: Potomac, MD  
Junction — MacArthur Road & Stable Lane

**Time: 10:00 am** (first car out)

**Cost: Six U.S. Dollars (\$6) per person  
until June 25.**

(Note — After June 25, tour registration is Ten U.S. Dollars (\$10) per person.)

The Old Angler Inn, the Potomac River, little known Maryland byways, and one of Maryland's Premier wineries — and if that isn't enough, we will throw in an outdoor Wine Festival, with a steel band. It is the Caribbean Tunes Tour! Your tourmeisters, Bill and Mary, also offer you the competitive challenge of an optional photo rally. The Caribbean Tunes Tour (as known as "the C Tunes Tour") photo rally will be jarring to its competitive teams and their competitive egos.

Please join us. The C Tunes Tour will end at Linganore Winecellars. Linganore schedules several outdoor festivals each year and your tourmeisters have arranged for National Chapter to visit at the time of Linganore's Caribbean Wine Festival.

The admission cost to the tour festival alone is \$6.00 per person and well worth that token amount. Two steel and salsa bands will be at the festival and will play from 12:30 to 6:00 in the afternoon. Traditional Caribbean food will be offered by a caterer and available to those who don't desire to bring their own picnic lunch.

The grounds at Linganore are expansive (great parking) and the winery offers complementary winery tours and tastings of its wines.

The Tour will start at 10:00 a.m., with the entering BMWs leaving every minute. If you can join us for the Caribbean Tunes Tour, please send a check by U.S. Mail made out to "BMW CCA, National Capital Chapter" for Six Dollars for each person in your car by June 20, 1997 to:

Bill Caldwell  
Tourmeister  
2348 Chestnut Street  
Fall Church, VA 22043

The Tour fees will be used to pay your team's admission into the Wine Festival and to defray part of the cost for trophies. Please give the names of all team members so the tourmeisters may give the winery a list of the paid BMW participants for entry at the festival.

Call Bill Caldwell and Mary Hill at (703) 534-3528 if you have any questions! Tour reservations (with checks) will be taken by your tourmeisters at the above address either by courier service or U.S. Mail through Wednesday, June 25. You may register after June 25th, however, your tour fees will be Ten Dollars (\$10) a person.

*Directions to Start: Take the west loop of the Capital Beltway to the Exit 41, Clara Barton Pkwy (West toward Potomac), exit and proceed on Clara Barton westbound until stop sign and T intersection with MacArthur Blvd, turn left (west) on MacArthur Blvd, drive pass the Old Angler Inn (on your right, going west bound), proceed part way up hill still on MacArthur, turn right (east bound) onto Stable Lane (new street) and proceed approximately 1/8 of a mile to the growing gathering of BMWs.*

## CRAB FEAST AND PEOPLES CHOICE CONCOURS

**Sunday, 5 October 1997**

**Patapsco State Park - Avalon Branch**





# BMW CCA NATIONAL CAPITAL CHAPTER

## DRIVERS' SCHOOL APPLICATION

- Priority given to BMW CCA members, on a first-received basis. Non-members will be admitted to spaces available three weeks before the event.
- Licensed drivers in insured cars only. Applications must include a photocopy of the applicant's valid driver's license and valid insurance card. If under 18, must submit a notarized parental permission form (supplied).
- Applications will be accepted in writing only on this form. One applicant per form. Photocopy as needed. Mail early! No entries accepted within one week before the event!
- One driver per car recommended. Student familiarity with car is very strongly recommended.
- All cars must be tech-inspected by a qualified service facility prior to the event. A properly completed tech inspection form (supplied) is required for entry. It is your responsibility to ensure that your car is safe and roadworthy.
- All cars must be quiet and street-legal and must have a passenger seat. Functional, securely-attached lap and shoulder belts are required for both front seats. Both front seats must have equal restraint systems, i.e., if the driver's seat has a five-point harness the passenger seat must be likewise equipped.
- No convertibles, motorcycles, or rental cars allowed. Trucks, SUVs and vans allowed only in Highway Safety School.
- A Snell M90-rated (or M95) helmet is required. SA-rated helmets are strongly recommended. The Snell sticker will be found inside helmet. Please bring your own helmet as the Club does not supply helmets.
- The Chapter reserves the right to decline entry to any individual or vehicle deemed unsafe or unsuitable for track use.

Indicate school(s) below:

- ☐ 29-30 March ☐ \$250 both days ☐ \$175 single day  
☐ 14 June Highway Safety School (Jefferson Circuit) \$85  
☐ 15 June (Jefferson Circuit) \$125  
☐ 18-19 October ☐ \$250 both days ☐ \$175 single day

Non-members add \$35 per day. Add \$40 if application is post-marked within 3 weeks of the event. Refunds (less a \$25 fee) will be given for cancellations made 3 weeks or more before the event. For cancellations within 3 weeks, a refund will be given only if your place is filled from the waiting list. Credit for a later school can be taken in lieu of a refund. No refunds or credit will be given for cancellations within 2 days of an event.

**Note: First-time drivers may register for the 10/18 school or for both 10/18 and 10/19 schools, but not for the 10/19 school only.**

Include a self-addressed business envelope with \$1.24 postage. Questions? Contact Gary Ketner at (410) 715-9317 evenings before 9:59 pm.

Make check payable to: **National Capital Chapter, BMW CCA**

Mail to: **Drivers' School  
BMW CCA NCC  
10965 Shadow Lane  
Columbia, MD 21044**

Name \_\_\_\_\_ Membership # \_\_\_\_\_  
Address \_\_\_\_\_ ☐ Check here if new address  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Chapter \_\_\_\_\_  
Phone (Work) \_\_\_\_\_ (Home) \_\_\_\_\_ E-mail \_\_\_\_\_  
Car Make \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_ Color \_\_\_\_\_

**Workers and crew are welcome...however students MAY NOT give rides.**

**Let us know if you are bringing someone who may help cornerwork!! Thank you!**

**And don't forget our three for one deal. Cornerwork any three track days and get a day at the track as a student FREE!!!\***

\* You must preregister to cornerwork with Gary Ketner.

Experience – List number and location of all previous Drivers' Schools you have attended as a student. Indicate previous Summit Point experience.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please photocopy from magazine.

