

November/December 1997

# der Bayerische

National Capital Chapter    BMW Car Club of America



2002



# Calendar of Events

1997/98

## JANUARY '97

- 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

- 6 BMW Car Show & Caravan Tour
- 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

## NOVEMBER

- 2 & 9 Corvette/BMW Autocross Challenge

## JANUARY '98

- 17 Holiday Party & Elections  
Rockville Civic Center Mansion



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

November/December 1997



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Cover photo: Mark Volk



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

The leaves are falling about us, but it doesn't seem like it should be autumn so soon. But the last drivers' school is over, and there's no more tech sessions, so I guess it really is time to start cocooning like the squirrels and bears, and take the time to recharge our collective psyches.

In this issue I am pleased to present the revised NCC Bylaws. I encourage you to take the time to at least skim them, as this is the first time they've been completely revamped in anyone's memory (so it's been since about 1974...). Sue Bryan, as chair of the special review committee, has put a great deal of thought and effort into the revisions. And since the Bylaws are written for the Chapter membership, it behooves you to know what they say. They were approved by the Board at the October meeting, and will be voted upon by the general membership at the Annual Holiday Party in January.

FYI, following are some interesting stats from the telephone survey that National conducted earlier this year. They were collected and distributed by Tom Miller of the National Office. Ninety-three percent of the Club's members are male, and the average age is 43.79. The typical member owns just over 3 automobiles, 1.39 of which is a BMW. Fifty-one percent of the members said the Club was doing an "excellent" job, while 42 percent said "very good". Only 1 percent said the Club was doing a "poor" job. The most popular Club service was the *Roundel*, followed by merchant discounts, free classified ads, technical service advisors, and the car evaluation services. Seventy-seven percent say they have recommended to someone in the past year that they buy a BMW. On average, 1 in 4 members buys a BMW in any given year. We also spend about \$435 per year on aftermarket goodies, which adds up to about \$17.8 million per year, conservatively speaking. Concours nuts will be pleased to know that 75 percent of the purchases are for wax/vinyl treatments; 65 percent are for tires; 48 percent goes for repair and maintenance tools, and 47 percent goes for engine upgrades. As for the care of the cars themselves, the breakdown is fairly even: 33 percent dealer maintained, 31 percent independent repair shop, and 29 percent are do-it-yourselfers. Lastly, 83 percent of the membership own computers, and 83 percent of that group (69%) have Internet access.

*Let me close by saying that I hope to see you at the Holiday Party (perhaps all 2,718 of you?!). This is THE annual social event, and we hope to build on the incredible attendance and enthusiasm we had last year. Until then, enjoy the crisp autumn air and the swirling colorful leaves as they cascade down upon your car.*

Jenny



# Misfirings

Well, by golly, it's November again already (or maybe even December, depending on where and how long the *dB*'s been held up...). November! Cold weather. Bare trees. Long, dark nights. Cold weather. Short days. Cold weather. No track days for maybe five or six months. Did I mention cold weather? Very depressing, indeed.

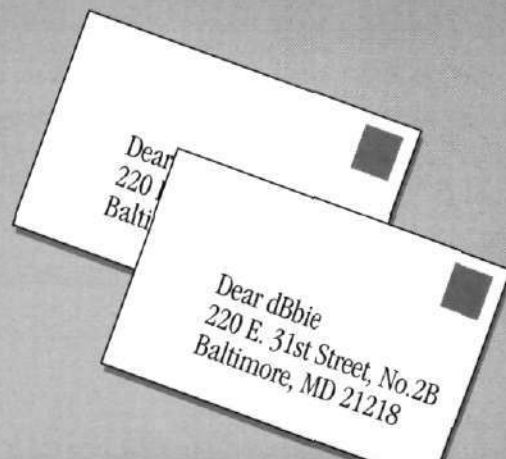
But we'll all survive. Winter allows us to take a breather from this car stuff. No car activities conflicting with house activities (and visa versa). No scurrying to ready the car for the next autocross or track day. And no wanton tire burning and gas guzzling in the name of fun, either.

Even your Chapter eases up for the winter. No real big events are scheduled, except for the Holiday Party. Maybe a couple of tech sessions randomly thrown in. So you can go unload the track spares and the track wheels from the car and put them into the storage shed. Use the space to haul some pumpkins or Holiday presents instead.

Although the Chapter seems in hibernation, in actuality a lot is happening: For one, it's Election time. Candidates are being rounded up for elected office and event planners and coordinators are busy plotting next season's schedule of activities. Want a piece of the action? Of course you do! Vote. Or run for office. Or volunteer your services for planning or running an event. Or even help produce *der Bayerische*! It's your Club, too! Remember? All you need to do is contact any of the current officers or coordinators listed in the masthead and let him or her know you'd like to get in on the action. Better get a move on, warm weather's coming up soon!

So let's see, there's gotta be a drivers' school around somewhere...

*derr*



## LETTERS

### Absolute Power Response

*I can only come up with one brief comment in response to your editorial on Club racing; I hope it will prove enlightening.*

*I recently received a renewal form for my BMW CCA racing license (which costs \$30 to renew). Since the schedule spanned the country and the only local event was on a Monday, I haven't been able to get to a Club race this year. Also considering that, at last Oktoberfest, I only had 1 competitor in my class (as opposed to 20-30 at an SCCA event) I chose not to renew. About a month later I received a second renewal form with a little note at the top that read, "I know you forgot". Nope, I didn't.*

*Leah Epting*

### Thanks to Big Guy!

*I am writing to let you know about the valuable advice that I received from one of your advertisers - Terry and Neil's Quality Car Services - and to thank you and the others at the der bayerische for putting out an interesting, useful, high quality product.*

*I recently called Quality Car Services and spoke to Terry to get a quote for some repair work. After thoroughly educating me about the nature of my problem, he advised me to take the car to a dealer and see if BMW would cover some of all of the work. I did just that and BMW paid for the whole job. Terry saved me over \$1,000 when he could have taken the work for himself by underbidding the dealer's estimate. (Why the dealer didn't tell me any of this when they looked at the car before I called Terry is question for another time.)*

*I am grateful to Terry for his honest advice and for being able to find him in der Bayerische. The experience has inspired me to volunteer for Club activities. Thanks.*

*Robert C Fisher*



• They're everywhere you look. They come from all over the world, in various sizes and shapes and colors. And their numbers have outgrown the US population by a factor of six since the early seventies. There's probably at least two in your garage right now. No, they're not illegal aliens, but... cars! According to a recently released Federal Highway Administration report, there are now as many vehicles in the United States as there are drivers, with the

increase occurring 21/2 times faster than the number of households and twice as fast as the number of drivers. Several factors play into this scene:

Cars are lasting longer. Since the first survey in 1969, the number of cars 10 years or older has increased sevenfold; The number of vehicle-less households has decreased from over 20 percent in 1969 to today's 7.9 percent of all households; And the number of households with three or more vehicles has more than quadrupled to 18.7 percent. But the trend should soon stabilize as the rush of women, and also that of baby boomers, into the commuting force has mostly ended, and the rate of formation of new households has stabilized — households can't get much smaller than the current size of 2.6 people. Now, about those illegal aliens in your garage...

• Some new laws affecting Maryland motorists as of 1 October 1997: Motorists are required to turn on headlights whenever windshield wipers are used; if you've been convicted of DWI, the court can now impound your vehicle in subsequent drunken driving cases; failure of the driver or other front seat passenger to wear a seatbelt is now considered a primary infraction, the driver subject to a \$50 fine but no points (also a primary charge in DC,

only you get the fine and two points on your record); the mandatory tread-mill test for emissions for cars made after 1983 you know about.

• According to a report by the Virginia state legislature, the deadliest regions for driving are Fairfax and Prince William counties. In 1994, Fairfax County led the state with 60 fatal accidents followed by Prince William County which had 24. The standings reflect the two counties' high populations, heavy traffic, and large number of paved roads. The most dangerous roads in Northern Virginia? The federal interstates.

• According to the Insurance Institute for Highway Safety, in twelve states where the speed limit was raised on the interstates, the death rate also increased by an average of twelve percent, resulting in about 500 deaths in the last 9 months of 1996 as compared to the same period of 1995. This, according to the institute, would project to 2,000 additional highway deaths per year if every state raised its speed limit.

• In October, the National Highway Traffic Safety Administration gave its go-ahead to a rule which would allow vehicle owners to turn off air bags without having to formally petition the agency for the right to do so. So far, air bags defeatable by an "on-off" switch were allowed in vehicles without rear seats such as trucks and such switches could only be installed by mechanics. The rule currently is undergoing review by the Office of Management and Budget, which will decide whether it can be implemented. Expect a decision after the first of the year.

derr

## C O M I N G E V E N T S

### CORVETTE/BMW AUTOCROSS CHALLENGE

Are you ready for one last fling before winter, well here it is. We will be holding a joint Autocross with the Corvette Club of Northern Virginia. The first event will be sponsored by the Corvette Club and held on a oval race track. The second will be sponsored by NCC at our normal stomping ground. You can register a head of time or just show up. If you are interested in volunteering for either event contact the persons below.

#### Round One

**Date : Sunday November 2nd**

**Time : 9:30 Tech and Registration**

**10:30 Gates will be Closed** (must be here by then)

**11:00 First car off**

*Place and Directions: Old Dominion Speedway in Manassas, Va. Take Route 66 west and take Route 234 South towards Manassas. Route 234 becomes Dumfries Road. Follow Dumfries Road to the speedway on the left (Fairgrounds are on the right). The address is 10611 Dumfries Road.*

Contact : Chuck Wasserott (chuck.wasserott@mci.com) 703-569 5187

#### Round Two

**Date : Sunday November 9th**

**Time : 9:00 Registration and Tech opens**

**10:00 First car off**

*Place and Directions : Northern Virginia Community College (Manassas Campus). Take Route 66 West towards Manassas and exit onto Route 234 North. At the first light make a right and make the first left into the parking lot.*

Contact : David Lassalle (lassalle@erols.com) 301-317-1461

### ANNUAL HOLIDAY PARTY AND 1998 BOARD MEMBER ELECTION

**Saturday, 17 January 1998**

**Rockville Civic Center Mansion**

**Time: 7:00 pm – Midnight**

Like myself, I am sure you can not believe that 1997 has passed and 1998 is just around the corner. But it is and that means we have a whole year of events to talk about, board members and volunteers to thank, and of course a little car talk.

We have secured a beautiful mansion located in Rockville. The food will be provided by one of

the area's finest caterers and promises to be quite delicious. If you made it to last year's event you will recall the turnout was overwhelming and for this reason we will have a **Mandatory R.S.V.P.** (The mansion has a capacity of 225 so we will take reservations on a first come first serve basis.) We will be charging \$10 per person (children under 10 are free) to help defray our many expenses. The party will be B.Y.O.B. but there is no red wine or any other red beverages allowed. This is a house rule to protect the many valuable antiques and carpets.

**Mandatory R.S.V.P. with name, membership number, and number of people coming, via E-mail to m3early@aol.com or leave a message on the answering machine 410-715-9317. Please do this by December 15th at the latest.**

Directions are available by calling the Mansion directly at 301-309-3007.

