

March/April 1998

der Bayerische

National Capital Chapter

BMW Car Club of America



Calendar of Events

1998



JANUARY

- 17 Holiday Party & Elections
Rockville Civic Center
Mansion

FEBRUARY

- 14 Prototype Technology Tour
Winchester, VA

MARCH

- 14 BMW Excluservice Autocross
- 21-22 Spring Drivers' School
Summit Point Raceway
- 28-29 MWCSCC Autocross School

APRIL

- 4 DYI Tech/Tech Inspection
- 5 Spring Tour (Caldwell)
- 11 MD Science Center/IMAX:
Super Speedway & Racecar:
The Science of Speed
- 25 Highway Safety School
- 26 Drivers' School - Jefferson
Circuit

MAY

- 3 Deutsche Marque Concours
- 9 BMW of Fairfax Autocross
- 9 Import Weekend, Carlisle, PA
- 16-17 Jefferson 500
- 17 NCC-Radial Tire Co. Maifest
Corral at Jefferson 500
- 17 Deutsche Marque Autocross

JUNE

- 13 New Members' Party
- 14 Autocross

JULY

- 12-19 Pittsburg Vintage Grand Prix
(Featured marque - BMW)
BMW CCA/BMW NA
Sponsorship. Includes BMW
CCA Club Race for vintage
BMW's (2002 and older)
- 26 BMW CCA/MWCSCC
Championship Autocross

AUGUST

- 1-2 Drivers' School - Jefferson
Circuit
- 16-22 Oktoberfest '98, Orlando, FL

SEPTEMBER

- 5 Tour
- 12 Shenandoah Winery Tour &
Concours
- 19 Seafood Festival & Concours

OCTOBER

- 4 Tour
- 17-18 Fall Drivers' School -
Summit Point Raceway

NOVEMBER

- 15 Autocross



For the Latest Info, Call the Club Hotline: 301-230-9BMW
Chapter Web Site: <http://www.bcpl.net/~dbryan/ncc/>

der Bayerische

National Capital Chapter BMW Car Club of America

March/April 1998



VOLUME 28 NUMBER 2

2

PRESIDENT'S MESSAGE

4

SHORTSTROKES

5

COMING EVENTS

9

**DRIVERS' SCHOOL
APPLICATION**

18

CAR OF THE MONTH

20

**WOODY'S
COMPETITION CORNER**

22

TECHNOID

24

TREASURER'S REPORT: 1997

25

**BOARD MEETING
MINUTES**

27

CLASSIFIEDS

28

ADVERTISERS INDEX



10

*Holiday Party and
Elections*

BY MIKE EARLY



12

Oldies but Goodies

BY ALEX THIERMANN



15

*The Future Begins
Tomorrow...*

BY DAVID ROACH



16

The Detroit Auto Show

BY JOHN HARTGE



22

*Championship
Autocross Series*

BY RAFAEL GARCES

Cover photo: BMW Design study Z07 © BMW AG

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

The votes are in and guess who gets to write the President's report—ME. Actually, I am looking forward to this year. Since I have been Autocross Chairman for several years (and some may say an autocross fanatic) I thought it might be nice to have all cone-typed related events. I was talking to Mike Early, our Social Chairman, and he had a dream that we had a social event where we were barbequing in a parking lot where the grills were used for cones. I wonder if they would still have a two-second penalty? Maybe a Concours where the cars were judged during a run on the course. How about a tour to a vineyard with cones lined from DC to Virginia, and, and... well, maybe it is not a good idea.

As you can see by the Calendar of Events it has started to fill. It would be nice to see more members who rarely or never come out to events. If you are in that category you would see that the Club's main objective is to enjoy our cars and the company of other members. We are planning on making sure that we have a well-rounded schedule and would like to hear from you on suggestions. The easiest way to do this is e-mail the Chairperson that heads up that type of event.

I would like to welcome a few new Board members and Chairpersons. Al Zavala is the new Treasurer but has been very active with the Club in many capacities. Rafael Garces has taken duty as Autocross Chairman and Adil Desai is the Drivers' School Coordinator. Duane Collie has taken the reins of Advertising Manager. We should also feel fortunate of all the other Board members and Chairpersons who have continued from the previous year. We are looking for a qualified person to fill the position of Webmaster. If you are interested please contact me. If you have not visited our site lately you should check it out. Dave Bryan, our pinch hitter Webmaster has done an excellent job with the feel and content of the Website.

I would also like to thank Jenny, our outgoing President for all her efforts and wisdom. I am still amazed the amount of effort that is done by people to make sure that we continue to be the best car club in the area.

Happy trails,
David Lassalle



Oops!!!

Corrections to "Buying a Used BMW—Auto Advantage Style," published in the November/December *der Bayerische*:

Mike Colvin of Heishman BMW was not present at the event. Heishman BMW is not affiliated with Auto Advantage. Bob Hammersly was present to answer questions pertaining to BMW retailers and new vehicle warranties.

The name of Auto Advantage employee Holly Bridges was incorrectly noted as Holly Davis.

Jim Moran

der Bayerische

March/April

olympic imported parts

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8-6
SAT. 8:30-3:30
In MD
SAT. 8:00-3:00
In VA



WOODBRIIDGE



703 494-0111
TOLL FREE Dial 11* & Then
800 787-2440

13851 TELEGRAPH RD., #201
I-95 Exit Harmer Road, Left onto
Telegraph Road, 1/2 Mile on left

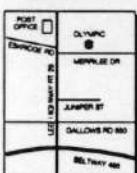
ALEXANDRIA



703 370-0850

5168 EISENHOWER AVE
1/2 Mile Inside Beltway
Exit 3

FAIRFAX



703 560-8500

2812 A-B MERRILEE DR
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 Gaither Road

COLLEGE PARK



301 474-1030

6105 GREENBELT ROAD
1/2 Mile From Beltway
Exit 23

CROFTON



301 261-0077

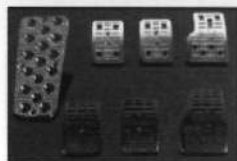
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- Here are the results of the Chapter's elections: President, David Lassalle (E36 M3), Vice President, Sue Bryan (E30 M3, E21 320i), Treasurer, Al Zavala (E30 325i), and Secretary, Charlotte LaQui (E30 M3s). The Amendments to the Bylaws were also accepted.

- Well, it's almost official. A National Highway Traffic Safety Administration report released in January claimed that cellular phone use while driving may be a contributing factor in automobile accidents. After collecting data for three years, NHTSA concluded

that phone use while driving increases the risk of a crash, although by how much they couldn't say—only two states

ShortStrokes

even go so far as to record the presence of phones in crashes. In most cases, drivers talking on their cell phones were in the "striking vehicle"—the one hitting another vehicle. Surprisingly, NHTSA found that most accidents occurred while drivers were talking on their phones rather than dialing a number. One motorist was connected to a pay-per-minute adult entertainment service when he ran head-on into a dump truck. He died with his cell phone in (one) hand. It was also learned that while on their phones, drivers tended to weave across lanes, speed up, slow down, even run off the road, yet were unaware that they were losing control of their cars.

- If you're planning to attend this year's Nurburgring drivers' school but don't have a car waiting for you in Germany, you may be s.o.l. and just spectating—BMW AG has declined to offer vehicles for students' use at the school. Dan Tackett, CCA liaison to the school, is searching for cars elsewhere.

- Despite the higher speed limits on its interstates, Maryland's unofficial 1997 highway death toll hit a 33-year low, with a recorded 591 deaths caused by traffic crashes, continuing the downward trend of the past few years. There were 615 traffic fatalities in 1996. State Police Superintendent David B. Mitchell cited only the intensified crackdown on reckless and aggressive drivers in 1997 as a cause.

- Are you driving a piece of junk? Well, pretty soon you might not know it. Legislation is now before Congress designed to nationally standardize how much damage a car received before it was branded as salvage. If repairs add up to 80 per cent of the car's pre-crash value, that car would be designated "salvage" and its title stamped as such. However, cars over seven years old, or those worth more than \$7,500, would be exempt, no matter how damaged. Although consensus favors a uniform federal disclosure law, critics claim that the new proposed standards are far too lenient and could encourage the sale of more vehicles with hidden damage to unwitting

consumers, pointing out that half of all used cars sold are over six years old and thus exempt from the rule. They favor standards recommended by NHTSA itself—all vehicles, regardless of age, be branded salvage when incurred damages exceed 65 per cent of the car's value. Rebuilt cars would be permanently labeled as such and face mandatory safety inspections. Car dealers and insurance companies support the bill saying that if a car doesn't incur any safety-related damage in an accident, it can be kept out of the junk yard and on the street. Ironically, states with tougher laws would be forced to adopt the lower standards or face a cutoff of federal transportation funds.

- Another speedway dnf? After poor planning and increasing community opposition forced the abandonment of its bid to build a 100,000-seat NASCAR speedway in eastern Baltimore County, the track developers, Middle River Racing Association, have down-scaled their plans to a 54,800-seat raceway and shifted their sights to a tract of land near the intersection of Route 32 and the Baltimore-Washington Parkway in Anne Arundel County, near the site where three years ago community activists successfully fended off a 78,000-seat stadium for the Washington Redskins. Despite early staunch support from Anne Arundel County Executive John G. Gary (R), MRRA is finding increasing community opposition here as well. Neighbors cite fears of increased traffic and noise, but MRRA claims that Route 32 and the parkway can now easily handle the traffic without any added pressure on local roads. The 400-acre site is zoned industrial, allowing the speedway's existence. But under zoning regulations, construction cannot proceed without the approval from a hearing officer, who reviews whether the project would overwhelm the community with noise and other problems. It was a hearing officer who doomed the Redskins stadium. Track developers are hoping to avoid review by drafting legislation to change the project to one of "conditional use", meaning the track could be built with just the approval of the Department of Planning and Code Enforcement, which reports to Gary. Gary, meanwhile, has cooled his enthusiasm in the face of public opposition and has suggested that MRRA consider other county sites. And NASCAR? They claim the mid-Atlantic region is already saturated with Winston cup events and developers should look elsewhere, like Illinois.

- A oddly unusual automobile vandal struck Charlottesville, VA in early December, boldly stripping away the wiper blades of ten cars outside of Burnley-Moran Elementary School in broad daylight. The alleged culprit? A crow. Befuddled wildlife officials were stumped and suggested everyone cover their windshield wipers, with the hope that the bird would eventually give up and leave.

derr

BMW EXCLUSERVICE SPRING AUTOCROSS**Saturday, 14 March 1998****NoVa Community College,
Manassas Campus****Time: 9:00am Tech & Registration****Price: \$15.00**

Are you sitting around waiting for something to do with your car after a long cold winter? Do you want to make sure your car and its driver are ready to participate in the Spring Drivers' School? Do you need to go get some practice runs in before the autocross school? If you answered "yes" to any of the above, then: wipe the dust (and/or snow) off the car, take the snow tires off, put on your regular street tires or if you are courageous, put on your "R" compound tires then come out to our first autocross of the season. This is the "BMW Excluservice Autocross" as BMW Excluservice was kind enough to co-sponsor one of our canopy purchases last year. Please remember them for your car's service needs. In addition, this year we will be running a BMW Autocross Series with awards being given to the top three in each of the six categories. In order to qualify for an award, you must participate in at least five of the seven BMW Autocross events listed in the 1998 Calendar of Events and your top five scores will count. Questions? Contact the Autocross Chair, Rafael Garces, at (703) 255-5914 evenings til 9, or e-mail to <rafgar@prodigy.net> for information or registration.

