

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



May/June 1982

der bayerische



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Classified Ads

Rambling Ruminations

Alarms

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COMING EVENTS

Champagne Brunch 10:30 a.m. June 12th

All club members and their guests are cordially invited to Voyager Automotive Sound Center at 15615 Frederick Road in Rockville. Factory reps. from Alpine, JBL, Visonik as well as the Voyager staff will be there exchanging ideas with our members. On display will be BMW's prepared by Voyager. If you plan to upgrade your present car stereo or are just interested in the latest in automotive electronics, don't miss this event.

Voyager is located north of Rockville on Rt. 355 near the Shady Grove exit of I270. For directions call 251-0252.

CRAB FEAST & CHAPTER PICNIC - JUNE 26

Annapolis will be the scene of this years crab feast and picnic. As in the past, charcoal grills will be available for those of you, including myself, who do not like crabs. Chuck Garrish has full details inside this issue.



CHANGE OF ADDRESS

please send this form and old mailing label to: Jane Touzalin
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The Z Club wishes to invite our members to their driving school at Summit Point on July 10th & 11th. The fee is \$40 per day. For further info call them at (201) 546-9200.

der bayerische

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919-748-1601

On the cover; Our 1971 BMW 2800CS
photographed at St. Barnabas Church
in Upper Marlboro, Maryland

President's Message

Thank you for the vote of confidence in electing me President, Bill Ross V.P., Chuck Garrish Treasurer and Sally Young Secretary. These officers along with our newsletter editors, Ira and Bernice Winthrop hope to help you enjoy an action packed year.

I want to express a lot of gratitude and admiration to Bill Loftin, our president for the past two years. He has contributed countless hours to the chapter. Two years ago the National Capitol Chapter was floundering. Thanks to Bill, we are now FOURTH LARGEST nationally with 650 + members. In addition to his past achievements, Bill has volunteered to be in charge of the Driving School at Summit Point on May 8th & 9th. Bill, the National Capitol Chapter owes you its' thanks.

The club plans to purchase an escort radar detector for members use. You would reserve the unit in advance by paying the \$5 rental, plus \$1/day with a maximum of two weeks. A check for \$245, the cost to replace the unit in case of loss, theft, confiscation etc. will be required. The \$245 deposit will be returned to you uncashed when the escort is safely returned. However, the user assumes all liability. Call our club store keeper, Al Price.

You'll be pleased to notice a complete calendar of events published for the rest of the year. This will hopefully assist you in planning and enable you to attend more activities. I'm painfully aware of the frustration of receiving a newsletter after an event which you wanted to attend. This will never happen again!!

As Ira mentioned in the last newsletter, the club is going to a six issue format. This will take a lot of pressure off the editors & officers and enable the club to have a pressure free newsletter, one which allows readers a more comprehensive look ahead.

The club is currently asking members to serve as dealer and service facility representatives. To date, approximately one-half of the facilities have been spoken for. The rep would primarily make sure the dealer/service business would be kept well stocked with applications for membership. This will enable the club

to increase dramatically in size. I would not be surprised if National Capitol was #1 in size before the end of the year. If you would like to drop off applications at your favorite BMW facility please call Dave Bowers, our membership chairman, at home (703) 361-3259.

Would you like to be involved with the club, but are not sure how much time you have to spare, or just don't want to commit yourself at this time? The solution--be a member at large. Attend board meetings and offer your input or just get a feel for the clubs inter-workings. Call any officer for the time and location of the next meeting.

I hope you are planning to attend the upcoming Summit Point races, the Sunday morning stereo session with champagne, the crab fest in Annapolis and the NTW tech session to name a few of the events planned for the first half of the year.

Gordon M. Kimpel

CHAPTER PICNIC

By Chuck Garrish

Chapter Picnic - June 26, 1982
Saturday, June 26, is the date set for the National Capital Chapter family picnic. The picnic will be held near Annapolis at the Bay Ridge community boat club grounds from 2 pm until 6 pm.

The Bay Ridge community is located just outside the city of Annapolis and is easy to reach from Baltimore or Washington areas. Bay Ridge is situated on the shore of the Chesapeake Bay while the boat club is located on Lake Ogleton, a scenic and relaxing lake setting for a day of BMW club activities.

The picnic will provide an opportunity for chapter members who cannot attend the monthly meetings to take a pleasant drive to Annapolis and meet their fellow chapter members.

This will be a BYOB (Bring your own basket) affair. We suggest that you pack a cooler with traditional picnic foods and/or drink. The club will provide beer.

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We would also like to have steamed crabs for those who like crabs. The price of crabs, however, will require a \$6.00 per person reservation fee to help defray the cost of crabs and to help us estimate the amount needed. Crabs will be fresh steamed on site.

If you would like to have crabs please send your check in amount of \$6.00 for each person, before June 20, to: Chuck Garrish 185 West Lake Drive Annapolis, Md. 21403. When you arrive at the picnic you will receive a reservation ticket for your crab feast.

The picnic area has facilities for basketball, frisbee, short hit softball, etc. Pick your sport and bring your equipment. In addition, the area is ideal for walking or bike riding along the Chesapeake Bay beach front (BYOB - bring your own bike).