# Election '97 Candidate Statements and Ballot

For President: *Open*

For Vice-President: *Susan Bryan*

I have enjoyed my first year as vice-president. While this was my first elective office in seventeen years of membership, I have remained active as a drivers' school instructor and owner of three BMWs (still including my first, a 1982 320i with 185,000 miles).

My primary goal has been to ensure that we, your board of directors, meet the needs of *all* members. Our bylaws ensure that the Chapter operates in the best interests of the membership, and I chaired the committee to revise them substantially for the first time in twenty years. With your help and your vote, I will continue to pursue your interests as Vice-President of your Chapter.

For Treasurer: *Al Zavala*

I have been an active BMWCCA NCC member for 12 years, serving most recently as Drivers' School Coordinator for several years. As treasurer I will strive to maintain a solid financial position for our Chapter, while providing more worthwhile events, club discounts and driving activities. A club's most valuable assets are its members. I would like to see more of the 2,600 people in our Chapter come out to events and be more active!

For Secretary: *Charlotte LaQui*

The current secretary proposes to run again for the office of secretary.

## BYLAWS UPDATE

The National Capital Chapter was incorporated in 1972. While this Chapter has evolved, the Chapter bylaws have not. This year, a committee was formed to revise and update them as needed. These revisions have been approved by the Chapter Board in October 1997. In accordance with Article IX of the current bylaws, the complete revised text can be found in this issue for your inspection. Please read them and indicate your desire to either accept or reject on the election ballot. Your vote will be tallied at the upcoming Holiday Party.

## The Official Ballot

Please select one person for each position.  
Write-in candidates must give their consent  
and signature.

For President

☐ Other \_\_\_\_\_ (signature) \_\_\_\_\_

For Vice-President

☐ Susan Bryan

☐ Other \_\_\_\_\_ (signature) \_\_\_\_\_

For Treasurer

☐ Al Zavala

☐ Other \_\_\_\_\_ (signature) \_\_\_\_\_

For Secretary

☐ Charlotte LaQui

☐ Other \_\_\_\_\_ (signature) \_\_\_\_\_

BYLAWS

To accept or reject the Bylaws revisions of October 1997

☐ Accept

☐ Reject

Your Name \_\_\_\_\_ Membership# \_\_\_\_\_

Please photocopy this ballot and bring the completed  
form to the Holiday Party or mail to:

**Elections**

**BMW CCA NCC**

**P.O. Box 685**

**Arlington, VA 22216**

PAST  
EVENT

## Buying a Used BMW - *Auto Advantage Style*

Text and photos by Jim Moran

**Y**ou've decided to buy another BMW, and to avoid the pain of depreciation in a new car, you've decided to purchase a previously owned BMW, but the question remains: How do I know if I'm buying a good used car?

Well, on June 22nd, Auto Advantage hosted a Tech Session to answer that nagging question. Auto Advantage is a business that deals exclusively in selling pre-owned BMWs. Since knowing how to evaluate a pre-owned car is vital to their business, they were able to pass on a wealth of information and judging from the number of customer photographs on their walls, they have a wide range of expertise.

The team at Auto Advantage presented the tips, techniques, and check-lists they use in evaluating previously owned BMWs. John Tisch covered the cosmetic and structural integrity evaluation and Bill Moss reviewed how to determine a car's mechanical condition. Ken Davis, the founder of Auto Advantage, and Holly Davis were present to field questions while Bob Hammersly and Mike Colvin of Heishman BMW were present to answer any dealer or official BMW directed questions.

John explained Auto Advantage's evaluations as a series of "Looks," each time going over the car in greater depth and detail. The First Look gives a general feel for the car, the Second Look validates the structural integrity, the Third Look notes any superficial exterior damage, the Fourth Look notes more detailed exterior and interior

problems, the Fifth Look notes the condition of the engine and drivetrain, and the Sixth Look is the road test. John also explained that cosmetic damage can usually be repaired, even dented fenders or cigarette burns, but structural damage cannot and is, for them, a deal breaker.

Bill covered many of the common mechanical characteristics and needs of the various BMW models and engines. Some ones that are common to all models include differential side

seal seepage, which is just a cosmetic issue and doesn't really threaten the life of the car, unless the seepage becomes a leak; power steering fluid leaks; deteriorating under-hood hoses due to heat; and manual transmission rattles

on high mileage cars, which is also not a longevity issue.

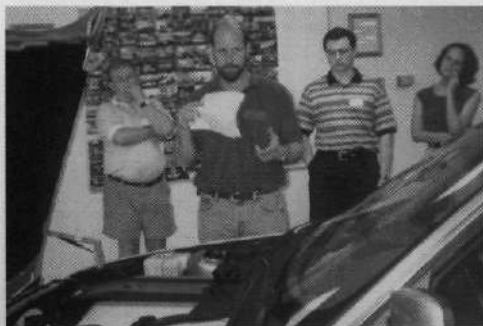
Through the tech tips and articles printed here and the *Roundel*, many of you know these needs. Of particular help was an ad-hoc question and answer session where Bill was able to field individual questions and other participants were able to chime in with their experience.

To summarize just a few of the hints that Auto Advantage passed on to the group:

- On a low-mileage BMW, the tire production date (consisting of three digits, the first two are the week, and the last digit of the year of production) should approximately match the car's production date on the inside door jam.
- BMW paints are typically 4 mils thick. By using a paint thickness gauge, one can determine if the car has been repainted.
- Contacting BMW NA at 800-831-1117 can provide the in-service date of the car and the status of any service campaigns that apply to the car.

In addition to the detailed information presented by the team, several pages of information were provided to attendees to take on their own purchasing excursions, including Auto Advantage's 250 point inspection list that they use when evaluating the cars they consider purchasing for resale. They also stressed that evaluation by a mechanic is very important prior to completing a purchase.

Thanks to the group at Auto Advantage for providing us an insider's perspective in evaluating and purchasing a pre-owned BMW. It was abundantly clear that they love the marque as much as we do. For more information about Auto Advantage, visit their web site at: [www.autoadvantage.net](http://www.autoadvantage.net)





PAST  
EVENT

# The Caribbean Tunes Tour Report

by Tourmeisters Bill Caldwell and Mary Hill

Sunshine, blue skies, soft gentle breezes, and German cars — how could you not enjoy the Caribbean Tunes Tour which was hosted by the BMW Club's National Capital Chapter. Of course, one of your tourmeisters claims that one of his other enterprises, "Great Weather Limited," may be given credit for the fairness of the day.

A strong showing of BMW, Porsche and Mercedes-Benz cars, with their drivers and navigators, gathered at the junction of MacArthur Road and Stable Lane in Potomac, Maryland, to start the tour through the rolling countryside of Maryland. The final destination was the Linganore Wine Cellars in Mt. Airy, Maryland.

We had thirty-three cars at the start and then another five who chose to join us at Linganore. Once inside the grounds in the fenced reserved parking area, all participants were given wine stems to start their wine tasting. There was plenty of scrumptious food and great sounds from the two salsa bands to enjoy, as well as several art and craft areas to either make purchases or just admire the showings.

Awards were presented to the top three cars within each marque. Linganore Wine Cellars' Lucia Simmons provided us three different varieties of wine with personalized logo's for each marque as trophies.

The winners, by marque, were determined by their scores on the optional photo portion of the tour. Here are the results:

## BMW:

1. Nick Morgan and Sherri Smith (accompanied by a Z3 Roadster)
2. Dave and Debbie Baker (with a spiffy 318ti)  
(These two teams tied for First Place - a coin toss determined their places.)
3. Mike and Pam Donahue (with a Dakar Yellow M3)

## Porsche:

1. Mark Schramm and Sonia Zamborsky (with a 944)
2. Doug Knorpp and Joanie Geline (with a beautiful Black 944 — Dick's)
3. Ed and Fay Ruiz (with one of the sharks — a 928)

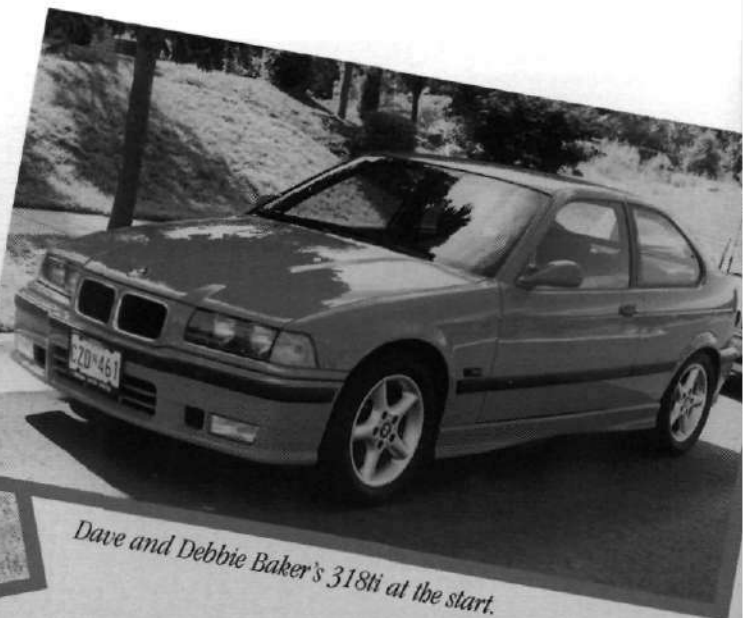
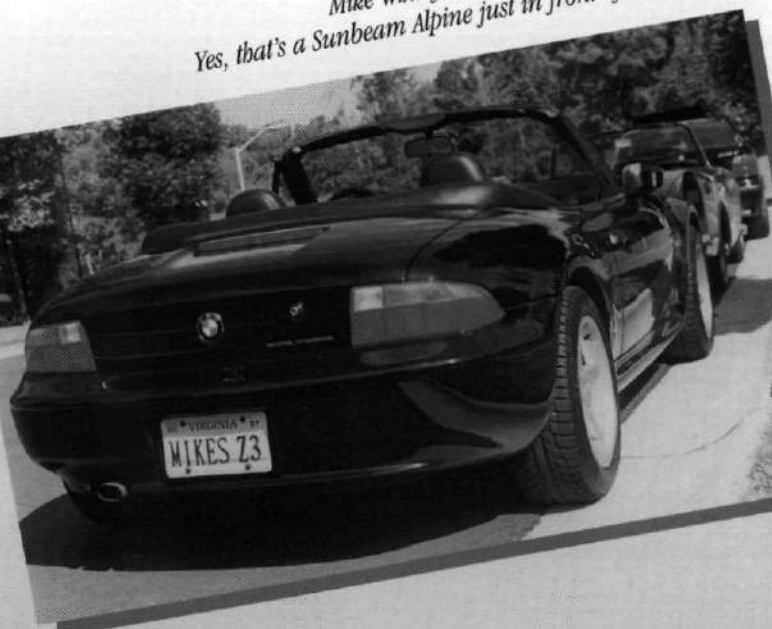
## Mercedes-Benz:

1. Ines and Mike Downing
2. Ron Miller and William Morrow
3. Evan and Ellen Lewis

The photographs are courtesy of Robert Hofmekler, who is a dual member of both Porsche and BMW Clubs. Thanks all.