Directions: From the Capital Beltway, take I-66 West towards Manassas. Exit at Route 234 North (look for the sign to the College). Entrance to NVCC is the second street on the right.

SPRING DRIVERS' SCHOOL**Saturday-Sunday, 21-22 March 1998****Summit Point Raceway, WV****Time: 7:00am**

Well, it's only January and already we're thinking: Drivers' School! (or maybe, it's only January, when's that first Drivers' School ever gonna get here?!?). Well, Spring is on the way and that means driving! Come out and join your fellow Chapter members as we kick off the 1998 Driving Season at our Spring Drivers' School. The venue is the big track at Summit Point Raceway and

the goal is for you to learn more about your BMW (and have some fun, too). This is a two-day event and we won't be on the big track again til October, so this one will fill up fast. Find the application, fill it out, and mail it in Pronto! Questions? Contact the Drivers' School Registrar, Gary Ketner, at (410) 715-9317, evenings til 9:59, please.

Directions to Summit Point at the end of Coming Events.

**National Capital Chapter
and Metropolitan Washington
Council of Sports Car Clubs
2nd ANNUAL MWCSCC NOVICE
WEEKEND**
Saturday-Sunday, 28-29 March 1998

On March 28 and 29, 1998, National Capital Chapter and Autocrossers Limited (ALTD), in conjunction with several other clubs from the Metropolitan Washington Council of Sports Car Clubs (MWCSCC), will host the 2nd Annual MWCSCC Novice Weekend. This event will include a Novice Autocross School on Saturday, March 28, 1998 and a Practice Autocross on Sunday, March 29, 1998. The event will be held at the Colony 7 Lot at Ft. Meade, MD (Rt 32 and the Baltimore-Washington Parkway).

**Novice Autocross School —
Saturday, 28 March 1998**

As the name implies, the Novice Autocross School is intended for people who have little or no experience with the sport of autocrossing. There will be two identical sessions (morning and afternoon) limited to a total of 50 participants. The Novice Autocross School will provide the novice autocrosser with instructions on the essentials of autocrossing and include topics such as tech inspection, on-course driving techniques, and safety. In addition, each session will include up to 3 course runs for each novice. There will be plenty of experienced drivers on hand to ride along, offer advice, and answer questions. The morning session lasts from 8:00 am to 12:30 pm and the afternoon session lasts from 12:00 noon to 4:30 pm. It is essential that participants arrive early to allow time for car preparation and registration. Registration for the morning session opens at 8:00 am and closes at 8:45 am. Registration for the afternoon session opens at 12:00 noon and closes at 12:45 pm. Pre-paid pre-registration is required.

**Practice Autocross —
Sunday, 29 March 1998**

The Practice Autocross on Sunday, 29 March 1998 will be open to both novice and experienced autocrossers. The format will be similar to that of a normal MWCSCC championship autocross event; 4 heats of 30 cars per heat. This event will favor participation by novices with half of the starting positions reserved for novices, most of whom are expected to have been participants in the previous day's Novice Autocross School. The earliest starting times for the four heats will be 9:00 am, 11:00 am, 1:00 pm, and 3:00 p. Registration will open at 8:00 am and will remain open until the beginning of the fourth heat.

Registration

Due to the limited number of spaces for the Novice Autocross School, pre-paid advance registration will be used to fill the two sessions. This event filled up quickly so you should register as soon as possible. The entry fee is \$10. For an additional \$10, the novice can also pre-register for the Practice Autocross and, by doing so, will receive a \$5 discount coupon which can be redeemed when registering for a later MWCSCC championship autocross event. The entry fee for the Practice Autocross is \$10 for novice autocrossers and \$15 for experienced autocrossers.

Additional Information

For additional information and on-line pre-registration, please visit ALTD's website at <http://www.qis.net/~zoomie/altld/>, or send e-mail to mpatnode@erols.com or call Michael Patnode at (410) 987-3521.

**DO-IT-YOURSELF AND TECH.
INSPECTION DAY**
Saturday, 4 April 1998**BMW Excluservice****12224 Parklawn Drive, Rockville, MD****Time: 9:00 am - 1:30 pm**

After a well attended Do-It-Yourself session in September last year, BMW Excluservice has again generously offered Chapter members the use of their lifts and service bays to perform that always needed maintenance or repairs. Their friendly staff will also be present again to answer questions and lend a hand. In addition, their parts department will be open to handle those forgotten items. As always, lift space is limited, so please try to limit your tasks to jobs that can be completed within the allotted time. Basic mainte-

nance and repairs, such as fluid changes, filter replacement, and brake pad changes should be able to be accomplished in one hour. We can accommodate more involved tasks, but please register for a lift early.

Plan to bring all the tools and parts required to perform your jobs. In addition, it will be possible to have your car inspected for the April 25 Highway Safety School and April 26 Drivers' School. Please call to reserve a space and remember your tech. form.

These events are popular, so please register for a lift early. Priority will be given to those who register in advance and lift times are assigned on a first call - first served basis. For more information or to register, contact Jim Moran, at (703) 441-0329 before 10:00 pm or e-mail bavarian@geocities.com

Directions: From Maryland east of I-270 - Take the Capital Beltway (I-495) to Wisconsin Avenue North (aka Route 355, Rockville Pike). Go 2.5 miles and turn right onto Randolph Road (just past the Silver Diner on the left). After 1/2 mile, just over the railroad tracks, turn left onto Parklawn Drive. BMW Excludeservice is 1/2 mile on the left. From Maryland and Virginia west of I-270 - Take the Capital Beltway (I-495) to I-270 North. Exit immediately onto Montrose Road east. As you cross over Route 355, Rockville Pike, Montrose Road changes to Randolph road. After 1/2 mile, just over the railroad tracks, turn left onto Parklawn Drive. BMW Excludeservice is 1/2 mile on the left.

SPRING TOUR — BLUE LINE ROADS **Sunday, 5 April 1998**

Drive some interesting by-ways; and try a new road house for early dinner at the end of your first 1998 BMW tour.

Interested? Call your Tourmeisters Bill Caldwell and Mary Hill no later than Sunday, March 29 for registration information. Telephone: (703) 534-3528 or e-mail sneeker@erols.com.

Tour registration fee : \$5.00 for your BMW, and \$10.00 per vehicle of other marques.

Note: Your registration fee must be received by Tourmeisters prior to Saturday, April 4, 1998!

IMAX — SUPER SPEEDWAY **Maryland Science Center** **Baltimore, MD** **Saturday, 11 April 1998** **Time: 3:00 pm**

If you ever wanted to know what it feels like to go around Laguna Seca in an Indy car driven by Mario Andretti, you have to see the new film, Super Speedway. The experience is truly awesome. This film takes you around the track for 2 laps as Mario races against his son Michael as well as how they made this exciting film. When you see and feel this in the IMAX theater I guarantee that you will be amazed. Also at the Science Center is the exhibit, Racecar; The Science of Speed which you'll want to see. Tickets are \$7 and an RSVP is MANDATORY. The Maryland Science Center is located in Baltimore's Inner Harbor.

After the film anyone who is interested is invited down the street to join other Club members at the Globe Brewery where we will have several tables reserved for Club members.

Please send a check to Mike Early, 908 Windsor Road, Baltimore, MD 21208, no later than March 27th. For directions or if you have any questions you can e-mail Mike Early at M3EARLY@AOL.COM or call 1-800-879-6778 (9-5 M-F) and ask for Mike Early.

HIGHWAY SAFETY SCHOOL **Saturday, 25 April 1998** **Jefferson Circuit** **Summit Point Raceway, WV** **Time 7:30 am**

Join us at Summit Point Raceway's Jefferson Circuit for our annual Highway Safety School. This car-control clinic is only offered 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 autocross for the first time this is an ideal way to start off—it's low speed and you'll receive top-notch individual instruction covering all aspects 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! And why not make it an exciting weekend by signing up for the drivers' school the next day? You'll get to

immediately put to practice all your newly-acquired skills. And why not sign up your loved one or the new driver in the house while you're at it? See the application in this issue, fill it out and send it in! Questions? Contact the Drivers' School Registrar, Gary Ketner, at (410) 715-9317 evenings til 9:59 please.

NATIONAL CAPITAL CHAPTER **DRIVERS' SCHOOL** **Sunday, 26 April 1998** **Jefferson Circuit** **Summit Point Raceway, WV** **Time: 7:00am**

Well, it's spring, and what you want to be doing is tromping around in the back yard, right? Heck no! You'd rather be at a Drivers' School! Come join your fellow Chapter members at our Jefferson Circuit Drivers' School at Summit Point Raceway and have some fun—the spring planting can wait. And, if you've attended the previous day's Highway Safety School, this is an ideal way to immediately "stretch out" and apply your newly-acquired driving skills. See the application form in this issue. Questions? Contact Gary Ketner, Drivers' School Registrar, at (410) 715-9317 evenings til 9:59.

SAFETY EQUIPMENT TECH. SESSION **Saturday, 2 May 1998** **OG Racing/Auto Sportsystems Group** **Fairfax, Virginia** **Time: 10:00 am**

Safety is the foremost consideration in driving. This is especially true for high performance driving such as drivers' schools, autocrosses, and racing. To ensure your safety and the safety of others, the organizers of these types of events require specialized safety equipment. The folks at OG Racing are experts in this type of equipment. From helmets to roll bars and fire suppression systems, OG is knowledgeable in the requirements for the selection and installation of personal and car safety systems. Mixing anecdotes and hard-learned experience, they will illustrate the importance of proper safety equipment. They will teach us, among other things, how to choose a helmet, what a properly installed roll bar looks like, and how and why to install a harness. In addition to their expertise, the group from OG Racing will bring along equipment and apparel to examine and try on. Everyone, from the

novice autocrosser to the expert racer is sure to learn something.

Auto Sportsystems Group has been kind enough to host this tech. session and we thank them for their generosity.

If you are planning on attending, or for more information, contact Jim Moran at 703-441-0329.

Directions: Take the Capital Beltway (I-495) west to US 50 West (Virginia side).

Immediately exit onto Gallows Road north. At the fourth traffic light, turn left onto Lee Highway (US 29). Turn right at the second light onto Hilltop Road. Take the next right onto Dorr Ave. Auto Sportsystems Group is on the left in the rear of 2810 Dorr Ave.

15th Annual DEUTSCHE MARQUE CONCOURS

Sunday, 3 May 1998

Woodlawn Plantation, Alexandria, VA

Time: 9:00am-3:00pm

Get out your polish, your rags and your toothbrushes and get started early. It's just around the corner again...the Annual Deutsche Marque Concours. If you didn't make it to or participate in last year's event, then you've no doubt heard about the wonderful time had by all and the quantity and quality of the cars that were shown.

As in past years this will be a "top only" concours, so you first timers need not be timid as we promise not to stick a q-tip up your tail pipe! We will also continue the display class which will include race cars and motorcycles.