Revised 4/97



# A Spring Day Welcomes Our First Driving School

by Al Zavala Photos by Raine Mantysalo

A typical Washington area spring day welcomed the first drivers' school of the season, which took place the weekend of March 29 and 30. Saturday started sunny and warm, but only as a teaser because during the late morning drivers and workers were treated to some April thundershowers. Sunday on the other hand, was absolutely beautiful, a far cry from some "spring" driver's schools when down parkas were the fashion about town and where off road excursions meant a trek through the snow!! It seems that a milder than normal winter inspired quite a few people to converge at Summit Point, where a multitude of eager drivers brought out their Ultimate Driving Machines, and many for their very first school! It was truly refreshing to see many new Club members come out to the track.



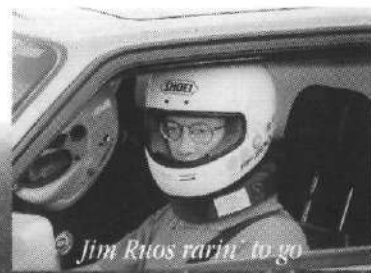
The author

Let me give you a little background on how drivers' schools happen.... well,... they don't just "happen". Chief Instructor Dave Bryan once again demonstrated why our Chapter is so well known for hosting one of the best organized schools in the country. From classroom, to in-car, to skidpad; the team of instructors under Dave's leadership is committed to provide students with a quality program. In addition to Dave's team is another Dave, our Drivers' School Coordinator Dave Apker. To assist him in running the show is the tireless and enthusiastic bunch of corner workers, the pit out folks and ultimately event control, situated high in the tower in front of the main straight.

Remember that drivers' schools, and all Club activities for that matter, are planned, organized and staffed by volunteers like yourselves!! If you haven't come out to help, won't you?? Give Dave Apker a call, talk to a fellow Club member and join in the fun. Your next opportunity to drive or volunteer to work is fast approaching. Our next Driver's School will be at the Jefferson Circuit, where Saturday we will host our annual



Highway Safety School (a must for new drivers and those seeking to improve on their driving skills!!) followed by the regular Drivers' School on Sunday. (For details please refer to the coming events section and/or see the application on page 8 of this issue).





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# Do-It-Yourself and Tech Inspection Day *Text and photos by Jim Moran*

We had a stellar turn-out for the first Do-It-Yourself and Tech Inspection Day! About 20 people showed up at Auto Sportsystems Group's spacious facilities to perform various maintenance tasks in preparation for the warm weather ahead. ASG recently doubled the square footage of their shop and added two lifts, for a total of five chassis lifts and one four point lift.



All five chassis lifts were in use all day as people changed coolant, oil, transmission and differential fluids, brake pads and fluid, and even a strut assembly. In addition, a few people got their cars tech'ed for the March Drivers' Schools. ASG provided drain receptacles for the old fluids and they were disposed of properly.

ASG also turned on their air compressor, so those who brought air tools were able to take the advantage of them.

It was a pleasure to be able to stand and work, rather than crawl around on a dirty garage floor. Even simple tasks, like an oil change, are easier. There were a couple of M3s and a Z3 on hand, so interested parties could check out BMW's latest efforts from below.

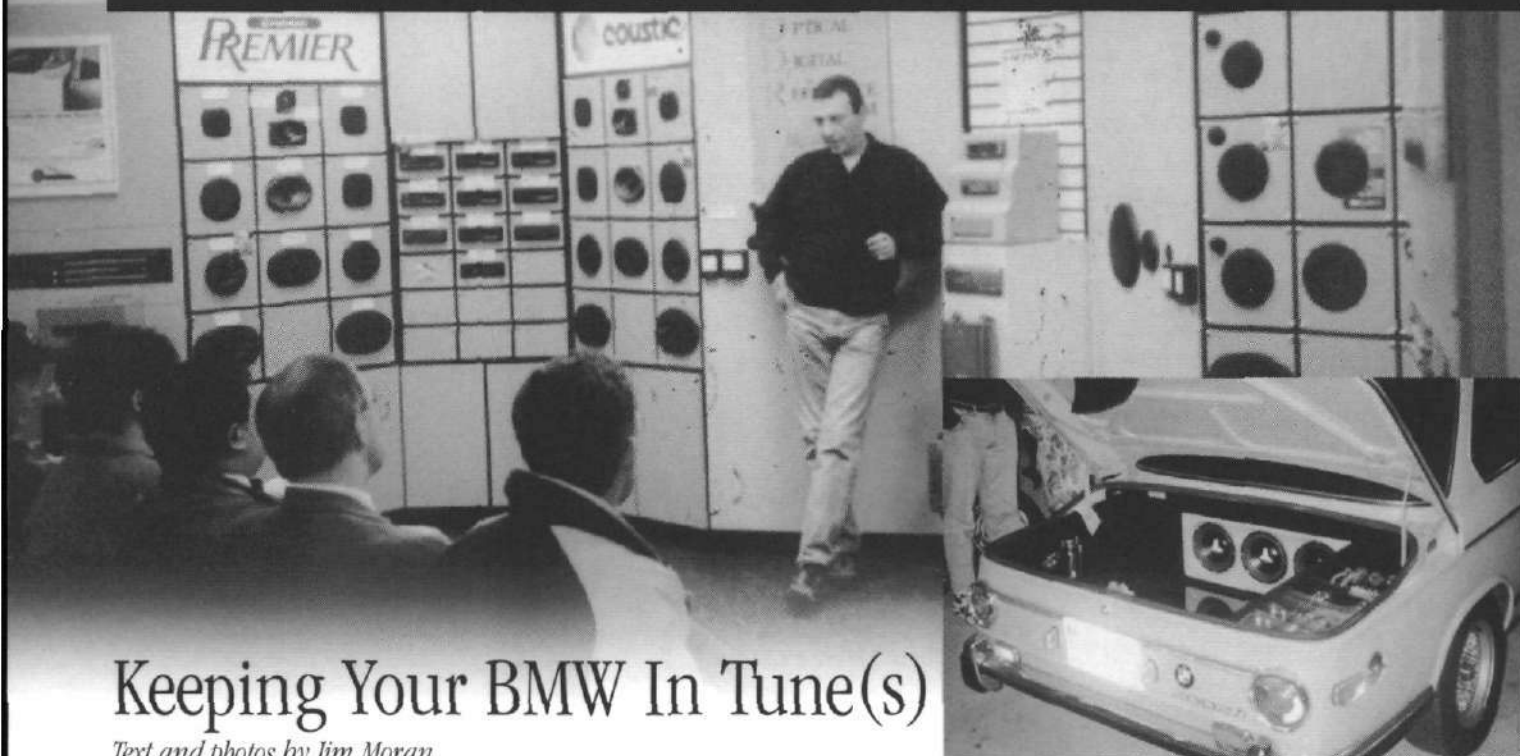
Several people showed up to just look around and help out. Thank you. A special thanks to Pat Donahue for devoting his day to tech'ing cars and lending a helping hand, as well as lending his fluid pump for differential and transmission fluid changes.