Mike Whiteley's well turned out Z3 at rest.  
Yes, that's a Sunbeam Alpine just in front of Mike's Z3.



Dave and Debbie Baker's 318ti at the start.

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# National Capital Chapter's



## Rally

21 September 1997

### OFFICIAL RESULTS

OA	Class	Driver	Navigator	Car #	TOTAL
1	1E*	Jeff Nicoll	Jim Pendarvis	13	5
2	2E	Jack Von Kaenel	Jim Friedman	17	7
3	3E	Bix Goodwin	Marty Sullivan	1	9
4	4E	John Davis	Judy Davis	12	14
5	5E	Gordon Wagner	Rita Wagner	3	16
6	1R*	Anthony Sheetz	Kai Clements	16	84
7	1N*	Elise Sander	Jeff Sander	5	188
8	2N	Florence Polk-Schlossman	Steven Schlossman	2	220
9	3N	Woody Hair	Kay Perlstein	10	244
10	4N	Richard Wilder	Donna Ellis	4	379
11	5N	Gary Lin	Greg Donahue	15	440
12	2R	Steven Kaelber	Kelly Nighland	11	510
13	1U*	Mike Donahue	Pam Donahue	8	558
14	3R	Joe Roman	Louisa Willman	7	618
15	6N	Glenn Mathias	Matt DeMoria	6	1067
16	2U	Chris Osborne	Stuart Osborne	9	1085
17	4R	Steve Donahue	Jenny Heffentryer	14	3323

\* Denotes trophy winners, who will be notified when trophies are available.

During final scoring, several errors and omissions were discovered, including assigning a bought-time request to the wrong car. This has changed the final results somewhat. The rallymaster apologizes for these mistakes.

The rallymaster wishes to thank the kind workers who came out and helped. They are Mike Leeper (lead car and "sidekick advisor"), Paulette Leeper (registrar), Terry Arvidson (*de facto* chief of controls and control worker), Jim Miner (prechecker), and the control workers: Charlotte LaQui, Dwight Derr, Scott Moore (of BRANDED rally club), Jim Moran, Dave Lassalle, Al Zavala, John Hartge, Joe and Cathy Taylor (of Washington Rally Club), Alice Fatherree and Ray Maliszewski (of Washington Rally Club), and last but certainly not least, Jenny Nazarko (President, National Capital Chapter, BMW CCA).

— David Roach, Rallymaster

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**PAST  
EVENT**

# The First Annual NCC/BMW of Fairfax Chapterfest

*Text and photos by Jim Moran*



**A**fter a week of rain and worry, spectacular weather greeted the participants of the First Annual Chapterfest, presented by BMW of Fairfax. Over 100 people showed up to participate in and watch the day's events. With a concours, autocross, swap meet, and new car test drives there was something to interest just about any BMW fanatic.

The concours kicked off the day with 13 entries gleaming in the early morning sun. After some last minute polishing and preparation, the rags-

down call went out and the judging began. The judging team, led by our concours expert Paul Vessels, consisted of Jenny Nazarko, John Fowler,

and Jon Lewis. They had their work cut out for them, since we had some very impressive cars on hand.

## Concours Results

### People's Choice

Mark Croxton 1983 320i

### Sedan Class (5, 6, and 7 Series)

1st Joe Luongo 1986 M635CSi  
2nd Keith Fech 1983 535i  
3rd Pam and Mike Donahue 1993 740i

### Vintage Class

1st John McWilliams 1976 2002  
2nd Mark Croxton 1983 320i  
3rd Bob and Julie Sadler 1972 2002

### Early 3 Series

1st Michael Ko 1989 M3  
2nd Chad Britton 1986 325es  
3rd Gary Ngo 1990 M3

### Late 3 Series

1st Charles Joesta 1996 328is  
2nd Rafael Garces 1996 328i  
3rd Robert Hofmekler 1995 318ti  
4th Duane Collie 1995 M3





The autocross, sponsored by OG Racing, saw some hot action on a fast, flowing, and technical course designed by Rafael Garces. A new classing system schemed up by Dave Lassalle and Woody

Hair provided evenly matched battles and bumped cars on race rubber (BFG R1s and the like) up one class, allowing cars on street tires a shot at some trophies. Bob Hausmann proved to

be a crowd favorite as he muscled his blue Ford pickup around the cones - never hitting one!

#### Class and Driver Car Best Time

##### Sport BMW

Tarun Kundhi	325i	61.530
Richard E Altien	325i	62.324
Jeff Sander	635CSi	63.287
Geoffrey Barrows	325is	64.151
Gary Toyama	535i	64.708
Berkeley Jeffress	535i	65.870

##### Sport BMW Modified

Bill Brochu	535i	56.228
Tom Baruch	535is	56.892
Pat Donahue	M5	57.879
Al Zavala	325i	58.509
John Hartge	M5	58.653
Luke Pearson	325is	60.043
Cheryl Johnson	535i	61.481
Gary Linn	325is	61.945
Al Thornburgh	325i	64.388
Chris Kaminsky	325i	64.760
Eric Williams	325i	O.C.

#### Class and Driver Car Best Time

##### Super Sport BMW

Mike Gayle	M3	58.990
Rich Beebe	M3	59.571
Andrej Dolenc	M3	60.382
Michael Wendell	M3	62.016
Eric Herman	M3	63.035
Theresa Chow	M3	68.093

##### Super Sport BMW Modified

David Lassalle (FTD)	M3	54.240
Woody Hair	M3	55.672
Rafael Garces	328i	56.704
Duane Collie	M3	56.730
Micheal Ko	M3	56.961
Mike Donahue	M3	58.377
Gary Ngo	M3	64.154

#### Autocross Results

#### Class and Driver Car Best Time

##### Touring BMW

Fernando Puig	2002	59.44
Gonzalo Puig	2002	60.42
Bob Sadler	2002	61.756
Kevin Henry	325	65.035
Mark Croxton	320i	65.452

##### X Brand

Dwayne Moses	911	57.052
John Woodcock	RX-7	59.952
Anita Sangi	911	61.78
Gregg Nishi	300ZX	62.678
Bob Hausmann	Ford pickup	66.771



Mike Gayle



Rich Beebe



Walking the autocross course



Pat Donahue



*Joe Lungo's M635CSi*

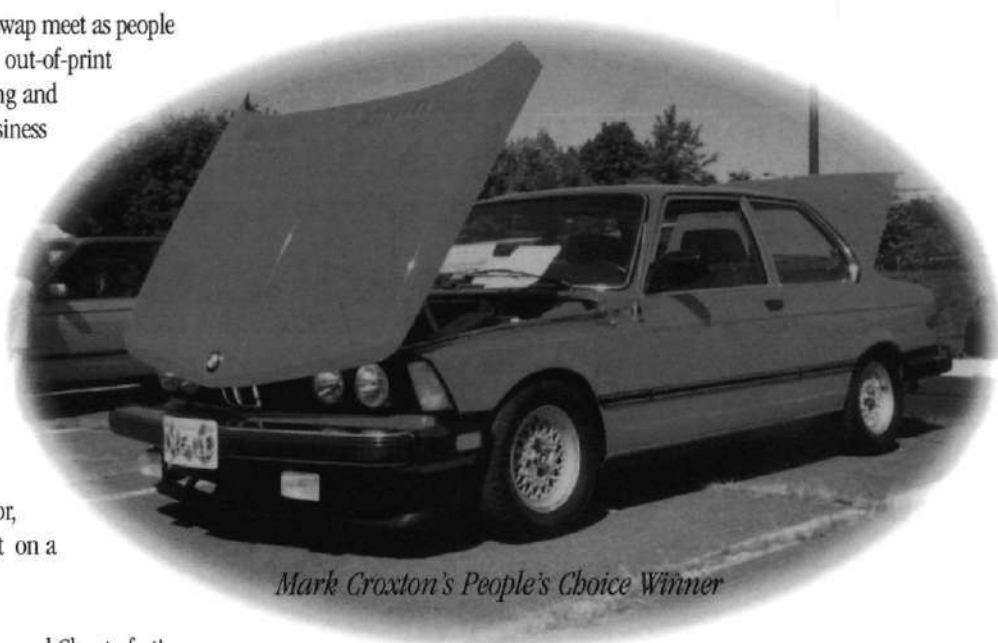


*Bill Love of OG Racing talks to Matt Yip*

A few parts and dollars changed hands at the swap meet as people pored over a wide range of goods offered, from out-of-print dealer brochures to a 2002 trunk lid. OG racing and BMW of Fairfax seemed to do quite a bit of business as well.

All in all, the day seemed like a success; at least from my perspective, one of relief. However, no event, no matter how large or small, is a success without a hard-working cadre of volunteers. Thank you all for your time, efforts, and expertise.

Finally, I'd like to thank our sponsors: Title sponsor, BMW of Fairfax, and autocross sponsor, OG Racing. Their generosity allowed us to put on a first class event.



*Mark Croxton's People's Choice Winner*

See you next year for a bigger, better Second Annual Chapterfest!



*Bob and Julie Sadler's gorgeous '72 2002*



*The gang from BMW of Fairfax*



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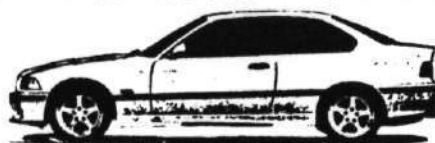
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PAST  
EVENT

# DIY Tech Session at BMW

by Millie Adams Photos by Dwight Derr and Millie Adams

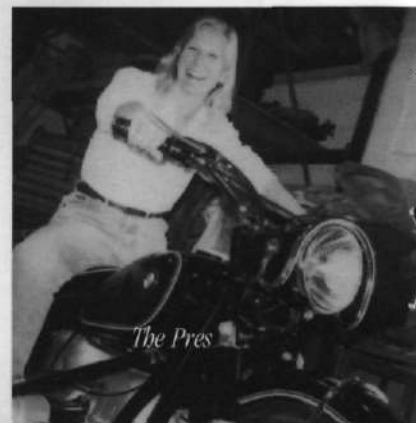
**Fritz Klein, the Service Director,** was very willing and helpful in hosting a do-it-yourself ("DIY") Tech Session on September 27 at Excluservice in Rockville, Maryland, along with having coffee and donuts available, and FIVE technicians (more than at any DIY Session I've been to put on by any car club) to provide advise and assistance!

We had a turnout of about 20 people who came either to get their cars teched for the upcoming drivers' school, or to do some work on their cars. Club members were doing everything from replacing the spring and strut assembly unit on a 1980 733i; changing brake pads and rotors on a 1995 M3, 1975 2002, 1992 525i and a 1990 325i; rotating tires on a 1997 M3; changing fluids on a 1986 325 and a 1972 2002 tii; fixing door handles on a 1980 733i; etc. It is incredible how much you can do when you have access to a lift and some helpful people to guide you in the best way to get the job done.