Directions to Bay Ridge are as follows: Take Route 50 from Washington or Route 2 or Route 3 from Baltimore to Annapolis. Proceed to the Annapolis-Parole exit. Take Route 665, Forest Drive and follow this road for approximately 6.5 miles to the community of Bay Ridge. Take a left onto East Lake Drive and follow signs to the picnic area, about four blocks on the left.



Editorial

We had a great turnout last month for our election of officers and annual dinner at Blob's Park. The election was held fair square after Gordon had bought the fourth round of drinks. Anyone who could see put their X on their ballot, the rest just nodded off to sleep. A nod off to sleep was considered an affirmative vote!

Seriously, Gordon Kimple will provide this club with some new fresh leadership. Bill Loftin has done an incredible job for the past two years, and we are sure that Gordon will continue the fine work. A lot of people volunteered to act as liaisons between the club and the many BMW dealers in the area, and also to help out at some upcoming events.

Starting this month we will feature members' cars on the cover. This month we've put our car on the cover. If you would like to see your car in our publication, we must have a 5 X 7 black and white print. These can be made from a slide or color print as well as a black and white negative. We recommend that you do not use a night shot, since dark photos are difficult to reproduce. Please place your name and phone number on the back of the print. If you have taken your photo at a local or not-so-local point of interest, please include that info also.

IRA

NEW MEMBERS

Raymond & Carolyn Cutler	1980	320i
Fred Spivey	1972	3.0CS
K. Bruce & Aike Miller	1969	2002
Steven & Paul McCartney	1972	Bavaria
G. William Sheldon	1970	2800CS
Mike Enslar	1968	1600
Jeremy Smith	1972	2002Tii
Michael Early	1976	2002
Robert & Patricia Wherley	1981	320i
John Piescik, Jr.	1974	2002
Harold Murray, Jr.	1976	2002
C. & J. Stratton	1977	530i
Paul E. Vessels	1967	2000CS
L. S. Randall	1979	320i
Wylie H. Wond	1974	2002
Barrett & Sharon Chamberlin	1974	2002Tii
Noel Rioux	1981	320i
Jerryl & Kathi Williams	1979	320i
Quicksilver Racine		
Philip & Elise George	1969	2002
Lawrence & Janean Garrett	1981	320i
Paul & Debbi Vale	1969	1600
Richard & Marsaret Schmelz	1980	733i
Earl W. Estes	1980	320is
James Price	1977	320i
James & Suzanne Grady	1979	633CSi
Marten & Frances Lessans	1979	733i
J. Anthony Bowman	1980	528e
Brad & Susan Parker	1972	2002tii
Arthur Crawford	1981	320i
Neil & Elsie Davis	1981	320i
Michael Dicks	1979	733i
Bruce Whitaker	1981	320i
William Laray &		
Carolyn Smelster	1976	2002
Glenn & Jo Ann Birkitt	1972	2002Tii
Ronn & Dianne Mc Crane	1981	320is



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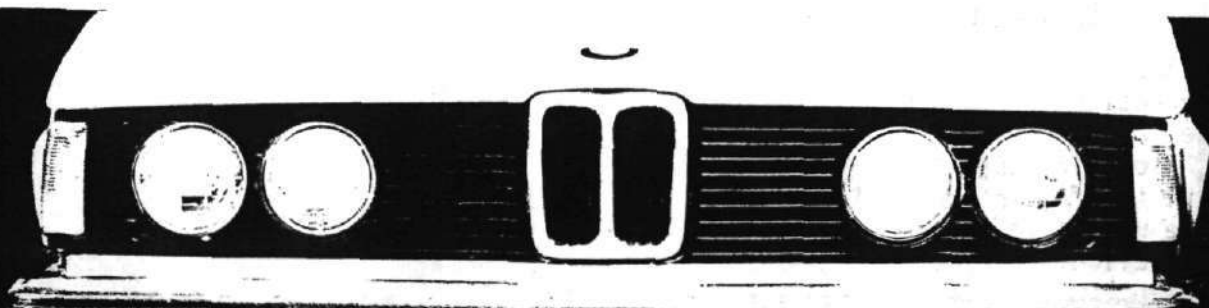
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Calendar of Events

- 5/16 BMWCCA Corral at SCCA National Races at Summit Point.
We will have some beer and soda for members and their guests.
- 6/12 Champagne Brunch at Voyager Sound in Rockville - 10:30 a.m.
to ? Discussion of automotive sound systems.
- 6/20 IMSA GTU race at Summit Point - We will be back for more racing.
Club will provide more beer and soda.
- 6/26 Crab feast in Annapolis - Details elsewhere in this issue.
- 7/21 NTW Tech Session on tires - 8 p.m. to 10 p.m. at their Alexandria
location at 200 Eisenhower Avenue Exit 2N of I495 - Telegraph Road.
- 8/15 BMWCCA Corral and Parade Laps at SCCA Summer National Races at
Summit Point - this is the big race of the year!
- 8/18-22 National Oktoberfest - Albany, New York
- 9/19 Fall tour in Virginia - no charge (rain date 9/26)
- 9/23 History of BMW presented by Lothar Schuetler.
Grovesnor Apartment Complex in Rockville.
- 10/2 Oktoberfest at Autoy in Rockville - No charge
- 10/10 Winery Tour - Merydth Vineyards, Middleburg, Virginia
\$2.00 at Winery (Rain date 10/17)
- 10/15 El Cheapo Driving School
- 11/12 Augustfest - Ethnic Party - Free
- 12/3 Wine and Cheese Party at Grovesnor Apartment Complex - 8 p.m.

