

July/August 1997

der Bayerische

National Capital Chapter

BMW Car Club of America



2002



Calendar of Events

1967

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

- 6 Deutsche Marque Autocross
- 20-25 **Oktoberfest '97**
Waterville Valley, NH

AUGUST

- 3 Championship Autocross at Ft. Meade, MD
- 9 New Members Party at Passport BMW

SEPTEMBER

- 13 National Capital Chapterfest NVCC Manassas Campus, VA
- 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/>

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National Capital Chapter BMW Car Club of America

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BY RICHARD PFORDTE



13 *Novice Autocross School*

BY RON KATONA



14 *Spring Autocross*

BY DUANE COLLIE

15 *Deutsche Marque Concours*

BY PAUL VESSELS



Cover: Marcus Glarner from Ontario at the Jefferson 500
Photo: Raine Mantysalo

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EDITORIAL

Misfirings

Handy-dandy Driver's Tips for the Nineties

The noted automotive journal *Cosmopolitan* recently expounded on the significance of various positions, that is hand positions on the steering wheel, and what they reveal about one's psyche. I stumbled upon this one day while reading up on the sure-fire techniques 20-year-old French model types should employ when presented with the opportunity to flirt with that big beefy burrito of manhood at the neighborhood mineral water emporium. Or something like that.

Anyway, the article presents the common steering wheel hand positions your typical *Cosmo* girl would likely encounter (or maybe even actually use) and accompanies them with a quickie psychological profile/prospect quotient of the driver, all in about ten words or so — probably the duration of a good attention span. Meaty things and stuff that they didn't divulge to you in Intro Psyche 101. And meaty things and stuff you won't get from your typical Club drivers' school, either (well, maybe not *our* schools).

Tops on their list, judging from the favorability of the profile, is the "one-elbow-out-the-window-one-hand-on-top-of-the-wheel" position so popularly frowned upon by most drivers' school instructors throughout the land. The driver employing this power position is "quick, agile, optimistic...", "...turbocharged intelligence...", "...life is one long tailgate party..." The downside here is a bit of flightiness: lower trade-ins are quick an easy and guiltless. The "both-hands-on-top-of-the-wheel" position signals you as pushy ("brusque and authoritative") on the outside yet a paranoid wimp within destined to a life "in the slow lane". Using the "both-hands-on-the-bottom-of-the-wheel" position frees you from this dilemma — you're a wimp through and through, a love and professional "mass of contradiction" prone to unexpected lane changes. Drive with one hand on the wheel and one hand resting on a spoke? You're "elegant and artistic" but you're also one of Life's perennial Sunday drivers.

Sadly, not all of the common (at least for DC) positions are included in the article. Positions such as the "one-hand-grasping-the-latte-and-the-other-resting-on-the-wheel-while-holding-the-morning-paper-in-rush-hour-traffic". Or the "one-hand-grasping-the-latte-and-the-other-resting-on-the-wheel-while-holding-the-paper-and-attempting-to-dial-up-the-cellular-phone-in-the-middle-of-rush-hour-traffic". And what about the "one- (or more) fingers-in-the-nostril-and-one-palm-on-the-wheel-while-poking-along-in-the-left-lane" method frequently seen on the Interstates?

And what about the "hands-at-nine-and-three-o'clock" position so dogmatically espoused by every real and not-so-real driver you encounter everywhere in the Club? Well, you "like order, efficiency, simplicity..." (makes you go fast and maybe also win), you're imaginative and can "maneuver around office roadblocks like an ATV". And, although a little too rational stodgy, you're in for a long, happy marriage (and your instructor will stay in your car for the rest of the weekend, or at least 'til the end of the session). But if you look like the typical *Cosmo* babe/hunk all of this is probably moot, no one's supposed to focus on anything else but you, anyway.

I just can't wait until the "Sure-fire Techniques for Keeping That Man of Yours From Early Apexing" how-to comes up.

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der Bayerische

July/August

P R E S I D E N T ' S M E S S A G E

Sitting at the keyboard, musing, and trying to figure out what to say this time. It's a good thing I'm not a columnist. Here goes....

So not *one* person has bothered to meet my challenge set out in the March/April issue - that of sending in an idea(s) for a Chapter charity event. This means either none of you read my message, or we really are an apathetic bunch. If it's the former, then I can't blame you, but it does hurt to know that the writing's wasted. On the other hand...maybe no one really has an idea. The Board has discussed it the last few meetings, and we've come up with several possibilities. But that doesn't mean we can't use YOUR input as well. It's not too late.

Speaking of apathy, you may have noticed that the last few issues seem to have a few more ads and a bit less copy. The number of advertisers has remained pretty much the same, but the copy is definitely less. We really, really need articles for the enjoyment of the whole Chapter. With 2700 members I have to believe we have some closet columnists out there (obviously not me). We would appreciate any relevant words for publication, otherwise, we will be forced to go into another format for the *der Bayerische* because the expense to the chapter is simply not justified. We have the best looking/produced chapter newsletter in the country, but without copy, it won't be much longer.

And while I'm getting out all my hostilities, I might as well say how much I hate seeing all those cars on the highway with just their "fog" lights on. It's somewhat understandable if you believe that daylights are a useful safety

feature. But those people who drive with the "fogs" AND the headlights on, when it's not foggy, or rainy, or even slightly cloudy, drive me nuts. Silliness to the extreme, and annoying to have all that excess brightness in your peripheral vision (if you looked straight at it you'd be blind). Or maybe I'm just getting older and crankier.

And now for a positive note. This year's Deutsche Marque Concours was the best I can remember. The venue at Woodlawn was lovely, the weather cooperated, and the organizers put on a real class act with the food, drinks, cigars, t-shirts and trophies. The BMW Club had at least 28 entries, which I believe was a record number. We may have even beaten the Mercedes Club. And we certainly had much more variety than all those 911s and 944s. I personally want to thank Paul Vessels for all his efforts. He did a great job.

Lastly, in addition to our Chapter website, you may want to check out another site as well. The main guy behind it is chapter member Fillipo Morelli, who drives an E30 M3. The address is <<www.bimmers.com>, and it includes sections on '02s, CS Coupes, E30 M3s (naturally!), M5/M6s, and scale (little) BMWs. If you have a color monitor you're in for a treat, so check it out! You may also want to contact Fillipo directly at the site if you have a question about E30 M3s, as he's a wellspring of information.

'Til next time. Drive safely, and remember to smell the wildflowers.

Jenny

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BMW OF FAIRFAX

560-2300

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

- It appears that most Maryland motorists will face the tougher exhaust emissions test after all. In May, Maryland Gov. Parris N. Glendening (D) went against the wishes of the General Assembly and vetoed the bill making the dynamometer (treadmill) test voluntary. Glendening cited as his reasons not only the need for cleaner air but also the threat of the loss of up to \$98 million in Federal funds which would hamper both road and development projects in the state. The new emissions test becomes mandatory on 1 October. Northern Virginia motorists also hit the treadmills in October.

- In the first week of Smooth Operator, the stepped-up war on aggressive drivers, over 12,000 of the hot-headed motorists have been ticketed by Washington area police. Most of the issued citations

ShortStrokes

were for speeding, although tailgating, improper passing, weaving, and red-light

running also were subject to the heightened scrutiny. Aggressive driving has been recently thrust into the national spotlight as a result of several high-profile incidents, including the two-motorist duel on the George Washington Parkway in April 1996 that left three people dead. Smooth Operator is a joint multi-agency crackdown aimed exclusively at aggressive drivers and is one of the first in the nation solely for that purpose.

- As part of their "technological response" to aggressive drivers, Maryland State Police have unveiled "The Illusion" a portable, fiberglass side-view mock-up of a police cruiser, as one of their latest weapons against speeders. Expect to see one of the three poster-cruisers on 95 between Baltimore and Washington. Comment is hereby reserved on the quality of individual manning said Illusion.

- If you think your commute is bad now, just wait a few years... In a new study for the Greater Washington Board of Trade, researchers from the University of Maryland and George Mason University project that within the next twenty-five years area commuters will average an additional 100 hours commuting per year as a result of additional congestion. At the current rate of \$10 an hour, that wasted time will mean about \$1,000 out of your pocket and doesn't include the also projected \$750 additional annual vehicle operating and maintenance costs. And since truckers will be hit even harder by the gridlock, to the tune of \$345 million, expect to cough up an additional \$1,400 for household expenses per annum (truckers move about 70% of all goods sold locally). The congestion is also expected to result in over 133,000 fewer jobs in the region, too. If you think drivers are irate now... (Stock tip: invest heavily in Valium-producing pharmaceutical houses.)

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dB Wants You!

der Bayerische

is produced by

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

SEND YOUR MATERIAL TO

der Bayerische

c/o Dwight Derr

220 E. 31st Street, No. 2B •

Baltimore, Maryland 21218

Include your name, return address
and telephone number.



**YOUR NAME
NATIONAL CAPITAL CHAPTER**

**National Capital
Chapter
Name Badge Pins**

Blue background with white lettering
and the old BMW CCA enamel logo.

\$10

For more info contact Mike Early at
(410)484-4620

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.

(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.

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 complimentary 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.

DEUTSCHE MARQUE AUTOCROSS **Sunday, 6 July 1997** **Prince George's County Community College**

Time: 8:00 Tech & Registration
9:00 First Car Off
Price: \$15.00

This is an annual event that is done in conjunction with the Porsche, VW and Mercedes Club. We will be having practice runs in the morning and timed runs in the afternoon and there will be 3-30 car heats. For registration and information call Steve at 703-758-0777.