Finally, Geoff Schwarz and the team at ASG were extremely accommodating and we thank them for their time, patience and facilities. We owe you a debt of gratitude.

Look for more of these events in the future!

*So this is what it looks like from underneath! Club members inspecting the undercarriage of the Z3 roadster.*





## Keeping Your BMW In Tune(s)

*Text and photos by Jim Moran*

Jeff Fleming of East Coast Auto Sound opened his doors the evening of January 29th to the National Capital Chapter to talk about car audio and BMWs. Jeff is a First Class Certified Installer and his shop is one of the few high end audio shops in the area. They are very experienced with BMWs in that they service twice the number of BMWs as all other specialty shops in the area, combined. In addition, they share a building with BMW Excluservice, so many mechanical troubleshooting needs are only a step away.

Surrounded by racks of quality equipment, Jeff emphasized the need for a good relationship between a shop and its customers. In the same way one trusts their mechanic, so should one seek a car audio shop to trust. An experienced, dedicated shop with an excellent staff provides peace of mind. Jeff went on to ask that members solicit his advice, even if they have no plans to patronize the shop. He will help in any way he can.

Further, Jeff explained the idiosyncrosies of the BMW sound system. The majority of BMW systems have the signal processing equipment integrated with the amplifier.

This means that a simple upgrade to the amplifiers, without adding signal processing (cross-overs), is not possible. Fortunately, the factory systems, particularly in the later models, sound quite good, lacking only low frequency (bass) resolution. Jeff explained that the addition of a self-powered subwoofer can bring an otherwise stock system to life. In addition, the subwoofer can be installed so it is easily removed when the trunk space is needed or to reduce weight for autocrossing.



To illustrate just what is possible in car audio, and East Coast's handiwork, we were fortunate enough to have on hand Dave Bowen's 2002ti and 325e. The 2002ti is a finished product, lovingly restored, and stock appearing; except when the stereo is powered up, or the trunk is opened. A bank of Precision Power liquid-cooled amplifiers power a multitude of carefully placed speakers and subwoofers. The careful integration of the speakers provides excellent sound quality, while maintaining a near-stock appearance.

The 325e, a work in progress, showed the amount of work that it takes to install a top quality system. Sound dampening material is applied to the chassis under the interior trim to reduce road noise and prevent unwanted resonance. Sturdy amplifier racks are constructed and fitted. Custom enclosures are crafted to properly aim the speakers and covered with custom dyed vinyl or leather to match the interior. Wires are routed to prevent multi-path interference and other signal problems.

Also on hand was a Porsche C4S Cabriolet. The tight confines of the convertible prevented the use of normal subwoofers, so a chassis-coupled "Bass Shaker" was installed. Instead of moving air molecules to produce sound, this unit vibrates the chassis of the car, and therefore the listener. You feel the bass, rather than hear it. It reproduces low frequencies, without the need for a large speaker or enclosure. Perfect for a Z3!

Thanks to Jeff and his staff for an educational evening, and a special thank you to Dave Bowen for allowing us to sample his cars.







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# C A R O F T H E M O N T H

by Paul Vessels

This is a continuing series in which Club members will have a chance to showcase their pride and joy on the pages of the *dB*. In turn our membership will see the variety of BMWs and the level of personalization that makes each car unique in its own right.

For each month this year, we will feature a "Car of the Month". Since this is a bi-monthly newsletter, there will be two cars featured per issue. Again, any car owned by a National Capital Chapter member is eligible. Just send several photos of your car, along with a written description about the vehicle, enclose a self-addressed stamped envelope, if you wish to have your photos returned. Send your submission to me at the address listed here.

But wait, there's more.....In the November/December issue of the *dB* you'll find a ballot to choose from the 12 Cars of the Month, a Car of the Year. The winner will be announced and receive a prize at the Annual Holiday Party....You will however, have to be present to win!!

Car of The Month  
c/o Paul Vessels  
P.O. Box 1784  
Washington, D.C. 20013

## Car of the Month....May

This month's Car of The Month belongs to yours truly, Paul Vessels. It's a 1986 635Ci and features factory sport seats, limited slip differential, Racing Dynamics wheels and sport springs and an automatic transmission that shifts when it wants to...sometimes good...sometimes bad. Future upgrades and improvements will include Racing Dynamics head, cam and chip, M tech body kit, and of course a five speed conversion with lightened flywheel and sport clutch. The car is currently a daily driver and shows over 100K on the clock. At some point and time, I may even thoroughly prep the ol' six and meet a few of you on the concours field...you know I kinda like those points for mileage.



## Car of the Month....June

Some of you may recognize June's Car of The Month from the annual Deutsche Marque Concours. This rare beauty is a 1968 1600 cabriolet and belongs to Bob Warren and Jane Grayson of McLean, Va. The Warrens are part of the faithful group who consistently support the concours effort through their participation with this immaculate cabrio and their equally well prepared Polaris silver 3.0Cs. Both the cabrio and the 3.0Cs were lovingly restored with the help of the guys at J&F Motors. J&F rebuilt the mechanical systems, restored the trim and coachwork and helped to locate some of those hard to find parts. We look forward to seeing this one again this year!



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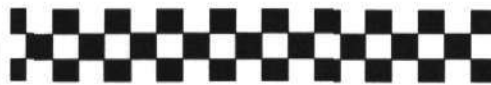
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# Woody's Competition



C O R N E R

BY WOODY HAIR

It was just a few years ago that the organizers of international "sports car" racing realized that the so called "prototypes" were not the way to go. These were out and out racing cars built by race shops for the factories. The cars showed no resemblance to production cars and, for any number of reasons, could not be driven on the highways. At the same time, several factories were turning out exotic grand touring cars that were designed for and used on public roads. These GT cars included the Ferrari F40, Lamborghini Diablo, Bugatti E110B, Porsche 911 Turbo, Jaguar XJ220, and BMW-powered McLaren F1. With upwards of 400 horsepower, each would be quite fast raced as they came from the factory. Thus the BPR Global GT endurance series was born.