The Oktoberfest Committee wishes to invite all members and guests to the 1982 Oktoberfest jointly sponsored by the Patroon, Connecticut and New Jersey Chapters. This years event will be in Albany, New York, the week of August 18-22.



**PERPETUAL MOTION
OKTOBERFEST '82**

Nostalgia Time

We were in Boston over Patroit's Day (If you subscribe to "Southern Living" rather than "Yankee Magazine" you won't know what I'm talking about) and it brought back memories of when I purchased my first BMW while I lived up there. Times were different for BMW enthusiasts back in the late 1960's. All BMW owners flashed each other (I don't mean took off their clothes). If someone asked what kind of car it was, you first had to explain that it wasn't some kind of Volkswagen, and second that the "B" didn't stand for British.

I was still in college and looking for my first new car. At that time David E. Davis had just published his incredible road test of the 2002. I had never read anything like that test before and decided to go look at those little boxes to see what made them tick. The closest dealer was a place called Foreign Engine Company in the nearby city of Everett, Mass. Expecting to see a showroom full of shiney little cars, we were shocked to find a deserted show room with newspapers all over the newly waxed floor. Had they moved? Gone out of business? Our questions were answered when we were approached by this man wearing baggy pants and a T-shirt full of holes. The fellow spoke to us with a rich Italian accent and introduced himself as Guido Mondello, owner of the dealership.

He apologized for not having cars to show us, but back then an annual rite of spring was a dock strike, no cars were being imported at the time. He offered us a ride in a customer's car that had just been serviced. I rode in the back seat while my friend, Elliot, had the death seat. It turned out to be a ride I would never forget. Everyone has heard about Massachusetts drivers, but most people probably don't quite know how roads are designed in Mass. A very popular intersection up there is called a rotary or traffic circle. Everyone has the right of way at the same time; they are the ultimate game of chicken. One of the highlights of a visit to Everett is their large rotary conveniently located to Foreign Engine Company. A Sane Driver would take it at 30 mph, a typical Mass. Driver would execute it at 40. Guido

aptly demonstrated the cars acceleration and nimble handling by weaving in and out of traffic at around the rotary at least 50 or 60. It was truly an incredible ride. In fact, that ride convinced me that I wanted a 2002.

Throughout the next year while I was saving my pennies, we visited Guido many times just to talk and look at the new cars. Some nights Guido would tell us that he had an errand to run and leave us in charge of the dealership. No lock on the parts department or storeroom where he kept all the radios and other goodies. We would fantasize what would have happened if we would have sold a car while he was gone. We could have argued over who got the sales commission.

Service in those days was a challenge, since the proficiency of the English spoken in the service department varied inversely with the magnitude of the problem. It was very frustrating to have one of their mechanics take your car out for a test drive, only to come back and proclaim the car to be "Perfecto", when it has been coughing and sputtering for the past week.

Funny, the English seemed to get better after the car went out of warranty.

Since then, Foreign Engine Company has picked up the Honda line of cars and their sales and service staff has grown considerably; however Guido is still there, albeit much better dressed, adding his personal charm to the place. How I miss my evenings there!

Ira Winthrop

Maryland Delays Emissions Tests

Virginia has already started testing auto emissions. Hopefully, no Bimmers have failed yet. Maryland was supposed to start exhaust inspections next January, but the General Assembly vote to delay the program until July 1983. Actually, the Maryland lawmakers hope the Reagan administration will give up the whole idea of exhaust inspections. The states do not care about emissions; they're just setting up the inspection for fear of losing federal highway aid. By the way, these state tests check only HC and CO, not NO_x, and the limits are far more lenient than the original EPA limits on your particulate model. BMWs should pass, if they're in tune, whether the engine is stock or not.

John Hartge

Inland Empire Chapter

As promised, here is the chapter membership tally as of October 1, 1981.