OKTOBERFEST '97 **20-25 July 1997** **Waterville Valley, NH**

Watch out! You're about to miss out on the best BMW party and get together in the World — we're talking Oktoberfest '97! Drivers' schools, autocrosses, rallies, concours, BMWs of every flavor and from every era, and all kinds of neat and fun people, too! And it's all happening at the gorgeous Waterville Valley resort in the White Mountain National Forest in New Hampshire. It's not too late but you'd better hurry and register! For Registration, call Dick Holden at (603) 753-4170.

BMW CCA NCC/MWCSCC **CHAMPIONSHIP AUTOCROSS**

Sunday, 3 August 1997
National Security Agency (NSA) lot
Ft. Meade, MD
Time : 8:30 Tech & Registration Opens
9:30 First Heat
11:00 Second Heat
12:30 Third Heat
2:00 Fourth Heat
Price : \$15.00

Every year, the National Capital Chapter sponsors this event as part of the Metropolitan Washington Council of Sports Car Clubs 12-event Championship Autocross series. We are very fortunate to be able to use this site since it is going to be used only four times. We are planning on having 120 participants at this event so it takes a lot of manpower or woman power to put on this event. We will be asking all members who participate in this event to work at least one heat. When you register for this event please tell the registrar what heat you want to run and how many heats you are willing to help out. If you want to come out and help please call so we know when you will be there.

For information or registration, call David Lassalle at (301) 317-1461 evenings.

Directions: From DC, take the Baltimore-Washington Parkway (1295) North to Md. Rte. 32 East (Ft. Meade). Bear left at the first light. Parking is ahead on the right. From Baltimore, take the Baltimore-Washington Pkwy. (1295) South to the employees exit to the National Security Agency (NSA). Turn right at the first light. Parking is ahead on the left.

NEW MEMBERS PARTY AT **PASSPORT BMW !!!!**

Saturday, 9 August 1997
Passport BMW
5050 Auth Way
Marlow Heights, MD
Time: 7:30 pm

Have you joined the BMW CCA in the last year and still wondering when you'll be able to find the time to participate in a social event with the National Capital Chapter. Well, stop procrastinating! There will be a social event oriented specifically for you "neophytes." On Saturday evening, August 9, at 7:30 pm. Passport BMW will be the site of an evening to meet new friends, talk cars, share in some great food, and pick up on the deals on parts and accessories (up to 30% off) that Passport traditionally gives the Chapter. You'll get to meet the elected Board and a large portion of the active members in the BMW CCA's second largest chapter in the nation. Bring a friend! They don't have to be members — we can sign them up then. I am sure Mr. Everett Helmuth, the owner of Passport, with the help of his great staff will be rolling out the red carpet for us. There will be giveaways, refreshments, and good company to be shared by all. Mike Dulisse and Mike Gayle will be taking reservations for this upcoming event. Please let either of them know if you will be attending and if you will have any guests. Mike Dulisse's number is (410) 349-1833 and Mike Gayle's number is (703) 221-6794. Give 'em a call.

Directions: Take I-495 to the Branch Avenue Exit (exit # 7B) take Branch Ave. to the stop light at Auth Way, there is a rather large "statue" of a cougar as a landmark. Turn right onto Auth Way proceed about 0.2 mile to the BMW marquee on the left.

NATIONAL CAPITAL CHAPTERFEST

Saturday, 13 September 1997
Manassas Campus, No. Virginia
Community College (NOVA)
Time: 9:00 am

Did you miss Oktoberfest last year? Won't be able to attend this year? Then come to Chapterfest. Brought to you by the same people who produced the successful Oktoberfest '96, Chapterfest is a day of fun for you and your BMW. The following events will make up Chapterfest:

9:00am - 5:00pm - Swap Meet

A swap meet is the perfect place to sell items from your garage cleaning, or buy treasures for your pride and joy. Spaces for the swap meet measure approximately 9 feet wide by 19 feet deep. Spaces are priced at \$10 per spot for members and \$50 per spot for commercial vendors. To reserve your space, contact Jim Moran at (703) 441-0329. 9:00am - 12:00pm - Concoers A clean car concours will take place allowing owners to display their cars to the public. Cars will be judged for exterior and interior cleanliness, with the engine compartment optional. Awards will be given to the 1st, 2nd, and 3rd place cars in the clean car concours, and one for people's choice. A \$10 fee is required for entry. To enter the concours, contact Paul Vessels, (202) 726-7971.

1:00pm - 5:00pm - Autocross

An autocross tests driving prowess by competing on a handling course against the clock. Low speeds on a course demarcated by traffic cones ensures safety. However, a Snell rated helmet, M90, or later, and a brief tech inspection will be required. An entry fee of \$10 will be charged. For pre-registration, contact Dave Lassalle, (301) 317-1461.

So clean out that garage, shine up the car, air up those tires, and join us for an overdose of BMW fun! More details to follow. For more information, contact Jim Moran, (703) 441-0329.

Directions: From the Capital Beltway (I495), take Route 66 West. Exit at Manassas to Route 234 North. Go through 1 stop light. Turn right into the Northern Virginia Community College (NOVA). Chapterfest will be in the first parking lot on the right. For parking, continue to the circle. Exit to the right off the circle. Parking lots are located on the right.

The National Capital Chapter,
BMW CCA, presents
DOIN' TIME
A TOUR AND TIME-SPEED-DISTANCE RALLY

Sunday, 21 September 1997
Countryside Shopping Center
Ashburn, VA
First car off: 10:30 am

Doin' Time is two, two, two events in one: a straightforward (no "traps") time-speed-distance rally and a question-and-answer tour. You may run either of these events (but not both). They use the same route, traversing approximately 100 miles of the Horse Country of Virginia on their way to a late lunch at the 1763 Restaurant in Upperville, Virginia. The course uses paved roads exclusively and takes about 3 and a half hours to run. The TSD rally uses passage controls (where you do not stop) and features frequent "key times" (the correct time for car #0) to help you stay on time. The registration fee for the rally is \$12 per car. Registration opens at 9:30 a.m. and the first rally car is off at 10:30. We'll hold a question-and-answer session for the rally at the start. For more information and a registration form, contact either Dave Roach (Rallymaster) at (301) 593-3285 or Bill Caldwell (tourmeister) at (703) 534-3528. **You must preregister for this event!**

DO-IT-YOURSELF AND TECH
INSPECTION DAY

Saturday, 27 September 1997
BMW Excluservice
12224 Parklawn Drive, Rockville, MD
Time: 9:00 am - 1:00 pm, Tentatively

With winter and the last Driver's School of the 1997 season around the corner, it's the perfect time to put the car up on a lift and perform some preventative maintenance and repairs.

BMW Excluservice has generously offered us the use of their service bays and lifts. In addition, a service technician will be present to answer questions and lend a hand, and their parts department will be open to handle those forgotten items. As in the past, lift space is limited, so a time limit of 1 1/2 hours will be observed and priority will be given to those who register in advance. Basic maintenance and repairs, such as fluid changes, filter replacement, and brake pad changes should be able to be accomplished

in the allotted time. Plan to bring all the tools and parts required to perform the job. In addition, it will be possible to have your car inspected for the October 18-19 Driver's Schools. Please call me to reserve a space and remember your tech form.

These events are popular so please register for a lift early. Lift times are assigned on a first call - first served basis. For more information or to register, contact Millie Adams, at (703) 532-3572 before 10:00 pm.

Directions: Take the Capital Beltway (I 495) to Wisconsin Avenue North (aka Rte. 355, Rockville Pike). Go 2.5 miles and turn right onto Randolph Road (just past the Silver Diner on the left). After 1/4 mile, just over the railroad tracks, turn left onto Parklawn Drive. BMW Excluservice is 1/4 mile on the left.

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Sunday, 5 October 1997
Patapsco State Park, Avalon Branch

FALL DRIVERS' SCHOOL

Saturday-Sunday, 18-19 October 1997
Summit Point Raceway, WV
Time: 7:00 am

Hard to believe, but that dreaded time of the year is almost upon us—the time after the Last Drivers' School of the Year—the time when days are short and cold, and the only tire squeal you hear comes from the kids in the parking lot of the local burger emporium... So make it a point to get one more dose of warm-weather jollies by signing up for the Fall Drivers' School. This one's a bona fide two-day school on the big track—complete with the new pavement most of you have yet to experience. If you snooze, you'll lose—this one'll fill up real fast, guaranteed, so send in that application right now. And all of you workers, to qualify for the three for one free school, you must pre-register with Registrar Gary Ketner—no walk-ons will qualify! (Do it soon, too, worker slots are few and they go fast, too!) Questions? Contact the Registrar, Gary Ketner, at (410) 715-9317 evenings til 9:59.

(See directions to Summit Point earlier in Coming Events.)

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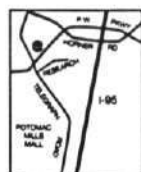
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8-6

SAT. 8:30-3:30
In MD

SAT. 8:00-3:00
In VA



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Telegraph Road, 1/2 Mile on left

ALEXANDRIA



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5168 EISENHOWER AVE
1/2 Mile Inside Beltway
Exit 3

FAIRFAX



703 560-8500

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2 Blocks From Corner of
Lee HWY. & Gallows Road

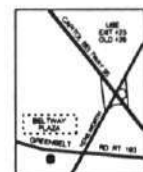
GAITHERSBURG



301 990-4100

9136 GAITHER ROAD
I-270 to east on Shady Grove Rd.
Left on Gaithersburg Road

COLLEGE PARK



301 474-1030

6105 GREENBELT ROAD
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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

BMW Spoken Here *by Richard Pfordte Photos by Gregg Jaffray*

Where can you get free food and coffee, gifts, valuable door prizes, and straight answers to nagging questions about your BMW? At the open house of Alexandria Bavarian Service (ABS), that's where.