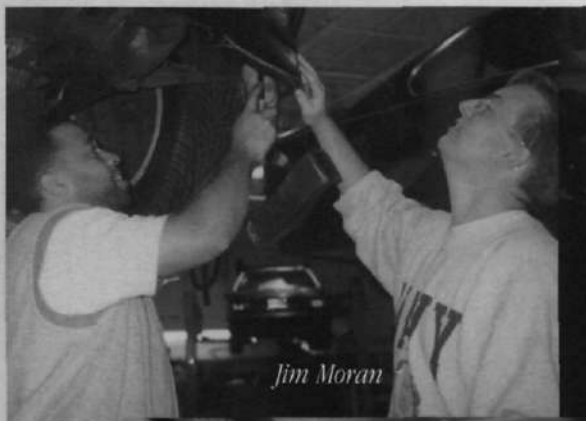
The DIY Session turned out to be a great place to meet other BMW Club members and to lend a helping hand. I looked across the garage at one point to see six or seven people looking at the underpart of someone's car, and a few people sitting around another car working on brake pads. Everything seemed to have been fixed properly; at least all the cars that came were able to return home again under their own power. Sometime six or seven heads and sets of hands are better than one.

When asking people what they liked about the DIY, I got the following responses: "It's great to have the ability to get under the car and check it out with people around who do it every day so they know all the little tricks." "Low key, helpful staff, chance to use a lift." "Tom was extremely helpful, explaining step by step what was being done and why. I learned quite a bit about the E36 suspension strengths and weaknesses." "Techs and Service Manager very helpful and they go out of their way to lend a hand - more than at most DIY Sessions." "Great event."

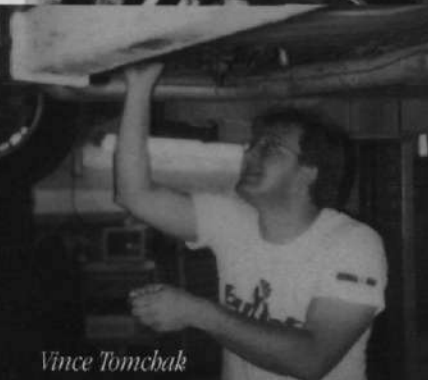
Along with the well deserved thanks to Fritz Klein, I would also like to thank Lothar Schuettler, Owner of BMW Excluservice for letting



*The Pres*



*Jim Moran*



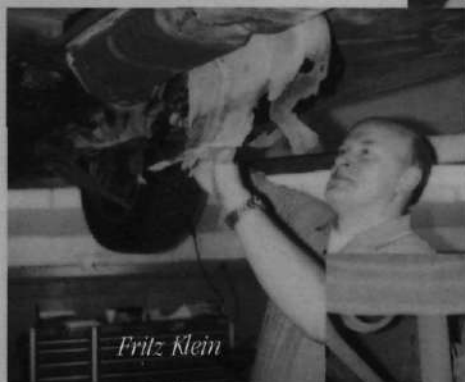
*Vince Tomcbak*



*Dave Apker*



*Rich Oliver*



*Fritz Klein*



*Alan Kay*



*Mike Thorpe*



*der Bayerische*



*November/December*

# Excluservice

us use his shop, the Technicians: Rob Hydro, Tom Parks, and Jay Marsh; the guys from the Parts Department: Tony Gentile and Atam Ozkatan; and the Shop Foreman, Mike Thorpe. Thanks to all of you for your words of wisdom, helping hand, and willingness to help out! If you haven't been to a DIY, you ought to try it once, you might be surprised how much you learn and how much fun you have. See you at the next one. I'll keep you informed as they are scheduled for next year.



Millie Adams

Mike Thorpe

Fritz Klein



*Always clean up when you're finished*



Greg Drury

November/December



Page Stoutland

der Bayerische





# Coming Home

Text and photos by Mark Volk



Owners and enthusiasts mix on the lawn in front of the Zentrum.

**I'm willing to bet that few Chapter Z3 owners,** and fewer other Chapter members, knew that a very important event was held at the BMW Manufacturing Plant in Greer, South Carolina, during Labor Day Weekend. What was it, you ask? The first Z3 Homecoming. This little advertised event, spread more by Web Page and word of mouth than by BMW, turned out to be one of the most enjoyable events my wife and I have attended in a long time.

The idea began, I think, with Wayne and Amy Lester, founders of the Z Registry. They began working with the folks in Greer and the first notice came in the Z Registry publication. Soon a clamor for information began on the Z3 Web Page sponsored by the parts people at Quality Imports in Florida. Probably the most active Web Page for Z3 owners, the idea of a Homecoming gained momentum quickly. By the time BMW was ready to make an official announcement, many of us already had plans to attend and were making hotel reservations in anticipation of something happening that weekend.

As word of the event spread, BMW opted to do a limited announcement of the event. Although we were told that invitations were sent out to all owners east of the Mississippi, I never got one. I believe there was concern that the plant would be overrun and so, in order to use this year as a test run, the folks at BMW opted to keep the event low key. In the end we had Z3s from all over the US, some from as far away as Texas and California. Some came singly, some in convoys, and one even arrived with the owner and his mother (I think she was in her seventies). There were only two Z3s from the local Chapter. Ron and Lita Kirstatter rounded out our four-person group from the DC area.

The Homecoming was designed over two days. Friday was set aside for special tours of the plant. With the Labor Day weekend the plant was closed on Monday so those who were able to take off from work were treated to a

personalized tour (now exclusively producing Z3s). That evening several groups met for dinner. It was a great chance for the members of the Z3 Web Page to get to know one another over dinner and finally put a face to the name on message threads. Unfortunately, neither Lynn nor I could get out of work so we had to wait until Friday evening to drive down. The ride to the plant takes about eight hours — by interstate, which we all know is not where we want to be driving our Bimmers.



*"Who's using that dry cleaner on my Zymöl?!"* Saturday included plant tours (although the plant was not in operation), vendor displays, a lunch, an evening reception and the other assorted good times that you find at any BMW owner event. It started off with a mini-convoy of Z3s (about 15) to the plant. As we passed by on Route 85, we could see many more Z3s on the front lawn of the plant. To kick off the day, BMW had arranged to have a four-foot long panoramic photo taken of the cars and owners. While I haven't actually counted the cars yet, I have been told that somewhere around 100 Z3s were present at the time the picture was taken, although there were 160 registered. What a blast!

Arriving at our hotel at about 2 AM, we found a new Z3 on display in front of the hotel. I unloaded our bags (OK, our bag — the trunk isn't that big — but it's a big bag) and drove off to find my normal corner spot to protect those doors. As I turned into the lot I saw about 30 Z3s of all colors; shades of things to come for the rest of the weekend.

Lynn and I roamed around looking at the cars and talking to owners. All had a love for their car in common. 1.9, 2.8, Black, Atlanta Blue, beige leather or black cloth interior, each car was somehow distinctive. We got to know each other by names and license plate numbers. Word of any new and exotic options spread like wildfire as people sought out a glimpse of the new part or at least tried to get a part number.

From there we went on to a tour of the plant. From the beginning, my wife and I were struck with the organization and cleanliness. While we weren't able to see the line in operation, we did get to see some areas not normally open to normal tours. Although some robotics are used for the early construction like welding, final assembly is done by hand with the exception of a lone machine which applies the bead of epoxy to the windshield before it is installed by technicians. The greatest part of the tour was that technicians led it. They were able to give excellent insight into the manufacturing process and their pride in what they had accomplished was clearly evident. And, whether planned to get our reaction or not we found a lone Z3 Coupe sitting in the final check area. These have not yet been formally introduced and we were told later that day that we were not supposed to see any of them. While I have not been impressed by the photos, it is a much better looking car in person and I can see that BMW will probably find a market for them — although probably more so in Europe and still limited in numbers. Also, there was a sprinkling of M Roadsters, which got all of us excited. US models are not yet being built so we saw European models, including several right-hand drive versions.

After the tour we were treated to a lunch of Wurst, Sauerkraut and potato salad; what else could we have expected! Then, a discussion was held in the plant auditorium. Sitting on the stage was a gorgeous Cosmos Black M Roadster with red and black leather interior. They are truly beautiful cars and I found myself sorely tempted to trade-up. Luckily, I guess I can say luckily, my wife convinced me that an M Roadster was not in my future (immediate future — I'm writing the article so I can dream!).

Present for the talks were engineers from Germany to discuss the M Roadster, the Coupe and other issues. Leading the discussion was Mr. Walt Behnke, Director of Communications at the plant. We learned a lot about the various types of Z3s and had a chance to ask some of the questions raised on the Z3 Web Page. For you Z3 owners, a summary of the questions and answers can be found on there. Oh, all right, just one answer; there are no plans to upgrade the exhaust system of the Z3 since it is designed to meet European noise-level standards. The final act of the session was the starting of the M Roadster. The purr of that quad exhaust brought cheers from the crowd.