This year's event will be held again at the historic and beautiful Woodlawn Plantation located on Rt 1 in Alexandria, Va near Ft. Belvoir. The entry fee will remain the same at \$25 per car which includes 1 ticket to the wine & cheese awards reception which immediately follows after scores have been tallied by all clubs. Additional reception tickets are available at \$10 person. There is no charge for admission to the event as a spectator.

As usual, the rivalry of attendance between the BMW, Porsche and Mercedes Clubs is ever present. Therefore your participation at this event will make it a huge success (not to mention the nice trophy you may win), so get those rags out and

get busy! Questions? Concerns? Contact the Concours Chairman: Paul Vessels at 202-726-7971 for more info until then...keep the shiny side up!

CARLISLE IMPORT, KIT/REPLICAR NATIONALS SHOW/TOUR

Saturday, 9 May 1998

Carlisle, PA

Time: 7:00am

On Saturday, May 9th 1998 we will tour/caravan to Carlisle, PA fairgrounds for the Carlisle Import, Kit/Replicar Nationals. This event was started in 1986 as the Carlisle Import Auto Festival and has grown to its current status. The event offers an all Import Swap Meet, Specialty Car Manufacturer's area, Import Kit/Replicar Corral, Import & Specialty Car Show fields, club gatherings, seminars and much more. You can expect to see anything from Ferraris to Porsches to British cars including replicars such as Shelby Cobras and the awesome Ford GT-40s.

Car clubs are given free 20x20 tent to use as club headquarters during the event. To qualify for the free tent we must have at least 20 cars on display during the event. 1st, 2nd and 3rd place trophies will be presented to clubs with the highest participation. I have been told that fellow CCA members of the Nittany Bimmers Chapter will also be participating at this event as they have done in the past.

The tour will leave at 7:30am (please don't be late) and proceed up 270N to 15N to Junction 94N, for more information contact Paul Vessels (202) 726-7971. (From this point we will take backroads "all paved" into Carlisle, PA.) Those who wish to travel directly to Carlisle or show up later should continue on 94N to Junction 34N into Carlisle... (approx. 9 miles) make 1st left after Hardees onto Spring Rd, then right turn at 2nd traffic light. The total trip should take about 2 hours or less. There are hotels/motels available for anyone who wishes to go up on Friday the 3rd and stay over as the "Club Presence" will be on Saturday...also, if you wish to stay over until Sunday the 10th, there will be an autocross sponsored by Grassroots Motorsports Magazine. At 9:00am at the Harrisburg Farm Show Complex, the entry fee is \$15. I do not have the exact fee for entry to this event, but it is \$20 or less and possibly free with proper participation (20 or more cars). Please contact Paul Vessels or check

the events Hotline or web page for updates...hope to see you there!

BMW OF FAIRFAX AUTOCROSS

Saturday, 9 May 1998

NoVa Community College,

Manassas Campus

Time: 9:00am Tech & Registration

Price: \$15

Welcome to BMW Autocross #2. Now that you have had an opportunity to participate in one BMW autocross, one autocross school, and two drivers' schools, you can put all that newly found skill to good use in the BMW of Fairfax autocross. Once again we are naming an event to recognize a company that was kind enough to co-sponsor one of our canopy purchases last year. Please remember BMW of Fairfax when you're looking for a new BMW or when you need your car serviced. Don't forget, if you are new to autocross or if you want to get some advice, we will have plenty of people in attendance that can ride with you. They will give you all kinds of wonderful advice (whether you want it or not) that will have you thinking you can drive your car just as well as Dave Lassalle! Car classifications will be the usual SuperSport BMW, Sport BMW, and Touring BMW, each with "Stock" and "Modified" versions. Yes, those "R" compound tires place you in Modified class. Questions? Contact Rafael Garces at (703) 255-5914 eves til 9, or e-mail to <rafgar@prodigy.net> for information or registration.

Directions: From the Capital Beltway, take I-66 West towards Manassas. Exit at Route 234 North (look for the sign to the College). Entrance to NVCC is the second street on the right.

The Radial Tire Company - National Capital Chapter Maifest Corral at the JEFFERSON 500 VINTAGE RACES

Sunday, 17 May 1998

Time: 9:00 am till last race

If you love vintage race cars this is the place to spend your Sunday. From our vantage point between the carousel and turn 8 you can see old bathtub Porsches and skinny wheeled Morgans sliding through the turns and dicing it out for position. If we get lucky you might even see a

vintage BMW. Thanks to Paul Moorcones and Radial Tire Co. we will be treated to our famous open-pit pig and chicken roast. This is one of our finest events where new comers get to see what Summit Point Raceway is all about and the veterans come to share the fish stories about this turn or that apex. Tickets are usually \$25 at the gate with a \$5 discount for BMW CCA members. So don't forget your membership cards and your coolers, this is a BYOB event. RSVP no later than May 1st to M3EARLY@AOL.COM or call 1-800-879-6778 and ask for Mike Early.

DEUTSCHE MARQUE AUTOCROSS

Sunday, 17 May 1998

NoVa Community College,
Manassas Campus

Time: 9:00am

Price: \$15.00

It's time to put all your autocross "practice" to work. This year, the Porsche Club is sponsoring this annual event that includes participation of all the German marque clubs (BMW, Mercedes, Porsche, & VW). This event is also counting as event #3 in our BMW Autocross series. In addition, this event gets a triple billing since we are having an informal BMW/Porsche Challenge. We will compare the performance of the BMWs and the Porsches at this event and at BMW Autocross #4 scheduled for June 14th. Car classifications for purposes of the BMW Autocross series will be the usual SuperSport BMW, Sport BMW, and Touring BMW, each with "Stock" and "Modified" versions. We are developing a classification system to include the Porsches (something to give them a fighting chance against some real performance cars). To register or for more information contact Rafael Garces at (703) 255-5914 eves til 9 or e-mail to <rafgar@prodigy.net>.

Directions: From the Capital Beltway, take I-66 West towards Manassas. Exit at Route 234 North (look for the sign to the College). Entrance to NVCC is the second street on the right.

NEW MEMBERS PARTY

Saturday, 13 June 1998

Time: 7:30pm

So, you just joined the BMW CCA in the last year and you want to know how in the world can a "club" benefit me. On Saturday, June 13th at

7:30 PM, come enjoy a night of food, fun and conversation with members of the friendliest and most active car Club in the Washington, D.C. Metro area. The site is still being sought, but we can assure you that this will be the perfect opportunity to meet new people that share the same interest that you do, from just "shade tree" mechanic conversation, social events, to high performance driving schools. We are the second largest BMW CCA Chapter in the nation with nearly 3000 members. However, we would boast that we are the most active chapter in the nation. Check out our website at <http://www.bcpl.lib.md.us/~dbryan/ncc/index.htm> or listen for the latest on the hotline at (301) 230-9BMW. Hope to see you at the Party. "Happiness is the corner!!"

AUTOTHORITY AUTOCROSS

Sunday, 14 June 1998

NoVa Community College
Manassas Campus

Time: 9:00am Tech & Registration

Price: \$15.00

Yes, it's time to pick on those pesky Porsches again. Welcome to BMW Autocross #4, that is also the second and final part of the BMW/Porsche Challenge. Same parking lot and same rules, only this time, BMW is hosting the event. Furthermore, this event is the "AutoTherity Autocross" because AutoTherity also was kind enough to co-sponsor one of our canopy purchases last year. Please remember them for your car's performance needs. If you are a novice, please don't be intimidated by all this talk of "challenges." We are just having some fun at the expense of the Porsches! Come on out and enjoy putting your Ultimate Driving Machine through its paces. This is a legal way for you to practice and to refine your driving skills without having to worry about speed traps and "officer friendly" with his radar gun. BMWs will run in the usual car classifications: SuperSport BMW, Sport BMW, and Touring BMW, each with "Stock" and "Modified" versions. Call Rafael Garces at (703) 255-5914 eves til 9, or e-mail to <rafgar@prodigy.net> for more info or to register.

Directions: From the Capital Beltway, take I-66 West towards Manassas. Exit at Route 234 North (look for the sign to the College). Entrance to NVCC is the second street on the right.

BMW CCA/MWCSCC CHAMPIONSHIP AUTOCROSS

Ft. Meade, MD

Sunday, 26 July 1998

DRIVERS' SCHOOL

Saturday-Sunday, 1-2 August 1998

OKTOBERFEST 1998

16-22 August 1998

Orlando, FL

SEAFOOD FESTIVAL AND CONCOURS

Patapsco State Park - Avalon Branch

Baltimore, MD

Saturday, 19 September 1998

This year we are going to try something new and different and add steamed shrimp and clams to our usual crab feast. Paul Vessels will be holding a top only concours and of course there will be a peoples choice award. Mark the date down in your book early and keep an eye out for further details.

RSVP no later than September 1 to M3EARLY@AOL.COM or call 1-800-879-6778 and ask for Mike Early.

Directions to Summit Point Raceway. From No. VA, take the Dulles Toll Road, Rte. 267, west and continue onto the Dulles Greenway to Leesburg. Exit onto Rte. 7W towards Winchester. Exit onto US 340 towards Charles Town. At about 1/2 mile, turn left onto Rte. 611 and follow into Summit Point, WV. Turn left at the "T" onto Summit Point Rd. The track is about 1/2 mile on your left (Speed Limit 30mph!). Follow signs to Paddock. From Baltimore, take I70 West to US 340 West. Continue on US 340 into 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 8 miles on your left. Follow signs to Paddock.





BMW CCA NATIONAL CAPITAL CHAPTER 1998 DRIVERS' SCHOOL APPLICATION

- **Applications** must be submitted in writing on this form and must be postmarked at least 7 days prior to the event. Include copies of the applicant's driver's license and proof of insurance (such as state insurance card) with the application. Priority will be given to BMW CCA members based on date of postmark. Non-members will be admitted to space available three weeks before the event. One applicant per form; photocopy as needed.
- **Drivers** must have a full, valid driver's license. If under 18, a *notarized* parental permission form (supplied) is required. One student per car is strongly recommended. Student familiarity with the car is essential. For the March, August, and October events, **first-time students** may register for Saturday or for both days, but may not register for Sunday only.
- **Cars** must be insured, street-legal, and quiet and must have a passenger seat. Functional, securely-attached lap and shoulder belts are required for both front seats. The front seats must have equal restraint systems (for example, if the driver has a five-point harness available, so must the passenger).
- **Convertibles**, motorcycles and rental cars are not allowed; trucks, SUVs and vans are allowed in Highway Safety School only.
- **Inspection.** All cars must be inspected by a qualified service facility before the event. A properly completed tech inspection form (supplied) must be presented at the track. It is your responsibility to insure that your car is safe and roadworthy.
- **Helmets.** Full face helmets with a Snell SA90 or SA95 rating are strongly recommended. The minimum acceptable ratings are Snell M90 or M95. The Snell rating will be found inside the helmet. The Chapter does not supply helmets.
- **Prior approval is required** for students intending to share cars and for changes in car type after registration.

The Chapter reserves the right to decline entry to any individual and to any vehicle deemed unsafe or unsuitable for track use.