On a bright, brisk Saturday in mid May, ABS opened its big new garage doors to Club members. Grant Randall, manager and co-owner, has good reason to be proud of his new digs on Raymond Street, just off Route 1. The clean garage has four lifts with plenty of room for expansion. The bright lights and high ceiling in the service area remind me of an aircraft hangar.

Inside the garage and office are many posters, pictures and plaques celebrating BMW. And then there is Grant's fantastic BMW model collection showcased in a glass display. No doubt about it, Grant is an enthusiastic supporter of the marque.

Our local Chapter's own Tech Chairman Jim Moran welcomed about thirty Club members to the event. Grant then took the floor and talked about his favorite subject. Using the cars on the lifts as examples, a 2002, 635CSI, E30 325i and E36 318i, Grant pointed out how the servicing needs of BMWs have drastically changed over the years. He explained the differ-

ences between "interval" checks, tune-ups and repair work.

Grant also emphasized the safety cushion of performance that BMWs provide if you maintain them properly. Fast-service oil change shops may save cash in the short run but, by scrimping on regular check-ups, you'll pay more in the long run. Grant concluded that a good working relationship between car owner and service mechanic is essential.

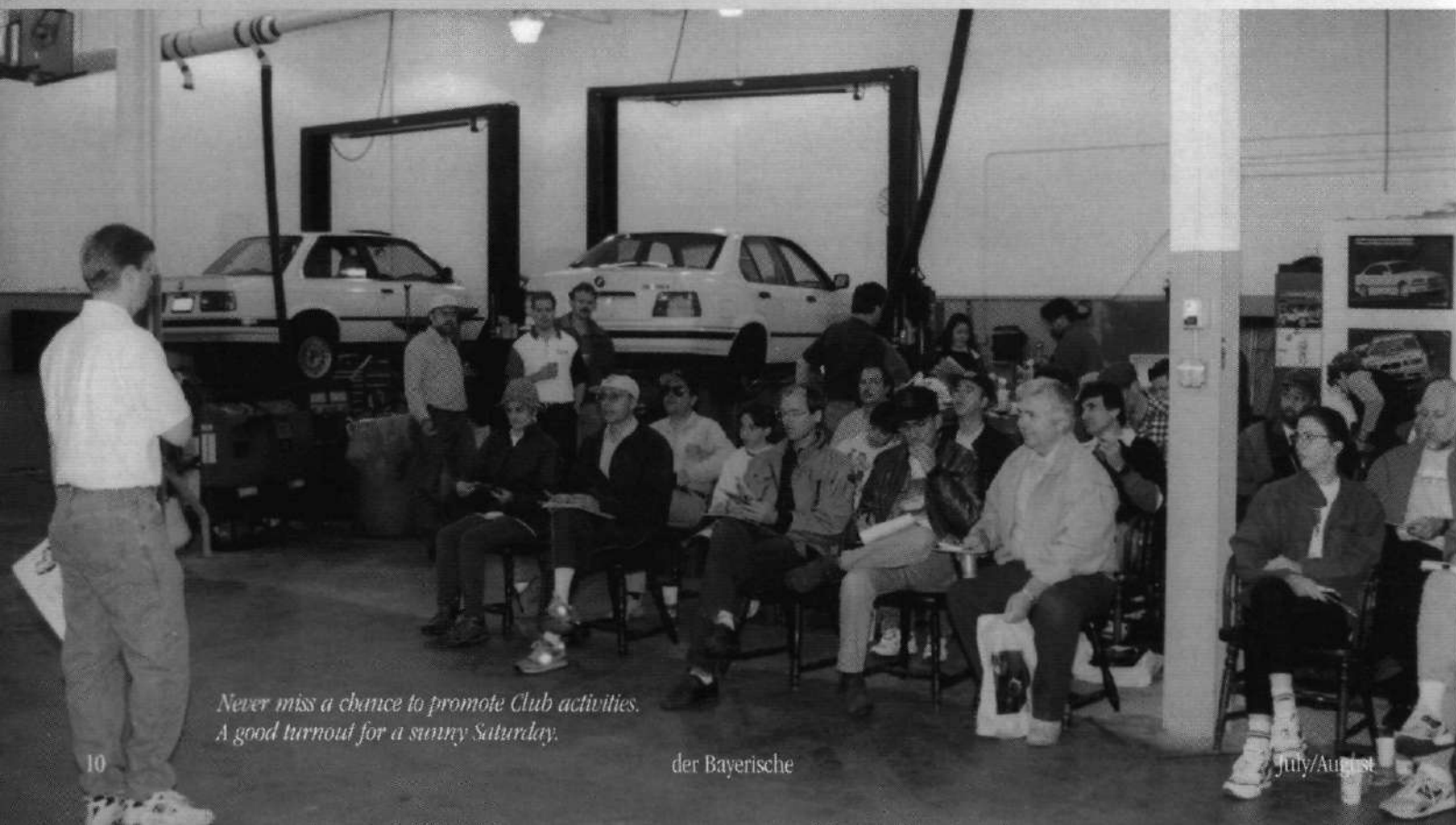
A no-holds-barred question and answer period gave new BMW owners as well as seasoned veterans a chance to get straight answers. Questions dealt with head gasket

problems on E30 models and when to change timing belts, spark plugs, coolant and steering fluid. Tire rotation and how often oil needs to be changed was also an item of interest. Another question involved a problem with valve retainers on early models of the 95 M3. Good stuff, all of it, and it kept me riveted.

Raymond McDonald and William Buck from Mobil were on hand to demonstrate the advantages of synthetic oil over mineral oil. The facts



It won't pass inspection, yet.



Never miss a chance to promote Club activities. A good turnout for a sunny Saturday.

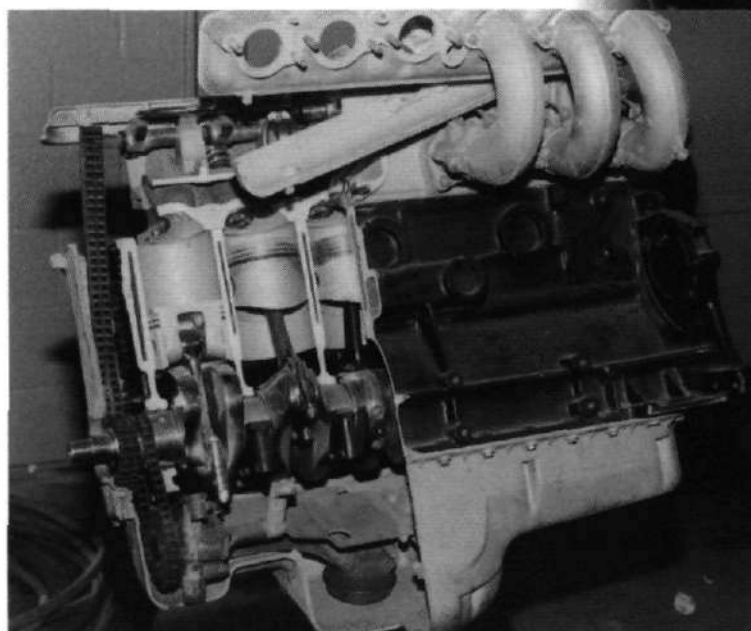


*One of Grant's display cases.
"So many Bimmers, so little time."*

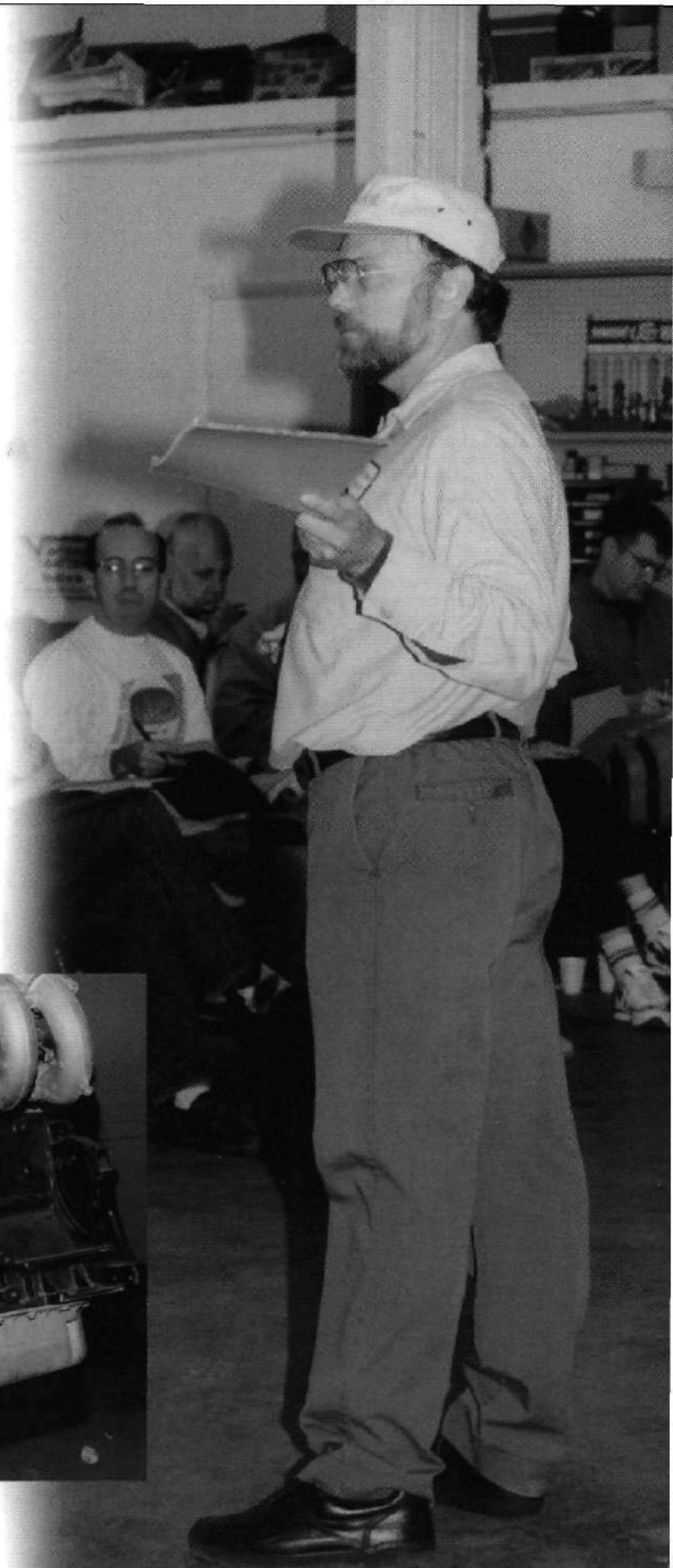
door prizes, such as jackets, hats, scarfs, sweaters and shirts, to name a few. All of us who attended owe a big "thanks" to Grant and ABS, Chico and BMW of Fairfax, and the crew from Mobil for three hours of fun crammed with valuable information.