New York -	781	Rocky Mtn. -	204	Patroon -	102
New Jersey -	547	Roadrunner -	98	Allegheny -	135
Boston -	836	Del. Valley -	348	Cornhusker -	48
National Capital -	603	Sac. Valley -	106	Sunbelt -	62
Buckeye -	403	Sandlapper -	97	Big Valley -	44
St. Louis -	93	Palm Tree -	248	Inland Empire -	89
Tidewater -	78	Iowa -	40	BMW vom Norden -	116
Windy City -	467	Central Florida -	144	Mid-South -	28
Conn. Valley -	567	Smoky Mtn. -	53	Blue Ridge -	65
Golden Gate -	720	Lone Star -	187	Mtn. State -	60
Tarheel -	360	San Diego -	122	Shockoe -	73
Klamath Basin -	23	Houston -	192	San Antonio -	49
Bayou -	193	Peachtree -	212		
Badger Bimmers -	172	Michigan -	115		

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ALARMS

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Clifford

At the upper end of the auto security system world pricewise, the Clifford seems to have most moves a crook might make covered. It involves an interlinked array of stout replacement hood locks and electronic detection and interruption mechanisms, all tucked carefully away from sight and/or reach. Up to now an individually-installed deal, the principle and its hardware are just becoming available all "loomed up" in kits for specific cars. A system for a 911 Porsche, for instance, might retail in the region of \$850 or even \$950, installed; beginning dealer price would be near \$375. Installation could take less than an hour, the company says. Also about ready for market is a vault-type lock system to protect audio components in, specifically, the ripoff-prone 320i BMW.

John Runnette, Clifford Electronics, 11750 Roscoe Blvd., Sun Valley, CA 91352; (213) 768-4810.

Crimestopper

A total of five different alarm devices are offered here. Some can be combined and all can be tied into a pager system. One is a "digital alarm," meaning its five-number code is programmed from a dashboard keypad; it's claimed to be the only one that can be user-reprogrammed "every day, if he wants." There are also a couple of keyless types, a key type and finally one that protects the car's glass not, as with rival types, by means of an audio discriminator, but a direct-impact sensing device. All five products have a motion detector incorporated, plus pin-switch tie-ins.

Howard Miller, Crimestopper Security Products, 9620 Topanga Canyon Place, Chatsworth, CA 91311; (213) 700-8005

Elpac

The brand name is Phantom; the device is a shroud that covers the starter motor and its solenoid and, thanks to an integral "brain" prevents an engine start unless the correct code has been entered by the would-be driver. The entering is done with the ignition key. On leaving the vehicle, the driver instructs the Phantom to arm itself by turning the key to the start position three times with the engine running (part of the installation is an interlock that prevents the starter from engaging when this is done). Then, on returning to the car, the driver uses the key in a similar way to enter the code that only authorized persons know; a code might consist of one twist of the key to the start position, a two- or three second pause, five twists, another pause, and so on. Installation takes "an hour and 20 minutes with the proper tools," says Elpac's Debbie Northcutt, and can be done either by the customer or professionally. At the moment the retail price is \$350, which, Northcutt explains, represents a good deal of careful manufacturing with highly-trained personnel: The firm is presently testing a newer model, probably available in 1982, that may cost less and be applicable to more cars. The current model fits RX-7s and 280ZXs, among theft-prone imports, but not yet Bosch starter-equipped makes such as Mercedes, BMW or Jaguar.

Elpac Automotive Systems, Anti-theft Div., 3131 S. Standard Ave., Santa Ana, CA 92705; (714) 979-4440.

Guardian

Made in two models, the Auto Sitter I and II, this system is built around an "auto discriminator" that can detect high frequency sounds just like those made by breaking glass. There is also a tie-in to the interior

dome light circuit, as well as pinswitches installed at hood, truck, etc., plus a "shaker switch." After a delay time adjustable from zero to 45 seconds, the ignition is locked out and an alarm is sounded. Either model, which differ in number of features and run either \$59.95 or \$69.95 wholesale, can be installed by a competent do-it-yourselfer.

Lynn Smith, Guardian Electronics, Inc., 31117 Via Colinas, Westlake Village, CA 91362; (213) 889-1414.

Keytronics

The operating principle here is "very unique: an electric field is set up within the unit itself, which sets off the alarm if it's disturbed." Activation can be either passive or "coded," meaning be hooked up either to the normal ignition switch or to its own control unit. A feature is that, if a thief tries to cut any of the wiring, the alarm will go off as well. There are three models, involving either silent (pager) or audible alarms, or a combination of both. DIY installation is possible, says the firm's Lou Perlin, but suggests professionals may get the best results—"although some professionals tend to be know-it-alls; they'll go ahead and put it in and not bother to read the instructions until after they have trouble." Retail pricing ranges from \$89 to \$199, plus \$30 for a siren.

Alan Miller, Keytronics, Inc., 786 Miraflores Ave., San Pedro, CA 90731; (213) 548-1222.

Killjoy

Nearly seven years of R&D and two years in the big truck and heavy equipment fields like behind the Killjoy automotive system, which itself has only been on the market for about six months. The basic idea is that the vehicle is totally disabled—the brakes are locked on and the fuel

Continued on Page 17

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**Long Island
Diary**

Contributed by Allan Price

Student Designer Driven By BMW Lust



Newsday / Audrey C. Tiernan

Amateur designer David Berke and world's only BMW station wagon

On Sunday, for the seventh consecutive year, 25-year-old David Berke plans to drive upstate with about 30 friends, occupy a cabin in the woods, barbecue food, drink beer and run around stark naked all day, celebrating the arrival of spring.