Indicate school(s) below:

21-22 March \$250 ☐ both days / \$175 ☐ Saturday or ☐ Sunday

25-26 April (Jefferson Circuit)

\$95 ☐ Saturday Highway Safety School

\$125 ☐ Sunday Drivers' School

1-2 August (Jefferson Circuit)

\$195 ☐ both days / \$125 ☐ Saturday or ☐ Sunday

17-18 October \$250 ☐ both days / \$175 ☐ Saturday or ☐ Sunday

Non-members add \$35 per event. Add \$25 if application is mailed within 3 weeks of the event. Refunds (less a \$25 cancellation fee) will be given for cancellations made three weeks or more before the event. Credit for a later school can be taken in lieu of a refund. For cancellations made within

three weeks, refunds or credit will be given only if your place is filled from the waiting list. No refunds or credit will be given for cancellations within three days of an event.

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
c/o Gary Ketner
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. If no experience, state "None".

Please photocopy from magazine.

Revised 2/98

**PAST
EVENT**

Annual Holiday

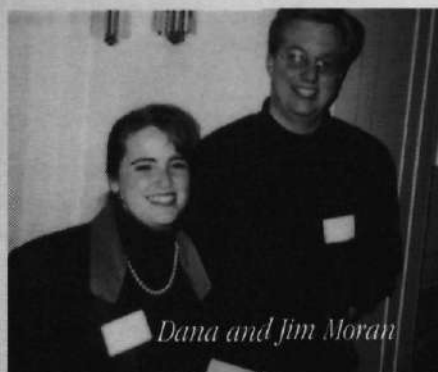
by Mike Early

We had a great turnout of over 100 people at the beautiful Rockville Mansion. Mother nature spared us the white stuff and let us off easy with a driving rain and cold but not freezing temperatures. Everyone agreed that this was the nicest Holiday Party the Club had ever thrown.

The food was a mix of traditional German fare with a tasty treat for all who came out. The beautiful mansion and food were upstaged by our plentiful door prizes. The list below is a portion of the wonderful donations rounded up by Duane Collie and Jim Moran:

- * \$ 100 Gift Certificate for Service Work from Auto Advantage in Manassas, VA
- * (2) BMW Lifestyle Sweatshirts from Heishman BMW in Arlington, VA
- * Gift Certificate from Dulles International Motorsports (amount undetermined as of yet), Herndon, VA
- * Helmet Collar and Harness Shoulder Pads from HMS Motorsports in Marblehead, MA
- * Zymöl Starter Kit from Zymöl Enterprises, Stratford CT and 150 brochures
- * TMS Hi-Performance EPROM and Touring Car Video, Turner Motorsports Amesbury, MA
- * Driving Light Set from Radial Tire, Silver Spring, MD
- * Assorted Merchandise (to be determined) from Passport BMW, Marlow Heights, MD
- * Pair of Racing Gloves from OG Racing in Manassas, VA
- * Legend Race Cars certificate for Legends drives (not yet received, but promised)

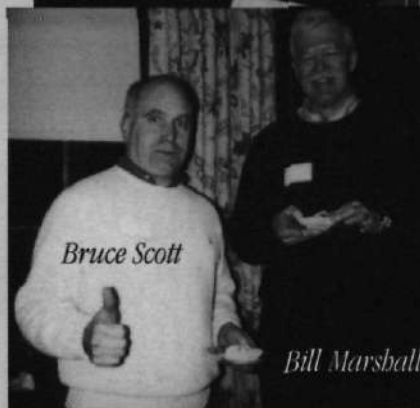
Please excuse me if your donations were left off this list.



Dana and Jim Moran



Matt Luongo, Joe Luongo and Paul Blinken



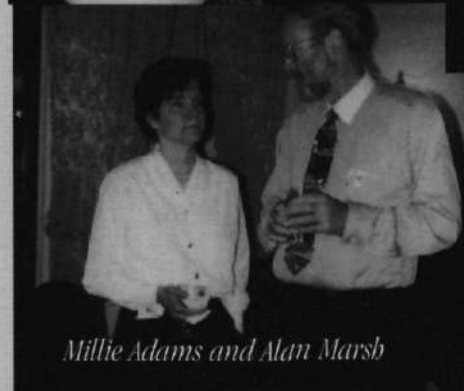
Bruce Scott

Bill Marshall



Mike Early

David Roach



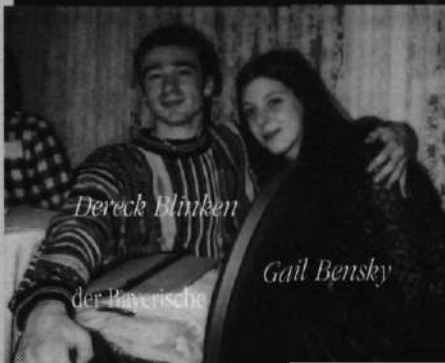
Millie Adams and Alan Marsh



Josie Thomas

Tom Thomas

Barbara Greer



Dereck Blinken

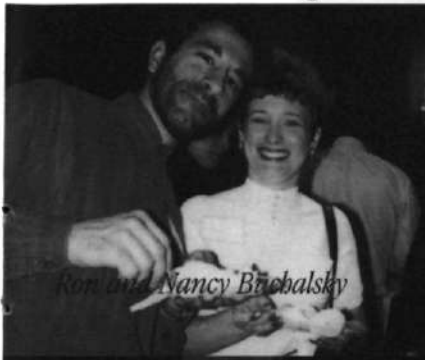
Gail Bensky



Dennis and Irma Topper

March/April

Party and Elections



Ron and Nancy Brichalsky

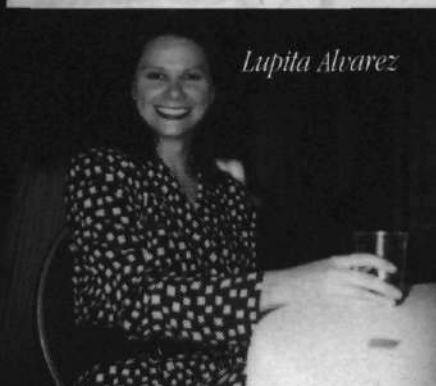


Mike and Sharon Zmielek

Joanne Luongo



Paulette Leeper

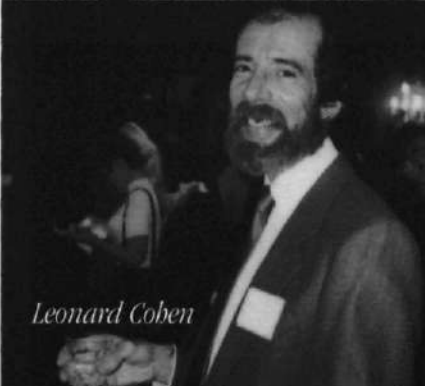


Lupita Alvarez

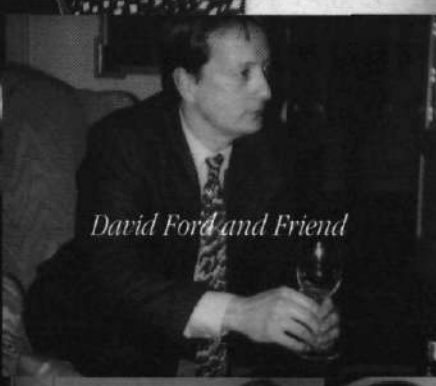


Gordon Kimpel

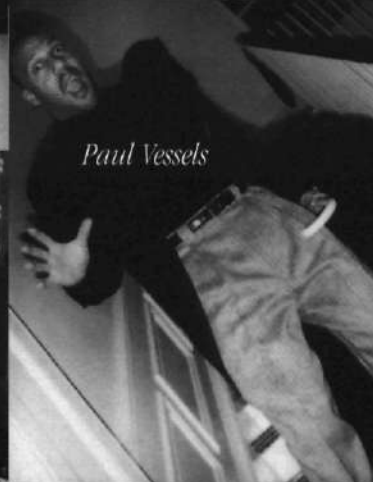
John Hartge



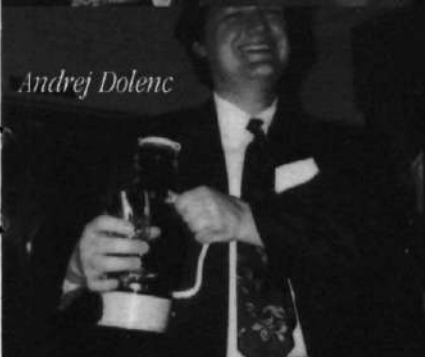
Leonard Cohen



David Ford and Friend



Paul Vessels



Andrej Dolenc



Jim, Nancy and Leah Epting



Janice Clements

Gary Ketner



Mike and Pam Donahue

Jan Smith and Pat Donahue

March/April



Janet and Bruce Montgomery

der Bayerische



Woody Hair

Kay Pearlstein



Mike Gayle

David Roach



Immaculate BMW 327 Coupe

Oldies, but Goodies!

Text and photos by Alex Thiermann

I had mentioned to you in the September/October *dB* that this was the continent for motor sports. This time, I want to share with you my experience with the Classics. They collect them, they exhibit them, but they certainly exercise them.

I had the opportunity to attend the 23rd European Historic Grand Prix. This took place at the Circuit Zolder in Belgium. Zolder, only 45 minutes from Brussels, used to be the Grand Prix Circuit du Belgique until it was replaced by Francorchamps. However, Zolder continues to be one of the most famous and best circuits in Europe. The weekend was filled with racing events and exhibits. Over 3000 collector cars were on display.

International Sport Racing Series which included two Ferrari 333 SPs, a Joest Porsche WSC 95, two Courages, a Centenary Alfa Romeo, a Debora LMP, and a Debora BMW 267. These were awesome Le Mans classics.



*BMW 328 demonstrating its
cornering prowess*

The races were packed with classics. They included specialized classes for Austin Healeys, Alfa Romeos, and Triumphs. The Grand Touring class had Alfas, Lotuses, Marcos, Porsches, Jaguars, TVRs, Renaults, Divas, just to mention a few. Then came the cup for thoroughbred GP cars, where Class A (born before 1972) included a 1970 Lotus 72, a March 711, a Brabham BT34, and a McLaren M14A. Class B (for all post 1971 non-ground effect cars) included two Tyrrells 005, a March 761, two Surtees TS 20, a Trojan T101, and a Williams FW06. Then came Class C (for all ground effect and flat bottom cars). Here they had Brabhams, Lotus, Ensign, Ferraris, Tyrrells, RAMs, Shadows, and Theodores. Finally, the

The classic of all classics for the day was the ten lap demo of two roaring Mercedes Benz. One was the all-aluminum open wheel MB Mille Miglia. This straight eight emitted the roar of power that may me feel at the finish line of Le Mans in the late thirties. The other one, was the "52 MB "gull-wing" 300 SL, weighing only 2000 lbs. and powered by a 3.1 lt. . This same car was the winner of the 1952

Panamericana Race in Mexico, driven then by Karl Kling and Hans Klenk. At this occasion, it was driven by the famous John Surtees. After the performance I went to watch these two up close and the chief Mercedes engineer offered my son Ian to climb on the Mille Miglia for a picture. It was so funny, he did not want to do it, and I thought he was intimidated by the large crowd. When I whispered in his ear, and told him not to miss this once in a life time chance, he replied: "but Dad, this is not a BMW!" What can I say?



Mercedes open wheel Mille Miglia

At the end of the day, we still had enough time to walk through the BMW Club exhibit. They had the expected 2002s, a few 507s, and many 2000 CS which are quite popular among collectors here. Among the "eye catchers" I photographed an impeccable 700 and an even more impressive 327 coupe.