and figures on Mobil 1 were impressive. They said that 85 to 95 percent of engine wear occurs at start-up, and the low temperature performance of Mobil 1 will protect at start-up. Mobil is expanding the line of synthetic products to include an extreme temperature oil, 0W-30, as well as other lubricants.

Chico Solares and the friendly folks at BMW of Fairfax generously supplied everyone with nifty spill-proof car cups and caps. As if those were not enough, Chico also brought a new 528i for us to inspect and provided valuable



Cutaway six cylinder on display. "Hmm, I see why you have a compression problem."



"Class, pay attention!" Grant offers advise on how to protect your substantail investment.



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The MWCSCC Novice Autocross School

by Ron Katona

The Metropolitan Washington Council of Sports Car Clubs' (MWCSCC) autocross school and practice autocross took place April 26th and 27th on Ft. Meade Md. Open to all local car clubs, the school drew a variety of makes including sixteen BMWs. The MWCSCC sanctions a championship autocross series every season. The school was just the thing for those a bit shy about jumping into this popular motorsport. This newbie arrived in a 1997 318ti to see what this autocross business is all about.

Instruction began immediately after registration and tech inspection (similar to drivers' schools). Instructors split the full course into two segments to ease the task of learning the course. A course walk began the day. My first impression was that the course map is a lot easier to follow than the course itself. Somehow, I'm supposed to tie the gates together into entries, apexes, and exits. "Hey, why so stingy with the cones?" I thought. This is the most striking difference between autocross and driving on a track. There is no track at an autocross; you carve a line through widely-spaced gates like a downhill skier. Learning the course is much more cerebral when visual cues such as curbs, braking markers, and track edges don't exist.

During the course walk, instructors guided us on the fine art of locating turn-in points, noticing irregularities in the pavement, the importance of looking more than just one gate ahead, finding a good line, and other nuances. I soon found out how important the course walk is.

It was time to try the course on four wheels. We lined up and set off one by one. On my first run I confidently raced through the first gate and sped towards the second. One minor problem: I conveniently ignored a 270 degree skidpad turn between the two gates! Despite shaving valuable seconds off my run, the SCCA considers missing whole sections of the course bad form! Did I mention learning the track is a cerebral exercise?

Instructors again offered commentary during the practice runs. Topics included being smooth, controlling understeer and oversteer, proper braking and accelerating, finding a good line, and hand position. After each run, instructors spent a few moments offering advice and answering questions. Learning to autocross in this way is undoubtedly more user friendly than simply running in a competitive event as a novice.

Lastly, we ran the full course sans instructor. The butterflies began as my turn neared. A track worker guided me up to the line, paused, then

said "Go!" Wow, this is big fun! I completed the course with a decent time and avoided all those little orange things. My tires weren't torn asunder, none of the cones jumped in my way, and the fear of autocrossing now turned into lust for another crack at the course. Each student completed three runs on the full course. In the staging area, talk turned to the best line and tire pressures. A group of autocross fanatics is born!

The Sunday session of the school unfolded like a real autocross: tech inspection, course walk, and three timed runs. A light rain fell during the third run, but all entrants completed two full runs on dry pavement. Trophies and championship points were not a part of this weekend, but everyone left with a great head start in the skills of autocross.

Time between runs was spent relaxing, socializing, and admiring each others' cars. Everything from 2002s to E36 M3s competed Sunday in three heats. In my heat was Jeff Sander who ran in his bright red 1988 635 CSI. A friendly "old and powerful" vs. "new and nimble" rivalry sprang up between us as our times were quite close. A great side benefit to the autocross instruction was the opportunity to meet and greet other Bimmer lovers. Jeff and I offered each other rides during our first runs. The difference in how the big 6er and the little ti got around the cones was fascinating considering how close our times were. Jeff ultimately took bragging rights for the 6er crowd with a 52.2 sec. run to my 52.4.

Aside from being a non-threatening way to introduce novices to the joys of autocrossing, the school may be the all time leader in bang-for-the-buck driving instruction. At \$10 for the entire weekend it's hard to find a more cost effective form of driving instruction. No, it doesn't have the high speed thrill of a drivers' school on a famous race track, but the low cost and steep learning curve make it very worthwhile. I also learned there is nothing to fear about autocrossing. If you can't attend a school don't hesitate to attend the next Club autocross if you've been putting it off; you'll love it!

The MWCSCC's Vickie Smith was optimistic about holding future schools due to the good turnout. More information on upcoming MWCSCC events is available on the council hotline: 202-726-2289, or online: <http://members.aol.com/mwcsc/mw-ax.htm>.



Spring Autocross

by Duane Collie

In keeping with tradition for our Club autocrosses it rained. Not the sprinkle-kind-of-misty rain, mind you, but the wipers-on-the-course-on-high kind of rain. Still, 31 cars ran Woody Hair's course with undampened enthusiasm at the Northern Virginia Community College parking lot at Manassas for the Club's initial autocross event of 1997. In the wet Morning series, Rafael Garces took FTD (Fastest Time of Day) honors in his box stock '96 328i Sedan running with BFG R1's as he cranked off a pair of 50.612 times. Woody Hair was just a tick off in his '88 M3 at 50.959 and everyone else was + 1 second or more behind the leaders.

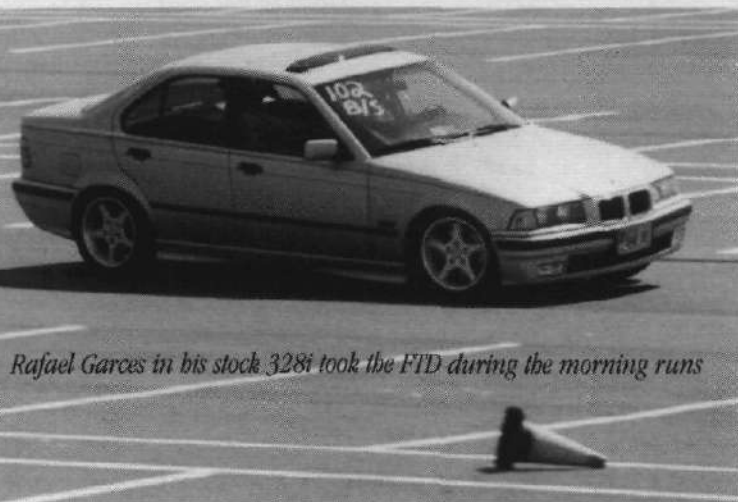
Things dried up after lunch and the course was reversed for the afternoon heats, which resulted in a few interesting off-course maneuvers from those that had just finally figured out the morning circuit and now had to run in a new direction!

Woody took FTD for the afternoon with a 48.063 edging out Rafael by a mere 3/10s of a second and Jim Howard in a Z28 by 2/10s of a second. Go Woody!

Other high points of the day: David Lassalle, our hard working Autocross Chairman, clicked off an unofficial "fun run" in the mid 46's in a borrowed E36 M3 (mine) showing he is still just about impossible to catch, even in an unfamiliar car! David is still the Master.

Michael Ko was very quick and in good form in the afternoon in his new-for-this-year tricked out and handsome red E30 M3. Mike Donahue wowed the crowd by running the tight parts of the course on three wheels as his inside front clawed the air in his Dakar Yellow E36 M3 (how's he do that?). Jim Moran hustled his M6 very nicely on stock TRX tires to a best time of 52.3. If he ever gets a set of R1s he'll be hard to catch!

Mike Wendell in his Avus Blue M3 did a great job for his very-first-ever autocross and had developed a nice line by day's end. Barry Miles had his "One Lap" Dodge



Rafael Garces in his stock 328i took the FTD during the morning runs

Omni GLH just a smokin' the tires all the way around the course, with the inside rear tire never touching the ground on any corner. The crowd loved it.

Special recognition has to go to Rafael Garces in his 328i who is so smooth on the course, he doesn't even look to be going quickly. Who says a stock four door sedan can't (out)run the tricked out M3s? He handles the car like a precision instrument and is a joy to watch.

Thanks to David Lasalle and Woody Hair for once again making sure every thing runs smooth and that everyone has a fun, safe time.

Never tried autocross?? Come on out!! We'll show you the line, even get a veteran to ride with you and show you the ropes. Next National Capital Chapter Autocross is on August 3rd at Ft. Meade, MD.