After that, he plans to show off his fire engine red, 1969 BMW 1600 station wagon in a makeshift gallery in the fine arts department of Hofstra University, which graduated him in December, partly on the strength of the station wagon. The car may be the only term paper in university history driven into class (on deadline) by its author and held for public viewing.

Berke, who earned a bachelor of science degree from Hofstra in three-dimensional design, will testify with the authority of a man quite obviously obsessed that his is the only BMW station wagon around, as the Bavarian Motor Works does not normally manufacture station wagons. It produces only BMWs, high-performance automobiles that resemble unsanforized Mercedes-Benz sedans after a hot-water washing.

Berke, who recently moved out of his parents' home in Douglaston (while leaving behind, hanging from garage and cellar ceilings and stuffed under benches and into closets, catalogued parts of at least six other BMW automobiles, plus one, whole, 1967, four-door sedan BMW in the garage) is a BMW nut; a true crackpot, so devoted to what he construes as the flawless design and performance of the BMW (up to, say, the year 1972) that he longs to spend his life working with, for, among or at least around BMW autos.

His parents, for example, have promised him a trip to Munich, Germany, as a graduation present, and Berke said he wants to use the trip to not only tour the BMW plant but also to seek employment there, as well. In fact, he fantasizes that company executives will be so impressed with his ambition, ardor, aggressiveness and his heroic enthusiasm for the other famous product of their region, they will first send him to design engineering school, and then hire him.

"I would really love to have BMW further my education," Berke said. "The three-dimensional design degree I

have comes basically from the arts, whereas all the car designers come from engineering backgrounds. I'm more, or less trying to sneak in the back door. I'd like to go over there and show them what I've done. I have about 400 color slides of the car in the progress of being put together. That's one of the nice things about this project. I drive up to a place in my resume. When the person deciding whether to hire me asks me to show him some of my work, I can point out the window and say, 'There it is, right there.'

"I've always been interested in automotive design. My Pop's in the automotive business, and he has a friend at BMW corporate headquarters in Montvale [N.J.]. I'm going to go there. And there's a place in Hampshire owned by a friend of my sister's, a BMW restoration house where they restore old BMWs to factory specifications. I've talked to them already, and they said, 'Oh yeah? Well, when you get out of school, drive up and we'll talk.' So I think I could probably get a job there, if I wanted to move to New Hampshire."

Berke's love affair with BMWs began when he was 17 years old. A neighbor of his nearly had decapitated himself two years before in an accident on a two-lane, Vermont road. A trailer truck jackknifed in front of Berke's neighbor, and the neighbor and his 1967 BMW had no place to go but under the body of the truck. They did so, shearing off the roof of the car, but miraculously without injury to the neighbor. The roofless car sat in the neighbor's back yard for two years, a wooden rowboat balanced on top of it to protect it from the weather.

The neighbor bought another BMW and then sold the topless car to David Berke for \$1. Berke sank \$150 into the car, reroofing it with makeshift combinations of plastic and wood, and over the next three years added 120,000 miles to its already spun-around odometer. Since then, Berke has made a part-time livelihood out of buying, restoring and selling old BMWs. Now, he wants to make a full-time life of it.

But not until after the first day of spring. David Berke stops everything for the first day of spring. "I've been going up to Lanesville every year for seven years," he said. "We just run around the forest, looking for wood nymphs."

While in Boston recently, we had the opportunity to drive a 1982 Camaro for two days. Since this car is one of Detroit's latest, and this type of car might appeal to BMW enthusiasts, I decided to write experiences with the car.

The car is visually stunning. My personal feeling is that this is one of the prettiest cars ever to come out of Detroit, or Europe for that matter. It looks very Italian, thankfully it is not overadorned with chrome or racing stripes. Visibility is very good from the driver's seat. The hood disappears below the windshield because of the low sloping nose, which is disconcerting while parking or coming up behind another car. I never really knew where the front bumper was. Visibility out the back was fair, aided by the right hand outside rear view mirror.

Comfort is good for two, but any thoughts of carrying four people long distances is out of the question. The dash layout is OK, but I wish there was some real wood on the dash. All the black plastic is really depressing. The oddest thing about the car are the instruments. I don't know if GM was trying to emphasize the internationality of the car, but all instruments have separate scales for metric and English measure. That means TWO speedometer scales and TWO fuel scales. This is accomplished by gauges that look like little propellers, with a pointer for metric on one end and English measure on the other. The car was also lacking a real glove box, the large empty space in the dash was reserved for airbags, thanks NHTSA.

I suppose the important question is whether I would buy one, and the answer is no. The car was more fun to be seen in than driven. It certainly attracted a lot of attention (I would have liked to have had this car while I was single!), but it drove and felt like the Lincoln that I carpool in. Modern technology has so isolated the driver from engine vibration and road noise that whatever "feel" that a sports car should have has been engineered out. I suppose that when I reach the time for a station wagon with fake woodgrain on the side, a Camaro might be a substitute for my BMW, but not quite yet. Good try Chevrolet.