Another event for watching classics are the "course de cote", or hill climbing races. I described these events in the Sept/Oct. issue. But this time, I would like to share with you my experience watching these legends flex their muscles. This was the last such event for the season, and it took place in the hills south of Charleroi. The competition was very much like the previous one I described, and by the way at the end of the day, my friend Andre Carlier won his class, won the Championship and came in third overall in Belgium among all classes. This was the fourth time he wins the National Championship with his Elektrion (E 30) M3.

But this time there was more, they had a class just for classics. You will not believe it, but these European fanatics risk these museum pieces up the hill at incredible speeds. Of course the most impressive in looks and even in performance, for its age, was the 1938 BMW 328. Its female driver floored the double Webers and caused those skinny tires to squeal all the way up the hill. There were other memorable ones: two Ferraris, a 1958 Testa Rosa 250, and a 1967 330 P4; and for the 20's vintage a Riley, a



Several 2000Cs Coupes belonging to members of the BMW Car Club of Belgium



An impeccable BMW 700



'52 Mercedes 300SL, Winner of PanAmericana "Mexico" 1952

Bentley, and a gorgeous yellow Bugatti. This concluded another unforgettable day for the Thiermanns. This is all for this time, more to come soon, from your European correspondent.



*A Mercedes engineer offered
my son Ian to climb on
the Mille Miglia for a picture...
...**"but Dad, this is not a BMW!"***

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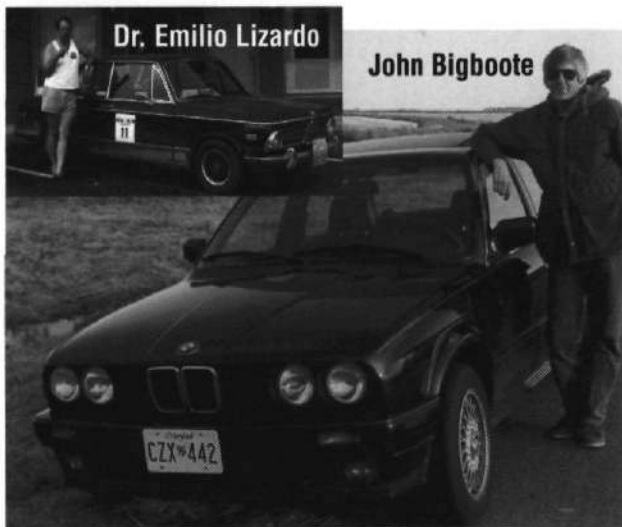
Our sister company, AutoThority Performance Engineering, offers the only line of full-range performance software for BMW, Mazda, Nissan, Porsche, and VW. . . with thirty day, unconditional guarantee! For product and price information. . . 703-323-0919.

The Future Begins Tomorrow with Yoyodyne Propulsion Systems

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WORKER COMMUNICATION

Yoyodyne is proud to announce the success of our public relations effort in sponsoring the Friday Afternoon Rally Team, who have completed a successful year of time-speed-distance rallying on the SCCA National level. Following the motto of our Great Leader, John Whorfin ("What is the greatest joy? The joy of duty!"), our team of Dr. Emilio Lizardo (who we all know is actually our Great Leader) and John Bigboote dutifully contested three events on the SCCA national rally circuit, bringing honor to our factory in the form of three trophies: a first, a second, and a third.



The F.A.R.T.'s year began in August, when they traveled from Grovers Mill to Rochester, New York, to compete in the Historic New York national rally, garnering a second overall trophy on the grueling, 250-mile event, which ran over predominantly unpaved roads. In November, the team traveled to Roanoke, Virginia, to compete in the Shenandoah Trace and Trail of the Lonesome Pine national rallies, two-thirds of the United States Road Rally Championship (USRRC), the rally equivalent of the Valvoline Runoffs for amateur racers.

On the Shenandoah Trace, a Monte Carlo rally, the team thought it had a good chance of winning, as they had competed on four other Monte Carlo rallies and never done worse than first. (A Monte Carlo rally is one where the teams know where the checkpoints are and what time they should be there; the object is to pass the timing line at exactly the right moment, without stopping or creeping within sight of the control.) The competition

was very tough, however, and despite gathering only 19 penalty points (11 seconds) over 75 checkpoints, the F.A.R.T. finished in a tie for third place in class. The team attributed its poor showing to misadjustment of the oscillation overthruster, which they had disguised as a Zeron 880 rally computer.

On the Trail of the Lonesome Pine, a very precise time-speed-distance rally, the F.A.R.T. figured they stood no chance against some of the best rallyists in the nation, especially considering the problems they were having with the overthruster. To their amazement, they won the event with a total of 16 penalty points. When cornered for an interview after the event, they team, resembling deer caught in a spotlight, could only manage to repeat their rallying cry: "So what? Big deal!"

As luck would have it, the F.A.R.T.'s finishes on the Shenandoah Trace and Trail of the Lonesome Pine events put them in a commanding lead to win the USRRC, if they had only entered the third and final event, the Virginia Creeper map rally. Sadly, they didn't, and thus were out of the running for the overall award. Nevertheless, in year-end national points, Dr. Lizardo finished 10th driver in class and John Bigboote finished 7th navigator (Bigboote gained points on the Historic New York because he is an SCCA member, whereas Dr. Lizardo became a temporary member only for the last two events).

The team attributes its incredible success to its spacecraft, Elmo the Wonder Rally Car (Bigboote's BMW 325ix). In fact, over the last two years, Elmo has competed in eight rallies and won trophies on six of them, an astounding 75-percent success rate.

(We should note that Dr. Lizardo competes under the name of Mike Leeper, and Mr. Bigboote competes under the name of Dave Roach. Obviously, it would be unsafe for them to compete under their real names, as Buckaroo Banzai and the Hong Kong Cavaliers have spies everywhere.) Now, back to work. Remember, we must return to Planet 10. Real soon.



The "best-handling" BMW is due in the Fall

What You Missed at the DC and Baltimore Auto Shows

Text and photos by John Hartge

The car shows around here are more like showrooms than shows. But Detroit's North American International Auto Show definitely puts the emphasis on show. It's the best car show in the U.S. and possibly becoming the best in the world. The week leading up to the public show each January is open only to the press and industry folks. Press days have become a media circus, with too many "reporters" and too many P.R. stunts trying to outdo Chrysler's extravagant reveals — like crashing the Grand Cherokee through a plate glass window or dropping a Dodge Ram pickup from the ceiling. But for cars and glitter, Detroit is definitely the show.

Most of the hype this January was over the new Beetle. It's cute. It's interesting that public reaction to a concept car forced the vehicle to



M-roadster reveals what will become an M-car trademark — dual dual exhausts

the market. But, will it sell when the novelty wears off in six months? Or will it lead to a Concept 2002, just in time for the model year and model name to match? Hmmm.

BMW displayed a fleet of M-cars, all blue. But all the M-horsepower on the first floor was upstaged by an M-café. It was on a mezzanine constructed above the main floor. From there, you got a panoramic view of the entire car show, facing one way, or facing another, you got a view of M-engines — hanging like pictures on the mirrored walls of the café.

Tired of gawking at engines? Go back to the



Another BMW concept, the sidecar for the cruiser bike

main floor for some rockin' round the Z07 concept car. As dancers entertained with their moves, they replaced the car's unique coupe roof- rear deck piece with a roadster deck. This hot dance number revealed a very cool roadster.

BMW officials claim the M-coupe, due in the fall, will be the best performing BMW. They also confirmed there will be a BMW sport utility, well, a sport activity vehicle, is what BMW is calling it. It will be built in South Carolina at the Z3 plant.

BMW is making a 4-Liter V8 for US racers.

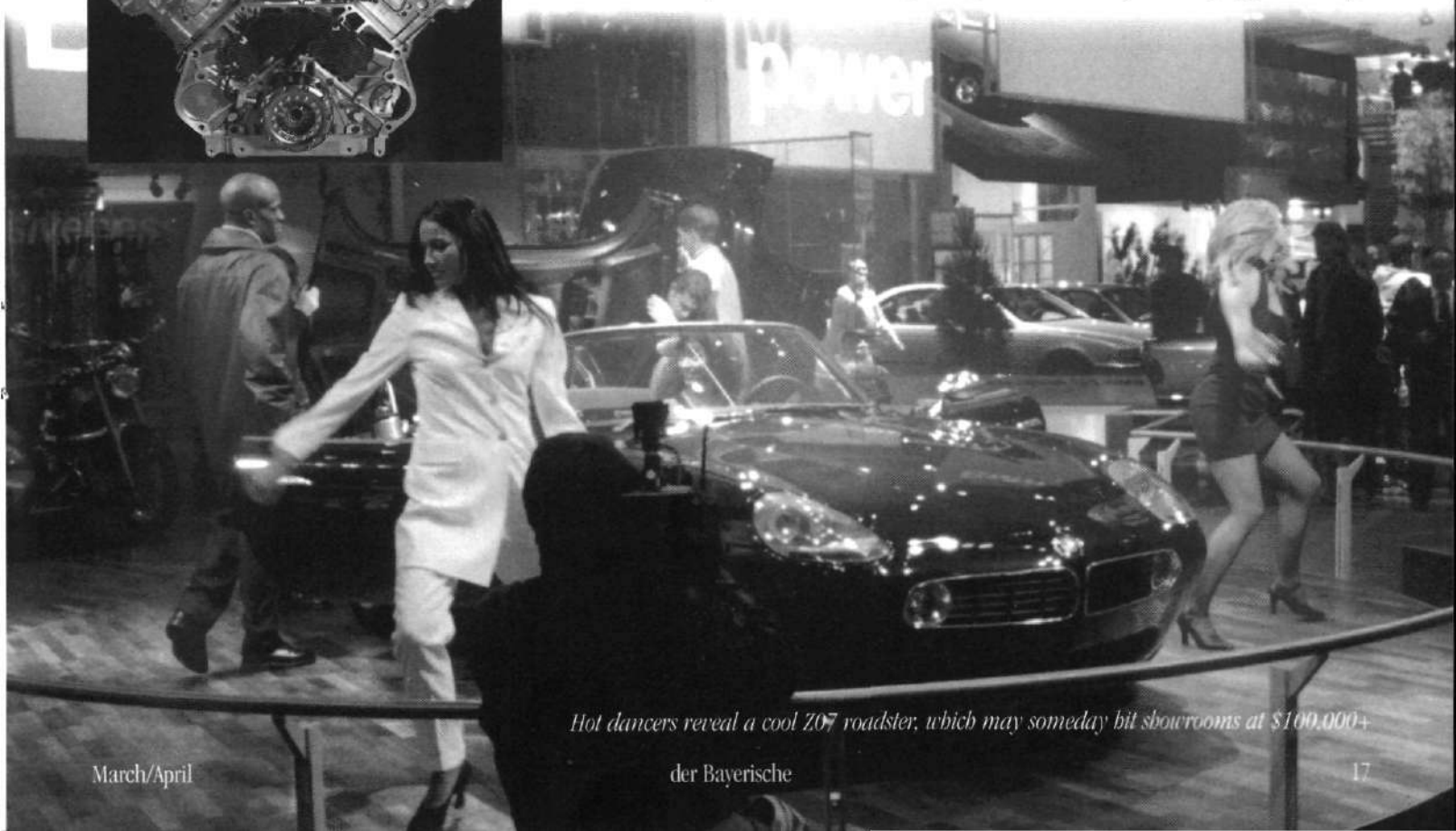
Photo by BMW Motorsport



The Media frenzy for a peak at the Beetle



Even before that German beer, I thought I saw race engines hanging from the cafe walls.