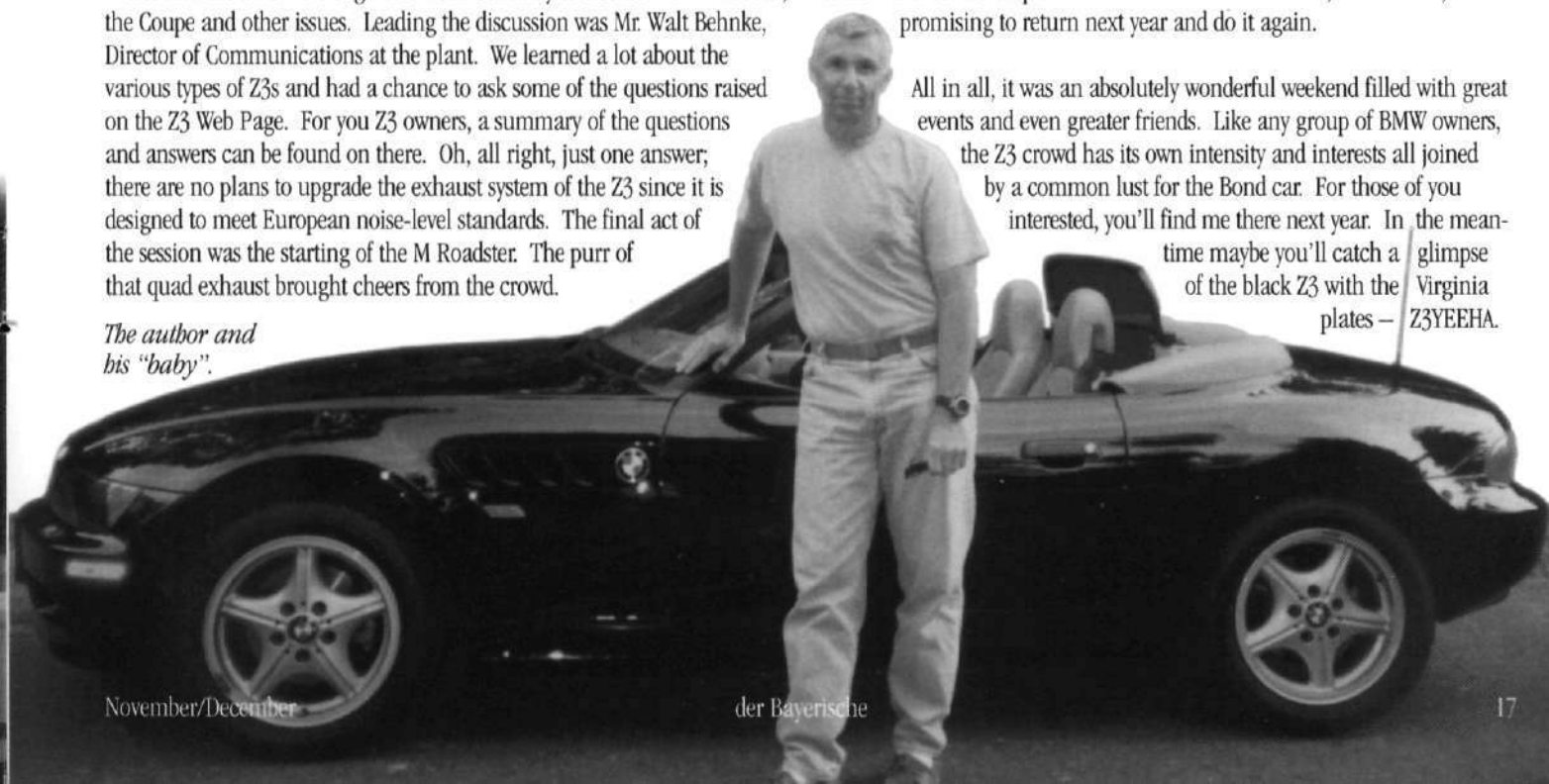
*The author and his "baby".*

Perhaps the biggest hit of the day was a super service provided by Walt and the technicians. An area was set aside for anyone with warranty issues to have their car inspected. If something was wrong, the techs would walk into the plant to get the needed part(s) and install it (them) on the spot. Additionally, several "dent wizards" were there. These young guys did amazing work. From door dings to major dents, they made the Z3s look as good as new, even applying a little touch-up paint where necessary. They even took out a huge dent in the hood of one Z3, which, according to what the owner told Lynn, was the result of too much romantic activity! Of course Lynn, never the one to let something like that go by, told the guy that she couldn't wait to tell me that "at least someone was living out his fantasies!" The care and interest shown by the techs was amazing and something I have never heard about from another manufacturer. No problem was too small to look at and each was recorded to establish a baseline for potential product improvements.

That night, we returned to the Zentrum for a lovely reception. Lots of wine, beer, food and good company as we continued to meet other owners. Additionally, many of the technicians from the plant tour were on hand to talk to us. As with the tours, their pride was plainly evident and they actively sought out ways to improve their cars. The bond between technician and owner was plainly evident.

The final day was set aside for a driving event. We met at 8:30 to get our maps and soon departed in a convoy of about 100 Z3s. You can imagine the reactions we got as we traveled the backroads of South Carolina winding our way past Lake Lure and into North Carolina. There were some fantastic stretches of curving roads, which really brought out the best in the Z3's handling. We stopped for a rest in the city of Saluda and literally filled the town — the street, all the parking lots and parking spaces. In the end, after getting broken up into smaller groups as stop lights caused the normal problems of spacing and wrong turns led a line of Z3s off in some unknown direction, we ended up at the Taylor Ranch in NC where we had a BBQ lunch of massive proportion. Soon, though, we had to say goodbye to new friends and acquaintances. We all headed home, or wherever, promising to return next year and do it again.

All in all, it was an absolutely wonderful weekend filled with great events and even greater friends. Like any group of BMW owners, the Z3 crowd has its own intensity and interests all joined by a common lust for the Bond car. For those of you interested, you'll find me there next year. In the meantime maybe you'll catch a glimpse of the black Z3 with the Virginia plates — Z3YEEHA.





# CAR OF THE MONTH

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*. Throughout the year, we have featured a "Car of the Month" and as promised, in this November/December issue of the *dB* you'll find a ballot to vote for the 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!!

## November



November's Car of the Month belongs to Bob Hofmekler. It's a 1995 318ti Club Sport. Purchased new from Heishman BMW, it's one of the first of the original 200 Club Sports produced. Bob added the factory remote entry alarm system as well as an M3 front spoiler lip. This car has participated in several of our local events including a couple of concours. "Motorhead Bob" also owns a very clean '64 GTO and a pristine Porsche Carrera 4S, nice stablemates for the ti.

## December



This '97 840Ci is December's Car of the Month and it belongs to Gvon Brown of Mitchellville, MD. Gvon's car sports a list of modifications which includes a TriFlo exhaust, K&N air filters, Eibach Pro springs, and 17" M System II wheels. Gvon says he'd like to find a reliable supercharger/chip combo under his X-mas tree this year to really make this 8er move. We'll be looking for this car at next spring's Deutsche Marque Concours, Gvon!

## From Car of the Month to Car of the Year

Here is the **Official Ballot** to vote for the Car of the Year. Please check the box for the car that gets your vote. Keep your pictures and descriptions coming as this series will continue next year starting with the January Car of the Month. All ballots and Car of the Month entries should be sent to: **Paul Vessels, P.O. Box 1784, Washington, D.C. 20013.**

March ☐



April ☐



May ☐



June ☐



July ☐



August ☐



September ☐



October ☐



November ☐



December ☐

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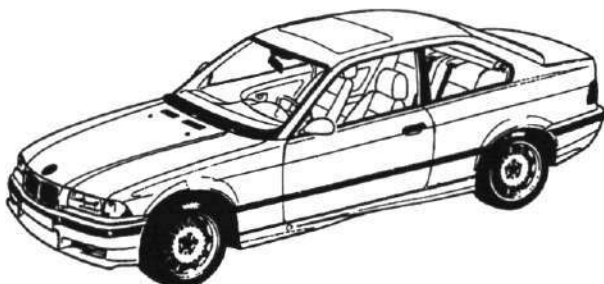
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# Woody's Competition



C O R N E R

BY WOODY HAIR

The National Capital Chapter is experimenting with the autocross classes and rules we have been using for the last seven years or so. For many years we have had two "stock" classes based on the car's potential performance, and one "modified" class for cars that have been altered with certain go-fast goodies. More and more, our "SuperStock" class has become over-populated with the new M3s and other 3-series cars. And is it fair for a slightly modified, but twenty-year-old 2002 or 530i to have to compete with the latest modified M3?

It is generally acknowledged that the sticky "R" compound tires designed for competition are the biggest single improvement one can make to

"modified" cars that made up the Touring class. Perhaps if more of you had known about these new classes, we would have had a better turnout for these bigger, older, and slower BMWs.

Some of the modifications allowed in the stock classes would not be eligible for any SCCA stock class. No doubt, the most radical item is moving "R" compound tires to the modified classes. What do you think? Should a "chip" be allowed in the stock classes? Will the 328i be overwhelmed by the M3s? Can you come up with more imaginative class designations? It was thought that A, B, C, etc. would be too confusing to the current SCCA designations. "SuperSport BMW Stock" is a mouthful.

## Sport BMW

'91 E30 318i (16 valve), 318ti, 323i, E30 325i, E36 325i, 535i, 528i (24 valve), 530i V8, 540i, M1, M5, M6, 635CSi, Z3 (4 cyl)

## Touring BMW

Any pre '84 not otherwise classed (noc), 318i (8 valve), 325 eta, '92+ 318i sedan and coupe, 5-series noc, 6-series noc, 7-series, 8-series

Allowed modifications in the Stock classes:

- any wheels
- any DOT street legal tires EXCEPT "R" compound competition tires
- strut tower stress bar
- any exhaust system downstream of exhaust manifold
- any air filter and airbox
- any make carburetor
- any brake pads and rotors
- any spoilers or other aerodynamic aids
- any seats or steering wheel

As "tuner" cars such as Alpina and Hartge invariably have different springs, they are in the appropriate Modified class. For clarification, the following modifications are NOT allowed in the Stock classes:

- "R" compound competition or racing tires
- aftermarket or cut suspension springs
- aftermarket or custom anti-roll bars
- aftermarket engine management "chip"
- aftermarket or altered camshaft
- additional carburetors
- turbocharger/supercharger/nitrous system

I finally got to my first MARRS (SCCA Regional) races of the season. It was on Labor Day and the last event of the year. You should have been there, too. First you could have seen two Group A BMW M3s. These veterans from the European touring car wars were driven by Steve Vicari and David Formanek - both from New Jersey. Steve had finished second in the Oktoberfest '97 BMW Club Race in New Hampshire. This day the cars were placed in class A Sports Racing, the same class a

Steve Vacari in his Group A M3  
at Summit Point.  
Photo by Woody Hair.



their car for autocrossing. Yet, we, as do most organizations including the SCCA have allowed use of these street-legal tires in the "stock" classes. Is this fair to the casual autocrosser trying to compete on their everyday tires?

Thus, we are proposing changes in an effort to encourage more BMW owners to feel they can compete against cars with equal performance potential, and not have the expense of special tires or other modifications.

One proposal for new classes and preparation rules is shown below. This was used at the Chapterfest Autocross in September. The results are shown elsewhere in this issue. You will note that there is a fairly even mix of cars in each class except for the one "stock" and four

Please let David Lassalle or Woody Hair know what you think of this proposal. Any suggestions for changes or refinements are most welcome.

## AUTOCROSS CLASSES National Capital Chapter

There will be three "Stock" BMW classes based on potential performance of the various models. Certain modifications, listed below, that are typical of street cars, will be allowed in the Stock classes. Any other modifications will automatically place the car one of the three "Modified" classes based on the same models. Non-BMWs will run in an "X" car class.

## SuperSport BMW

E36 M3, E30 M3, Z3 2.8, 328i

Can-Am car would fit. Steve's car was built for sprint races and held its own against the likes of GT-1 Camaros. In the same race there were three Ferrari 348s running in IT-E. These cars were straight from the Ferrari Challenge series.

Second, I got there too late, but Alan Himes from Falls Church finally got his IT-S class '87 BMW 325is on the track this weekend. In its first outing, Alan was turning 1:28s before spinning off into the tire wall exiting Turn 3. Longtime 2002 pilot Ed York was among those who was quite interested in the car's performance. Might this car replace the 2002 as an IT class dominator?

Third was the always competitive IT-B race which has long been the domain of 2002s. Well, for the third MARRS race in a row, the winner was a Suzuki Swift. And it was swift.