RESULTS

Afternoon Session May 17 1997

	Car	Run 1	Run 2	Run 3	Run 4	Best (in secs.)
Modified						
Woody Hair	88 M3	48.527	48.22	48.062	48.515	48.062 (FTD)
Michael Koo	M3	51.413	O.C.	49.022	48.914	48.914
Duane Collie	95 M3	49.726	49.768	50.353	49.148	49.148
Mark Croxton	318 ti	51.775	52.34	54.431	50.988	50.988
Bob Hopkins	96 318ti	59.012	O.C.	54.39	51.288	51.288
Luke Pearson	87 325is	62.725	54.778	52.403	O.C.	52.403
Martin Shay	325e	60.457	53.648	59.429	69.029	53.648

Stock

Ron Katona	318ti	O.C.	54.444	54.594	54.409	54.409
Tom Sittichaiman	83 528e	66.311	O.C.	58.023	56.341	56.341
Alberto Meer	72 2002	O.C.	65.838	56.4	56.171	56.171
Kevin Henry	86 325	58.015	57.17	57.152	56.731	56.731

Super Stock

Rafael Garces	96 328i	48.653	48.77	O.C.	48.384	48.384
Mike Donahue	95 M3	62.304	49.038	51.515	52.521	49.038
Tom Baruch	87 535is	50.189	50.776	49.869	49.969	49.869
Gary Toyama	88 325is	53.588	50.752	51.392	50.404	50.404
Michael Wendell	95 M3	53.897	O.C.	O.C.	51.07	51.07
Jim Moran	M6	54.227	52.389	52.406	54.774	52.389
Stuart Kane	90 325is	55.401	53.969	53.969	53.137	53.137
Jeff Sander	635CSi	55.71	54.965	55.326	54.442	54.442
Howard Murphy	2002	54.902	55.048	54.765	54.972	54.765
Geoffrey Barrow	87 325is	56.044	58.719	54.817	54.835	54.817
Lisa Barrow	87 325is	55.154	64.79	55.963	54.989	54.989

X Cars

Jim Howard	Z28	O.C.	48.242	O.C.	48.866	48.242
Barry Miles	Omni GLH	48.755	49.89	50.787	48.344	48.344
Stephen Catlin	91 Camaro	51.118	50.697	55.82	49.905	49.905
John Hartge	Mustang	53.137	53.477	52.09	53.849	52.09
Gary Linn	Accord	57.998	O.C.	O.C.	54.736	54.736
Winston Chow	Paseo	57.667	59.973	56.872	O.C.	56.872

Morning Session May 17 1997

Modified

Woody Hair	88 M3	51.105	50.959	53.415	O.C.	50.959
Duane Collie	95 M3	O.C.	O.C.	53.953	52.04	52.04
Michael Koo	M3	O.C.	52.777	53.897	52.838	52.777
Mark Croxton	318 ti	57.51	54.89	56.254	53.261	53.261
Scott Miles	87 325is	O.C.	53.816	54.099	55.182	54.099
Bob Hopkins	96 318ti	O.C.	56.357	60.618	64.182	56.357
Luke Pearson	87 325is	59.926	59.867	58.084	57.255	57.255
Richard Pineda	87 325is	O.C.	58.891	57.47	O.C.	57.47
Martin Shay	325e	66.915	64.772	64.427		64.427

Stock

Ron Katona	318ti	60.834	57.487	58.059	56.512	56.512
Alberto Meer	72 2002	O.C.	59.707	61.946	59.703	59.703
Kevin Henry	86 325	63.75	63.317	61.339		61.339
Tom Sittichaiman	83 528e	64.899	O.C.	62.011	64.093	62.011

Super Stock

Rafael Garces	96 328i	52.157	51.274	50.815	50.612	50.612 (FTD)
Mike Donahue	95 M3	54.078	O.C.	54.417	52.227	52.227
Gary Toyama	88 325is	55.418	56.014	54.037	53.431	53.431
Charles Denton	88 M3	58.681	53.831	56.864	53.589	53.589
Jim Moran	M6	61.677	55.592	57.373	56.169	55.592
Michael Wendell	95 M3	61.556	58.659	60.783	56.19	56.19
Stuart Kane	90 325is	58.745	O.C.	57.536	56.247	56.247
Geoffrey Barrow	87 325is	O.C.	O.C.	58.794	61.045	58.794
Howard Murphy	2002	59.949	58.853	60.114	60.035	58.853
Lisa Barrow	87 325is	65.685	58.925	61.244	64.501	58.925
Paulette Leeper	72 2002ti	69.369	65.289	64.718	64.667	64.667

X Cars

Jim Howard	Z28	54.097	52.611	51.352	51.987	51.352
Barry Miles	Omni GLH	51.401	53.404	52.889	53.011	51.401
John Hartge	Mustang	57.351	56.57	O.C.	55.1	55.1
Stephen Catlin	Camaro	55.112	57.301	61.894	56.264	55.112
Winston Chow	Paseo	63.878	63.533	62.907	60.1	60.1



Photo by Tom Verba

1997 Deutsche Marque Concours

by Paul Vessels Photos by Bob Sadler

I'm very pleased to announce that this year's Deutsche Marque Concours was a huge success. With a total of 30 very fine BMWs showing off their tailpipes, I think it's safe to say that we totally out-classed the other marque clubs. One example of such was the 1958 507 Cabriolet brought to us from Philadelphia, PA by Mike Tillson and Howard Finnerman. This car was a delight to judge as the level of preparation of both the restoration and the cleanliness for the Concours were unmatched by any other vehicle on the field! As a testament to this "be it known" that this 507 placed second last year, its first showing, at the famous Pebble Beach Concours! Other examples of this fine show included a record number of "late model" coupes...five to be exact. There was also a beautifully prepared 1957 R50 motorcycle complete with sidecar...Thank You Lothar.

Anyway, the quality of all the cars shown was absolutely wonderful. And to anyone who couldn't, wouldn't and didn't make it to the show, you missed one helluva treat!!!

Let's talk about the new venue....This year's event was held for the first time at the Woodlawn Plantation in Alexandria, VA. In my opinion (and I've been doing this event a long time) this had to be the nicest Deutsche

Marque Concours since the days of it being held at the German Embassy. The folks at Woodlawn, Susan Olsen, Chris Benton and all their staff worked really hard to ensure that our event was a success, and once again, it was.

Woodlawn provided a beautiful courtyard setting to display our cars, and made available, for a nominal fee, juice, coffee, Bloody Marys, Mimosas, and pastries for the morning, beer, wine and cigars for the afternoon, and of course there is always the wine, cheese and fruit reception. A BIG thank you goes out to the Woodlawn Plantation and all the people who were kind enough to participate and/or help out.

In closing, keep in mind that next year's event will be held, as always, on the first Sunday in May, and at the Plantation

again. Next year's will be really special as it will mark 15 years of the Deutsche Marque Concours!

Until next time...keep the shiny side up!
Paul



DEUTSCHE MARQUE CONCOURS RESULTS

Best of Marque:

Mike Tillson and Howard Finnelman 1958 507

2002 Class:

First Place John McWilliams 1976 2002
Second Place Lothar Schuettler 1972 2002 Baur Cabrio
Third Place Scott Vincentz 1974 2002 Turbo

Early Coupe:

First Place Lee Barnes 1972 3.0CSL
Second Place Bob Warren 1973 3.0CS
Third Place Ken Bell 1972 3.0CS
Hon. Mention John Bragale 1972 2800CS

Late Coupe:

First Place Chuck Doolan 1986 635CSi
Second Place Wayne Watkins 1983 633CSi
Third Place Jan Windome 1987 L6

3 Series:

First Place Richard Pineda 1987 325is
Second Place Mike Gayle 1997 M3
Third Place Mike Cope 1992 325i Cabrio

Sedan Class:

First Place Chris Fennell 1988 M5
Second Place John Estep, Sr. 1973 3.0S
Third Place John Estep, Jr. 1981 528i
Hon. Mention Keith Frech 1985 535i

Display:

First Place Mike Ko 1989 M3
Second Place Charles Joessten 328i
Third Place Shawn Pressley 1995 525i Touring

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NCC's *Maifest* at the Jefferson 500 Vintage Races

Text and photos by Raine Mantysalo

The annual Jefferson 500 Vintage Races were held on Sunday, May 18, 1997 at Summit Point Raceway. This national event and the Club Corral have become a favorite for the Club members and this year was no exception.

Thanks to Bill Scott, a whole five dollars off was given to all BMW Club members at the gate. And as always, a mighty fine barbeque by Mike Brown, the local Mr. Barbeque, was prepared for the race fans and other fun seekers.

A prime spot to view the cars on and off the track was provided and the traditional tent gave the

needed shelter and place to cool off from the heat of the sun. A few members took their cars on the track during the parade laps and showed others how it's all done. The event was once again sponsored by our friends at Radial Tire. Paul Moorcones and his wife were also able to attend and stopped by to check out the food.

There were several vintage and not so vintage cars competing in various classes and races, there's more about that in Woody Hair's Competition Corner in this issue.



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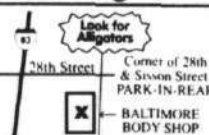
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Dave Ocel - Parts Manager

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TECHNOID

1983-95 V.I.N. Defined

1st POSITION

NATION OF ORIGIN

W = Munich, Germany
4 = U.S.A.

2nd POSITION

MANUFACTURER

B = BMW-AG
U = BMW Manufacturing Corp.

3rd POSITION

VEHICLE TYPE

A = Passenger Car
S = BMW Motorsport, GMBH
S = Passenger Car, U.S.A.