Ira Winthrop

Brake Pad Replacements

BMW brake pads have gotten softer in recent years--something to do with a federal requirement for easy braking, even if the power assist dies. Softer pads also mean more black dust and a shorter life span for the pads. There are alternatives. To solve the dust, dust shields are available. These do NOT do away with the dust...just prevent it from getting on the outside of the wheels. These cost \$30-\$40 and simply fit between the wheels and rotors. These will not extend pad life. To solve both the dust and short life span of the pads, you can replace the pads with various after-market pads that are harder. Some mechanics have told me the harder, metallic pads may reduce the life expectancy of the rotors. I have heard no confirmation of that, though. Installing the pads requires a little more time than dust shields, although brake pad installation is a simple job on BMWs. REPCO is one well-known dust-free pad. REPCO pads are now available with the wear sensor cutout--that's included in the original equipment pads on newer BMWs. After 16 months, I got tired of cleaning the front wheels on my 320i. I installed some new REPCO pads. The original pads were just about worn out at 25,000 miles. If your Bimmer has more than 20,000 miles, I suggest you check the linings. Don't rely on that sensor to flash a warning on the dash. The linings should not be allowed to wear thinner than the thickness of the pad. After installing new pads...be sure to pump the brake pedal several times before driving to make sure the pads are seated against the rotors. You may find the pedal goes all the way to the floor the first couple pumps. While you're at it, adjust your rear brakes and hand brake.

John Hartge



Greg Friedman
Manager

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Rambling Ruminations

Passing the cold start test -

The battery in my 530i, into its fifth winter season, faced a crucial cold start test on January 17, when the temperature stood at minus one degree on Dr. Fahrenheit's scale. It passed. On the third short burst, the engine rumbled to life, protesting ever so slightly for a moment. Not bad, especially considering that I use 20W-50 oil the year-round, a weight that is on the heavy side for such low temperatures. To what do I attribute this rather impressive battery performance? Beats me. All I do is spray a little silicone on the terminals about twice a year, and regularly make sure each cell has water. Frequently (i.e., fortnightly) checking and topping off the cells seems especially important in the summer months. I expect, however, that getting a long-lived original equipment battery is, in large part, a matter of luck in most cases. (On the other hand, the experience of Saab owners ought to be better than average since the middle and top-of-the-line models of that marque come equipped with maintenance-free Gould batteries, which are outstanding, I am told.)

Viking varoom - Volvo is offering its turbocharged four-cylinder engine in a wider range of models, now including the station wagon. According to test results published in the December 1981 issue of Motor Trend, the turbo wagon (with the manual transmission) reaches 60 mph from rest in 9.78 seconds, and covers the quarter mile in 17.22 seconds with a terminal speed of 79.40 mph. It comes equipped with Pirelli P6 195/60HR15 tires mounted on six-inch wide alloy wheels; the brakes are discs all around, vented in front. While I suspect that a similarly geared wagon fitted with the unblown six-cylinder engine would perform just as well, this Volvo does seem rather impressive. It is less expensive than a typically equipped 320i, has more room, and is faster--for that matter, it is quicker than the 528e, which costs 50 percent more. Yes, I know that BMW sales in the U.S. in

1981 totaled 41,761, an increase of 12.8% over 1980. I also know that Volvo sales in the U.S. in 1981 totaled 64,103, an increase of 13.6% over 1980. A modern Mom who wants to be able to drop off the cubs and motor right on over to the Safeway might just opt for one of these Viking Conestogas. According to the EPA, she might get as much as 19 mpg in the city and 29 mpg on the highway. The Motor Trend testers realized 24-25 mpg overall.

Consumer Reports on auto waxes -

A few months ago (July 1981 issue), Consumer Reports had an article on automobile waxes that might be of interest. They rated Protect It #3 (whatever that is) and Rain Dance paste as the best of the lot tested. Unfortunately, the test did not include the waxes favored by most car freaks. They also tested Polyglycoat and Ultra Seal. If you think such products are a waste of money, CR says you are right.

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CLUB STORE NEWS

Heading into the nice spring weather, we find the Club Store continuing to expand and more active than ever. I've received quite a few calls over the past two months so it looks as though the word has finally gotten out.

Here are some of the recent happenings;

We just completed our first ESCORT order, with over a dozen members taking advantage of the offer. We should be able to order these units on a continuing basis with a minimum order of 12.

Our stock of parts is in good shape with a complete set of tune up parts for almost every model now available.

We have recently added brake pads to the inventory. These pads come highly recommended with performance equal to or better than the Ferodo at less than half the price. We will have the pads both with and without the sensors. (These will be available at the May Driver's School!)

