

May/June 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 AutoThority Autocross
27 Lincoln Tech Car Show

JULY

- 11 Engine Modification Tech
Prototype Technology Group
Winchester, VA

- 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

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

OCTOBER

- 4 Tour
17-18 Fall Drivers' School - Summit
Point Raceway
24 ChapterFest '98

NOVEMBER

- 1 BMW-Corvette
Challenge Autocross #1
15 BMW-Corvette
Challenge Autocross #2

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



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der Bayerische

National Capital Chapter BMW Car Club of America



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On The Cover

BY JOHN HARTGE

BMW's popular 528i gets a sport package for '98. This \$3,450 option includes aggressive 2-piece 17" wheels and tires, sport suspension tuning and blacked-out chrome (shadowline trim). This is one quick-looking sedan. This is one quick-performing sedan. With the 5-speed manual, the torquey 2.8 six hits 60 in 7-seconds, very respectable for the 5-series with the "small" engine. The suspension tuning is just right — firm enough for good sporty handling — not too firm for DC streets.

Cover photo: Raine Mantysalo

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

A few years back when we thought it would really be neat if we could hit the 2002 local members' status. In just a few years we have succeeded that and are now embarking in the 3,000 mark. We are currently at 2,933. One of my goals for this year is to reach or exceed that mark. If you know any person who may enjoy joining our organization feel free to invite them to one of our events.

I don't consider myself a computer nerd but I do find myself checking my e-mail and searching the Internet for information. On our current web site we have been making some changes. There is now extensive information about the drivers' schools and autocrossing. Our next step is to tie the *dB* and the web site together. In the upcoming months we will post a few articles from the *dB* and also have an area where you can submit want ads to the Editor of the *dB*. If you like to keep up with what's happening at National you may want to check it out (<http://www.bmwcca.org>). You will find information about the *Roundel*, national elections, and monthly news.

We have had a few events so far and it has been great to see the level of participation. I have met several people who have come out to their first event with the Club and their enthusiasm has been wonderful. It really makes me proud to be part of such a great organization.

That's all for now.
David



ISO Webmeister

Car Club seeks Webmeister for long term loving relationship.

Must be ethical, technically proficient, and virus free (your code, that is).

Sense of style a plus.

The National Capital Chapter is searching for a volunteer to be Chapter Webmeister. If you are familiar with web site development and maintenance and have some time to devote to the Chapter, we'd like to hear from you. We're looking for someone with the following qualities:

- HTML expertise
- Organizational ability
- Sufficient time to commit to the web site administration
- Expertise/familiarity with internet and world wide web technology
- Familiarity with the National Capital Chapter and BMW CCA, in general.
- Ethical basis for editorial decisions.

The Webmeister will be a member of the Board of Directors and may use the Chapter web site as a sample in their portfolio.

For questions or more information, contact Jim Moran (703) 441-0329 evenings before 10:00 or at bavarian@geocities.com

Misfirings

The Sands of Time

A dear old friend is about to be taken away from me very soon. At the age of 41, not very old in my eyes, yet considered by most an ancient, perhaps even a dinosaur, especially if they didn't really know her. Or were put off by her—an occurrence of some regularity despite the warnings from those who knew her—but, you know, some people can't be told, they have to learn the hard way. But all that knew her will find it very difficult to put her out of mind.

My introduction to her was back in '87. A last-minute blind date. Pinch-hitting for John Hartge, who couldn't or didn't want to meet her. She was only thirty, but already appeared worn and craggy, and way past her prime. No love at first sight, this. I wanted to turn around and flee to comfortable surroundings, which was anywhere else. But there was a wildness, a sense of danger about her that beckoned. So I stayed. Maybe it was the allure of that wildness. She was a challenge. And I'm a sucker for that kind of challenge. O wretched siren!

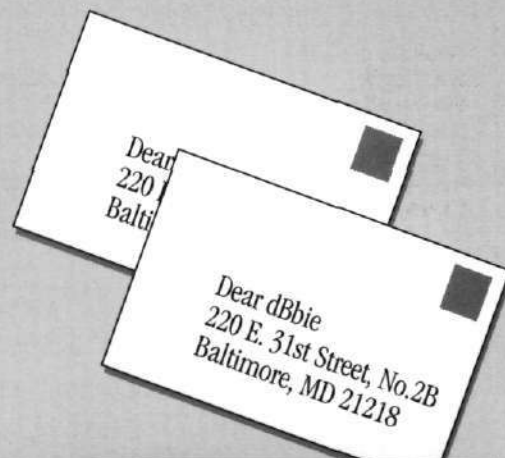
Now some men don't want or maybe can't handle that kind of challenge. They want that easy pushover just so that they don't look bad. Arm candy, if you will. And she was real good at exposing these posers. She forced you to think, demanded your utmost attention, because the second you get all complacent and your attention isn't all it should be she'd zing you one good and send you reeling. Even after you'd thought you'd her figured out, there'd always be some new twist, some startling nuance that made you do some very quick mental re-calculations. You never really knew what your limit was, but she kept nudging you, pushing you on to find that limit, despite your kicking and screaming. And you'd better oblige her, too, because if you didn't, you'd most likely find yourself gasping for air, your feet above your head. Some of those who couldn't adapt barely got out alive. Some probably found religion as the alternative and never came back.

But if you kept your wits about you and persevered, oh boy, would you be rewarded! You could have your way with her, howling with glee all along, and you'd still be grinning afterwards for weeks and weeks, just dying to get back and see her again for another go-around. Or to try something new. And you always found a way, too, though it was never an easy journey to make. But the end always justified the means. She was the pot of gold at the end of the road through Hell. If you don't believe me, just ask anyone who's been to Bridgehampton Race Course what their fondest memory is—and watch em get all distant and glassy-eyed.

As you read this, Bridgehampton Race Course, after having her way with the likes of Hill, Cunningham, Hall, Sharp, Andretti, Donohue the Elder, and even King Richard, is, save for an act of God, about to be plowed under, a victim of a new reality (*another* golf course for the Hamptons).

Hey, Bridgehampton, do me a favor, old girl. Flip a golf cart or two in the sand for me, just for old time's sake! Wontcha, hon?

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LETTERS

Dear dB,

Thank you for running Gary Allen's article Bavarian Cream(ed). What is hidden inside the lines of Gary's story is the fact that you don't appreciate how well these cars are constructed until you are in a major accident. What a terrible way to find out, but try it in an econo-sedan or a rice-burner BMW-wannabe, and live to tell the story.

I own the other top-of-the-line four-door sedan Gary didn't mention as he opened his article—the 2000. My 2000 was smacked by a speeding Dodge Ram van at the cost of four cracked ribs, both rear door windows, rear bumper side, a rear quarter panel, and two motor mounts.

I had all of the parts located in two weeks. Can it be stretched back into shape? Easily. Frame is OK. Will it cost more than the "value" of this 1970 classic? Maybe, but what's the real value of 28 years of faultless masterful driving in 20 states and two foreign countries?

Right on, Gary!!

*Lawrie Smith
Captain, USN (Retired)*

• At last month's New York Auto Show, "Automobile" Magazine bestowed seven All-Star awards on BMW, the most for any manufacturer. Reacting, Victor Doolan, BMW of North America president, said, "Ours is a company full of car enthusiasts dedicated to creating the ultimate driving machine." Here are "Automobile's" BMW All-Stars: 3 Series

ShortStrokes

(All-Star for "Best Sports Coupe" in Readers' Choice survey), 328i (All-Star for "Best Luxury Sedan/mid-size" by editorial staff, 540i 6-Speed

(All-Star for "Best Sports Sedan" by editorial staff and in Readers' Choice survey), 7 Series (All-Star for "Best Luxury Sedan/large" in Readers' Choice survey), BMW (All-Star for "Best Car Company" by editorial staff and in Readers' Choice survey).

• Here's another thing to pin on El Niño, the Asian financial crisis, the Saddam, and Big Oil—cheap gas! The combination of unusually warm weather (due to The Kid), depressed Asian fuel demand, increased crude flow from Iraq, and stiff competition amongst the major refineries has resulted in plummeting gas prices; a gallon of regular can be had for way under a buck, down from last summer's high of nearly \$1.50. When adjusted for inflation, gas is even cheaper than the 25-cent-a-gallon stuff from back in the Sixties! And the competition to grab customers is so keen that some stations even have their attendants clean your windshield and check your oil! Maybe they'll start handing out steak knives and commemorative Baltimore Colts tumblers too! But the downward spiral won't last forever, though. Expect prices to slowly creep upward sometime during the summer driving season.