4th POSITION

LINE CODE

A = 3 Series
B = 3 Series
C = 3 Series
D = 5 Series
E = 6 Series
F = 8 Series
F = 7 Series
G = 7 Series
H = 5 Series

5th POSITION

SERIES CODE

A = 325i, 325iS, 318i, 318iC
B = 633CSi, 533i
B = 325, 325E, 325ES
B = 325i, 325iX, 325iC
B = 524TD, 735i
C = 318i
C = 635CSi, 535i, 535iS
C = 525i, 735iL, 750iL
D = 325i, 535i, 525i, M5
D = 740i, 740iL
E = 325, 325E, M6, 325iX
E = 318iS
E = 530i
E = 540i
F = 733i, 735i, 318iS
F = 325i, 325iS, M3
F = 840Ci, 740i
G = 320i, L7, 850i, 850Ci
G = 850CSi, 318ti
H = 735i
J = 318i, 325iC, 525iT
J = 740iL
K = 528E, M3
K = 530iT, 750iL
K = 318i, 318iC, 325E

6th POSITION

BODY TYPE

1983-84

3 = 320i, 733i, 633CSi
4 = 320i, 733i, 633CSi
7 = 528E, 533i (1983)
7 = All Body Types (1984)
8 = 528E, 533i (1983)
8 = All Body Types (1984)

6th POSITION (Cont'd)

1985-87

2 = L7, 524TD (1986)
5 = 325, 325E, 325ES (85-87)
6 = 325, 325E, 325ES (85-87)
7 = All Others (85-87)
8 = All Others (85-87)

1988-91

0 = M3, M5, 325iX
1 = 325iC, 325i, 325iS, M6
1 = 525i, 535i, 850i
2 = 325iC, 325i, 325iS
2 = 525i, 535i, 850i
3 = 735i
4 = 735i, 735iL
5 = 325, 525i
6 = 325, 525i
7 = 528E, 635CSi, 535i
7 = 535iS, 318iC
8 = 750iL, 535i, 535iS
8 = 635CSi, 528E
9 = M3, M5, 325iX
9 = 318iS, 318i

1992-95

0 = 2 Door Coupe
1 = 2 Door Convertible
1 = 4 Door Sedan
1 = 2 Door Coupe
2 = 2 Door Convertible
2 = 4 Door Sedan
2 = 2 Door Coupe
2 = 4 Door Wagon
3 = 4 Door Sedan
3 = 2 Door Sedan
3 = 2 Door Coupe
4 = 4 Door Sedan
4 = 2 Door Sedan
4 = 2 Door Coupe
5 = 4 Door Sedan
5 = 2 Door Coupe
5 = 2 Door Convertible
5 = 3 Door Coupe
6 = 4 Door Sedan & Wagon
6 = 2 Door Coupe
6 = 2 Door Convertible
6 = 3 Door Coupe
7 = 2 Door Convertible
7 = 4 Door Sedan
8 = 4 Door Sedan
9 = 4 Door Sedan
9 = 2 Door Coupe

7th POSITION

ENGINE CODE

1983-87

3 = 1.8L 4 Cyl (1983)
3 = 2.7L 6 Cyl (83-87)
4 = 1.8L 4 Cyl (84-85)
4 = 2.4L 6 Cyl Turbo Diesel (1986)
4 = 2.7L 6 Cyl (85-87)
4 = 3.2L 6 Cyl (83-86)
4 = 3.5L 6 Cyl (1987)
6 = 3.2L 6 Cyl (1983)

1988-95

3 = 110 CID 4 Cyl (92-95)

7th POSITION (Cont'd)

3 = 140 CID 4 Cyl (88-91)
3 = 152 CID 6 Cyl (88-95)
3 = 164 CID 6 Cyl (1988)
3 = 182 CID 6 Cyl (1995)

ENGINE CODE

1988-95

3 = 209 CID 6 Cyl (88-93)
3 = 210 CID 6 Cyl (88-91)
3 = 215 CID 6 Cyl (92-93)
3 = 187 CID 8 Cyl (94-95)
3 = 244 CID 8 Cyl (93-95)
3 = 305 CID 12 Cyl (88-94)
3 = 328 CID 12 Cyl (1995)
3 = 341 CID 12 Cyl (94-95)
4 = 164 CID 6 Cyl (1988)
4 = 209 CID 6 Cyl (88-89)
4 = 210 CID 6 Cyl (1988)

8th POSITION

RESTRAINT SYSTEM

0 = Manual Belt
1 = Manual Belt w/SRS
2 = Manual Belt w/Dual SRS

9th POSITION

CHECK DIGIT

10th POSITION

MODEL YEAR

D = 1983
E = 1984
F = 1985
G = 1986
H = 1987
J = 1988
K = 1989
L = 1990
M = 1991
N = 1992
P = 1993
R = 1994
S = 1995

11th POSITION

ASSEMBLY PLANT

A = Munich (89-95)
B = Dingolfing (89-94)
C = Dingolfing (91-95)
D = Dingolfing (89-95)
E = Regensburg (89-95)
F = Munich (92-95)
G = Dingolfing (93-95)
J = Regensburg (93-95)
L = Greer, S. Carolina (1995)
0 = Dingolfing (88-89)
1 = Dingolfing (83-87)
2 = Munich (1988)
7 = Dingolfing (83-88)
8 = Munich (83-87)
8 = Regensburg (1988)
9 = Dingolfing (83-89)

12th Thru 17th POSITION

PRODUCTION SEQUENCE NUMBER

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.

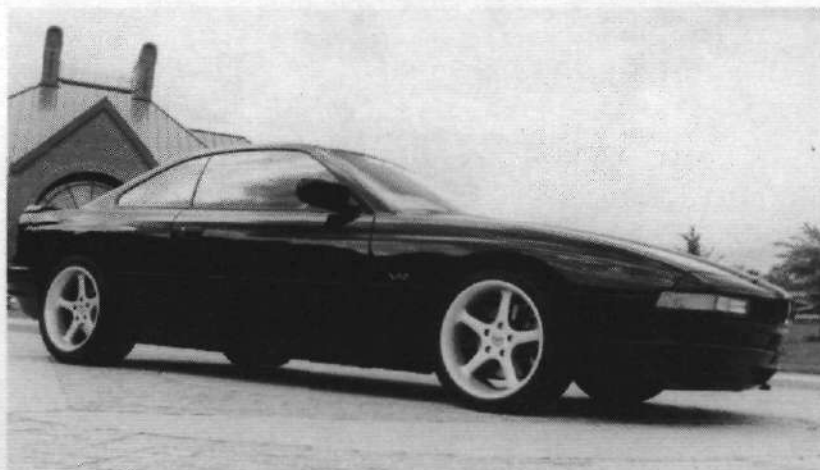
But wait, there's more.....In the November/December issue of the *dB* you'll find a ballot to choose from the 12 Cars of the Month, a Car of the Year. The winner will be announced and receive a prize at the Annual Holiday Party....You will however, have to be present to win!!

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

Car of the Month....July

The July Car of the Month is this Fabulous 1991 850i which belongs to Mike Gillis.

Mike's car is almost a daily driver because, as he states "I have another car to drive but I just can't stay out of this thing." The 850 sports a six speed transmission, AutoThorty engine management chips... (that's right, plural...it takes *two* for this beast), Racing Dynamics swaybars, springs and 17" road wheels. Mike keeps a busy schedule so we don't get to see this car often but we're working on him to give the Club more time.



Car of the Month....August

This Agave Green 1970 2800CS belongs to Ron and Jan Blais of Springfield, VA.

Ron and Jan are regular Concours participants in the National Capital Chapter. As a matter of fact, the Blais' placed first in the SuperClean Class at last year's Oktoberfest, no small feat considering the intense competition at that event. Ron and Jan also own a concours condition 1986 635CSi that is often shown at our Club events.





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David Lassalle in his M3

BMW Results

DRIVER	CAR	CLASS	TIME
David Lassalle	95 M3	1st A Stock	42.467
Brian Hair	88 M3	2nd C Street Prepared	43.428
Woody Hair	88 M3	3rd CSP	43.771
Bob Hausmann	94 325is	6th CSP	44.829
Rafael Garces	96 328i	5th BS	45.191
Al Zavala	89 325i	6th BS	45.631
Klaus Hirtes	88 535is	2nd GS	45.877
Scott Allen	96 328i	8th BS	47.391
Charles Denton	88 M3	4th AS	47.926
Tarun Kundhi	89 325i	9th BS	48.767
Jeff Sander	88 635csi	7th ESP	49.735
Julie Tamburello	89 325i	4th Ladies	53.158



Al Zavala in his 325i

LATE NEWS!!

Milner M3s sweep 1st, 2nd and 3rd at Lime Rock!!

GTS3 RESULTS

1st — Javier Quiros/Derek Hill (3rd overall)

2nd — Marc Duez/Dieter Quester (4th overall)

3rd — Bill Auberlen/Boris Said (5th overall)

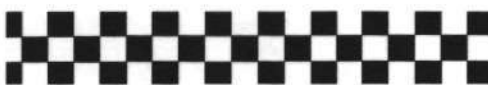
Also the private team of Matthew Cohen/Pete Halsmer was 8th in GTS3 and 11th in a field of 29 GTS1, 2 and 3 entries.



Brian Hair showing off Woody's car



Woody's Competition



C O R N E R

BY WOODY HAIR

A visit to Tom Milner's Prototype Technology Group shop in Winchester always turns up some interesting sights and news. After a rather disastrous weekend at Road Atlanta in April, the team was quite busy preparing for the back-to-back rounds 4 and 5 in the SportsCar (nee IMSA) Exxon Supreme GTS series. Both the Lime Rock event and the Watkins Glen 6-Hour will have taken place by the time you read this.