Hot dancers reveal a cool Z07 roadster, which may someday hit showrooms at \$100,000+

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



The Car of The Year winner for 1997 as announced at the Holiday Party is Ms. June, the 1968 1600 Cabriolet which belongs to Dr. Bob Warren. Congratulations Bob. This car is always a crowd pleaser at the Annual Deutsche Marque Concours.

Remember, keep your pictures and bios coming in so we may continue this feature...without you it doesn't happen. Til next time....keep the shiny side up!

Car of The Month March



This 1995 ti Club Sport belongs to Dave and Debbie Baker of Mt. Airy, MD. Dave and fellow Club member Ed York conspired to increase both power and torque approximately 50%. The ti was enhanced with a Dinan chip, it now inhales through a free flowing K&N cone air filter and exhales through a stock 325 catalyst and 3" Dynomax muffler. The front brakes were upgraded at the same time to use the 325i vented rotors. The ti shows up at most Club events for anyone interested in looking it over.

Car of The Month April



Chad Britton is the proud owner of this methodically modified 1986 325es. Chad's modifications include a Dinan computer chip, K&N filter changer and B&B Tri-Flow stainless steel exhaust. For added stopping power, the brakes were upgraded with Power Stop cross-drilled rotors and Axxis Metal master brake pads at all four corners. The sweet and low stance was achieved with Eibach Pro-Kit lowering springs, Bilstein Sport shocks and a Racing Dynamics front strut brace to keep things taunt. 16x7 BBS Rx wheels shod with Dunlop SP 8000 rubber round out this performance package. This was a standout vehicle at last year's Chapterfest concours and we hope to see it again soon.

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Woody's Competition



C O R N E R

BY WOODY HAIR

M3 repeats win at Daytona

I finally attended a Daytona 24 Hour Race.

By coincidence, the round trip from Arlington, Virginia takes 24 Hours of driving. Al Zavala and I left at 1:30 on Friday afternoon in his 325i and stopped near the Florida line for a night of sleep in a real bed. That put us into Daytona at 10:00 am, three hours before the start of the Rolex 24. The infield/grandstand ticket (without paddock

come from the back of the field to finish second to a Pontiac Firebird. Pilgrim drove a Porsche 911 GT1 with ex-Formula One driver Thierry Boutsen in the Rolex 24. Two BMW 328is had finished 1st and 3rd in the Sports class. Apparently, the Motorola Cup has rules similar to the SpeedVision Cup

After a short vintage car "race" that included a

Number 7 was the 4-door that had wreaked badly at Sebring in October. It had been re-painted in silver and bore no large sponsorship logos. Drivers were Derek Hill (California), Andy Petrie (Connecticut), Les Delano (New York) and Ross Bentley (Vancouver). A fourth M3 (#54) was entered by Bell Motorsports for Terry Borcheller, Scott Neuman (Florida), Stu Hayner (California), and Henry Taleb (Ecuador). The



Woody, Mike Early, Al Zavala, Jack and Sarah Kenworthy.



*Ferrari 333SP and M3.
Photos by Woody Hair*

access) was \$40. The car was an extra \$10. A call on Al's cell phone helped us locate Daytona residents, and former National Capital Chapter officers, Jack and Sarah Kenworthy. They had rented an RV for the weekend with several friends and Jack had it parked at the exit of the East Horseshoe turn. I had always thought that the attendance for this event was sparse at best. Well the infield was packed, and infield parking space was practically nil 3 hours before the 1:00 PM start.

The previous day a two-hour Motorola Cup race for showroom stock cars had seen a BMW M3 driven by Andy Pilgrim and Terry Borcheller

'73 BMW 3.0 CSL and everything from a 2-year old Ferrari 333SP to a mid-fifties Morgan, the big event began. Seventy five cars quickly spread out around the course. The noise those cars make is incredible and wouldn't stop until - well, the same time the next day. Tom Milner's Prototype Technology Group from Winchester had three cars entered. Number 10 was a four-door with white, red, and black Yokohama colors to be driven by Californians Bill Auberlen and Boris Said, and Belgium's Marc Duez. Number 6, a two-door with the Yokohama paint scheme, had Dieter Quester (Austria), Peter Cunningham (Wisconsin), Mark Simo (California), and R. J. Valentine (Massachusetts) as the named drivers.

BMW's were competing in GT3. (The USRRC sanctioning body is using the same classes as SportsCar, but has dropped the "S" from the GT classes.) There were 26 other cars in the GT3 class - mostly variations of the Porsche 911 RSR.

While wandering around the track seeking various viewpoints we ran into chapter members Pat Donohue, Paul and Anne Moorcones (of Radial Tire fame), Jim Harrison, Mike Wendell, as well as a large group from the New Jersey chapter. The Florida chapter had a corral in an area shared with Porsche and Corvette corrals. It was quite a distance from the track, and void of humans a half hour before the start of the race.

Check out the following web site for some great pictures by Mike Wendell: <http://www.kwyjibo.com/ispeed/daytona98/index.html>

Carlos Diaz-Estrada, the BMWCCA's SE Region VP did drop by the Kenworthy RV area several times. Visits to the pits with borrowed passes were interesting to say the least. The logistics of running a multicar effort for 24-hours is mindboggling. Rather than leaving the track for a hotel room, or attempting to sleep in the car, Al and I had brought a tent which we pitched about 100 feet from the track. When I crawled in at midnight, I would swear the cars were coming right through that tent. Sleep was not easy, and I was up at 4:30 am. There were a others up watching the racing at that hour, but not many.

Despite being hit by another car and losing 10 laps while a steering arm was replaced, the number 10 car lead its class most of the race, ended up 6th overall, and covered 2,339 miles. The drivers were just cruising the last few hours after the competitive Porsches dropped out. The number 6 car (*does that sound like NASCAR talk?*) had a headgasket failure early on. Driver Peter Cunningham was switched to #10 and thus shared in the win. Number 7 car finished 16th overall and 7th in class after several long pits stops. The number 54 independent entry had been running strong until a locked differential stopped the car just after daybreak.

All four BMWs were very impressive the way they handled the infield turns. It was obvious they

were being held up by many of the GT1, GT2 and CanAm cars. Tom Milner was ecstatic to repeat as class winner. Everyone dedicated the win to Erik Wensberg who is retiring from his position as motorsports director for BMW NA. Oh yeah, a Ferrari 333SP was the overall winner.

Al and I were on the road at noon and back home before midnight - less than 60 hours from when we left work Friday afternoon. It's an easy 800 miles. Why don't go next year?

Florida's other 24-hour race

January 2nd was the date for the SCCA's Longest Night of Moroso. This event has been growing in popularity, particularly since the Nelson Ledges Longest Day 24 Hour race was canceled last year. Most showroom stock and improved touring cars are eligible, as well as something called SPU. Fifty four cars started the race. A BMW 2002 sponsored by Olympic Auto Parts and Qualify Car Services from our area was driven by Chuck Allard, Paul Moorcones, Jim Harrison, Ian Fosler, and Bruce Shelton to 3rd in ITB class and 24th overall. Former chapter members Rick and Cindi Ellinger entered one of their Mercedes 190E-16Vs and finished 3rd in SPU and 13th overall. Klaus Hirtes, Matthew Yip, and Marc Plante from our chapter helped crew for Rick and Cindi. Falls Church's Alan Himes was 2nd in SPU and 5th overall in a Miata.

SPEED SHIFTS: Bill Auberlen has signed a contract to become a BMW "factory" driver. He is expected to be involved with the Williams-BMW WSC car being developed in England. Could a Formula One drive be in the future? This car is expected to have V8, or possibly V12, power. Note that Milner's PTG team is not a "factory" effort. They do get a good deal of financial support from BMW NA and back-door technical support from Tom's contacts in Munich. As of this writing, the Rolex may be the only USRRC event that the PTG enters. Milner had become one of the "owners" of Professional SportsCar (IMSA) in order to save it from Andy Evans. However, with Don Panoz (he owns Road Atlanta and controls Sebring) joining the USRRC board, a merging of the two series seems likely. It's really more complicated than the Lewinsky scandal. The four remaining USRRC events include Mid-Ohio on June 16 and a six-hour at Watkins Glen on August 23. Tom's PTG shop may be getting a couple of Z Coupes to "analyze" their potential for racing. John Scholes from Connecticut has purchased Kermit Upton's Euro M3 SCCA World Challenge car. He plans to race it in BMW Club Racing events. There is a new super-modified class for purpose-built race cars now. Upton is planning to enter a 4-door M3 in the SpeedVision Cup series. Pittsburgh will be the hot spot for BMW enthusiast the week of July 12-19. BMW is the featured marque for the annual Vintage Grand Prix that is run through the roads of Schenley Park. The Allegheny Chapter is involved with planning a number of events to coincide. These include an autocross, rally and *Concours d'Elegance*. BMW NA and private owners are expected to gather the best collection of historic BMWs since Monterey '96. I am sure more details will be in the *Roundel*. Autocross season is here!

Check the schedule, check your car, and get involved. Our new autocross chairman, Rafael Garces, is planning a formal series for '98 with points leading to season champs. CRUNCH

COMPETITION CORNER CALENDAR

Mar 14	BMW Club Autocross, Manassas, VA
Mar 28	MWCSCC Autocross School, Ft. Meade, MD
Mar 29	MWCSCC Practice Autocross, Ft. Meade, MD
Mar 29	Branded Club Rally, DC Area
Mar 28-29	SCCA Race Drivers School, Summit Point, WV
Apr 5	SCCA Champ Autocross, Frederick, MD
Apr 19	Pizzafest Autocross, Monmouth Co, NJ
Apr 19	SCCA National Races, Summit Point, WV
May 3	SCCA MARRS Regional Races, Summit Point, WV
May 3	Shelby Dodge Club Champ Autocross, TBD
May 9	BMW Club Autocross, Manassas, VA
May 17	Jefferson 500 Vintage Car Races, Summit Point, WV
May 17	Deutsche Marque Autocross, Manassas, VA
May 24	SESCA Champ Autocross, Ft. Meade, MD
May 31	SCCA Champ Autocross, Frederick, MD

Wedding Bells

Congratulations to Lisa Yohn, Service Coordinator at AutoThorty, and Mark Thornley, Chief Technican at AutoThorty for their engagement. A June 20 wedding is planned.

BMW Autocross Championship Series

by Rafael Garces, Autocross Chair

As mentioned in the Coming Events section, we are conducting a BMW Autocross Series. The top performers in each BMW class will receive some awards (and recognition) at next year's Holiday Party.

To qualify for the awards, you must participate in at least five of the seven BMW Series autocross events as listed in the Calendar of Events. Points will be awarded for all participants beginning with 10 points for a First Place finish and going down one point per position (all participants will receive a minimum of one point). Points earned in your top five finishes in any single class will be counted towards the "championship".