• Timing is everything. In February, Montgomery County, MD, announced plans to utilize cameras to crack down on red-light runners, mere days after the county's police chief, Carol A. Mehrling, ran a red light and hit another car, then walked (drove) away without a ticket. And without reporting the accident to her supervisors. After the resulting media fallout, Mehrling acknowledged she was "extremely embarrassed". County Executive Douglas M. Duncan (D) was outraged that Mehrling didn't tell him about the incident, even as they stood on the podium at the announcement, and gave her "a good, old-fashioned chewing out". Mehrling contended that a large truck blocked her view; a witness stated that the light was red "a good four to eight seconds" before she went through. And as to why she was not ticketed—officers rarely cite each other for on-duty accidents, referring them for internal police review.

• And here's an update on the wandering speedway. After being shooed away from Baltimore County, and western Anne Arundel County, the Middle River Racing Association announced its latest site—a former copper refinery in Anne Arundel county just outside the Baltimore Beltway. The land is far removed from any residential areas and is zoned heavy industrial, which should minimize any zoning obstacles. So stay tuned.

• In March, Maryland Gov. Parris N. Glendening, on the road to reelection, made a u-turn and dropped his longtime support of a proposed intercounty connector linking Montgomery and Prince Georges Counties. The highway, first approved over fifty years ago, would directly

link the I-270 Gaithersburg area and I-95 Laurel area. Proponents view it as absolutely necessary for relieving the swiftly increasing traffic congestion and critical to the regions' economic health. Opponents claim the road would be an environmental debacle, that, rather than reducing congestion would in fact create more by spawning suburban sprawl along its length. Glendening (D), stated the need to explore all options for mass transit, road improvements, and land-use policies. Meanwhile, state officials continued to reserve land along the right-of-way of one route of the proposed highway, thereby preserving the option.

• Virginians, rejoice! The car tax is finally gone. Maybe. The dreaded car tax, for decades the object of public scorn has finally been laid to rest by the Virginia legislature, thus fulfilling the no-car-tax promise that swept Gov. James S. Gilmore III into office. But maybe the car tax is Count Dracula. First of all, most people will continue paying a decreasing tax until 2002, unless your car's value is less than \$1,000, then 1998 will be tax-free. Everybody else will pay the full tax this fall, but will receive a rebate check come May 1999 in the amount of this year's tax reduction, about 12.5%. Each subsequent year motorists will see a bigger and bigger reduction—27.5% by 1999, 47.5% for 2000, 70% in 2001—until 2002, when the tax is scheduled to be completely phased out. Unless your car is worth more than \$20,000. Then, you'll still be hit with a tax bill for the value over \$20,000. And if it's the company car forget it—they're not eligible for the tax break. And if the economy turns sour, the yearly tax reduction could be postponed. And most municipalities are still scrambling to find ways to offset the lost revenue—there's no free lunch, you know.

derr

dB Wants You!

der Bayerische

is produced by

National Capital Chapter members
for National Capital Chapter members.

Any articles and/or photos related to
or of interest to the general
membership are most welcome!

SEND YOUR MATERIAL TO

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c/o Dwight Derr

220 E. 31st Street, No. 2B • Baltimore, Maryland 21218

Include your name, return address
and telephone number.

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 mem-

bers 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 carousal 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 to 10:00pm

It's that time of year again, the Third Annual New Members' Party will be held at Passport BMW, in Marlow Heights, Maryland. Have you joined the Car Club since June of last year? Then you are invited to attend the New Members' Party to be held at Passport BMW for some food, fun and conversation. Meet the Board Members who plan and organize all the exciting activities that this busy Chapter puts on every year. We also want you to meet some of the people that make this Club and this Chapter so special. Don't know anyone, it doesn't matter, come on down and get to know the great people that share the same interests and passion for our cars. Passport BMW is currently expanding and renovation is expected to be near completion by our Party. Also, the Parts Department will be open with an expected 30% off retail prices for that evening only. If you have large purchases, such as wheels, give Pat, the Parts Manager a call (301) 423-8400 to order those special goodies. Please know what it is you want to order, Pat and the hard working Passport Parts Crew will have it for you. Track down an Accessory Catalog and start saving. By getting your orders in early, Pat can have your special parts ready for pick-up that night at the Special price of 30% off retail. Festivities begin at 7:30 PM and tentative end time is 10:00 PM.

Finally, it is very important that you RSVP with Mike Gayle at (703) 221-6794, by Saturday, June 6 1998. Now all you old timers that want to stop by to see all the new faces will also need to RSVP and there will be a nominal charge of \$5. Newbees get in free.

Directions to Passport BMW: I-495N Beltway via Wilson Bridge, take the Branch Avenue Exit (7B). Proceed west on Branch to the second stoplight and turn right on Auth Way. Passport is two tenths of a mile on the left. Parking in the lot will be limited in their lot, but will be available in the upper lot.

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.

LINCOLN TECH CAR SHOW Columbia, MD

Saturday, 27 June 1998

The National Capital Chapter has been invited to participate in a car show that is being sponsored by the Lincoln Technological Institute in Columbia, MD on Saturday, June 27th. This show is open to all makes and models with dash plaques provided to all participants and trophies awarded by class. There is no cost to participate nor to spectate and a light lunch will be provided. That's free food along with an opportunity to see a wide variety of cars on display. Lincoln Tech is located at 9325 Snowden River Parkway, close to I-95 at the Route 32 exit. For registration and additional information please call the school at (800) 924-9325.

Engine Modification Tech. Session Prototype Technology Group Winchester, Virginia

Saturday, July 11, 1998

Time: 10:00 am

Many BMW enthusiasts have sought to increase the horsepower of their engines. An entire industry has developed to feed the need for more power. Simple modifications like open element intakes, less restrictive exhaust systems, and performance EPROM chips are bought and installed by the typical BMW power monger.

But, do they really work? And, what to do next? Cams, higher compression, head porting? Brian Krem of Prototype Technology Group knows the answers and will educate us on the basics and esoterics of producing horsepower in BMW engines, including information on exhaust manifolds, camshafts, and cylinder head work. PTG has had great success racing BMW M3s in the US, finishing first in the Rolex 24 Hours of Daytona and 12 Hours at Sebring this year. They have an extensive machine shop and engine building facility, including engine dynamometers. We'll even get to see one of their race engines run on the dyno.

Questions? Contact the Tech. Chairman, Jim Moran, at (703) 441-0329 for more information.

Directions: Take the Beltway (Interstate 495) West to Interstate 66 West. Exit I-66 to Route 50 West. Prototype Technology Group is located on the left, approximately 7 miles past Route 340 and 2 1/2 miles before Winchester, Virginia.

BMW CCA/MWCSCC CHAMPIONSHIP AUTOCROSS

NSA Parking Lot

Ft. Meade, MD

Sunday, 26 July 1998

Time: 9:00am Tech & Registration

Price: \$15.00

Registration and Information:

Rafael Garces 703-255-3219

E-mail: Rafgar@Prodigy.net

And now for something completely different. We will be using a different parking lot and the BMW's will be outnumbered by the "other" cars. This event is part of the Championship Autocross Series conducted by the Metropolitan Washington Council of Sports Car Clubs (the "MWCSCC", of which the BMW Club is a member). For purposes of the MWCSCC, we will be using SCCA car classes.

At this event, we will have 120 cars running in four heats. Pre-registration is strongly recommended since many of the MWCSCC's autocrosses fill to capacity. Please note that you will be allowed to take only three runs (with no practice and with NOBODY else in the car). Furthermore, there will be no "fun" runs at the end of this event. Novices can elect to run in a separate Novice class, so don't feel too intimidated by all this talk of "Championship" events. This is also a very good opportunity to witness the driving skills of a wide variety of people driving many different types of cars. There will be many "serious" racers at this event. So, even if you don't want to drive, come out appreciate some good driving exhibitions.

In addition to running in the SCCA classes for purposes of the MWCSCC Championship event, BMWs will run in the usual BMW car classifications: SuperSport BMW, Sport BMW 1 and 2, and Touring BMW, each with "Stock" and "Modified" versions.

Directions: Ft. Meade is between Baltimore and Washington, DC. From either I-95 or the Baltimore-Washington Parkway, exit at Route 32 East. At the first stop light east of the B-W Parkway, turn left into the National Security Agency and park. Please note that NO CAMERAS are allowed on the premises (they will be confiscated by the ever present security guards).

DRIVERS' SCHOOL

Saturday-Sunday, 1-2 August 1998

OKTOBERFEST 1998

16-22 August 1998

Orlando, FL

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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.