But wait a second! The rules makers thought they should allow the cars to be a little more suited for the rigors of racing. How about stripped interiors (less of a fire hazard, but less weight too), tubular roll cages (to protect the driver naturally, but great for chassis stiffening), carbon brake disks (can't have brakes failing before the race is over, can we?), etc. The factories just said, "well we will produce a few race versions" - thus the McLaren GTR, Ferrari F40E, etc. were born. With its 600 hp (detuned from the street version), the BMW McLarens dominated. Porsche's reputation as the top producer of production based race cars was in danger. Last year the LeMans 24-Hour race regulations allowed them to build a one-off 911 GT1 that didn't even have the engine in the same location as the street 911s. Porsche said they could produce a street version if there was demand. It beat the McLarens and the BPR organizers added the Porsche GT1 to its ranks of allowed cars. For '97 McLaren has countered with a long-bodied GTR. Not to be left out, Mercedes and Nissan have released photos of their up-coming GT race cars. Naturally they say a few will be built later for the street. To their credit, the Mercedes front end does bare an

striking resemblance to the E-class sedans. The engine will be built by Ilmor Engineering of England though. Aren't we just back to "prototype" racing where only the factory supported entries have a chance?

**SCCA Racing:** The first regional race of the year took place at Summit Point on April 6. The Improved Touring-B class was still dominated by BMW 2002s, but the field saw the return of former champion Jim Epting. For the last several years Jim has been helping daughter Leah's racing efforts. For 1997 Jim and Leah have decided to share her car through-out the season. Jim's license had long since expired, so he was carrying "rookie stripes" while qualifying third on the grid behind the current class champ Ed York and Pennsylvania's John Weaver. It was quite a race (so what else is new?), with the lead changing hands several times. Weaver ended up winning with York second and Al Bell third (all in 2002s). Epting was 5th after an "incident".

**IMSA:** Actually IMSA is no more. The new owners have changed the name of the race organization to Professional SportsCar Racing Inc. Just call them "SportsCar". Anyway, a BMW M3 entered by PTG of Winchester again won the GTS-3 Class in the Sebring 12-Hour race on March 15. I am sure the Roundel will have full coverage. The BMW 328is again won in the Sports class of the Street Stock endurance race at Sebring. Former chapter president Jack Kenworthy reports it was quite a party.

The Exxon GTS race at Road Atlanta was held the day before this was written. My on -the-scene reporter said the best M3, the #7 Red Bull car driven by Dieter Quester and Marc Duez, finished 5th in class. Tom Milner's team was to have debuted the 4-door M3 at this event.

**Autocross:** For 1997 the Sports Car Club of America (SCCA) has outdone themselves in

mis-classing BMWs for Solo II (autocross) competition. To briefly summarize the Stock classes: All M3s are in Class A where the cars to beat are all non-turbo Porsche 911s, as well as the 944 Turbos and 968s. The Toyota MR2 Turbo is very competitive also. Class B now has all 325s and 328s except *eta* engined cars which are in G Stock. The SCCA's class system is supposed to match similar cars. So why are the 325/328 sedans matched against nimble Miatas and Lotus Elans? The 4 cylinder Z3 is also in Class B. The Z3 2.8 is not classed yet even though they had to know it was available last November. All versions of the 318ti are in D Stock even though the Sport model has the same engine, suspension, and drive train as the Z3 - ok, it does lack a limited slip differential. The 1991 (E30) twin cam 318 is also in D Stock.. Hot versions of the Neon and Honda Civics, CRXs and del Sols will be the cars to beat in D. E Stock has the E36 "328i and 318is". Surely they meant the 318i but where was their proof reader? The 2002 including the Tii and Ti are also listed in E. Of course the Ti was never officially imported to the U.S. and by definition is not legal in either the Stock or Street-Prepared categories.

All 6-series and 8-series coupes and the M5 are in F Stock along with the American V8 pony cars and other big-engined coupes and sedans. But the 5-series cars are in G Stock with the 325 *etas*. If you are driving a 1600, 1800 (including a TISA!), old 318i, 320, or 6-cylinder 7-series, welcome to H Stock. No mention is made of the 740s, 750s, Bavarias, or 2800/3.0 CS coupes. The Street Prepared classes have all 2002s, 6-cylinder and 16-valve 3-series (including new and old M3s) in C SP. But a stock M3 Lightweight has to run in A Street Street prepared against the fastest cars you can name. Five and 6-series BMWs are in E-SP. No one can accuse the SCCA of knowing BMWs.



**Speed Shifts:** Another source for the latest information about D.C. area rallies and autocrosses is the MWCSCC Activities Information Line - 202-726-2289 . . . . . The April 21 *AutoWeek* magazine has a brief report on BMW's "Monster Roadster . . . based on the 5-series . . . could run head-to-head . . . with Ferrari F550 and Porsche 911 Turbo . . . styling cues inspired by the 507 . . . could be on sale in Europe by 1999 . . . engines include 4.8 liter V8 and a 520 hp V12 featuring technology from the unit that powers the McLaren F1." I'll take a couple. . . . . The DC Region of the SCCA is putting on their first rally in a long time. This easy 80 mile "gimmick" event starts at 10 am Sunday, June 1 in Germantown, MD. Call Jim Mirrieles at 703-525-6201 for information. . . . . The first two races of the North American

Touring Car Championship were run through the streets of Long Beach, California as a support race to the IndyCar - opps - CART race. The winner of both was Australian Neil Crompton in a Honda Accord. Randy Pobst apparently has switched from Honda to BMW and his (or is it T.C. Kline's) 318i finished third and second in the two races. Only ten cars started these events. The next event is May 18 in Savannah, Georgia. CRUNCH