We now have the opportunity to buy almost all major accessories at LARGE discounts. Our only requirement is to meet certain quantity/price minimums for each order. (Similar to the Escort order) Naturally, the more we are able to order at one time the higher discounts we'll be able to get. Contact me for what is specifically available. Some of the items now available with up to 40% off are:

Bilstein Shocks	Sisal/Plush Mats
Air Dams/Spoilers	Cibie
Momo Steering Wheels	Marchal
Momo Road Wheels	VDO
BBS Wheels	

Current items for sale:

Points	- 69-72 4 cyl/all carb 6 cyl/73 Tii	\$ 1.25
	73-74 2 Bbl/74 Tii	2.25
	75-76 2002/320i 78 on	3.75
	530i	2.15
Cond	- 69-72 4 cyl/69-74 6 cyl	2.50
	73-74 4 cyl	2.25
	75-76 all/320i	3.50
	530i	5.25
Rotor	- 69-74 4 & 6 cyl	1.20
	Rev limiter	15.00
	75-76 2002/77-79 320i	2.75
	530i	2.75
Cap	- 67-74 4 cyl	2.75
	75-76 2002/77-79 320i	3.25
	80 on 320i	5.75
	Carb 6 cyl, all	4.00
	530i	5.00

Allan Price has just announced that the Club has purchased an ESCORT for member's use. The rental charge will be \$5 per week, and a dollar per day for up to a two week period. A deposit of \$245 will be required at the time of rental, and will be refunded upon safe return of the unit.

The Club Store is also purchasing a valve adjustment tool, spring compressor and exhaust gas analyzer for rental to members. Call Allan for further information.

For the past 15 months I have been using a fuel additive in all of my cars, (including two new BMW's) and have seen some very excellent results in performance. MXO, is not a new product at all but is one which has been around for some 54 years, however, it was only available in 55 gallon drums up until 3 years ago. MXO works in all grades and brands of gasoline, with all types of gasoline engines, whether marine, truck, auto, motorboats, or lawn mowers and works in any low compression or high compression engine. MXO has a surfactant or emulsifier which reduces the surface tension of water, allowing it to mix intimately with gasoline. This quality helps remove condensation build-up from your fuel tank and fuel lines. MXO has a detergent or solvent action which helps remove carbon deposits, dissolves gum and varnish and keeps spark plus clean. MXO has a top oil or lubricating property which helps lubricate the upper cylinder area that normally runs dry. In addition it keeps fuel pumps, carburetor, valve stems and top rings working

freely. MXO has a combustion improving modifier which helps fuel to burn more completely. This in many cases, helps to improve gasoline mileage and reduce emissions. With these 4 properties, MXO helps improve combustion and increase engine power, reduce unburned carbon in exhaust emissions, reduce fuel consumption, improve mileage, keep valve guides and ring grooves free of carbon, clean and extend spark plug life, clean and free sticky valves, prolong engine life, clean your engine while you drive, prevent carburetor icing and engine stalling, picks up water and condensation from storage tanks, lines and filters, creates a film of lubricant on moving parts and combats air pollution. MXO comes out of the same barrel of petroleum as the gasoline and oil we use and contains no caustics, alcohol or metallic compounds. In 30 years there has never been a claim filed against the 2.5 million dollar coverage on Bell Lab's products for damage on equipment caused by the prescribed use of their products.

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Continued from Page 10

is shut off—until it is informed that the person wishing to operate it is authorized to do so. The information comes from a small, lighter-sized transmitter that operates something like a garage door opener but in a "coded electromagnetic field unlike any on this earth. We've never found anything that will falsely activate it," says the firm's John Royster. The small, epoxy-filled receiver/controller is permanently installed in, say, a door or a seat and wire connections go to solenoids at critical points. An alarm, supplied by another firm, is also offered, but the basic system, complete with shutoff valves and a spare transmitter, retails for \$295. Installation, either professional or by a "talented amateur," should take about two hours.

John Royster, Killjoy Security Systems, Ltd., 10957-U . Bethany Dr., Aurora, CO 80014: (303) 695-4616 or (800) 525-3577.

Landia

The Beartrap is a passively-activated system: turn off the ignition key and the system arms itself within a certain number of seconds. The sensor is a motion detector, which sets off a siren if the car is jostled. A sales

feature is the "panic button," which allows the driver to summon help in case of an emergency of the medical or, perhaps, criminal sort. Installation is helped by a "big, step-by-step, well-illustrated" instruction sheet.

For vans, pinswitches are available separately. Retail price for the basic alarm is \$99.

Lillian Burke, Landia, Inc., 450 Third St., Excelsior, NM 55331; (612) 474-4116.

Maxi Guard

The old Purloined Letter Principle is one of those used here—the wiring can be "hidden" through the use of standard automotive wire looms, so the thief can't tell what to cut. Other features offered by this 23-year-old firm include key-operated deadbolt hood locks, hood locks connected to an internal, driver-compartment control by flexible links running through the firewall, and a "valet switch" to put the system on standby. A basic DIY, over-the-counter security system can retail at a low \$34.95, but there are a multitude of other options. The company makes its various products available individually, both to the public and to other manufacturers, and as

complete systems. A full kit might run to \$200, which an installer could charge as much as another \$100 to put in. A motion detector on the horizontally-oriented spring pendulum principle is at the heart of the system, which drives a mechanical siren. Great pains have been taken to render any of the optional setups truly secure, in that everything is designed both to be tamper-proof (any attempt to dismantle or damage the system will set it off) and fail-safe (the company avoids anything, like a fuel shutoff, that might disable the car at the wrong time).

Michael Borch, Maxi Guard Corp. of America, 85 Kelly St., Elk Grove Village, IL 60007; (312) 364-6703.