Fall TOUR

4 October 1998

FALL DRIVERS' SCHOOL Summit Point Raceway

17-18 October 1998

CHAPTERFEST

24 October 1998

Registration Form

1998 Deutsche Marque Concours

BMW year _____ Model _____

Concours _____ \$25 per entry

Display _____ \$25 per entry

Reception _____ \$10 for each
additional person

Total Enclosed \$ _____

Name _____

Address _____

City _____

State _____ Zip _____

Phone _____

Make check payable to "BMW CCA NCC" and
mail it with your completed form to:

Paul Vessels
P.O. Box 1784
Washington, D.C. 20013

Please photocopy from magazine.

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NEW POLICY FOR CORNER WORKERS!

Cornerwork 3 school days, get one day at the track as a student free. Free school days must be completed within a 2-year period from last school day worked, there is a limit of 2 free school days per calendar year per worker.

Note: There is a limit to the number of slots that are reserved for corner workers in each school, so register early.

Former Corner Workers: There will be a 2-year grace period for former corner workers to redeem free schools that they have accumulated. Please contact the registrar and let him know your plans for redemption so that he can make appropriate plans.



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 _____

Guests are welcome...however students MAY NOT give rides.

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!!!*

* Note: To be eligible for credit for free schools workers **MUST** pre-register with Steve Lowry (phone: 301-390-1666 before 10:00 PM; e-mail: pitout@earthlink.com). Worker spaces are limited, so contact Steve early.

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 4/98

PAST
EVENT



BMW Excluservice Autocross

by Rafael Garces, Autocross Chair

It was a cold and windy day! The beginning of a cheap novel? No, this described the beginning of the NCC's autocross season.

On Saturday, March 14th, a crowd of frustrated car nuts began to assemble in the parking lot of the Northern Virginia Community College for our first autocross of the season. Why were these people frustrated? Because it had been a long (not so cold) winter with very few automotive activities. The temperature started out that day in the high 30's and made it all the way up to 45 degrees. The actual temperature would not have been very bad, without the dreaded winds.

By the end of the day, 56 people had made three official runs (and many "fun" runs) at the BMW Excluservice Autocross. The people who attended consisted of many of the autocross "regulars" and quite a number of new faces.

We began the day with tech inspections (thanks Duane Collie) and registration (thanks Marc Plante who nearly froze solid while sitting at the registration table that had been no so brilliantly placed in the shade of our tent).

During that first heat, Dave Lassalle maintained a very solid lead with his best run of 46.959 and we thought he was on his way to getting FTD (Fastest Time of Day). Only four other cars (Duane Collie, Dwight Derr,

Michael Wendell (on street tires!!), and Bob Hausman) had times below 50 seconds (and they were all at 49 seconds). One of the highlights of this heat was watching Gary Lin on his last run.

Gary was finishing what was a strong run when the rear end of his car came loose on the last turn. Gary (who is very accustomed to having this happen) just kept his foot on the gas trying to bring the car under control.

He didn't make it and "gracefully" entered the stop garage BACKWARDS to the cheers of the crowd. His run counted, but he incurred a two-second penalty for hitting one cone.



The second heat provided us with an interesting mix of drivers and cars. We enjoyed seeing Bill van Zelm in his '76 2002 battle with Fernando Puig in



his '74 2002. Now that we have a class for these classics, I hope to see more at our later autocrosses. One person running in this group seemed to enjoy herself more than anyone else that day. Her screams of joy during her first ever autocross could be heard over her tire squeals. This was Lia Frankiewicz in her very recently acquired (only 4 weeks prior to the event) '94 325iC. Also in this heat was a '96 Z3 driven by Mike Whitley. In this group of 20 cars, only two more drivers were able to break the magic 50 second mark (Woody Hair and I, both with 48 second runs).

Then came the third and final heat. In addition to having two more sets of spouses sharing cars and competing against each other (the Beebes and the Wendells) we were treated to a new FTD by Michael Ko in his highly modified (and obviously well prepared) '89 M3. Michael wasted no time (no pun intended) in making his statement. On his first run (which turned out to be his best) he turned the fastest time of day of 46.456. Nobody (not even Micheal or Dave Lassalle) beat this time — not even during the many "fun" runs held later in the afternoon. During this heat, we also had an opportunity to

watch two 535's driven with great skill by Bill Brochu (to a third place overall, with a time of 47.637) and Tom Baruch (fifth overall, with a time of 48.738). How do they do that? We also got to see John Woodcock drive his '98 M3 to a fastest-stock-time-of-day of 49.741.

As they say, "a good time was had by all". I would also like to thank all of you who volunteered to be course workers during each of the heats. Without your efforts, we could not run these events.

We have seven remaining NCC autocrosses scheduled for this year (see the calendar of events) with the next one on Saturday, May 9th. Six of these autocrosses are part of our 1998 BMW Autocross Series where you can compete for glory and prizes. Pre-registration for these events is not required, but is helpful (and appreciated). You can either send me an e-mail message (Rafgar@Prodigy.Net) or call me and leave a message at (703) 255-3219. Just tell me the year, make, model and color of the car along with the car class you will be in or a list of the modifications on your car.

A Day of Autocrossing: Our Thoughts

By Mike & Shiela Lohn

We purchased the Z3 2.8 in September 1997 and when I read about the novice autocross school in *der Bayerische* I immediately called Michael Patnode. I was 15th on the waiting list but Michael asked me to send in my money—I just might make it. By Friday, I was No. 2 so Shiela and I drove to Alexandria (from Richmond) to go to the event, hoping I had a spot. Well, I got in and what a blast the day was!!!

Michael Patnode from the MWCSCC was a big help: he sent me literature beforehand that was very good. After registration we went through Tech inspection and were assigned instructors. These guys and girls did a wonderful job, as did all the supporting cast.

We then walked the course and, with my instructor beside me, I was off on my first of eight runs for the day. Well, it was fun and more fun. The instructor kept trying to advise me to slow down to be faster but the Z3 was such a blast to hang out. Then I was able to observe others with Dave Lassalle talking about what the cars and drivers were doing wrong and right. Dave was a big help!!

Well, I feel like I did good—only knocked down one cone all day and didn't get lost on the course—and I learned I could pull the Z3 back in line with ease when the tail started to go out. My times will improve as I learn to drive slower to be faster. When a 4-cylinder Z beat my time I knew I had to stop hanging out the tail; but then I had a ball and when I beat the time of a Calloway turbo Vette I felt real good.

I highly recommend this school—it was excellent and the car was just perfect with no problems except for a little extra tire wear. I am hooked and hope to be at the BMW of Fairfax Autocross in May!!

P.S. I am 59-years old and feel like 18 again!!!