## COMPETITION CORNER CALENDAR

May 17	Nat'l Cap Chapter Autocross, Manassas, VA
May 18	Jefferson 500 Vintage Races, Summit Point, WV
May 18	Volvo Club Charity Rally, Maryland
May 19 (Mon)	BMW CCA Club Race, Summit Point, WV
May 24-26	IMSA WSC/GTS & SCCA Trans-Am, Lime Rock, CT
May 30-Jun 1	IMSA WSC/GTS/Street Stock/One Lap Start, Watkins Glen, NY
June 1	Shelby-Dodge Club Champ Autocross, tentative
June 1	SCCA Gimmick Rally, Germantown, MD
June 1	NASCAR Winston Cup, Dover, DE
June 8	SCCA Regional MARRS Races, Summit Point, WV
June 8	NASCAR Winston Cup, Pocono, PA
June 15	Formula One, Montreal
June 22	Wash. Rally Club Rally, DC Area
June 29	SCCA Championship Autocross, Frederick, MD
July 13	SCCA Regional MARRS Races, Summit Point, WV
July 13	Branded Club Rally, DC Area
July 20	NASCAR Winston Cup, Pocono, PA
July 20-25	BMWCCA Oktoberfest, Waterville Valley, NH
July 27	SCCA Championship Autocross, tentative
Aug 3	BMWCCA Championship Autocross, Ft. Meade, MD
Aug 17	SCCA Regional MARRS Races, Summit Point, WV

## MWCSCC Announces Ruth Shenton Journalism Scholarship

On November 10, 1996, the area motorsports community lost a very good friend, "Den Mother" Ruth Shenton. Ruth got involved in the sports car scene in 1954 when husband Bob gave her a raffle ticket as a belated birthday present. She turned out to be the winner and the prize was a brand new 1954 Corvette. Soon after, the Shentons were founding members of the Corvette Club of America and began the Club's monthly publication. Seeing a need for motorsports news in the D.C. area, they started *The Stopwatch* in 1965 and continued to publish this valuable weekly for over thirty years.

Because of the tremendous contributions Ruth made over the many, many years of work on *The Stopwatch*, the Metropolitan Washington Council of Sports Car Clubs (MWCSCC) wants to honor her in a very special and lasting way. The MWCSCC is therefore announcing the establishment of the Ruth Shenton Journalism Scholarship. The concept of the scholarship is to involve Washington area college journalism students by inviting them to write articles for *The Stopwatch* on MWCSCC member clubs' autocrosses, rallies, races, car shows, and other events. At the end of the year, a panel of judges would select the year's best article and award a cash scholarship. The award would be awarded on an annual basis.

This scholarship would accomplish three goals: 1) provide a greater number of writers for *The Stopwatch* and cover a greater number of events (something Ruth always worked hard at achieving); 2) provide greater exposure for MWCSCC events; and 3) help area college students.

Those interested in contributing to the Scholarship fund may send a check, payable to MWCSCC, and designated for the Ruth Shenton Journalism Scholarship, to:

Shirley Wantland  
MWCSCC Treasurer  
701 Crosby Road  
Baltimore, MD 21128

Inquires regarding the fund may be made to Sue Graves at 301-946-2654 or Tom Dudley at 301-898-0887.

# NEW MEMBERS

## Welcome!

Spring is here and everyone is getting a little "cabin fever", because the weather is so unpredictable. We've had our first driving school and there are many more events planned for the year. Mike Gayle and I are planning a New Members gathering for sometime in July and we are really excited with the prospect of all of us getting together for a fun. There will be more details in the next issue. As everyone's thoughts turn to cleaning and

fixing up our cars keep abreast of what the chapter is doing. Remember, we are the second largest chapter in the nation and one of the busiest. There will be plenty to keep all the members active and involved, however, if you have any suggestions for events or activities just give us a holler!!

*Mike Dulisse*

*Mike Gayle*

Name	Car #1	Car #2	Referred By
Yafet Alem	1997 M3		
Scott Allen	1996 328i		
Henry Asri	1997 318ti		
Samuel Baker	1996 Z3		
Larry Baldwin	1985 535i		
Jeff Bennett	1997 740i		
Von Brown	1997 840Ci		
Thomas Browne	1993 325i		
Edward Burakowski	1989 525i		
Marie Charlot	1991 525i		
Sylvan Chaix	1997 Z3		
Hong Chen			
Jeffrey Cheng			
Jay Copeland			
Suk Chu	1997 M3		
Jae Chong	1997 M3		
David Choen	1996 M3		
Steven De Veranez	1996 328i		
Jack Dilanian	1991 535i		
Barbara Ditch			
Michael Donaldson	1976 2002		
Patrick Dunlap	1997 Z3 2.8l		
Jerry Evans			
Shad Ewart	1984 318i		
Richard Jasciewicz			
Michael Fastman	1996 328iC		
Carlos Fenandez	1984 318		
David Franklin	1994 325i		
Nathan Freedenberg			
Michele Gates	1992 318is		
Mike Whitely			
Bruce Gilchrist	1995 540i		
Charles Givans	1996 Z3		
Frederick Govan			
James Hawfield	1990 750iL		
J. Blair Hayes	1997 540i		
Ed Heinrich	1984 533i		
Michael Hess	1994 740iL		
Mike Holeck			
Anne Kennedy	1994 540i		
Christy Kim			
Steven Kraft	1997 M3		
Leroy Latimore	1994 325is		
Robert Linthicum	1996 318iC		
Alberto Zamorano			
Stephen Mackellar	1997 M3		
Charlie Kenney			

Name	Car #1	Car #2	Referred By
Bonnie Mann			
Sam Mantel III	1997 328is		
Powspanski Mark			
Peter Masley			
Stephen McDonnel	1989 535i		
William Meyers	1983 733i		
Brett Miller			
William Montague III	1983 528e		
Dean Montanye	1990 325i		
Mohammad Moradian	1988 528e		
James O'Brien			
Patrick O'Sullivan	1997 M3		
James O'Walters	1995 M3		
Stephen Peck	1997 Z3		
Gary Lin			
Benard Peluso	1995 325is		
Ted Perkins	1992 318is		
Michael Whitely			
David Phelps			
Thomas Presley	1994 318i		
David Reuben	1985 635CSi		
John Robinson	1989 325ix		
Luis Rosa			
Jeffery Rush	1997 Z3		
Allan Schwartz	1995 318ti		
John Sims, Jr.	1989 325i		
James Chesley			
T. Sittichaimanee	1988 735i		
Stephen Smith			
Byrant Harris			
Lubov Sterlikova	1995 325i		
John Stueve	1993 740i		
Patrick Stokes	1995 325is		
Mary Swift	1996 328is		
Thomas Thompson	1996 M3		
E. Michael Tillman	1997 Z3		
Robert Glittone			
George Turner			
David Trites	1997 328is		
Hugo Uohara			
Closson Vaughan	1993 535i		
Algie Walker, Jr.	1986 535i		
Robert Wehner	1974 2002tii		
Peter Stellmann			
Dana West	1972 2002		
Michael Yuhaz	1997 M3		
Edward Zagula			