At Road Atlanta, the new 4-door M3 was taken out in a first lap accident. Another of the BMWs had a driveline break. That was a first for the team. New developments to be seen at Lime Rock include aluminium brake rotors on the Red Bull sponsored car and Yokohama Tires as the principal sponsor on the 4-door. First Union Bank's sponsorship was a temporary thing and is no more.

While the GTS-3 M3s were receiving major attention from the largest number of technicians

I have every seen there, the McLaren F1 GTR, and various historic racing BMWs sat ignored around the periphery of the large room. There are still several of the M3 Lightweight prototypes hanging around Tom's shop, but one stood out. Closer examination showed it had a completely stripped interior, a full roll cage with multiple braces, a sequential gear box, and the Euro M3 engine. Apparently a dentist from Pennsylvania thinks it may be just the ticket for BMW Club Racing.

JEFFERSON 500 - the Jefferson 500 Vintage sports car races brought a large crowd to Summit Point in mid-May. In addition to the various BMW-powered Elva and Chevron sports-racing cars, there was a 3.0 CSL owned and driven by Marcus Glarner from Ontario and a 2002 driven by North Carolina's Peter Krause. The CSL was having a spirited battle with a Corvette late in a one-hour race when it came together with an overtaking sports racing car while exiting turn 2. Both cars went into the

trees at a high rate of speed. The driver of the sports racer suffered fatal injuries. Glarner was unhurt, but the BMW's front end was severely damaged.

SPEED SHIFTS - The hit of our corral (besides the barbecued pig) at the Jefferson 500 was Dave Baker's 318ti with an E36 2.5 liter 6-cylinder that he and Ed York had installed. Not to be outdone, Rick Davis and Ben Greisler from the Philadelphia area are installing an M3 6-cylinder in their 318ti. The car will be campaigned in the SCCA pro-rally series as they did with a 2002 and then an E30 M3 for several years. Not to be outdone, North Carolina's Pete McHenry has supercharged the M3 6-cylinder engine that is in his 318ti. Summit Point Raceway has received a nice coat of new asphalt from before turn 3 to just before the entry to turn 5. With an M version of the Z3 Coupe planned for sale in the U.S., do you think Tom Milner's PTG will be racing Z3s instead of M3s in SportsCar's GTS series next year? Did you catch the NASCAR Winston West race on TV that was run as a preliminary to the Winston Cup race at Sears Point? Steve Petty, who drove a BMW 318i in last years' North American Touring Car series, was driving a white Chevy Monte Carlo with prominent BMW Motorsport stripes running the length of the car. There are plans to run two International GT races in the U.S. this October - one at Laguna Seca and one at Daytona. Several McLaren F1 GTRs are expected from Europe, but BMW NA has no plans to run the '96 LeMans car that has been displayed at the Olympics, the Monterey Historics, and Gateway Tech. If it is a lack of drivers, I am available. Late News Flash: Delaware's Alfred Dupont won the BMW Club Race at Summit Point today in his black E36 M3. Apparently he and the ERT team are now running their M3s without superchargers. There were 20 starters in the race. CRUNCH

COMPETITION CORNER CALENDAR

June 22	Washington 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 12-13	CART IndyCars/SCCA Trans-Am/Touring Cars, Cleveland, OH
July 20	NASCAR Winston Cup, Pocono, PA
July 21-25	BMW CCA Oktoberfest, Waterville Valley, NH
July 27	SCCA Championship Autocross, (location tentative)
Aug 3	BMW CCA Championship Autocross, Ft Meade, MD
Aug 9-10	NASCAR Winston Cup/SCCA Trans-Am, Watkins Glen, NY
Aug 10	CART/NorAm Touring Cars, Mid-Ohio
Aug 17	SCCA Regional MARRS Races, Summit Point, WV
Aug 24	VW Club Championship Autocross, DC Area
Aug 24	Washington Rally Club Rally, DC Area
Aug 31	Z Club Championship Autocross, DC Area
Aug 31-Sep 1	SCCA Regional MARRS Races, Summit Point, WV
Sep 14	Autocrossers, LTD Champ Autocross, Ft. Meade, MD
Sep 21	BMW CCA Rally, DC Area
Sep 21	SCCA Enduro Races, Summit Point, WV

dB Featured Advertiser: OG Racing

Text and photos by Stuart Kane

Need to replace your old out of date helmet? Looking for your very first helmet? Check out OG Racing, a long time National Capital Chapter supporter and *der Bayerische* advertiser.

I visited OG Racing during the lunch break of our Chapter's autocross that was held in Manassas on May 17. Near where routes 66 and 234 intersect (call 703-257-7993 for directions) OG Racing has a showroom full of the latest personal safety equipment. Here you can look at and try on the latest gear to protect you from head (Bell and Simpson helmets) to toe (Sparco and Simpson shoes) and everywhere in between.

Not only does OG Racing have safety and performance products for you, but for your car too. Their showroom has a full array of Sparco racing seats so you can test them side by side and find the one that fits you best. Try

out the many harnesses designed to keep you firmly in whatever seat you choose. And OG Racing has many other products to help your car run and stop better whether it's being used at the track or just around town.



On behalf of the National Capital Chapter, I would like to thank OG Racing for their support.



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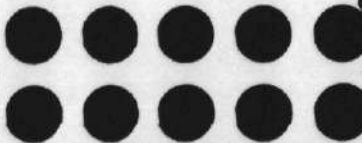


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BMW CCA National Capital Chapter Board Meeting, 8 April 1997

Meeting was called to order at 8:00 pm by President Jenny Nazarko. Also present were Sue Bryan, Jim Moran, Mike Gayle, Mike Dulise, Dwight Derr, Woody Hair, Al Zavala, Dave Apker, Mike Donohue, Bill Caldwell, David Lassalle, Stuart Kane and Paul Vessels.

Sue Bryan reviewed the National Driver School meeting held outside Cincinnati:

- Much discussion about convertibles and roll bars. It was decided that chapters' discretion would remain in effect.
- Much discussion about insurance. Un-related to driver schools – chapter officials traveling on chapter business would have coverage beyond personal policy's coverage.
- Instructor Training. A National certification discussed but not approved at this time.
- Mid-Ohio now has a skidpad course. Chapter voted to send our Skidpadmeister, Bill Shook to Northern Ohio school in May to see what can be learned.

Budget Report.

- Net loss year-to-date is \$7,734.25 due to extraordinary expense of Holiday Party (\$10,027.60).

Membership Report.

- Currently at 2,699. New members meeting being planned for August.

Old Business.

- Radios - Dave Bryan reportedly had volunteered to inspect our radios for serviceability.
 - Dave Apker presented cost and features of several new radio models.
 - Al Zavala moved to table discussion until we know more. Motion passed.
- By-laws - nothing to report.
- Der Bayerische Committee - has not met.
- Continuing Driver School Committee - Charlotte Laqui, Mike Gayle, Bill Shook, Woody Hair, Al Zavala to make up committee.

Calendar.

- April 26 Autocross school in conjunction with other MWCSCC clubs at Ft. Meade. Proceeds to Ruth Shenton Scholarship Fund.
- May 4 Deutsche Marque Concours at Woodlawn Plantation.

May 10 Tech Session at Bavarian Motors.

May 17 Chapter Autocross at NVCC, Manassas.

May 18 Summit Point corral for Jefferson 500 Vintage Car Races.

May 19 Delaware Chapter Club Race and Time Trials at Summit Point.

June 6 Tour to IMSA races at Watkins Glen being planned by Pierre Duy. Late Saturday morning departure.

June 14-15 Highway Safety and Driver School at Jefferson Circuit.

June 22 Tech Session at Auto Advantage in Manassas. Subject: Buying a used BMW.

June 28 Tech Session at Radial Tire Co. by Yokohama.

June 29 Tour to Liganore Wine Cellars. Depart Potomac, MD at 10am.

Gimmick rally format for those that want. Caribbean tunes featured at winery. We voted to invite PCA and MBCA.

August 3 Championship Autocross at Ft. Meade, MD

August 9 Membership and Concours

September 13 Chapterfest

September 21 Rally

September 27 DIY Passport

October 5 maybe a Crab Feast. Where?

New Business.

- Future Board Meeting Schedule:

May 7 David Lassalle's

June 4 Al's party room

July 9 Maryland (?)

- Charity Event - possibilities discussed a raffle, silent auction, donation of event (autocross?) proceeds.