BMW Autocross #1 Saturday, March 14, 1998

Place	Name	Year	Model	BMW Class	Official Runs			Best Time
					Run 1	Run 2	Run 3	
1	Michael Ko	89	M3	SSM	46.456	46.53	46.953	46.456
2	David Lassalle	95	M3	SSM	47.272	46.959	47.010	46.959
3	Woody Hair	95	M3	SSM	48.790	49.220	49.370	48.790
4	Duane Collie	95	M3	SSM	50.200	OC	49.315	49.315
5	Dave Dechambeau	90	M3	SSM	53.689	52.638	51.933	51.933
6	Eric Ayala	90	M3	SSM	OC	OC	53.516	53.516
7	Ken Nicolas	88	M3	SSM	58.405	58.161	56.037	56.037
1	John Woodcock	98	M3	SS	OC	50.822	49.741	49.741
2	Michael Wendell	95	M3	SS	52.295	50.639	49.989	49.989
3	Rich Beebe	88	M3	SS	50.985	50.916	50.228	50.228
4	Charles Denton	88	M3	SS	54.920	51.180	51.910	51.180
5	Mike Gayle	97	M3	SS	62.049	52.934	51.766	51.766
6	Richard Altieri	97	M3	SS	59.280	52.010	51.970	51.970
7	Beth Wendell	95	M3	SS	61.333	55.349	54.612	54.612
8	Lucy Beebe	88	M3	SS	56.758	56.150	55.704	55.704
1	Bill Brochu	85	535i	S2M	47.637	50.207	47.822	47.637
2	Tom Baruch	87	535is	S2M	49.370	49.182	48.738	48.738
3	Dwight Derr	84	635	S2M	49.659	51.024	53.056	49.659
4	Peter Ryby	85	535i	S2M	52.279	OC	50.942	50.942
5	Ron Katona	97	318ti	S2M	53.841	51.837	52.415	51.837
6	Mark Croxton	95	318ti	S2M	54.410	52.790	OC	52.790
1	Gary Toyama	88	535is	S2	OC	55.490	51.900	51.900
2	Bob Hopkins	96	318ti	S2	56.535	52.663	52.641	52.641
3	Klaus Hirtes	88	535is	S2	55.646	53.037	52.762	52.762
4	Jeff Sander	88	635Csi	S2	56.893	55.668	55.233	55.233
1	Rafael Garces	96	328i	S1M	49.320	48.190	48.557	48.190
2	Bob Hausmann	94	325i	S1M	50.672	OC	49.420	49.420
3	Gary Lin	88	325is	S1M	53.448	53.087	59.170	53.087
4	Marc Plante	92	325i	S1M	OC	OC	53.107	53.107
5	Chris Kaminsky	89	325i	S1M	60.530	57.790	59.470	57.790
6	Jason McCowan	88	325is	S1M	OC	OC	OC	-
1	Jason Briedis	92	325is	S1	54.110	52.440	DNF	52.440
2	Brian Shipman	94	325i	S1	53.740	52.600	52.580	52.580
3	Kevin Henry	90	352i	S1	56.976	53.858	56.267	53.858
4	Reggie Kennedy	95	325i	S1	OC	60.140	56.102	56.102
5	Alvaro Puig	89	325is	S1	61.480	58.200	56.560	56.560
6	Mike Whitley	96	Z3	S1	64.090	57.530	57.800	57.530
7	Jim Frankiewicz	94	325iC	S1	57.886	57.813	57.688	57.688
8	Channing Mahatan	92	325i	S1	OC	OC	58.070	58.070
9	Doug Cossa	97	328is	S1	OC	62.483	59.614	59.614
10	Matt Hoffman	94	325iC	S1	84.958	69.446	60.522	60.522
11	Lia Frankiewicz	94	325iC	S1	72.310	65.530	61.910	61.910
1	Bill van Zelm	76	2002	TM	OC	OC	56.500	56.500
1	Fernando Puig	74	2002	T	55.790	53.320	50.470	50.470
2	Gonzalo Puig	74	2002	T	55.255	53.570	51.369	51.369
3	Rob Hydro	86	325es	T	63.442	OC	OC	63.442
4	Jim Rando	86	325es	T	OC	OC	OC	-
1	Greg Benson	95	Cobra	Other	52.270	53.700	53.550	52.270
2	Gregg Nishi	91	300ZX	Other	OC	53.110	OC	53.110
3	Brian Barrows	82	Scirocco	Other	55.720	56.149	55.090	55.090
4	Wes Nicolas	88	GTI	Other	57.113	56.622	55.753	55.753
5	Jeff Martini	93	Protégé	Other	60.210	58.160	55.820	55.820
6	Dan Glicoes	87	Escort GT	Other	60.188	57.280	56.410	56.410
7	Frank Berte	94	Integra	Other	58.030	57.180	OC	57.180
8	Niclas Lassalle		Prelude	Other	58.740	59.740	58.900	58.740
9	Mike Howe	98	GTI	Other	OC	68.220	64.720	64.720

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**PAST
EVENT**



“It’s Milner Time!”

The Tour to Prototype Technology Group

Text and photos by Duane Collie

Mike Wendell and I put together a “short notice” trip to Prototype Technology Group (PTG) for February 14th, and unfortunately we did not have the time to notify all the Chapter members via the usual methods.

Still, through the power of the Internet we managed to get the word out in time to allow a number of members to attend.

PTG, owned by Tom Milner, campaigns the championship M3’s with BMW NA sponsorship and they had just returned from another class win at Daytona. PTG is ‘the source’ for the ultimate upgrade performance junkie so all the M3 pilots jumped at the chance to have a tour.

We managed a 30 + caravan of cars to PTG, led by our fearless leader, David Lassalle in his M3. It was a quick trip out Route 50. Very quick.

Upon arrival, the first thing that struck me was how clean and professionally organized the shop was. There were the winning Daytona M3s in one

corner, torn down for rebuilds prior to Sebring (which they subsequently won as well), together with more conventional road going Lightweights, M3 body shells and BMW NA’s LeMans entry.



Turning a custom piston.

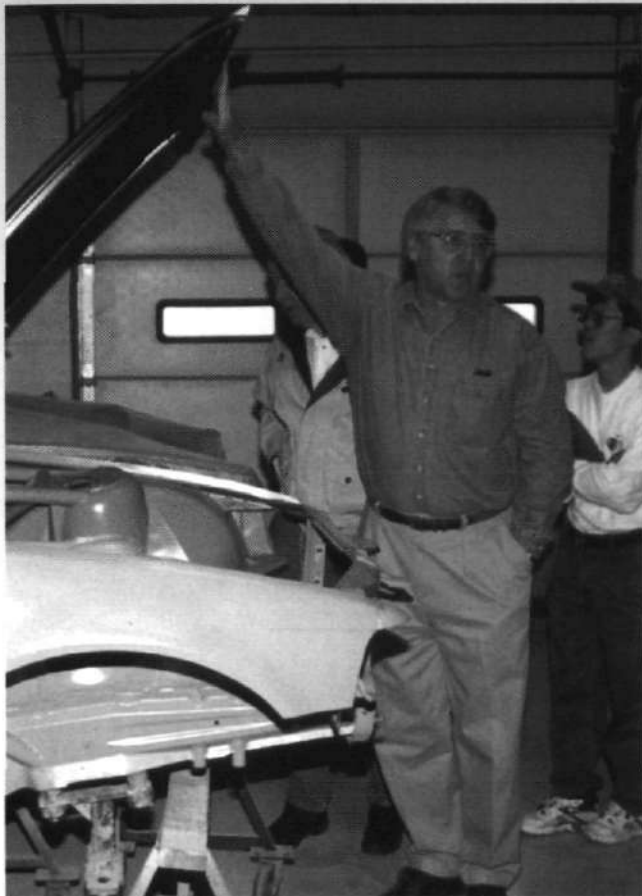
Tom Milner, for those of you that have not met him, is the consummate gentleman. He took time to answer each and every question in an unhurried pace and fielded every one the Club Members threw to him. I learned a lot about shocks, brakes, oils, and durability of the M3. Tom gave us a tour and explanation of each and every room in the PTG facility, including the engine development area and the mini-museum on site. More than one mouth was agape and it’s safe to say we were all a bit overwhelmed. David Lassalle and Rich Bebee are not only quick at our autocrosses, and were first into the trash bin at PTG and came away with

Frank Massaro (Tarheel Chapter) tries out the F1.

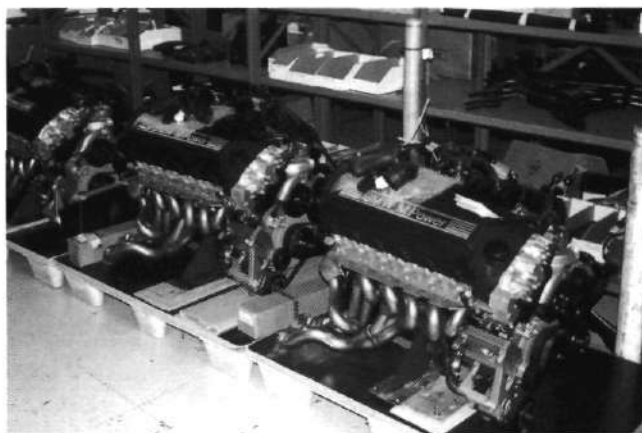


Part of the mini-museum at PTG, a 3.0CSL “Batmobile”.





Tom Milner with a M3 racing shell as it arrives from Germany



Eurospec M3 engines lined up ready to go.

some wrecked carbon fiber body panels in full race trim from Daytona as garage souvenirs. Lucky dawgs.

Spotted over in one corner were three factory fresh Euro M3 race prepped engines still on the pallet. A mere \$21,000 takes one home and with another \$4,000 or so of wiring harnesses and computer changeouts, you can have the baddest M3 on the block. What I liked most about these engines was that everything, even the belts and clutch, were already installed while still on the pallet.

Highlight of the day was a toss-up between the starting up of the McLaren F1 and the garage sale on tires, wheels and miscellaneous takeoff performance parts. I think we bought almost everything they had for sale and then asked for more! When Tom started the McLaren inside the shop, the initial 'soft' idle was quite misleading. A crack on the throttle to a mere 2,500 rpms made everyone grab their ears. Two observations about the McLaren: 1) It's VERY hard to crawl into (remember you sit in the middle of the car) and 2) you cannot close the door when you are in the driver's seat. The whole car is made of carbon fiber, by the way, and since it is no longer competitive, it is being retired to the museum fleet. Ever seen a \$1 million dollar obsolete race car?



The cockpit of an M3 race car.