What is an autocross and why should I participate in one since I am not a "racer" and I don't want to "race" my car? An autocross is a relatively low speed event (usually run entirely in second gear) that allows you to learn the handling characteristics of your car and how to refine your driving skills. An autocross is generally held in a large parking lot (as big a

lot as we can find). Traffic cones are then used to make a course where one car at a time will drive against the clock. In other words, this is NOT NASCAR - no passing or "rubbing" of fenders since you are the only car on the track at any given time. There is very little chance of hitting anything that will damage the car (the cones bounce off, but you incur a penalty of two seconds per cone knocked down). Since the speeds are low, you are not putting a lot of stress on the car.

Novices are always welcomed. If you are new to autocross or if you want to get some advice, we will have experienced "autocross guru's" in attendance that can ride with you and give you pointers (or point you in the right direction).

In addition, you do not have to modify your car or buy anything special to be competitive since we have separate "stock" and "modified" classes.

Keep in mind that the top driver in the club (Dave Lassalle) drives an M3 that is stock other

than he uses "R" compound tires. Don't worry, for our Club purposes, the "R" compound tires alone will place Dave and others into their respective "modified" class. All you need to prepare your car for these events is to inflate your tires a little more than usual. The recommendation on tire pressure varies by car type and tire type, but is usually in the range of 38 psi to 40 psi for normal tires. So, come on out and put that ultimate driver to the test in his (or her) Ultimate Driving Machine. This year, we will continue with the car classification system that was developed by Woody Hair and Dave Lassalle at the end of last year.

Categories are: SuperSport BMW, Sport BMW, and Touring BMW each with "Stock" and "Modified" versions. For a detailed list of the cars in each class and the allowed modifications, please refer to the November/December 1997 issue of der Bayerische.

Come on out and have some fun.

T E C H N O I D

Steering Knock

by Chris Joyner

Reprinted from the Tarbeel Chapter's "Footnotes"

Most knock or slack at the steering wheel is due to a worn tie rod, center track rod, or ball joint or wear in the steering box or rack. If all of these components are in good condition, the wear is most certainly in the telescopic steering shaft (column). BMW's design incorporates a splined shaft and cylinder which move apart when the telescopic steering lever is released. On the end of the splined cylinder is a lock nut which holds tension on the splined shaft when properly torqued. Eventually this nut will loosen or the splines of the two components will wear. This will cause a knock or slack at the steering wheel. The torque specification for this nut is 20 ft-lbs. Or it should be tight enough to give a slight resistance during adjustments. Most BMWs that don't have the telescopic steering column option do use the splined steering shaft setup anyway. (Ed. Note: Some BMWs use an aluminum u-joint fitted between the steering box and the steering column--these can also be a source of steering slop when worn or damaged.)

Driveshaft Vibration?

Here's something you may not know...

by Chris Joyner

Reprinted from the Tarbeel Chapter's "Footnotes"

All BMW driveshafts are two-piece-- some bolt together but most are joined with a splined shaft near the center of the driveshaft. The splined shaft and corresponding cylinder are not a perfect fit. To hold tension on this setup BMW uses a nut with a splined rubber bushing inside. The nut screws onto the splined cylinder (or rear shaft) and under 12ft-lbs of torque (16 ft-lbs for the 325iX) the two halves of the driveshaft are held together properly. All of these bushings eventually deteriorate or melt away. As a result there is a loss of tension on the nut. The play between the splined shaft and cylinder can cause a vibration which, if left unrepaired, can wear out the u-joint, center support bearing, or the guibos. There are two types of splined bushings: the old-style (up to about 1981), with 16 splines, is PN 26 11 1 207 480 and costs around \$5.50, and the new-style (81 to present), with 27 splines, is PN 26 11 1 209 497 and will cost around \$2.60. Any driveshaft vibration should be checked out and repaired as soon as possible so that no further damage may occur

Reprinted from the Whispering Bomb, the Los Angeles Chapter newsletter

CPU CHIP COMPARISON

by Phil Street

The accompanying graph shows the differences between BMW Computer (DME) (integrated circuit) chips. Using a dynamometer, courtesy of Mech Tech Motorsport in Escondido, the original equipment BMW stock chip performance was compared to two aftermarket performance chips, one from Dinan and the other from Mesa Performance as engineered by Jim Conforti. Using a '91 535iA, full throttle is applied at about 2000 rpm and held in drive range M-3 to an indicated 6500 rpm for two runs. Note: 6100 rpm is approximately 100 mph. Maximum torque occurred at 4350 rpm with both chips. The torque fell off pretty rapidly over 5000 rpm where a dip or flat occurred. Horsepower maximums occurred between 5500 and 5900 rpm with the best (6.6) gain achieved by the Dinan chip.

Driving with the chips installed over a two month period, yielded some personality differences. Combined city and freeway driving gave the impression of a freer running engine, perhaps

smoother, or with additional ignition advance when using the Jim Conforti chip. Acceleration through the gears was so nearly identical that one would be hard pressed to identify the quickest. Both aftermarket chips produced better than 5 hp over the stock chip, but only in an engine speed range seldom reached with an automatic. The torque generated at 2000 rpm was within 10% of the maximums. With the Dinan chip showing the best torque gain at 2200 rpm. All three chips dropped in torque between 2500 and 3500 rpm. This range would be the area where an advantage might be best achieved, at least in acceleration. There are some considerations which may be important here: What happens to NOX emissions if the timing is advanced in this range? What about ignition detonation or pinging? Using 89 octane, mid-grade ARCO, none of the chips exhibited any pinging at any time.

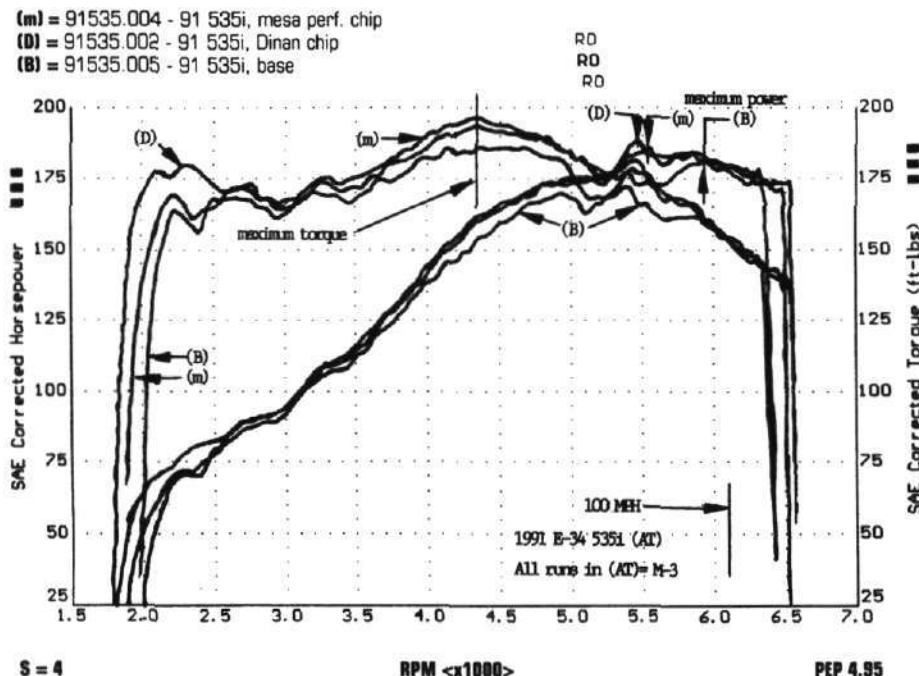
The BMW advertised horsepower for this car with its 3.5 liter engine, is 208 at 5700 rpm. From extensive

"Driving with the chips installed over a two month period, yielded some personality differences."

dyno testing, Mech Tech has calculated that an average drive line loss for most BMWs to be around 14.58%. There is no instantaneous explanation for the 9.6% loss exhibited in this otherwise stock seven year old car. Advertised 10 to 20% horsepower gains with the change of DME chip are just not realistic. Changing the catalytic converter, the exhaust and cam gear timing in combination with the DME chip, might give a healthy gain, but at a usable speed range - NO. There was no sure way to tell which chip was in use at any given time without opening the DME unit to look and see. Some areas of suspicion were: Increased fuel consumption, slightly reduced or elevated idle speed and a propensity for the Dinan chip to stumble at each full throttle upshift.

The fuel mixture or air/fuel ratio for best power is generally believed to be 11:1 and 12:1. In the Motronics systems, regulation of the air/fuel ratio appears to be fairly close to the stoichiometric goal of 14:1. An oxygen sensor bar graph showed no difference between chips. At engine speeds above 4000 rpm and at higher loads, the Motronics switches the oxygen sensor out of the circuit. None of these chips were ever able to reach a reading of 0.9 volts at any engine speed or at any throttle opening. That implies an air/fuel ratio leaner than 13:1 and a probable shortfall in the potential horsepower available from this engine.

Should the chance ever come to design a chip that wasn't confined by emission regulations, octane ratings or timing settings, one might wish for additional low and mid range timing advance plus a significant fuel enrichment at higher engine speeds. As for these chip samples, this evaluation is only pertinent to one engine design. Each little tweak, adjustment or correction's to be compared to the mass of engine versions available. Where else can you get an extra 5 to 7 horsepower for a couple of hundred dollars?



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91535.004	79.8 °F	29.15-0.43 in. Hg.	680 ft. CF=1.02	RPM/MPH=61
Max POWER = 185.9 Max TORQUE = 193.3				
91535.002	80.2 °F	29.10-0.43 in. Hg.	680 ft. CF=1.03	RPM/MPH=61
Max POWER = 187.9 Max TORQUE = 196.1				
91535.005	80.7 °F	29.10-0.43 in. Hg.	680 ft. CF=1.03	RPM/MPH=61
Max POWER = 181.3 Max TORQUE = 186.4				

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Treasurer's Report: Profit & Loss Jan-Dec 1997

The fiscal year of 1997 turned out to be a sound financial year. We started off with a large expenditure of the Holiday Party but we rebounded quite nicely. Incomes from Chapter dues were up due to the increase of Chapter Members. Income from the O'Fest 96 was split with National. We were able to purchase Canopies and a P.A. System with most of the cost of the canopies being paid by advertisers. Another plus for this year was most driving events were self-sufficient. The expense of the dB was lowered due to using a lighter cover, which reduced printing cost and postage cost. Our ending bank balance was \$17,000. This up coming year should continue be a great one.