**SPEED SHIFTS:** Did you catch the Bill Auberlen interview on ESPN2's RPM Tonight? This nightly racing news show is devotes 75% of its airtime to NASCAR, and I thought it was nice that they allowed Bill to talk briefly about the PTG BMW M3s that are winning the IMSA (I know) GTS-3 series. Auberlen really stuck to the company line when describing the cars as if they were plucked off the showroom floor and fitted with a roll cage, better brakes, and racing tires. Anyone who has seen the cars up close at Tom Milner's shop in Winchester knows better. . . . . Congratulations to Columbia, Maryland's Jeff Altenburg for winning the Showroom Stock A class at the SCCA Runoffs. Jeff was driving a BMW 328is in these annual races at Mid-Ohio that determine the national champion. . . . . Flash! A Mercedes won the 3-hour FIA GT race at Sebring on October 18. A

team McLaren-BMW GTR driven by George Kox and Roberto Ravaglia was second. In the Speedvision Cup race for showroom stock cars a BMW M3 driven by Javier Quiros and Terry Borcheller won the Grand Sports class, and a 328is driven by Mike Fitzgerald and Anthony Lazzaro won the Sports class. The PTG BMW M3s finished 1-2-3 in GTS3 race at Sebring previous day. Indy Racing League driver John Paul Jr. was undergoing post-injury therapy by driving a fourth PTG "factory" M3 in the Sebring race. After the line to a faulty rear brake caliper had been crimped off, a second caliper exploded as Paul was braking from high speed for the hairpin. He tried to turn left into the escape road, but the BMW hit the berm and flew over it landing nose first. Paul was uninjured except for soreness from a loose submarine belt. CRUNCH

## BMW Autocross Results

### BMWCCA CHAMPIONSHIP - AUGUST 3

Woody Hair	88 M3	1st C Street Prepd.	58.196
Barry Miles	95 M3	1st A Stock	59.793
Dwight Derr	95 M3	2nd AS	60.217
Tom Baruch	87 535is	1st E SP	60.302
Bob Hausmann	94 325is	5th BS	60.458
Klaus Hirte	88 535is	4th GS	61.238
DeWitt Boyd	97 M3	3rd AS	61.595
Al Zavala	89 325i	8th BS	61.617
Charles Denton	88 M3	4th AS	61.749
Duane Collie	95 M3	5th C SP	62.666 (1)
Pat Donahue	91 M5	8th FS	63.312
David Roach	72 2002	1st E Prepd.	63.612
Gary Lin	88 325is	6th C SP	63.949
Luke Pearson	87 325is	7th C SP	64.160
Ryan McQueeney	97 328i	Fun - BS	65.876
Garrett McWilliams	80 320i	6th D SP	67.533
Kevin Henry	86 325e	6th GS	69.772
Chris Kaminsky	89 325i	13th C SP	71.280
Barry Portney	95 318ti	11th DS	71.423
Mike Leeper	72 2002ti	12th DS	73.148 (1)
Paulette Leeper	72 2002ti	3rd Ladies	77.458
Jeremiah Wright	72 2002ti	14th C SP	Off Course

### AUTOCROSSERS, LTD - SEPTEMBER 14

David Lassalle	95 M3	1st AS	55.696
Woody Hair	1st C SP	1st C SP	57.467
Bill Brochu	85 535i	1st E SP	58.262
Tom Baruch	87 535is	3rd E SP	58.944
Bob Schumaker	97 M3	2nd AS	59.400
Bob Hausmann	94 325is	5th BS	60.847
Charles Denton	88 M3	4th AS	61.248
Cheryl Johnson	85 535i	3rd Ladies	61.554
Jim Stauffer	97 M3	6th AS	62.181
Tarun Kundhi	89 325i	8th BS	62.799
Scott Javins	74 2002	7th C SP	71.776

### SESCA CHAMPIONSHIP - SEPTEMBER 28

David Lassalle	95 M3	1st AS	62.543
Tom Baruch	87 535is	3rd E SP	64.443
Bill Brochu	85 535i	4th E SP	64.967
Bob Hausmann	94 325is	1st BS	65.374
Bob Schumaker	97 M3	2nd AS	66.488
Klaus Hirte	88 535is	4th GS	67.357
Michael Ko	90 325i	Fun C SP	67.849
Peter Ryba	85 535i	6th E SP	69.280
Jason Spicknall	85 325e	Fun C SP	84.972

### Z-CAR CLUB CHAMPIONSHIP - AUGUST 31

David Lassalle	95 M3	1st A Stock	45.984
Woody Hair	88 M3	1st C Street Prepd.	46.848
Bill Brochu	85 535i	1st E SP	46.911
Rafael Garces	96 328i	3rd BS	47.213
Tom Baruch	87 535is	2nd E SP	47.775
Bob Hausmann	94 325is	5th BS	47.973
Duane Collie	95 M3	2nd C SP	48.388
Charles Denton	88 M3	3rd AS	48.843
Klaus Hirte	88 535is	3rd GS	49.744
Peter Ryba	85 535i	3rd E SP	51.106
Marc Plante	93 325i	7th BS	51.999
Wayne Watkins	86 628CS	6th FS	Off Course

(1) Time includes 2 second pylon penalty



Reprinted from **Stopwatcher**  
3 October 1997

Dear Bob,

I just wanted to pass on my compliments for an excellent event that I attended recently - the BMW Club Championship Autocross at Fort Meade, Maryland.

In 13 years of autocrossing, I have attended many, many events all over the mid-Atlantic region. A few of the events I have attended have been awful; some have been quite good; and a few have been great - well, this event fell into the latter category. What made this event such a good one was the incredible organization that the BMW folks showed.

First off, I arrived a bit prior to the announced time that registration would open. Do that at some events, and you'll find general confusion or, in some cases, sheer panic. Not at this one. Instead, what I found was a course completely set up and ready to run; timers all checked and ready; registration open and waiting for entrants; and tech ready to go.

The event itself started on time and the Club ripped off beats like clockwork. The course, which sprang from the diabolical mind of event O.D. Dave Lassalle, was a masterpiece of a technical course, with plenty of seemingly simple maneuvers ready to bite the unsuspecting and an excellent flow that didn't seem to favor any particular type of car.

By neatly dividing the large lot into what was effectively two completely different courses that connected, dual timing was easy and safe. It was fun AND challenging.

To top it off, within a couple of days, the results were both in the mail and posted on the MWCSCC web site - a superb effort indeed.

So again, my compliments to the men and women of the BMW Club who staged this event - you effectively "raised the bar", and it'll take quite a leap for other clubs to top this effort.

Jim Zimmerman





# BMW CCA National Capital Chapter Bylaws



*Note to the reader: All references to the masculine pronoun are for convenience only; the feminine pronoun may be freely substituted.*

## ARTICLE I - NAME AND OFFICE

### Section 1 - Name

The name of the chapter shall be the National Capital Chapter, BMW Car Club of America, Inc. (hereafter referred to as "the chapter").

### Section 2 - Office

The office of the chapter shall be P. O. Box 685, Arlington, VA 22216 until it is deemed necessary by the board of directors to change the chapter office.

### Section 3 - Territory

The territory of the chapter shall be considered as such territory as may be assigned by BMW CCA, Inc.

## ARTICLE II - OBJECTIVES

The general objectives of the chapter, to which its members are mutually pledged, shall be the furtherance and promotion of the following:

- The highest standards of courtesy and safety on the roads.
- The enjoyment and sharing of goodwill and fellowship engendered by owning a BMW and engaging in such events may be agreeable to the membership.
- The maintenance of the highest standards of performance and operation of a BMW by sharing technical information.
- The establishment and maintenance of mutually beneficial relationships with BMW dealers and other service sources to the end that BMW shall prosper and continue to enjoy its position in sports annals.
- The exchange of ideas and suggestions with other BMW clubs throughout the world and such cooperation as may be desired.
- The establishment of such mutually cooperative relationships with other sports car clubs as may be desirable.

## ARTICLE III - POLICY, POWERS, AND BADGE

### Section 1 - Political Activity

The chapter shall be politically nonpartisan.

### Section 2 - Powers

The chapter shall be empowered to do all things and conduct all business, not for profit, necessary to carry out the objectives of the chapter as set forth in the certification of incorporation, issued under the statutes of Virginia and in these bylaws.

### Section 3 - Badge

The badge of the chapter shall be inscribed with the words "National Capital Chapter" and the initials "BMW Car Club of America."

## ARTICLE IV - OBLIGATIONS AND INDEBTEDNESS

### Section 1 - Authority to Incur Obligations and Indebtedness

Only the four elected officers or persons authorized by the board of directors (see Article VII, Section 1) to act on behalf of the chapter shall incur any obligations or indebtedness in the name of the chapter. All obligations or indebtedness incurred in accordance with the provisions of these bylaws shall be incurred solely as corporate obligations. No personal liability whatsoever shall attach to such corporate obligation or liability.

### Section 2 - Unauthorized Obligations

No elected officer or any person authorized by the board of directors to act on behalf of the chapter shall incur any obligation or indebtedness in the name of the chapter which is not for the general benefit of the entire membership of the chapter nor shall the board of directors approve the incurring of any such obligation or indebtedness.

### Section 3 - Personal Liability for Unauthorized Obligation

The incurring of any unauthorized obligation or indebtedness in the name of the chapter by any elected officer or member shall be an ultra vires act. The person or persons responsible for such act or acts shall be personally liable, individually and collectively, to the chapter in an amount equal to the obligations or indebtedness which the chapter may be required to pay.

## ARTICLE V - MEMBERSHIP, DUES AND FEES

### Section 1 - Members

Membership in the chapter shall be restricted to owners or co-owners of a BMW automobile and to such other persons interested in the chapter and its objectives, as provided in Section 2(b) and (c) of this article, and who reside within the assigned territory. Application from prospective members who reside beyond this territory shall be considered on an individual basis. Members who move beyond this territory may retain their affiliation with the chapter.

### Section 2 - Classes of Membership

- Active - any owner or co-owner of a BMW, or any individual who does not own or co-own a BMW, but who shows an interest in the chapter, who is acceptable to the membership committee.
- Honorary - any person who, on the affirmative vote of a majority of the members present at any regular or special meeting of the membership, is deemed worthy of recognition for outstanding interest in or service to the chapter or the marque. Honorary membership in the chapter only shall be limited to one year unless otherwise specifically stated in the nomination.

### Section 3 - Dues

Establishment of dues shall be the responsibility of the national organization in cooperation with the local chapter.

### Section 4 - Privileges

- All members of whatever class shall be entitled to attend chapter activities and social events and shall be entitled to any reduced entry or admission fees accorded to active members.
- Only active members shall be entitled to hold elective office.
- Only active members may vote for officers or upon issues of policy.
- Only active members may hold appointive office.

### Section 5 - Expulsion

A member may be expelled by a majority vote of the chapter board of directors for violations of the rules of the national or chapter organization, for unsportsmanlike or ungentelemanly behavior or for behavior inconsistent with the best interests of the chapter. Any expelled member shall have the right to appeal to the membership of the chapter at any regular or special meeting of the chapter. The decision, by majority vote of those present, shall be final.

### Section 6 - Suspension

Members may be suspended for reprehensible behavior that, in the opinion of the board of directors, does not warrant expulsion. Suspended members may appeal to the board of directors for reinstatement. Failing to receive a favorable

decision from the board of directors, suspended members may appeal to the membership at any annual or special meeting. The decision, by majority vote of those present, shall be final.

### Section 7 - Resignation

Any member may resign by addressing and sending a letter of resignation, along with their membership card, to the secretary. The resignation shall become effective on the date stated, and privileges shall terminate as of that date.

## ARTICLE VI - MEETINGS

### Section 1 - Conduct of Business

All meetings for conduct of chapter business shall be guided by parliamentary procedure as specified in Robert's Rules of Order.

### Section 2 - Annual Meeting

The annual meeting of the chapter shall be held once a year, and the place determined by the board of directors. Notice of the time and place of the annual meeting shall be announced to the membership in the preceding issue of the chapter newsletter.