So what does Tom Milner drive? An M3? BMW 540 6-speed? Nope. Tom drives a 100% bone stock E39 740i. Tom says he likes it just the way it is and its only add-on option is a cell phone.

You never know just exactly what you might see at PTG. It's BMW mecca. Just the other day Pat Donahue and myself stopped by there after a FAIT at Summit Point and saw something in the parking lot sportin' a Roundel on it that we probably weren't really supposed to see..... maybe, just maybe, it will pop up at a racetrack near you in the future.



New Jack City

by Gary W. Allen

As our El Niño-shaped winter fades into memory, a December night of a couple year's back comes to mind when the elements were not quite so tranquil. That Saturday evening, as a wintry blast rode in on icy rails, things were looking good for a cozy evening at home; Marie had a huge pot of homemade soup in the making and the day's chores were pretty much in the bag. Teendaughter Caroline soon appeared, however, announcing that a small hole had appeared in her normally-encircling layer of social commitments and she proposed that she and Marie head for Pentagon City Mall so she could do her holiday shopping. My wife, accurately sensing a good opportunity for some Girl Time w/Daughter, agreed, subject to my keeping an eye on the simmering soup-pot—perhaps the only culinary task other than inserting and removing holiday turkeys from ovens for which I am qualified. I promised I would watch the pot and off they went.

I was just settling in for "The McLaughlin Group" when Marie called from Pentagon City. It seemed that then-Student Driver Caroline, who wheeled our gargantuan Blue Whale Caprice wagon around with aplomb but was fuddled by where the edges were on the comparatively-diminutive family Camry, had managed to run the latter sufficiently far off the right edge of the road so as to whack a lurking pothole and fatally wound the right front tire, which gave up the ghost as they ker-flopped into the Price Club parking lot. Now, we are members of not one, but two motorclubs and have a credit card with road service privileges, but I have learned the hard way that when minor mechanical disaster strikes, there is no substitute in my dear wife's heart for the Gary's Garage Rapid Response Team. I told her I would take care of it and, casting a last wary eye on the soup, loaded up the tools of the tire-changing trade—crossbuck tire iron, standby air pump, stalwart rollabout floor jack—into my beloved Bavaria's trunk, and enticed Andrew to ride along on the promise that I'd drop him off at the Pentagon City Best Buy Free Kidsitting Station, which Best Buy thinks is actually a video-game demonstration area. [I think the FBI could clear up half the pathetic milk-carton-kid cases if they'd drop in on that place once a week.]

With the Rew dropped off and the car located, I stepped out into the bracing northwesterly blast to make short work of this leetle task. The Camry's spare actually had air in it, always a helpful (if rare) development. I loosened the lugnuts and then rolled my jack into position and started pumping the handle. Unfortunately, I noted that for every stroke, the jack would lift about an inch and then promptly begin to sink back down. I tightened the up-down valve a little tighter and tried again; a tad better. I tightened the up-down valve as hard as I could and began pumping furiously. The effect was a vehicular version of St. Vitus Dance, as the front corner of the car bobbed up and down with each stroke, netting maybe a quarter inch gain with each undulation. After maybe 30 rapid strokes instead of the usual three, the tire was off the ground, but it dawned on me that, short of a slightly-relaxed rate of arduous pumping, there was no way to keep it there. I ceased my exertions and watched as the jack sighed and lowered the flattened tire back to the frigid asphalt. Rats!

Of course, both the Bavaria and the Camry had vehicle jacks and I decided that the latter's was easier to get to (trust me on this one; you haven't seen the Bimmer's trunk!). I got the Toyota jack out and remembered that it is a wind-up scissors type of extremely obscure design, probably done



by the same Japanese team that warmed up on VCR programming instructions. After three tries to fit the various pieces of jack and handle together, I found the one that "worked", if you don't count the skinned knuckles and self-disassembly that happened with every other turn of its multipieced crank. With the tire securely airborne at last, I whisked off the old tire, put on the new, and subjected the asphalt to one last round of Knuckle Erosion in lowering the car back to earth.

As I finished up, across the windswept parking lot came Marie and the Offending Driver, for whom I had prepared a stern "Now-haven't-I-warned-you-about-this" lecturelet. As I inhaled to begin, the aforementioned O.D. threw her arms around my neck, planted a big smooch on my cheek and purred, "Oh, thank you, Daddeee, you're so sweet, and wait til you see this Christmas present I just got you with my own money."

Well, y'know, the county really should fill those potholes that are just about on the primary road surface; I was probably lucky I didn't hit it myself. Marie was similarly appreciative and I sensed an all-too-rare deposit in the Brownie Point Bank for Dutiful Husbands. Before I could begin anticipatory contemplation of the withdrawal procedure, however, she said, "Now, you did turn off the soup, right? If it scorches it'll ruin the whole pot." I feigned a confident affirmative reply and departed smartly to retrieve Andrew, buy a new floor jack at Price Club, and get the Bimmer the heck home to check on the soup before the girls returned.

A few fractured speed limits later, the Bavaria was nestled back in the garage and I was dashing into the kitchen to look at the stove. I had turned it off! Mission accomplished; kudos preserved!

And, a plan developed for the next time the Bavaria and I are called out to road service duty: "Hello, AAA? I have a flat tire to fix. Do you watch soup?"

dB Featured Advertiser

by Mike Gayle

BMW fanatics and purists listen up. There is a new automotive repair shop in the Metro area, Curry's Auto Service, Inc in Chantilly, Virginia. The facility is owned and operated by one of the hardest working guys I have ever met, Matt Curry. Matt is a car enthusiast, racer and fellow fanatic. I happened upon his shop through the Hunter Industries Regional Sales Representative, Kevin Crowley. Current BMW Digest/Internet chatter was that the wheel mounting machine of choice for those of us with extremely low profile tires and expensive wheels is the Hunter TC350. Well, a call to the Hunter Industries Headquarters in Jessup, Maryland put me in touch with Kevin and he told me that a shop just opened with a full compliment of top of the line Hunter machines, i.e. mounting (TC350), alignment (Series 411) with WinAlign Software and balancing (GSP 9700). The facility is so well-equipped that Hunter Industries is probably going to designate it as a training facility for operators in the region. But, now for the good stuff, I had a pair of Michelin Pilot SX MXX3s in 255/40ZR-17 trim for the rear of my 1997 M3 that were begging to get mounted and I

couldn't find an establishment willing to take the risk of wheel damage with these "big meats." Well, a call to Matt's shop and after finding out how pumped he was to get to work on my wheels and tires, I was off to Chantilly. I live in Woodbridge and the drive to Chantilly, though long was nice enough. I was greeted by the friendly staff of Peter Turel and John Jean, ASE Certified Master Technicians, as well as Hans DeGraff, a factory trained BMW, Porsche, Mercedes Technician from Europe and Matt Curry, himself who gladly wanted to show me the "toys" of his trade, I knew I was in BMW Valhalla. The Hunter TC350 was designed around the mounting requirements of BMW wheels, the brochure that Matt shared with me even depicted a BMW M3 wheel being mounted with the requisite rubber. Not a single piece of metal touches the wheel; either rubber or hard plastic fixtures do the work like butter. Upon completion of mounting, we moved to the balancing machine, now this was a real cool piece of hardware. All the displays are Windows 95 based and pictograms walk the operator through the procedures. There is even a roller that applies

pressure, up to 700 pounds, to the wheel as it is turning to simulate being on the ground, thus ensuring a proper balance with the bead set. Wheel runout and variance is determined via integrated calipers and compared to OEM specifications before balancing work begins. The internal computer even computes a force variance algorithm to ensure the optimal rolling resistance, this is truly high tech. Curry's Auto Service is the only shop in the Metro area with the GSP 9700 balancing machine at this time. Matt walked me through the Series 411 Alignment machine that won't damage your pretty wheels, but I still need the H&R springs and Bilsteins Sport Shocks, before I get the high performance alignment that I want for this car. But, that's another story. Give Matt and the friendly staff of Curry's Auto Service a call with your needs and desires. The shop has three lifts and Matt also sells tires and guarantees the lowest price on tires, even compared to the ubiquitous Tire Rack. I am sure they will be able to help you in your quest, remember, "Happiness is NOT around the corner. Happiness IS the corner!" (BMW commercial.)