David Lassalle

Jan - Dec '97

Ordinary Income/Expense

Income

Advertising Income	10,440.00
Autocross Income	2,507.00
Bad Check Income	725.65
canopy	2,230.00
Chapter Dues	34,084.50
Chapter Fest	1,043.00
Club Store Income	8,842.79
Concours Income	1,045.00
Drivers School Income	40,424.50
Inc-other	20.00
Inc-special	1,000.00
Ins. Refund	1,848.00
Merchandise Sales	90.00
Oktoberfest Reimb	950.45
Rally	170.65
Tours	372.00

Total Income 105,793.54

Expense

Autocross Expense	2,086.37
Bad Check Expenses	500.65
canopy expense	2,872.10
Club Store	8,843.05
Computer Supplies	308.68
Concours Expense	1,113.56
Crabfeast/Picnic	406.01
der Bayerische	
db-lbl	817.13
db-mail	4,650.00
db-print	16,176.40
db-type	7,212.72
der Bayerische - Other	311.54

Total der Bayerische 29,167.79

Drivers School Expense

food	398.77
insurance	3,092.00
post	83.94
ref	3,186.96
sup	497.59
track	32,221.67
Drivers School Expense - Other	563.82

Total Drivers School Expense 40,044.75

Equipment Purchases

fees	25.00
Holiday Party	10,177.60
Internet & e-mail	180.00
Licenses and Permits	15.00
Meeting Expense	
board	752.14
mtg-oth	350.00
Meeting Expense - Other	122.84

Total Meeting Expense 1,224.98

New Memb Mtng

Oktoberfest	361.60
Postage	264.29
Rally Event	263.75
Stickers	253.01
Supplies	391.93
	283.00

Telephone Expenses

ds	534.80
hotline	163.49
Telephone Expenses - Other	1,913.72

Total Telephone Expenses 2,612.01

tour expenses

Vintage Race Corral	438.05
	1,592.50

Total Expense 104,037.74

Net Ordinary Income

1,755.80

Net Income

1,755.80



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Board Meeting, 14 January 1998

Officer's Reports:

President's Report:

- Welcome to new Advertising Manager, Duane Collie (trapdnce@erols.com), and Raphael Garces, guest. Pipeline for January indicates that National now has a total of 43,573 members and NCC membership is up to 2893. National is concerned about logo infringement.

Vice President's Report:

- VP will be unable to attend holiday party and elections due to National commitments.

Treasurer's Report:

- P&L for calendar year 1997 passed out. Motion to accept the P&L made and seconded.

Secretary's Report:

- Motion to approve the December minutes was made and seconded.

Membership:

- Up to 2893.

Autocross:

- Tentative schedule NVCC Manassas Campus, Sat March 14, May 9, Sun June 14, Nov 15. Also a school on March 28-29 at Fort Meade for beginning autocrossers. Championship Autocross on July 26 at Fort Meade.

Tech Chairman:

- DIY tech session planned before the April school (Sat. 4 April). Working on getting a tire tech session for April/May timeframe.

Tours and Rallies:

- Several rallies are planned with local rally organizations.

Concours:

No report.

Drivers Schools:

No report.

dB:

- Editor needs calendar of events and coming event articles for the next issue asap. Jan/Feb issue is in the mail.

Drivers School Steering Committee:

- Meeting held January 10. The DSSC meeting report was distributed and recommendations relevant to benefits for DS workers were made to the Board. The recommendation to change the benefits to corner workers and to Board members was rejected, the recommendation regarding DSC benefits was accepted. The DSSC will revisit the issue of DS workers and make another recommendation to the Board in February. The outcome of the Board discussions will be documented in a summary to the DSSC.

Webmeister: Web Committee

- 5 member Web Committee has been convened to come up with guidelines for Webmeister. Draft charter prepared. Chair is Jim Moran.

Calendar of events:

- January Holiday Party.
- March autocross March 14, autocross school March 28-29. Drivers' School March 24-25.
- April 4 DIY tech session, Drivers' School April 25-26.
- May Deutsche Marque Concours May 3, May 9 Import weekend at Carlisle, tour on the 9th to get up there. May 9th autocross, Jefferson 500 May 16-17, including Corral on May 17.
- June 13 new members party. June 14 autocross. July 26 championship autocross. Annual Pittsburgh vintage grand prix July 12-19.
- August 1-2 Drivers school, O'Fest August 16-22.
- September Chapterfest 12-13, tour on September 5th. Crabfeast late September.
- October 17-18 Drivers School, October 4th tour.
- November 15th autocross.

New Business:

- Meetings for 1998, a proposal that 50% meetings be held in Virginia and 50% in Maryland was made and seconded. Pizzafest 18 April, in Atlantic City, autocross, need Chapter sponsoring (NCC does not want to sponsor). A motion was made and seconded for NCC to sponsor one drivers' school at the WSSC annual awards banquet, also to sponsor 3 NCC members to attend the banquet.

Next Meeting:

February 4th in Virginia.

Adjournment:

A motion to close the meeting was made and seconded.

Board Meeting, 4 February 1998

Officer's Reports:

President's Report:

- The new Autocross Chairperson is Rafael Garces. Board meetings will start at 7:30 prompt, any refreshments will be had after the meeting. If chairpersons are not able to attend a Board meeting, chairperson reports should be communicated to an elected Board member.

Vice President's Report:

Nothing to report.

Treasurer's Report:

- No P&L report was prepared for January, since there was very little activity. The budget for 1998 was passed out and the rationale for each category budget explained, some amendments were made.

Secretary's Report:

- Minutes for the January meeting were approved with minor changes.

Membership:

- Currently 2912 for NCC, 43,847 for National as of end January.

Autocross:

- The new autocross chairperson would like to institute a BMW autocross series, a total of 7 events. To qualify for the championship participation is required in a minimum number of autocrosses (number tbd). The autocrosses are listed in the dB calendar of events.

Tech Chairman:

Events listed in dB.

Tours and Rallies:

Events listed in dB.

Concours:

Events listed in dB.

Drivers Schools:

- DSC will start contacting people at Summit Point to prepare for the upcoming school. Current enrollment for the March school is 22.

dB:

- All articles are in, the dB will be out on time. President and Vice President have called people to make sure articles were on time. Billing for advertisers will be made before the advertisements are put in the dB.

Drivers School Steering Committee:

- The DSSC revisited their recommendations per the Board direction last meeting and made a new recommendation that corner workers be compensated with 1 school day for every 3 school days worked. This decision will be revisited later in the year. The DSSC is still pursuing the use of SCCA workers. The DSSC did not feel that it was within their area of responsibility to recommend compensation for Board members, since Board members are not working for drivers' schools. All Board members are invited to send their recommendations regarding compensation, a decision will be made by vote of the elected Board at the March meeting.

Webmeister:

- Want ads will be able to be posted via the website. Advertisement on the web site will be on a separate page. Information from chairpersons is welcome. The information contained on the web site should be complementary to the dB.

Web Committee:

- Set of web site guidelines have been drafted, including duties of the Webmeister.

Calendar of events:

Per the dB.

Old Business:

- The Holiday Party was a success, the Bylaws passed, new officers were elected.

New Business:

- Regarding the National Chapter incentive for events, NCC needs an event for February and December to qualify. This will be publicized on the web. A spare key is needed for the chapter mailbox for the membership chairperson to access the membership database. Chapterfest date tbd, October 25 is available at Manassas lot. The Holiday party next year will probably be held at the Rockville mansion again, although Sully Plantation or Mount Vernon are possible candidates.

Next Meeting:

At Dave Lassalle's house, March 4th.

Adjournment:

A motion to close the meeting was made and seconded.



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M-F: 11am-7pm
Sat: 10am-4pm

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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. Ads must be received by the first of the even-numbered months for inclusion in the next issue.

CARS FOR SALE

- 1978 633CSI** VIN 5525057. Silver/black leather, 4sp, 130K original miles, service history, tools. Runs strong, no modifications, a very sturdy car. \$2,600. Serious inquiries only.
Leif (703) 733-0860 (VA)
(202) 310-3231 voice (DC)
- 1985 535i** VIN WBAD8C401F0665173. Black/black leather. AT, 187K miles. Many new parts. Very good cond. Inside and out. Runs very strong. Well-kept completely stock example. \$4,300 firm. Serious only.
Leif (703) 733-0860 (VA)
(202) 310-3231 voice (DC)
- 1987 535is** VIN WBAD8C7407H1715968. Gray/camel leather. 5sp. Pristine Calif. car, garaged, non-smoker, service records. 160K miles. \$8,500/OBO.
Paul (703) 590-2680 (VA)
- 1988 M3** VIN WBSAK030J2197416. Salmon silver/black. 69K miles. Dinan chip, Stage 4 suspension, & intake gasket, Korman brake lines, x-drilled rotors, pads, & oilpan baffle. Quaife diff, Borla exhaust, HRE 16"x8" rims w/ 225.45x16 Dunlops, K&N air filter, Mobil 1 every 3K. 1 winter, 1 owner. Excellent condition. \$16,500.
Frank (703) 443-1240 eves (VA)
- 1988 M3** VIN WBSAK030J2195120. Black/Ivory. 40K miles, Zymöl, garaged and covered, P-Zeros, Bilsteins, MetalMasters, K&N, Korman suspension bushings, factory shop manual. Beautiful car, excellent cond. Must sell health reasons. \$11,500.
Douglas (804) 529-7124 (VA)

PARTS FOR SALE

- Misc. Parts** 95 M3 Exhaust manifolds and b pipes w/ cats, 10K miles. Must sell to pay for wedding (it's going to be a low-budget wedding). Retail \$2100, yours for \$400.
Frank (703) 356 - 1711 (VA)
or email to basedesign@radix.net
- 3er Parts. K&N air filter for '84-85 318i, Big-6 thru '87, '82-85 528e, \$20. K&N air filter for late E30, \$20. AutoThorty Flowtech filter system for '91 318is, \$75. Eibach 20mm fr. adj. swaybar for all E30 except M3, \$80.
Jim (703) 331-3779 (VA)
- E21 seats. Black vinyl front seats and matching rear bench for an early E21. Good shape. Front seats do not have brackets. Best/any offer.
Paul (703) 534-7166 (VA)
- Misc. Parts. Radiator, 7 Series, brass, standard/auto, new sensors, \$120; Becker Mexico AM/FM cassette, \$100; Shop Manuals - 7 Series, 79-81, w/ binder, \$50; Electrical Manual, 78-81, \$25.
Ed (703) 372-7773 eves (VA)
- Bosch Fuel Injectors. One set (6) fits 5/6ers w/ 3.2/3.5L motor. New, not remanufactured, in factory seal. Never installed. \$320.
Tom (703) 369-5867 (VA)

PARTS FOR SALE

- Misc. Parts** 320i Parts. Used rear speakers, rear speaker covers, glovebox flashlight, FR amber marker. \$20 takes it all. Fog light kit, complete, fits 320i, 733i, 633CSI, \$50.
Tony (703) 938-6461 (VA)
- Hard Top for E30 3 Series ('87-'93), all black with tan interior. Great shape including garage rack with wheels. \$1,000/OBO.
Garth 703-383-5119 (weekdays)
- Wheels** E39 Wheels. OEM BBS 17x8" seven spoke, forged two-piece wheels with Z-rated Dunlops from 1997 540i 6-speed. 3,000 miles on tires. \$2,000 for four(4). Never used fifth (5th) available with trade. Will fit 1997 or 98 528i or 540iA.
Blair (301) 622-6938 (MD)
- 318 Engine** 1995 318 Engine (M42). 13K miles. Excellent condition. Complete w/ ECU, wiring harness, A/F meter, fuel injection, exhaust, radiator, p/s pump, gauge pod, a/c compressor, etc. \$2,000.
Dave (301) 829-2640 before 9pm (MD)
- Wheels** Wheels (M-System II) from 97 840i w/ Michelins. 5K miles.
Von (301) 262-8036 (MD)

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For E28. Center grill, 15" or 16" wheels, either pre-'96 OEM or after market, spoilers, LSD. What Have You?

Tom. (540) 347-7929 (VA)
email: tomstam@erols.com



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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:

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

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