### Section 3 - Board of Directors Meetings

Board of directors' meetings shall be held the first Wednesday of every month throughout the year. The members of the board of directors shall be notified of the date and place of such meetings. Individual meeting dates may be changed at the direction and approval of the board of directors.

### Section 4 - Special Meetings

The president may call a special meeting at any time. In addition, the president shall call a special meeting within three weeks of the receipt of a petition for such signed by any five active members.

### Section 5 - Quorum

At any general meeting of the chapter, the presence of two of the four elected officers, including the president or vice president, three other members of the board of directors, and fifty active members in good standing shall constitute a quorum. At meetings of the board of directors, the presence of two of the four elected officers, including the president or vice president, and three other members of the board of directors shall constitute a quorum. For a vote to be held during a meeting of the board of directors, the presence of three of the four elected officers shall constitute a quorum.

## ARTICLE VII - BOARD OF DIRECTORS

### Section 1 - Board of Directors

- The board of directors shall consist of the four elected officers of the chapter, designated coordinators (see Section 4), and the immediate past president. Only the four elected officers may vote on all issues. Coordinators may vote only on issues directly related to their responsibilities.
- (1) The board of directors is under the direction of the president and shall advise him on chapter matters at his request.  
(2) The board of directors shall decide when an officer is incapable of properly fulfilling his responsibility to the chapter.
- The board meetings shall be open to any member that requests to attend.
- A synopsis of the proceedings of the board meeting shall be published in the chapter newsletter. The meeting minutes shall be kept by the secretary and shall be available for review by an active member in good standing upon written request.



# BMW CCA National Capital Chapter Bylaws



## Section 2 - Elected Officers

The elected officers of the chapter shall be the president, vice president, secretary, and treasurer. No person shall hold more than one elective office concurrently. No officer may continue in office subsequent to losing his standing as an active member or moving his residence beyond the territory of the chapter, provided such a move prevents him from attending meetings and events, causes him to be generally unavailable for members to reach, or otherwise impairs his ability to perform the duties of his office. In the event of the president losing his status as an active member, the vice president shall act as president until a general election can be held. All offices that are vacated shall be filled by appointment by the president until a general election is held.

## Section 3 - Duties

- The president shall preside at all meetings of the chapter and of the board of directors. The president shall briefly report the actions of the board of directors to the chapter. The president shall supervise and coordinate the duties of the other officers. The president shall be the chief spokesman for the chapter in all dealings with the public and with BMW CCA, Inc. The president shall select the chapter coordinators and chairpersons for all committees and may disband any committee or remove any chapter coordinator or chairperson at any time, unless prohibited or restricted by a specific committee charter.
- The vice president shall assist the president in the performance of the latter's duties and shall act in his stead in the event of his absence, disability or disqualification. He shall be responsible for overseeing event scheduling and functioning as the liaison between the board of directors and event organizers.
- The secretary shall keep full and complete minutes of all meetings of the chapter. At these meetings, he shall be responsible for ensuring that full compliance with the bylaws is maintained. He shall be responsible for notice to the membership for all annual and special meetings. He shall be responsible for all past minutes of the chapter.
- The treasurer shall have custody of all moneys, debts, obligations, and assets of the chapter. He shall be authorized to make normal ongoing disbursements as required to operate the chapter. Extraordinary disbursements shall not be made without special authority of the president. The treasurer shall keep the chapter's books of account on a calendar year basis beginning January 1. He shall give a financial report at each regular meeting of the chapter. The treasurer shall have custody of the past financial records of the chapter.

## Section 4 - Chapter Coordinators, Committees, and Responsibilities

Coordinators vote on issues directly related to their responsibilities. When an individual holds more than one position on the board of directors, that individual shall have only one vote. When a coordinator position is shared by more than one person, a majority vote of the co-coordinators determines the single vote that represents that coordinator position. The standing coordinators are:

- The autocross coordinator is responsible for organizing and running chapter autocrosses. The duties include obtaining results and names of chapter participants for publication. This coordinator may vote only on autocross topics.
- The concours coordinator is responsible for organizing and running concours events and for advance publication and post-event write up for the chapter newsletter. This coordinator may vote only on concours topics.
- The Drivers' School Steering Committee chairperson is responsible for organizing and operating the Drivers' School Steering Committee as specified in the committee charter. This chairperson has voting rights as specified in the committee charter.

- The editor of the chapter newsletter is responsible for all publicly disseminated information, due to the national organization's requirement for a public newsletter. The editor gathers and edits material and assumes responsibility for the chapter newsletter (published in accordance with BMW CCA, Inc. guidelines as *der Bayerische*), subject to direction from the president. The editor may vote only on information delivery topics.
- The membership coordinator is responsible for maintaining an up-to-date roster of all classes of members, notifying the president and the editor of the chapter newsletter of any changes, deletions, or additions to the membership, or any change in address or telephone number. The duties include sending out promotional literature and membership applications to prospective members and encouraging new and established members to participate in local chapter and national events. This coordinator may vote only on membership topics.
- The rally coordinator is responsible for organizing and running chapter rallies, and for advance publication and post-event write up for chapter newsletter. This coordinator may vote only on rally topics.
- The social coordinator is responsible for organizing parties and social events for the membership, and for advance publication and post-event write up for chapter newsletter. This coordinator may vote only on social topics.
- The technical coordinator is responsible for scheduling tech sessions and writing technical articles for the chapter newsletter. He should be available to provide advice and assistance to the membership on technical matters. This coordinator may vote only on technical topics.
- The tourmeister is responsible for organizing and running chapter tours, and for advance publication and post-event write up for the chapter newsletter. This coordinator may vote only on tour topics.
- The Webmeister gathers and edits material and assumes responsibility for the chapter Web site, subject to direction from the president and any promulgated guidelines. Material specifically related to an event or activity must be reviewed and approved by the coordinator responsible for that activity before posting to the site.

## Section 5 - Special Committees

The president may establish special committees as needed.

## ARTICLE VIII - ELECTIONS

### Section 1 - Annual Elections

The officers of the chapter shall be elected by ballot by majority vote of the members present at the annual meeting. Voting shall be on a slate proposed by the nomination committee. This committee should be chaired by the most recent past president available. Nominations must be made with the written consent of the nominee. The ballot and candidacy statements shall be published in the chapter newsletter before the elections at the annual meeting. Ballots may be cast by U.S. mail or on site at the annual meeting. If any one individual on the first ballot does not receive a majority vote, the candidate with the lowest number of votes shall be dropped, and another ballot shall be run off between the remaining candidates. This procedure shall be followed until one candidate receives a majority vote. The nominating committee's slate shall consist of one or more nominees for each office. Nominations for elected officers shall remain open until the ballots are taken for count at the annual meeting. The newly elected officers shall officially assume duties of office immediately after validation and acceptance of the ballots by the counting committee.

### Section 2 - Vacancies

If any elective office, except that of the president, is vacated, the

president, with the consent of the board of directors, shall appoint an active member to complete the term of office. This appointment must be confirmed by a majority vote of the active members present at the next annual or special meeting.

## ARTICLE IX - AMENDMENTS

### Section 1 - Initiation

Any active member of the chapter may propose an amendment to these bylaws. A proposed amendment to these bylaws must be submitted, in writing, to the board of directors.

### Section 2 - Initial Approval by Board of Directors

If a proposed amendment is approved by a majority of the board of directors, the secretary shall furnish all members of the chapter with a copy of the proposed amendment by publishing it in the next issue of the chapter newsletter.

### Section 3 - Initial Non-Approval by Board of Directors

If a proposed amendment is not approved by a majority of the board of directors, it may be brought to a vote of the members at the next meeting of the chapter by a petition signed by not less than 25 members, or 10 percent of the general voting members, whichever is less. If it is approved by a majority of those voting, the secretary shall furnish all members of the chapter with a copy of the proposed amendment by publishing it in the next issue of the chapter newsletter.

### Section 4 - Adoption

The proposed amendment shall become effective as soon as it is accepted by a majority vote of the members present at any regular or special meeting of the chapter held after the publication of the proposed amendment.

## ARTICLE X - COMMITTEE CHARTERS

### Section 1 - Drivers' School Steering Committee (approved 13 August 1997)

The Drivers' School Steering Committee (DSSC) shall hold primary responsibility for all aspects of decision-making with respect to drivers' schools. The DSSC is responsible for ensuring that the drivers' school program is operated in the best interests of the membership.

The DSSC is the second level of four levels of authority for drivers' school issues approved by the board of directors in August 1997 as follows:

Level 1: The chapter bylaws. The bylaws create a permanent Drivers' School Steering Committee and include this charter for the DSSC.

Level 2: The Drivers' School Steering Committee.

Level 3: The Drivers' School Plan specifies the overall guidelines of the drivers' schools. This plan is developed as a guide to the conduct of in-car driver education and is to be used in conjunction with the BMW CCA, Inc. Drivers' School Standards.

Level 4: The Operations Manuals needed to run the school, created by the primary and secondary personnel identified in the DSP.

The DSSC shall be composed of five individuals with a reasonable level of drivers' school expertise and organizational experience, as follows:

1. A chairperson, who shall be an elected officer and who shall



# BMW CCA National Capital Chapter Bylaws



- be appointed by the other elected officers of the board of directors.
- One member appointed by the chief instructor to represent his interests.
  - One member appointed by the drivers' school coordinator to represent his interests.
  - One member, who shall be a current student at the chapter's drivers' schools, appointed by the chief instructor's representative.
  - One member, who shall be a current instructor at the chapter's drivers' schools, appointed by the drivers' school coordinator's representative.

The DSSC shall serve a term of office of one year, starting concurrent with the terms of the elected officers. The DSSC composition shall be reviewed each December by the board of directors. Dismissal of any member of the DSSC shall only occur in the case of just cause and shall require a unanimous vote of the remaining DSSC members. Removal of the DSSC chairperson shall require, in addition, a unanimous vote of the other elected officers of the board of directors.

The DSSC shall be responsible for development of a Drivers' School Plan (DSP), which shall specify the overall guidelines

of the drivers' schools. The DSP shall be the chapter's binding document for operation and dispute resolution with respect to the drivers' schools.

This DSP shall undergo periodic review by the DSSC, and amendments shall be made as necessary. Ratification of and amendments to the DSP shall be through a majority vote of the five members of the DSSC, in addition to a majority vote of the four elected officers.

Primary areas of responsibility of the DSSC shall be review of all aspects of the current drivers' school program and review of the DSP to ensure that areas critical to safe and drivers' school operation are documented. Specific areas of responsibility are identified below, and additional issues shall be reviewed as needed.

- Establish the goals of the drivers' school program.
- Select the venue for each school offered during the year.
- Select the date and duration of each school offered during the year.
- Select the mix of school types (driver, safety, etc.) offered during the year.
- Establish the entry fees and applicable late and

cancellation fees in conjunction with the treasurer.