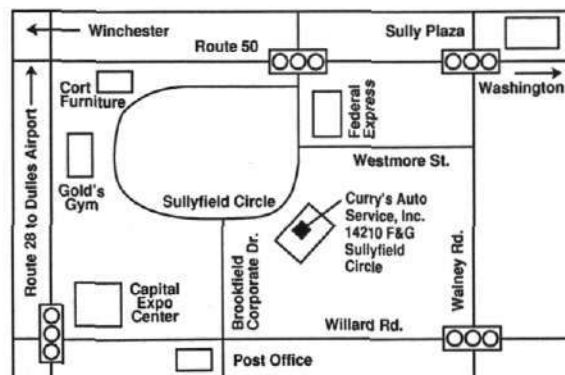
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by Paul Vessels

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

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

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

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

Car of The Month May



This month's car of the month belongs to Öer uh, belonged to, yours truly...Paul Vessels. By the time you read this however, it will have long been gone. This car started life as a 4-speed 733i of 1981 vintage. It was purchased with 70k original miles, numerous bumps and bruises, 1st and 3rd gear were shot, but overall it appeared to be a very sound vehicle. The first thing it received was a good bath which truly showed how ugly this car really was! Next stop was my parts car from which I swapped in a fresh 5sp transmission, lightened flywheel, short shift and new clutch, next came the suspension, taken again from the Euro parts car, it was all Alpina and gave the 7 series that lowered "Panzer Tank" stance. The 7 now drove and handled great but to my friends it was affectionately known as "Ugly". Off came all the trim including door handles and bumpers, they were disassembled and sent for powder coating while the now naked shell went to Color Crafters in Clinton MD, Color Crafters blocked and smoothed the body, and per my request, filled all emblem surfaces including both Roundels, they then squirted the body in several coats of jet black paint followed by several coats of clear. I then reassembled the body, added the 16x7&8 Alpina wheels, Alpina front spoiler and Racing Dynamics rear apron and Viola! The stealth beauty appeared as you see.

Car of The Month June



June's car of the month comes to us from Richmond, VA and belongs to Michael Lohr and Shiela Crockett. It is a very pretty 1988 M6 with 146k miles on the clock and is covered in Cinnabar Red with Lotus White interior, a stunning combination. Mike says that other than normal replacement items, such as mufflers and water pump that the car is all original right down to the tires and rims! Although used as a daily driver, Mike and Shiela plan to show the car at this year's Deutsche Marque Concours. They also plan to attend their first driving school at this year's *Oktoberfest* in Orlando. We look forward to seeing both of you and this beautiful M6 at many of our club activities! Oh, by the way, Mike and Shiela also own a 97 Z3 2.8. decisions, decisions, decisions.

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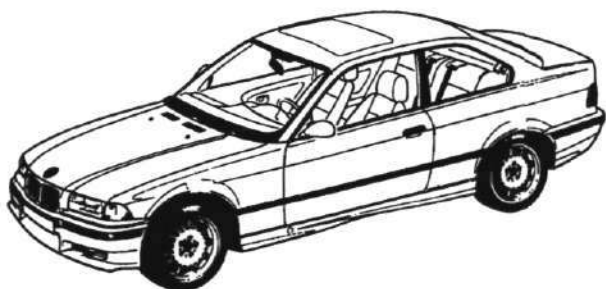
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Woody's Competition



C O R N E R

BY JIM MORAN*

M3 Wins Sebring

The team M3s of Prototype Technology Group continued their winning ways at the Exxon Superflo 12 Hours of Sebring by placing first and second in the GT3 class and 11th and 12th overall. This resulted in a "Double-Double" with the wins in both of the major endurance races (Daytona and Sebring) in '97 and '98. The win came despite the cars being penalized with a 250 rpm lower redline, 55 pounds of additional weight, and 2 inch narrower rear tires following their victory at Daytona. The GT3 winning car was piloted by Bill Auberlen and Boris Said. Look for Bill in the BMW/Williams V-12 powered LeMans Prototype at the 24 Hours of LeMans on June 6-7 since he has recently signed to become a BMW "works" driver. Good luck, Bill. Also, look for Boris to be banging fenders in a Ford pickup in the NASCAR Craftsman Truck Series.

The year's first SpeedVision Cup race for "showroom stock" cars was run in the rain on Friday, the day before the 12-Hour. Terry Borcheller and Andy Pilgrim finished second



in an M3 to a Mazda RX7. A 328is driven by Michael Culver and Eric Tessler was first in the Sports class.

FIA GT Returns to U.S.

The FIA GT Series will finish its season in the U.S. again this year with races at the Homestead Motorsports Complex in Florida October 17 and Laguna Seca Raceway in California on week later (what a tow!). So far it appears that privateers will continue to race last year's McLaren F1 GTRs in the series. A McLaren F1 has won the 1000km of Monza, besting Ferrari 333SPs and various Porsches. Former BMW M5 and M3 driver David Donohue will be driving a Dodge Viper GTR in the entire series this year. With the influence of Road Atlanta owner Don Panoz, I fully expected that the first U.S. venue would be Road Atlanta instead of a Florida track. The infamous high speed Dip at Road Atlanta has been eliminated and other improvement are being made to the facilities. Atlanta would have been a reasonable drive from this area.

McLaren-Mercedes Dominates Early Formula One

For the first two races this season, the McLaren-Mercedes team has finished 1-2 by a wide margin over the rest of the field. Mika Häkkinen and David Coulthard lapped the entire field in the the opening race in Melbourne, Australia and finished over a minute ahead of third place Michael Schumacher in the Brazilian Grand Prix. The McLarens and a few other cars were equipped a controversial braking system that was outlawed for the second race in Sao Paulo, Brazil. The system, which includes a second brake pedal, allows the driver to independently brake the rear wheels which results in yaw control, and therefore, is an anti-spin system.

What does all this mean to BMW? Well, the Williams team has been floundering this year, to the point that Jacques Villeneuve publicly criticized his car and the team.



A lightweight Lightweight: The GT3 class winner at Sebring.

Also, Adrian Newey, formerly of Williams is the chief designer at McLaren-Mercedes. Williams will start using BMW V10 engines in the 2000 season. Why is it taking BMW 2 1/2 years to get their engine into competition? Rumors have Honda making a factory F1 effort with engines available in 1999 and a full Honda factory engine/chassis package running in 2,000.

Autocross

Autocross season is underway for the Chapter and other organizations. The first autocross of our newly formed series took place on March 14. FTD was captured by Michael Ko in his E30 M3. A full article should appear elsewhere in the dB. The next Chapter autocross is set to take place on May 9 at the Manassas campus of Northern Virginia Community College.

On March 28-29 the Metropolitan Washington Council of Sports Car Clubs 2nd annual Novice Weekend. The Saturday school taught 50 first-timers the essentials of autocrossing and includes topics such as tech inspection, on-course driving tech-

niques, and safety. Your National Capital Chapter helped run the school again this year and we had a number BMWs ranging from a 2002 to two Z3s turn out for schooling. Look for this event again next year, but just because you missed it doesn't mean you can't get started in this fun activity. Experienced autocrossers are always anxious to help newcomers that show up at area events. You can check our Competition Corner Calendar for the dates of upcoming events. Better yet, as subscription to the weekly Stopwatcher will tell you details about pre-registration, locations, heat times, fees, etc. It's \$20 per year to 4522 Amherst Lane, Bethesda, MD 20814, or you can request a free issue. The Metropolitan Washington Council of Sports Car Clubs has a phone hotline at 202-726-2289 for more information and also a web site <http://members.aol.com/mwscsc/mw-ax-htm> listing a schedule and results.

Pittsburgh Vintage Grand Prix

The Pittsburgh Vintage Grand Prix is shaping up to be a world-class event. BMW has been named Marque of the Year and

the Allegheny Chapter is hosting a variety of activities in addition to the many events held in association with the Grand Prix. The BMW activities include several Car Shows, an Autocross, a Reception Dinner Dance, Parade, and a Club Race. The PVGP events include several car shows, a Rallye, Receptions, and, of course, the Vintage Races.

Club Racing

There haven't been any local SCCA races as this is being written in early April. So far the E36 M3's are the cars to beat in BMW CCA Club Racing. With the exception of Charlie Kolb's Chevron, European M3-powered cars have been at the top of the heap. As the series enters the Northeast, we'll see the former European Touring Cars of Bossert and Vicari challenging. Also, rumors are that the former Mattco Racing M3, prepared to GT3 specifications by Prototype Technology Group, will be making appearances at Club Races. Big bucks are here to stay. Ed Barnard and Rick Bebee from our chapter are preparing 325is for Club racing competition, but aren't sure when they get on the track. The New Jersey Chapter is hosting a BMW Club Race at Summit Point on Monday, July 27. Take the day off and go check it out.