# Drivers' Dreams

*Gifts of Distinction  
since 1987*

*Selected Items  
to Enhance The Driving Experience.*

▼  
*by  
Miriam Schottland  
and  
Pam Anikeeff*



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# 0075M-SP male audio: Summit Point	\$39.95
# 0042F-SP female audio: Summit Point	\$39.95
# 0069M-WG male audio: Watkin's Glen	\$49.95
# 071RM-MO male audio: Mid-Ohio	\$59.95
# 018TF-MO female audio: Mid-Ohio	\$59.95



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# 0704 Apex 'o' Rometer originally \$69.95 now \$49.95



Open face



Full face

HELMET CHIA PLANT! Just add water and watch it grow. Reminds drivers of the happy days spent at the track. Your choice of open or full face. Chin strap can be used to hang your Chia Helmet by a window. Take it to the track to show your friends!  
# 0880 Open face Chia Helmet \$9.95  
# 088F Full face Chia Helmet \$10.95

*Money Back If Not Delighted With Purchase*



# BMW CCA National Capital Chapter Board Meeting, 5 March 1997

The meeting was called to order at 8:15.

## Officer Reports

**President Report.** Not available.

**Vice President Report.** Vice President will chair this Board Meeting since the President cannot attend.

**Secretary Report.** Minutes distributed. List of phone contacts circulated.

**Treasurer Report.** P&L for January-Feb, plus budget for 1997 provided.

**Membership Report.** Current membership 2607 members (5 new)

## Calendar of Events

### Scheduled Events

(additional to those already scheduled ref. February Minutes)

- Train trip is off (4/20)
- Deutsche Marque Counours at Woodlawn Plantation 1st Sunday in May
- 5/10 Tech Session at Alexandria Bavarian Service
- 5/17 Club Autocross, NVCC Manassas
- 5/18 Jefferson 500
- Delaware Valley @ Jefferson on 5/17-18 plus 5/19 Club Race and time trials at SPR.
- 6/22 Autoadvantage Tech Session;
- 9/13 ChapterFest at NVCC Manassas, Autocross, Concours, Swap Meet.
- Watkins Glen last weekend in May, IMSA race, possible tour.
- Tour at Blackwater wildlife refuge, tbd.

## Old Business

Estimate obtained to repair radios, probably not cost effective to repair  
Bylaws Committee: New bylaws were developed in 1995, they will be assessed by the committee.

## New Business

- A motion was approved to revive the Drivers School Committee starting with a meeting in April or May 97 in order to update the Drivers School Manual. The Committee will meet twice a year to review procedures.
- The motion also approved use of the updated Manual in matters related to Drivers Schools. The Secretary will chair the Committee.
- The Hot Line has been broken, it was fixed during the meeting.
- Charity: Board Members should come up with ideas for next meeting.
- Historic Tours: Board Members should come up with ideas for next meeting.
- Web Site, info is being generated and people responsible for event are not being notified. Should be reviewed by the person in charge of event before being put on Web.
- OG Racing rents helmets for \$25. We will not purchase loaner helmets.

## dB Update

The dB is at Kirby's now, it will be out in 10 days. Need to meet the deadline at 1st of even month (i.e. next issue April 1). dB timeline and issues passed out and discussed. Bottom line, if we meet the deadline, we could save a couple of weeks. VP volunteers to prod people who are writing articles. Editor will provide list of those contacts.

Next Meeting Location: tbd. Next meeting April 2. The meeting was adjourned at 10:30.

## C L A S S I F I E D S

## CLASSIFIED REQUIREMENTS

**Members:** ads are free to current Club members. Membership numbers must be included. Car ads **must** be typed and in the following format: Year, model, VIN, color, and general information. Include your name and telephone number with area code.

### Non-members and Commercial Classifieds:

Commercial \$30/issue,  
non-member/non-commercial \$15/issue.

Make checks payable to BMW CCA NCC. Send ad with payment to **der Bayerische**, c/o Dwight Derr, 220 E. 31st Street, #2B, Baltimore, MD 21218, or e-mail to dderr@baltimore.net. Ads must be received by the first of the even-numbered months for inclusion in the next issue.

## CARS FOR SALE

**1965 1800TI** Vintage Racecar. VIN 986362. Plenty of spares including five more 1964-1970 BMW 4-Doors. Also, two more (1964 & 1965) stripped for parts. Too many spares to mention. Not Running. Project car for Vintage enthusiast. \$9,000/OBO.

**Bruce** (540) 665-2053 eves (VA)  
(540) 667-0271 days (VA)

**1971 3.0CSI** VIN 2260099. 4-speed, complete running and driving car, solid underneath, needs front fender work and seats redone. \$3,800.

**Tom** (703) 264-5818 eves (VA)

**1971 2002** VIN 1679284 White with partial interior. Fast & Fun. Major modifications by Quality Car Service. This car is strictly a toy. Dual 45 DCOE Weber sideafts, 304 Shrick Cam, 9.5 to 1 compression ratio, 1 1/2 stahl headers, Arsa exhaust, tii distributor, Electronic ignition, 5-speed close ratio trans. 4.11 welded rear, lowered, stiffened. Yokohama 008s on alloy wheels, Roll bar, 5 point harness, Halon extinguisher. Spare parts & extra wheels and tires included. \$2002/OBO.

**David** (301) 229-8538 eves (MD)

**1972 2002iii** VIN 2762142. Baikal Blue with original Navy interior. Recently repainted. 141K miles, rebuilt @90K. Factory Behr AC. Stock look improved with NEW brakes w/calipers and lines; Stahl header and Arsa rear; 320i radiator, belts; hoses; elect. ignition; Bilsteins; 2" lower springs; 1-1/4" adjustable anti-sway bar. Way too much "invested", unanticipated sale is your gain. \$5,500. Alexandria, VA.