- Establish the requirements of registration and the content of the registration form.
- Establish the cancellation policy for entrants who cancel their registration.
- Establish peripheral school benefits (e.g. tee-shirts) to attendees.
- Ensure that the chief instructor and drivers' school coordinator conform to the requirements of the DSP.
- Nominate replacements for chief instructor and drivers' school coordinator, as needed.
- Mediate conflicts that arise between the primary drivers' school personnel, where such conflict is not resolved by specific requirements contained in the DSP.
- Resolve additional issues related to the drivers' school program as such issues arise.

All administrative decisions made by the DSSC shall be ratified through a majority vote of the five DSSC members. The DSSC shall meet at least twice per year. Additionally, the DSSC chairperson may convene the DSSC on an ad hoc basis as needed. After each meeting, the DSSC shall present a report of the meeting, including any recommendations, to the board of directors.

## M I N U T E S

### Board Meeting, 10 September 1997

#### President's Report. None

#### Vice President's Report.

- Formula Motorsports information given

#### Treasurer's Report.

- Passed out

#### Secretary's Report.

- Minutes approved and seconded

#### Membership. None

#### Autocross.

- Autocross planned for November, Corvette/BMW challenge.

#### Tech Chairman.

- Chapterfest this Sunday, 9/27 DIY tech at Exlusive

#### Tours and Rallies.

- Rally on 9/21, information on Web Page. Route instructions completed. Start in Ashburn, finish at 1763 restaurant.

#### Concours. None

#### Drivers' Schools.

- 57 registered for Saturday, 54 on Sunday. Tentatively 32 instructors.

#### dB.

- Printed on 12 August, sent out on 3 September, need articles by end of September. The paper has been changed, resulting in cost savings. Minutes will continue to be published in dB.

#### Bylaws Committee.

- Latest version, 10 September, passed out.

Bylaws will be in the next dB so that members can vote on it. Committee will meet before this.

#### Drivers' School Committee.

- Charter incorporated in Bylaws. Drivers' School Plan approved.

#### Webmeister.

- Web is in good shape. New web site address will be used.

#### Calendar of events.

- Nothing additional to what is in the dB

#### New Business.

- Holiday party, discussion deferred. Nominating committee for Board Members for next year formed. Jenny, Dave R., Gordon K, slate of candidates will be included in the next dB.

#### Meeting Location.

- 1 October, in Virginia.

Meeting closed at 10 pm

### Board Meeting, 8 October 1997

#### President's Report.

- The President reported on the contents of several recent Pipelines. BMW CCA is looking to which car should represent BMW's 30th anniversary. NCC is still the 2nd largest chapter with 2817 (a growth of 2% members, Golden Gate has 3372 members).

#### Vice President's Report. The VP is recuperating from major surgery.

#### Treasurer's Report.

- P&L for January 1 through October 8 was passed out.

#### Secretary's Report.

- The September Board Meeting Minutes were presented with amendments, a motion to approve the Minutes was made and seconded.

#### Membership. Chair was not present (see President's report).

#### Autocross.

- Two autocrosses are being held with the NV Corvette Club on 11/2 and 11/9, at Old Dominion Speedway and NV Manassas Campus, respectively.

#### Tech Chairman. Chair not present, Chapterfest went well, the Tech session was successful.

#### Tours and Rallies.

- The 9/21 event went well, 17 cars participated.

#### Concours.

- No action, but trophies won at Chapterfest will be sent out. The next Concours will be the first Sunday in May 1998. On 10/17-19, a Concours will be held at the BMW facilities at Spartenburg.

#### Drivers Schools.

- The school has been full for 3 weeks, there are enough workers and instructors.

#### dB. No report.

#### Bylaws Committee.

- The new By-laws were reviewed, comments were noted. A motion was made and seconded to approve the By-laws with amendments as noted during the meeting.

#### Drivers School Committee.

- The next (end of year) meeting will be held during January, the Drivers' School Plan is being finalized and will be distributed at the next meeting.

#### Webmeister.

- There is no resolution as yet on the change of address for the web site, the cost for changing the address is being investigated.

#### Calendar of events.

- Nothing other than what is listed in the dB. The Holiday Party is currently scheduled for January 10 with a snow date of January 17. Possible locations were discussed.

#### New Business.

- Nominating Committee for Officers: candidates are available for Treasurer, Secretary, Drivers' School Coordinator, candidates for President and Vice President need to be finalized. An Advertising Manager is needed. New letterhead is available.

#### Next Meeting Location.

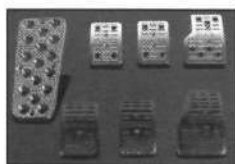
- Dave Lassalle's in Columbia, Md. November 5th.

A motion to close the meeting was made and seconded.





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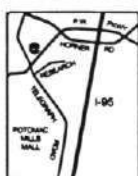
MON.-FRI.  
8-6

SAT. 8:30-3:30  
in MD

SAT. 8:00-3:00  
in VA



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 I-95 Exit Homer Road, Left onto  
 Telegraph Road, 1/2 Mile on left

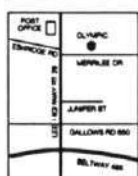
**ALEXANDRIA**



**703 370-0850**

5168 EISENHOWER AVE  
 1/2 Mile Inside Beltway  
 Exit 3

**FAIRFAX**



**703 560-8500**

2812 A-B MERRILEE DR  
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**GAITHERSBURG**



**301 990-4100**

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

**COLLEGE PARK**



**301 474-1030**

6105 GREENBELT ROAD  
 1/2 Mile From Beltway  
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**CROFTON**



**301 261-0077**

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## 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@qis.net](mailto:dderr@qis.net). Ads must be received by the first of the even-numbered months for inclusion in the next issue.

## CARS FOR SALE

- 1967 1600-2** VIN 1527301 Red, Black interior, 140,000 miles, Rebuilt engine, Sport springs & shocks, Full fender flares, Scheel racing seat, Front spoiler, 12 Volt, \$2,200.  
**Keith** (301) 386-0410 Office (301) 384-4488 Eves. (MD)
- 1972 2002ti** VIN 2761976. White / 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. One of the Best! \$7500.  
**Rob** (301) 929-3112 (MD)  
or email to <[Woolleyr@USEC.com](mailto:Woolleyr@USEC.com)>
- 1973 2002ti** VIN 2763222. Riviera blue/blue interior. Factory rebuilt engine & trans, new clutch, brakes, 320i radiator, new alloys w/ Yokohama A/S, rebuilt suspension w/ new Bilsteins (lowered 2"), swaybars, new Recaros, MOMO steering wheel. Excellent condition, runs like new and looks great! \$5,250.  
**Scott** (703) 768-0075 (VA)
- 1974 2002** VIN 4224036. Inka/Black 4 Speed. Sunroof. Shock Towers/ Engine original and solid. Minor surface rust but clean. Use as daily driver or a little TLC can be a collector. New house forces sacrifice. \$3500/obo. Serious inquiries.  
**Richard** (703) 569-7851 (VA)  
or email <[Richard\\_Pineda@soza.com](mailto:Richard_Pineda@soza.com)>
- 1975 530i** VIN 5021454. Tan/tan leather, 4D, AT, 6 cyl, AM/FM Stereo, trunk toolkit. Perfect for the collector/mechanic. Historic car in three years. \$1,000.  
**Gerald** (301) 956-2867 eves 7-9pm (MD)  
(202) 319-5256 10am-6:30pm (DC)  
or email <[sullivan@cua.edu](mailto:sullivan@cua.edu)>
- 1980 320i** VIN 7153290. Metallic green/tan interior, 4sp, s/r, A/C, new paint and bodywork, AM/FM cassette w/ subwoofer, alarm, 5 spoke alloys, tinted windows. Over \$10K invested since 8/90. 90K on motor. All records and receipts. Perfect starter BMW. Sacrifice for \$3,950.  
**Jeff** (410) 796-8984 home (MD)  
(410) 796-8520 work (MD)  
(410) 499-8527 mail (MD)
- 1985 635CSI** VIN WBAEC7406F0605940. Arctic Blue exterior/ Pearl leather, 110K miles, 5 speed, traded the TRX's for 740i 16" wheels, near excellent condition, slightly lumpy idle, all records, \$8600.  
**Larry** (703) 241-2113 (VA)
- 1985 635CSI** VIN WBAEC7408F0606619. Bronzhit with neutral hides, 5 speed, all amenities. Great looking and driving auto. VA inspection. Best offer.  
**John** (703) 273-2361 anytime (VA)

## CARS FOR SALE

- 1988 325i** VIN WBAAD2302J8844699. Gold/Tan leather, auto, sunroof, cruise, full computer, limited slip, garage-kept, non-smoker, dealer maintained, 58K miles, excel. cond., VA insp. \$9,500/OBO.  
**Mike** (703) 442-5522 days (VA)  
(703) 847-9106 nights/wknds (VA)
- 1989 325i** VIN WBAAA1305KEC64159. White/tan leatherette, 109K, 5 spd. M3 springs, shocks, control arms, eccentric bushings & strut mounts less than 10K. Timing belt & pump 8K. New front rotors & all Ferodo pads. Stainless brake lines. Synthetic fluids. Chip and Hartege items piecemeal. Strong motor and trans. \$7,500.  
**Jon** (202) 966-7968 (DC)
- 1997 328i** VIN WBACD3329VA18266. European Delivered: Cosmos Black/Black Leather, 5 speed, Sports Package, OBC, Sunroof. Added: Zender deck lid spoiler(\$600), Denon in dash CD with RDS/Remote (\$600), All MB Quart Speakers (\$1000), Sony Amp (\$250). Mobil 1 every 3K mi, No smoke, Garaged, Zymoiled, Flawless. Over \$40,000 invested, Sell for \$33,000.  
**Ryan** (410)962-5184 work (MD)  
(410)385-6068 home (MD)  
or email to: <[ryanjen@erols.com](mailto:ryanjen@erols.com)>

## PARTS FOR SALE

- Misc. Parts** Colgan bra/ mirror covers. For E36 318/325/328i. Used five times. Perfect shape. \$65.  
**Dan** (540) 972-3314 (VA)
- E28 535 Parts for Sale. Instrument cluster circuit board - new style \$100, rear differential 80k miles \$175, Dinan chip \$100. Prices include shipping.  
**Scott** (703) 758-4927 (VA)
- E36 Parts. 1.8L motor from 95 318ti, excellent condition, 13K miles. Complete with ECU, wiring harness, airflow meter, fuel injection, intake airbox, p/s pump, exhaust system, radiator, dash pod, most hoses. \$2,700.  
**Dave** (301) 829-2640 eves before 9pm (MD)
- Snow tires. Four (4) Bridgestone Blizzak 195.65R 14 on very good E30 325 14x6" alloys. Used only one season, less than 2K miles. \$500 /OBO.  
**Bob** (703) 908-1650 work (VA)  
(703) 534-6135 eves (VA)

## WANTED

- Car Wanted** 1995 318ti. White exterior, s/r, sport/active package.  
**Tom** (703) 368-5867 (VA)
- Parts Wanted** Racing Dynamics valve cover for Big Six motor. Also looking for an M6 rear deck spoiler.  
**Paul** (202) 726-7971 (DC)



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

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

**PAYMENT**

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

☐ **VISA**   ☐ **MASTERCARD**

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

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

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

## MOVING?

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**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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Address changes will NOT be accepted by phone

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