Dr. Porsche Dies

Professor "Ferry" Porsche, the founder of Porsche and honorary chairman of the supervisory board of Porsche AG, died March 27, 1998 at the age of 88. "For his work on the development of the original Volkswagen Beetle as well as the 16-cylinder Auto Union Grand Prix race cars and Porsche sports cars, Professor Porsche played an important part in automotive history," Frederick J. Schwab, president and chief executive officer of Porsche Cars North America Inc. said. "His leadership will be greatly missed at Porsche operations around the world."

**Thanks to Jim Moran for pinch-hitting for Woody.*

COMPETITION CORNER CALENDAR

May 3	Shelby Dodge Champ Autocross, location TBD
May 3	SCCA MARRS Regional Races, Summit Point, WV
May 9	BMW Autocross, Manassas, VA
May 17	Jefferson 500 Vintage races, Summit Point, WV
May 17	PCA's Deutsche Marque Autocross, Manassas, VA
May 24	SESCA Champ Autocross, Ft. Meade, MD
May 31	SCCA Champ Autocross, Frederick, MD
May 31	NASCAR Winston Cup, Dover, DE
June 7	NASCAR Winston Cup, Richmond, VA
June 7	FIA Formula One, Montreal, Canada
June 14	BMW Autocross, Manassas, VA
June 14	SCCA MARRS Regional Races, Summit Point, WV
June 21	VW Club Champ Autocross, location TBD
June 21	NASCAR Winston Cup, Pocono, PA
June 28	SCCA Champ Autocross, Frederick, MD
July 12	Z Club Champ Autocross, location TBD



Jacking Tip

by Dwight Derr

If you've installed aftermarket springs and shocks on your car and discovered that you can no longer wheel a floor jack underneath, here's a tip: autocross trophy plaques are an excellent way of increasing ground clearance. Just drive onto one and you should now have enough clearance for your jack. Now go out and win a couple of autocrosses!

Tech Tip

by Woody Hair

Recently my '88 M3 starting going through spells where it would run perfectly one minute and then sputter and spit to the point I could not get up minor hills. Black smoke would pour from the exhaust pipe indicating an overly rich mixture. During these crazy spells, sometimes the idle would go to 2,500 rpm and stay there. Usually, turning off the engine and re-starting would result in the car running fine for up to a half-hour. The first attempt at a cure was replacement of the gas pressure regulator with a new unit. That did not solve the problem. Several people suggested it was the main computer unit, and I made a series of phone calls trying to locate a good used unit. How in the world would you know if a used unit was "good"? I put someone else's computer unit in my car. The car seemed fine for a day, but the night before our March autocross, the same problem developed. Next I tried swapping the airbox assembly with the other M3. Maybe it was the mass air sensor. No such luck. Same problem. At the March autocross I explained to many people why my M3 was absent. I must have received over half-a-dozen suggestions on the problem: fuel pump, fuel filter, bad gas, computer, lousy driver, fuel pressure regulator (been there), computer (been there too). One of the more logical suggestions was from Bill Brochu. In addition to being a fine autocrosser with his 535i, he is a technician at J&F Motors. Bill said he thought it was a faulty Coolant Temperature Sensor, and explained that the M3 had two sensors. One sent a signal to the gauge on the dash panel. The other sent a signal to the computer, and based on the temperature reading, the computer told the fuel injection system how rich the mixture should be. If the sensor sends a false temperature reading to the computer, the mixture can be totally wrong.

We a simple replacement of this sensor (about \$28 new) has cured the poor running condition and I am ready for the next autocross. Thank goodness it wasn't a bad computer.

Hi Performance Prep Notes for E30 M3s

by Ray Korman

For those of you planning to take your E30 M3 to more than the grocery store on weekends, here are some recommendations from Ray Korman, the grant auteur of race-prepping that car, having started with chassis 001 and 002. These notes first appeared in the M3 Special Interest Group newsletter and are used here by permission.

Oil Level. Never more than 1/16" over the full mark. Overfilling brings the oil level above the windage tray where it is picked up and splattered by the crankshaft, resulting in a 4-5hp loss and oil will also be driven through the rear main seal (onto the clutch). High oil levels will also be atomized and sucked into the intake manifold in sufficient quantity to dampen combustion (power loss) and in extreme cases, oil foul the spark plugs. And never allow the oil level go more than AB quart below the fill mark. Even with the extended oil baffle, the low level can permit air pick-up into the pump and immediately damage the rod bearings. Always watch for a flickering oil pressure light as you exit long right-hand corners.

Oilpan Baffle. Absolutely essential!!! Don't go to the track without it!

Spark plugs. Use Bosch XR4CS Silvers (one step colder) for track/performance driving. Differential. The stock 25% limited slip will run hot enough to turn the bearing races blue/black. Use the very best lsd lube available. Increasing the lockup to 75% will give more traction and substantially lower diff operating temperatures.

Brakes. For the track, street pads have actually melted and stuck to the rotors resulting in a drag so great the engine couldn't pull over 5000 rpm in fourth gear! The heat build-up ruptured the caliper seals resulting in total brake failure. Use the best endurance-type racing pads available. Some pads are meant for sprint racing. They slow the car rapidly with light pedal pres-

sure. They feel great, but make so much heat they destroy rotors and the pad gets so hot the backing plate softens and bends and then the brake material fractures and suddenly departs, leaving you with metal-to-metal to slow you for the next corner. That won't last long as the piston comes so far out of the caliper bore that the seal comes out, followed by the brake fluid. By this time the rotor is usually hot enough to ignite the brake fluid... (actual M3 on-track experiences)

Air Plenum Housing. There's a 90 degree air fitting pressed into the lower inside front corner of the housing. These fittings work loose, creating such a large air leak that the engine goes lean, not enough to hear the detonation above the exhaust, but enough to break the pistons, piston rings, and blow the head gasket. Drill, tap, and install a 6mm set screw to avoid a catastrophic engine loss.

Front Control Arm Balljoints. These vital joints fatigue under racing conditions and break. That front corner drops suddenly to the ground and leads the car into whatever is on that side of the road. Change the lower control arms and joints every two years, annually for endurance racers.

Front Anti-sway Bar Links. Check the steel connecting links between the sway bar and the front strut housing. We found it necessary to weld a gusset plate to reinforce the mounting bracket on the strut. Change the links annually.

Rear Sway Bar Mounts. Under track usage, these mounts pull out of the sheetmetal bulkhead, leaving your rear sway bar suddenly and completely ineffective. Make or buy a bolt-in reinforcement mount.

Coil Mount. The mount is spot-welded and racing vibrations will crack the mount loose. Drill the mount and install a 6mm bolt with a large flat washer on the wheel side. It will hold forever.

Cheap Short Shifter

by Jason Lile, Administrator, BMW Parts Digest

I installed a Euro 3.5 litre motor in my 533i this past weekend and I came up with a short shift modification at the same time that I thought some of you could use. I installed this setup in my car and it worked great. The basic idea behind the short shift (for those that don't know) is a longer lever on the bottom of the shifter to produce a shorter "throw" in the actual shift. In looking through our box of shifter parts one day I noticed that the 97 M3 shifter we had already had an extra length of lever added to the bottom of the shifter. This is compared to earlier cars than the E36 3 series, etc (mine was an E28, but this should work for E30s and the like). I looked up the part new, and it is only \$47 list!! It makes a wonderful short shift for your car for cheap, and it's even a factory part. The BMW part number is 25 11 1 221 977. Have fun!

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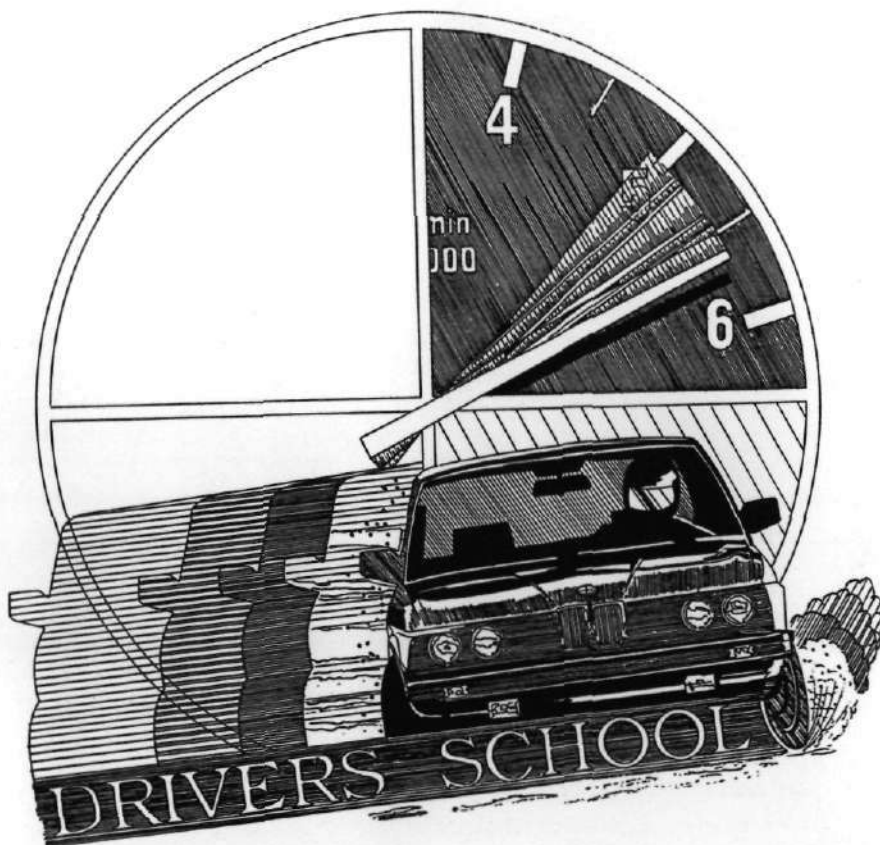
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NEW MEMBERS