**Shane** (202) 835-6784 O (DC)  
(703) 765-8752 H (VA) e-mail: <bkshane@erols.com>

**1973 2002** VIN 2589579. Baikal blue (med. Blue Met.)/black int. Strong running, tight car w/recent new paint. Susp. Tech. Springs/H/D swaybars w/polyurethane bushings, stress bar, BWA alloys w/ RE71s trunk battery, 38DGA Webers, tii distributor, 320i seats, VDO gauges, many spares incl. engine, tii wheels, factory shop manual. \$3,250/OBO.

**Steve** (540) 662-8205 home (VA)  
(540) 665-2244 work (VA)

**1975 3.0CSI** VIN 31903317. Polaris silver/blue interior/carpet (interior refurbished 2 years ago), 4-speed, original 20-spoke factory Alpina-style alloys, hi-perf exhaust, Bilsteins, Suspension Tech. Springs & sway bars, AutoThority shift kit. Purchased from fellow CCA member 11/95. Minor rust, car in very good condition w/strong mechanicals. Asking \$5,500.

**Ray** (703) 478-8555 eves (VA)  
(301) 595-3333 days (MD)

**1976 2002** VIN 2375587. Blue/blue interior. Mechanically very good shape. 2bbl Weber, stereo w/amp, less than 3k miles on rebuilt engine and A/C. \$2002/OBO.

**Richard** (410) 461-7447 (MD)

**1976 2002A** VIN 2392927. Light blue/tan vinyl, A/C, restored. Everything refurbished and in great working order. Retired, motivated to sell! Asking \$7,000, will take reasonable offer.

**Issy** 301-871-6871 (MD) or e-mail: <ciciinc@erols.com>

## CARS FOR SALE

- 1977 630CSI** VIN 5505409. Silver/blue on black, 4-speed, all new interior except for front hides, new exhaust, needs pilot shaft bearing, otherwise a solid car. \$5,000/OBO.  
**Mike** (301) 667-0001 days (MD)  
 (301) 432-4754 eves (MD)
- 1978 633CSI** VIN 5525057. Silver/black leather. 4-speed, s/t, original wheels, original toolkit and owner's manual. 130K miles, extensive service records since new. A solid, dependable classic suitable as a daily driver. \$3,600. Located in Reston.  
**Leif** (703) 733-0860 (VA)  
 (202) 310-3231 (DC) leave message
- 1979 528i** VIN 5341772. Car needs automatic transmission. \$1,500/OBO.  
**Bruce** (540) 665-2053 eves (VA)  
 (540) 667-0271 days (VA)
- 1981 M535i** VIN WBADG0104B4145952. Arctic blue metallic/black corduroy interior. Rare (just over 1,800 produced) Euro E12 body with 3.5l engine, authentic Motorsport rear spoiler and front air dam, Euro bumpers. Full body restoration in 1992, freshened in '96. Reconditioned Recaros, Motorsport steering wheel, 5-speed, A/C, 16" Alpinas with Yoko tires, Alpina springs on OE Bilsteins. Featured in *European Car* in '94. Absolutely legal EPA and DOT waiver papers. Passes emissions. 109K miles. Well maintained, all receipts. First \$5,000 takes it. Good homes only, references required.  
**Ed** (301) 681-0728 voicemail (MD),  
 or email: <ednaz@ibm.net>
- 1984 733i** VIN WBAFF8409E9284438. Grey. Needs valve work. Rear fender damage. 160 K miles.  
**Vankirk** (202) 296-7345 (DC)
- 1987 M6** VIN WBAEE1407H2560070. Royal blue/full leather lotus white interior, 80K miles, no modifications, significantly above average condition cosmetically and mechanically. Well cared for by mature non-smoker enthusiast. \$17,000/OBO.  
**Alan** (703) 768-968528 (VA)
- 1988 M5** VIN WBSDC9306J2875123. Black, tan leather, exterior excellent, interior good, mechanically flawless. Dinan chip, K & N filter, new rear brakes & front suspension components. Custom stereo system. 136K. CLEAN & FAST! \$15,000.  
**Scott** (410) 360-1279 leave message (MD)  
 or e-mail: <s2scott@aol.com>
- 1988 M3** VIN WBSAK0307J2197290. Silver/black leather. CLUB RACER SPECIAL. Cosmetically very good, awesome track toy. Sparco racing seat, roll-cage, harnesses. Stock engine and drivetrain, still very strong. Short shift kit, updated airbox, stiff bushings, camber plates. Grips track like velcro, no body roll but decent bump compliance. Six 8x15 Revolution wheels (five with half-used Yoko A0032s.) 8 stock M3 wheels (four with near-new BFG ZR-1s). 148,600 miles. Original equipment removed comes with it, along with spare pads, filters, etc. First \$11,500 takes it with all goodies.  
**Ed** (301) 681-0728 voicemail (MD),  
 or email: <ednaz@ibm.net>
- 1991 325ix** VIN WBAAE0315MED52882. Brilliant Red/black leather, 4-door, auto, full power, sunroof, heated seats, airbag, skibag, new struts/shocks, water pump, P 4000's, major service completed., 3K oil changes, 100K well-cared for highway miles. Handles better than an IS on dry pavement and better than an SUV in snow/ice. \$14,000/OBO.  
**Nate** (703) 768-9528 (VA)
- 1993 318is** VIN WBABE6318PJ12361. Alpine white/anthracite cloth. AT, heated front seats, limited slip, fog lights, center console, AutoThruity chip, rear wing, Alpine sound system, factory alarm, tinted windows, mudflaps, car cover, full bra, 23.5K miles, all records and receipts, non-smoker, mint condition, many extras. \$16,900/OBO.  
**Darren** (703) 671-3873 (VA)

## 1996 328i

VIN WBACD4326TAW41314. Red/black leather, mint condition, under 15,000 miles, Sports package, Alpine 6 disc CD player, sunroof, heated seats, keyless entry/alarm, computer, automatic, alloys. \$32,000/OBO.  
**Randy** (410) 730-5975 (MD) or email: <rmeyers@erols.com>