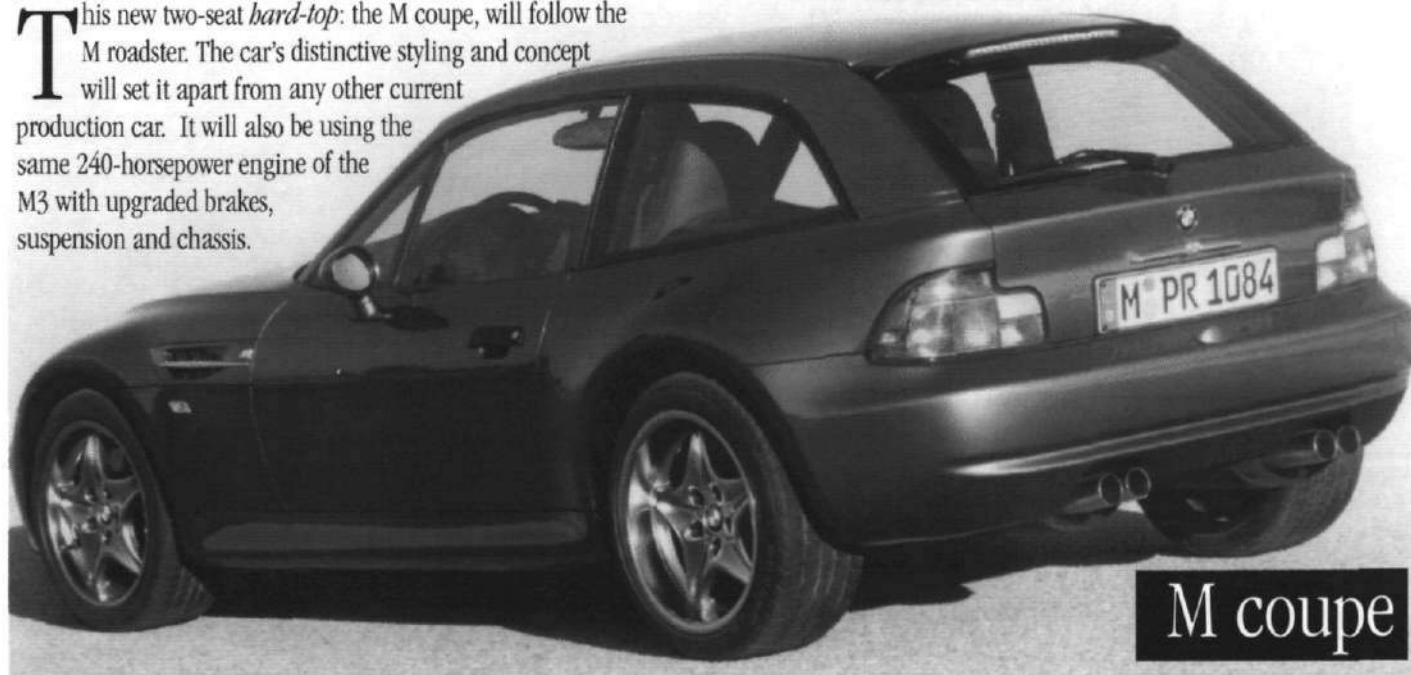
- Canopy - David Lassalle suggested our purchase of portable canopies for sun and rain protection. Prices will be investigated.

Meeting adjourned at 9:50pm

Submitted by Woody Hair

Acting Secretary

This new two-seat *hard-top*: the M coupe, will follow the M roadster. The car's distinctive styling and concept will set it apart from any other current production car. It will also be using the same 240-horsepower engine of the M3 with upgraded brakes, suspension and chassis.



M coupe

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

- 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 sidecrafts, 304 Shrick Cam, 9.5 to 1 compression ratio, 1 1/2" stahl headers, Ansa exhaust, tti 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)
- 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)
- 1972 2002i** VIN 2761976. White with navy interior, sunroof, 5-speed, limited slip, Recaros, Momo, BBS wheels, Koni/Bilstein, Miller & Norburn springs, camber plates, front & rear stress bars, battery in trunk, repainted 1981, engine rebuilt 1987, Shrick 292, oil cooler, stainless steel brake lines, turbo radiator, complete records, original parts + misc. spares. \$7,500.
Rob (301) 929-3112 eves (MD)
or email: <Woolleyr@USEC.com>
- 1972 2002i** VIN 2762078. White with navy interior. Runs great, used daily. Very clean, super interior. Needs paint plus TLC. Rebuilt engine, transmission, suspension, radiator, etc. Great for restoration to showroom original or run for fun as is. West coast car. Includes 2 mounted winter tires, Kenwood stereo, Fittipaldi steering wheel. \$5,550
Wes (703) 878-8887 (VA) or email <smarteets@erols.com>
- 1974 2002** VIN 4226337. Red, black interior, AC, Recaros, Weber, 5-speed, Momo, s.s. exhaust, Sunroof, Stahl header, nice car. \$5,500.
Bob (703) 818-0946 (VA)
- 1975 3.0Si** VIN 3190317. Polaris silver/blue interior & carpet. Interior refurbished 2 yrs. ago. 4-speed, orig. 20-spoke Alpina-style alloys, hi-perf. exhaust, Bilsteins, Susp. Tech. springs and bars, AutoThorty shift kit. Purchased from fellow CCA member 11/95. Minor rust. Car in very good condition w/ strong mechanicals. \$5,500.
Ray (703) 478-8555 eves (VA) (301) 595-3333 days (MD)
- 1983 633CSI** VIN WBAEB7402D6725330. Polaris/navy leather 5-speed, s/r, a/c, p/w, central locking, 14" alloys. Runs and drives decent but needs work. \$2,200/OBO or will consider parting out.
Tom (703) 264-5818 eves (VA)
- 1987 M6** VIN WBAEE1407H2560070. Royal blue/lotus full leather 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) 768-9528 (VA)
- 1988 M3** VIN WBSAK0307J2197290. Silver/black leather. Club Racer Special. Cosmetically VG, awesome track toy. Sparco seat, rollcage, harnesses, very strong stock engine & drivetrain, shortshift kit, updated airbox, stiff bushings, camber plates, six 15 X 8 Revolution wheels w/ Yokohama A032s, eight stock wheels, four near-new BFG ZR1s. Grips like Velcro, little body roll. Removed OEM parts and spare pads, filters, etc., included. 148K miles. \$11,500.
Ed (301) 681-0728 voicemail (MD)
e-mail <ednaz@ibm.net>

1989 325i

VIN WBAAA1304K4144856. Red/Tan, 5-speed, excellent condition inside/out. accident-free, 116k miles. Way below blue book \$7,200/OBO. Serious inquiries only please.

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

PARTS FOR SALE

- 2002 Parts** Complete Behr Air Conditioning System, console included. Best Offer.
Mike (703) 591-9828 (VA)
- Misc. Parts** 1984 3.3L Motronic motor, 180K miles, head OK but burnt valve, complete w/ wiring harness, ECUs, A/F meter, injection, intake, etc., \$650. 260/5 5-speed tranny from '84 633 CSI. Rebuilt w/ new bearings, seals, synchros. \$600. 320i headlight buckets, used but excellent cond., \$20 pr. E12 530i/528i console sides, new OEM, \$50, rear KYB Gas-a-just shocks, E28/late E24, less than 1K miles, \$100 pr. authentic Hartge steering wheel, black leather, w/ hub pad and BMW horn button, new, \$75. Harada fully automatic power antenna, black mast, new in box, \$60.
Dwight (410) 889-9578 eves (MD)
- Misc. Parts** For 2800 CS/3.0 CS: a/c kits, 4-speed, sunroof clip, glass, trim, used '84 cylinder head w/cam, dual Weber 2bbl carbs, hardware, sheetmetal. 87 3.5L Motronic motor, 107K miles, Mobil 1 last 80K, strong, no smoke, \$1,000, 3.25 limited slip differential, fits E28 5ers, late E24 6ers, E30 3ers, \$300.
Tom (703) 264-5818 eves (VA)
- Limited Slip Differential. 4.11 ratio, 25% lockup rear-loader. Synthetic lube only. Excellent condition, low miles. Fits E30s, E24s, 83-later E24s. Drop seconds at the auto-x! \$700.
Dwight (410) 889-9578 eves. (MD)
- Wheels** E34 Wheels. 15" X 7" silver BBS Basketweave wheels w/center cap and cap wrench. Set of 4 from '89 535i. Good to very good condition. \$375 set.
Dave (703) 912-6777 (VA) between 5-9pm
- E36 Rims. Factory BBS-style 15" chrome dipped with tires in excellent cond. 17" x 8" AGT 3-piece rims. 17" x 8" motoform cerks chrome 5 stars. 1997 M3 rims with tires. \$1,000 per set.
Rod (301) 604-7902 home (MD) (301) 409-1221 pager
or E-mail: <Torrence@webtv.net>
- Wheels and tires.** Five TRX wheels w/ 220/55-390 H rated Michelins. Over 70% tread left. Mounted on fair condition original alloys (new roundels) from 1988 535is. Best offer. Five 20 spoke style five lug, 14 x 6 alloy wheels, four better than new-professionally refinished, one fair cond. Four new hub caps w/ roundels. \$225/OBO.
Anthony (703) 730-3226 (VA) home
(202) 685-4872 (DC) work
- M 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/OBO. GENIE Exhaust System, brand new stainless steel, will fit most BMWs, ideal for 325s and M3s. retails at \$800, but will sell for \$400/OBO.
Peter (703) 560-7470 or (703) 306-1555 ext.7068
- MISCELLANEOUS**
- Pioneer - Premier Optical Digital Reference (ODR) System RS-K1 High Specification System Controller with Cassette Player, RS-C100 System Commander, RS-M1 12 Disc Multi Play CD, RS-P50 Digital Signal Processor/Preamp, 2 x RS-A1 Class-A Digital 160 Watt Amps 160, RS-A@ Class A 50 Watt Amp, Plus fiber-optic cables, etc. Retail value \$6,800+, Sacrifice due to overseas relocation for \$2,800/OBO.
Bell Vortex racing helmet. New, SA95, Size 7 1/8, \$450/OBO.
Ray (703) 276-1700 (VA)
- Art Car 90 posters, new in mailing tube, make offer.
Dwight (410) 889-9578 eves (MD)
- WANTED**
- 2002 wheels wanted. Two Borrani alloys to fit '02s, size 13"x5 1/2", Borrani PN R1/476.
John (410) 265-7031 eves (MD)

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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 |

FOR FASTER SERVICE CALL (WITH CREDIT CARD READY):

800.878.9292

☐ **YES, I WANT TO BECOME A BMW CCA MEMBER.** Membership is **\$35** for one year.

☐ **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.

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