Name	Car	Referred By	Name	Car	Referred By
Dave Stine			Trent Bigler	95 325is	Earl Carter
Frank Fenwick	98 328i		Hans Chi	94 840CSi	
Marc Cuffaro	95 M3		Thomas Minton	93 525i	
Keith Maxwell	95 M3	Kirk Sanders	Mark Dupoise	85 318i	
Theresa Chow	97 M3		Stephen Murphy	85 535i	
Sam Dunston	87 M6		Michael Welsh	93 325i	
Chun-Yu Chang	88 535i		Nicole Perot	75 2002	
Kevin Coates	89 525i		Frank Valdivieso		George Calm
John Camarano	94 325i		Stephan Lipinski		
Per Lang	90 325ic		Alfonso Arenales		
Joseph Hauser	90 535i		Darren Pulvirenti	98 323is	
Richard Brigstocke	87 735i	Samuel Fletcher	Carl Herbermann	93 325i	Dan Zeitlin
Patrick Dennis			Bill Miller	88 528e	
Stephen Howell	98 Z3		Steven L. Hoover	90 535i	
Randy Crawford	92 325i		Eric Benjamin	72 2002tii	
Ted Ahn	91 318is	Will Kim	Daniel Leonard	98 M Roadster	Dennis White
Stanley Keyser	85 735i	Walter Neese	Michael Howe		Duane Collie
Christopher Leet	95 M3		David Shaw	97 Z3	Wayne Berkemeyer
Buck Jones	97 318ic		Peter Woodhouse	97 M3	
Paul Altman	97 328ic		Clair Gill		Bruce Scott
Max Conover			Luis Velado	95 325i	Michael Harrell
Sean Cain	95 M3		David Harris		
Mark Heaney	95 M3	Jay Goddard	Don Shive	79 633	
Steven Randolph	94 530it		Laurie Acreman	91 525i	Daniel Quinn
Glenn Little	89 325is		Wichien Sarobon	91 M3	
Steve Radish		Brad Smakenberg	Owen Rouse	92 535	Alton Fryer III
Irvin Gilcrease	78 530i		Alan Rezapolvi	92 325ic	Mazier Chubene
Jim Harrison	98 Z3		David Borum	97 328i	Alton Fryer III
Kirk Shell	91 M3		Victor Seaber	95 M3	
Manoj Paulson	98 M3	Alberto Zimerano	Shervin Jalali		Mark Modressi
Nicholas Palacio		James Harrison	Randall Morin	90 535	
Nancy Peters			Joseph Malinak	98 Z3	
Jennifer Eaddy			Glenn Weiland	91 525i	
William Campbell	97 M3		Jack Allen	97 Z3	
Gregg Connor	94 540i		Richard Lee	88 M3	
Herbet Cantor	94 740i	Alphonso Collins	Keth Mccree	95 740i	Kevin Sumlin
Ralph Newman II	88 325i		David Palmatier	93 840Ci	
Leon Doerner	95 540i		Sam Nikoomanesh	93 3 series	
Steven Bracci			Stephan Walters	86 735i	
Joel Gewirtz	85 535i		Michael Corbett	95 540i	Ken Tolson
Bob Yang	94 325is		Raymond James	98 M3	
Thomas Carbone	76 2002		John Petrow	83 320i	
Milton Seekins	90 325i	Mike Gayle	Joh Safley	95 325ic	

Board Meeting, 1 April 1998

Officer's Reports:

Minutes from last meeting: No minutes for March are available due to a computer problem

President's Report:

- The Formula Motorsports track being built in Pennsylvania looks like a go. A Driving Events Committee, sponsored by South East region, is being formed. National Information is now on Web site, bmwcca.org is the address.

Vice President's Report: no report

Treasurer's Report: Current P&L passed out.

Secretary's Report: no report

Membership: no report

Autocross:

- March 14 1st autocross was attended by 56 people, a great turnout. Results are posted on the web page as is other autocross information. Next autocross will be May 9th, sponsored by BMW of Fairfax. An autocross school was held 28 and 29 March and was well attended.

Tech Chairman:

- There is a DIY session this Saturday at Excluservice. An engine horsepower session is scheduled for July 11 PTG in Winchester.

Tours and Rallies: no report

Concours: no report

Drivers' Schools:

- The Sunday April 26th school is full, Highway Safety School still has some slots.

dB:

- Deadline for the dB was last week. There are some new advertisers for this issue.

Drivers School Steering Committee:

- Pete Read is the new member of the DSSC, replacing Al Zavala. Charlotte has an action to talk to Steve Lowery, our chief of workers, on how we can best "look after" our corner workers, e.g. distribute sodas during event, provide rain gear.

Webmeister:

- Ad for new Webmeister in the dB.

Web Committee:

- Ad for new Webmeister in the dB

New Business:

- Holiday Party: Mount Vernon was discussed as a possible venue for a date in January. Chapterfest will be October 24th (release information to other chapters), Registry on models of BMWs OG Racing will put a trailer at the October school, including loaner helmets.

Calendar of events:

- Per the dB except Chapterfest on October 24th, Tech Session on July 11, plus June 27, Lincoln Tech is hosting a car show.

Next Meeting:

- Dave Lassalle's on May 6

Adjournment:

- A motion to close the meeting was made and seconded.

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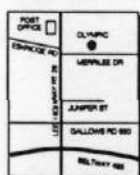
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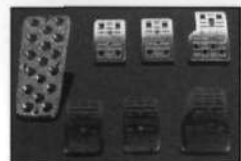
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Don (410) 272-2552 (MD)
- 1988 635CSI** VIN WBAEC7418J0608243. White/white leather, Sony 10-CD changer, Kenwood phone, 5 speed, sun roof, High performance springs, Bilstein shocks, Limited slip, 2 new tires. Nice car. \$8,500.
Duane (301) 894-8347 (MD)
- 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 16x8" rims w/ 225.45x16 Dunlops, K&N, Mobil 1 every 3K. One winter, one owner, excellent condition. \$16,500.
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Jon (202) 966-7968 (DC)
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Wendell (703) 212-9215 eve (VA)
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- E30 Parts** Leather 3 spoke steering wheel \$35, Hypertech chip for 325e, \$20, 2.7i Rear differential \$25, Sunroof wind deflector \$20, Leather shift knob \$5, Reese trailer hitch \$25, Valve cover gasket \$5.
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- 2002 Head** Cylinder Head. E21, from 76 2002, 15K on rebuild. \$175.
Mike (703) 435-9885 eves (VA)
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- Misc. Rt. taillight lens, 75-76 530i (E12), PN 63 21 1 354 454, new \$25; rt. taillight lens, 530i/528i (later E12), PN 63 21 1 361 604, used, vg cond., \$10; console side panels, E12 528i/530i, new, \$50; 2002 fr. Repco Deluxe (D153D), new, \$15; Purolator a/f (PM1093), \$5; Hirschmann antenna mast, smooth cable, new, \$10; headlight buckets, 320i, used, \$20/1&r; fr. calipers, 633CSI/535i, or 528e/533i upgrade, used but rebuildable, \$75pr; 3.3L Motronic motor, good head, complete w/ wiring harness, a/f meter, intake, Motronic brain, 180K, Mobil 1, \$500; Hartge (Momo) leather steering wheel, new, \$75.
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- Helmet** Simpson LX Plus, full-face, white. Worn once. Retail \$240, sell for \$175.
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- Pyrometer** Raytek non-contact thermometer/pyrometer, Model ST2 with hard case. Brand new, never used. \$200 obo.
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