## PARTS FOR SALE

### Misc. Parts

1984 3.3L Motronic motor, 180K miles, head OK but burnt valve, complete w/Motronic brains, ECU, airflow meter, injection, intake, & all wiring/harnesses, \$650. 260/5 5-speed from 84 633 Csi, rebuilt w/ new bearings, seals, synchros, \$600. 4.11 limited slip differential, rear loader, all synthetic fluid, excellent condition, fits E30s, E28, late E24, \$700. 320i headlight buckets, used but excellent, \$200pt, new OEM console sides, E12 530i/528i, \$50, rear KYB Gas-a-just shocks, E28 (528e/533i/535i) or 83> 633i/635CSi, less than 1K miles, \$100pt. Authentic Hartege leather steering wheel, w/hub pad & BMW horn button, new, \$75. 02 clutch slave cylinder, 70-on cars, new in box (PN 21 52 1 104 269), \$20. Harada fully automatic power antenna, black mast, new in box, \$60.  
**Dwight** (410) 889-9578 eves (MD)

Parts for 2800CS/3.0CS: A/C kits, 4-speed, sunroof clip, glass, trim, used '84 cylinder head w/ cam, dual Weber 2bbl carbs, hardware, and sheetmetal. For 5,6, & 7ers: '87 3.5L Motronic motor, 107K miles, used Mobil 1 for last 80K, strong, no smoke, \$1,000. 3.25 Ltd slip diff, fits E28 5ers, E24 6ers (late), E30 3ers, \$300.  
**Tom** (703) 264-5818 eves (VA)

Misc. Parts. 6er parts. Four (4) 16" BBS Alloys Black wire spoke style, bright rims / caps, lugs, locks with Yokohama 225-45-16 (tires OK), 4 Korman performance lowered springs front & back, \$475 for package. Sunroof air deflector, \$40 complete. New steering box, \$300. Pair front brake caliper bodies & rotors, \$150. Cam shaft, 3.3 liter, \$50. Front & rear factory struts & springs complete (very low mileage), \$200. Bra for 320i, \$30. 2002 parts. Long Neck differential, \$80. Alternator, \$20. Starter, \$20.

**John** (410) 633-6336 days (MD)  
 (410) 337-0702 eves (MD)

### M3 Motor

1995 M3 motor, excellent condition, only 11K miles, never raced, complete with new clutch, flywheel, wiring harness, ECU, and injectors, will sell for a great price. \$4,400. Neg. Genie exhaust system, brand new stainless steel, will fit most BMW's, ideal for 325s and M3s. Retail at \$800, but will sell for \$400/OBO. MODA 17" M1 wheels, brand new. Z-rated Yokohama AVS Intermediate tires included. 235/40/17 size. Perfect for most BMWs orig. \$1700, will sell for \$1000/OBO.

**Peter** (703) 560-7470 or (703) 306-1555 ext.7068 (VA)

### E36 Wheels

Set of new factory road wheels from '92 325i. Zero miles. Takeoffs, sold with brand new set of Pirelli P600s. \$700/OBO.  
**Lee** (202) 383-2200 days (DC)

### 528 Wheels

From 81 528i 4 x 14" alloy rims with Comp/TA R1 tires (still some user left) \$100.  
**Klaus Hirtes** (703) 521-3120 (VA) or email to: kdhirtes@erols.com

## MISCELLANEOUS

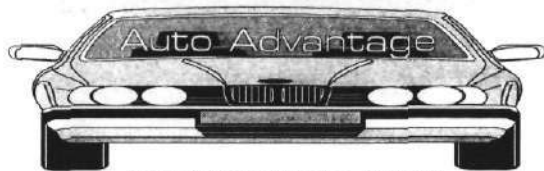
Art Car 90 posters, new in mailing tube, make offer.

**Dwight** (410) 889-9578 eves (MD)

## WANTED

'87/88 M5 steering wheel and front air dam (no cracks) must be black.

**Klaus Hirtes** (703) 521-3120 (VA) or email to: kdhirtes@erols.com



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## MEMBERSHIP APPLICATION

**IF YOU ARE INTERESTED IN BECOMING A MEMBER**, please fill out the form below and mail—with membership dues—to BMW Car Club of America, Inc., 2130 Massachusetts Avenue, Cambridge, MA 02140.

**NAME:** \_\_\_\_\_

**ADDRESS:** \_\_\_\_\_

**CITY:** \_\_\_\_\_ **STATE:** \_\_\_\_\_ **ZIP:** \_\_\_\_\_

**HOME PHONE:** \_\_\_\_\_ **BUS. PHONE:** \_\_\_\_\_

**BMW MODEL/YEAR:** \_\_\_\_\_

**RECOMMENDED BY CLUB MEMBER:** \_\_\_\_\_

**MEMBER'S NUMBER:** \_\_\_\_\_

**MY SPECIAL INTERESTS ARE:**

- |                                   |                                    |                                      |   |
|-----------------------------------|------------------------------------|--------------------------------------|---|
| <input type="checkbox"/> RALLIES  | <input type="checkbox"/> AUTOCROSS | <input type="checkbox"/> MAINTENANCE | <input type="checkbox"/> DRIVER SCHOOLS |
| <input type="checkbox"/> CONCOURS | <input type="checkbox"/> SOCIAL    | <input type="checkbox"/> MODEL CARS  | <input type="checkbox"/> OTHER          |

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☐ **ASSOCIATE MEMBERSHIP.** This is available for a family member living at your address who will receive all membership benefits but will not receive an additional *Roundel* magazine. Cost is **\$5**.

\_\_\_\_\_  
**NAME**

**PAYMENT**

☐ **I'VE ENCLOSED A CHECK FOR** \_\_\_\_\_ (U.S. Funds only)

☐ **VISA**   ☐ **MASTERCARD**

\_\_\_\_\_  
**CARD NUMBER**

\_\_\_\_\_  
**EXPIRATION DATE**

\_\_\_\_\_  
**SIGNATURE**

## MOVING?

**PLEASE PRINT YOUR NEW ADDRESS AND HOME PHONE NO. BELOW:**

**NAME:** \_\_\_\_\_ **MEMBERSHIP NUMBER:** \_\_\_\_\_

**ADDRESS:** \_\_\_\_\_

**CITY:** \_\_\_\_\_ **STATE:** \_\_\_\_\_ **ZIP:** \_\_\_\_\_

**TELEPHONE:** \_\_\_\_\_

**MAIL TO BMW CCA, INC.**, 2130 Massachusetts Avenue, Cambridge, MA 02140 or **FAX** to 617.876.3424 or **EMAIL** to 102514.2477@compuserve.com or bmwclub@aol.com.

(Please allow three weeks advance notice)  
Address changes will NOT be accepted by phone

# der Bayerische

National Capital Chapter BMW Car Club of America

BMW CCA

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