Milo Systems

Well-known in the motorcycle field, this firm is readying a unit designed specifically for cars. The basis is a sophisticated motion detector which incorporates a small, silver-plated ball running inside a mirror-finished chamber. Interference with the vehicle sets off an alarm, which may be silent (pager-type) or audible and/or visual (horns, lights, etc.). Other options in the final package, as well as the brand name to

Continued on Page 18

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be announced.

Mike Sotrmio, Milo Systems, 699 S. State College Blvd., Fullerton, CA 92631; (714) 738-1387.

Normark

The Car Killer, described in our July *Inside Line*, allows the thief to drive his booty only six seconds. Then the engine dies. If he persists in trying again, he gets only a series of fitful starts that must soon convince him something is wrong with the car and lead him to abandon it. There is a "parking lot position" to lock the system out, otherwise it arms itself passively. Installation involves connecting four wires.

Nancy Newman, Normark Manufacturing Corp., 2000 Hurd Dr., Irving, TX 75062; (214) 659-1800.

Page Alert

Working off its own AA battery, so it's completely independent of the car electrical system, this device uses a piezoelectric microsensor to "listen" for sounds of breaking-and-entering. "It can even pick up somebody trying to use a 'Slim Jim,'" says the firm's Alma Aguirre. That activates a pocket-pager, or can be made to trigger a "horn and light driver" via a relay. There are other options, too, to cater to the motorcycle, RV, etc., owner. One involves an LED and a switch to indicate whether the unit is being used in its "watchdog" mode, as intended, or whether it's in its secondary function as a handy means of calling people—e.g., summoning children to dinner at an RV campsite. The one-Watt Theft Alert 500 A-1 retails for about \$99.95; it has a bigger

four-Watt brother, the Page Alert 4000. Home mechanics can hook either up in around half an hour, it is said.

Steve Glogow, Page Alert Systems, Inc., 23842 Hawthorne Blvd., Torrance, CA 90505; (213) 378-8596.

Sound Advice

This British firm's Keycard system involves a small electronic "card" which plugs into an out-of-sight socket to allow the vehicle to be started. When the card is taken out (the driver carries it in his pocket like he would a key), up to four circuits are incomplete; the manufacturer suggests they be the ignition, starter, fuel pump and one other. With several thousand card configurations possible, duplication is next to

impossible. Yes, the driver gets a second, spare card!

Contact British Information Services, 845 Third Ave., New York, NY 10022; (212) 752-8400.

Techne Electronics

Maker of the Ungo Box, this firm created its system around a patented electronic motion detector that, it says, is unique to the industry; essentially a mercury switch described as "linear, omnidirectional solid state with automatic zeroing." This means the driver can park on any sort of slope or slant without causing the sensor to "bind up" internally, as can allegedly happen with the pendulum/plunger or ball-in-a-cup types. When the car is jostled (the sensitivity can be adjusted), the Ungo Box activates either its own automotive-type horn or any of a variety of other horns, flashers, powered door latches, pagers, or whatever. There is also wiring to a selection of intrusion switches, which function not on a current draw but on a grounding principle. Outside of the horn, the basic package is small (4½ square by 1¾ deep) and mounts on the dash. Arming can be done either passively, through the ignition switch, or by means of a four-digit code the driver enters with thumbwheel switches. Amateur installation, which could be possible in half a day, is encouraged by means of an instruction sheet backed up by a toll-free phone line. Professionals can expect to do the job in three hours or less. Retail, the new TL3000 Ungo Box goes for \$289.

Joe or Gino Musolino, Techne Electronics, Ltd., 916 Commercial St., Palo Alto CA 94303; (415) 856-UNGO (8646).

Ultrason International

Imported from Italy, the Ultraguard system relies on the ultrasonic principle to protect the interior, plus conventional jam-or-pin-switches to detect opening of hood or trunk. "It's versatile, made to accessorized—you can do a lot of creative things with our product," says the company's Vivian Aryeh. She points out that the unit gets around certain objections to the ultrasonic concept it's possible to aim it to a localized area of the interior, away from open windows or convertible tops. The home installer can probably cope, she says, although "he needs sophistication," and a new

instruction booklet written in correct English is in preparation. The product carries a one-year "over-the-counter" warranty.

Vivian Aryeh, Ultrason International, Inc., 1720 Pontius Ave. #206, W. Los Angeles, CA 90025; (213) 473-1554.

Vehicle Security Electronics

This company produces three different security systems built along "some rather novel approaches." The Digi-guard is the flagship of the line, retailing for between \$400 and \$500; it disables the vehicle by interrupting the ignition or starter circuits and detects intrusion by means of pin-switches and an impact detector. A five-digit keyboard controls the system and sirens and other attention-getters can be wired into it. The Shatter Guard, a new product, is a "listener" type of safeguard; it detects the sound of breaking glass or even of metal-to-glass contact. The Theft Trap is a motion detector system; it is wired into the ignition switch to achieve passive arming, but does not disable the car. This sells in the \$200 range.

Lee or Rudy Sanders, Vehicle Security Electronics, Inc., 8055 Lankershim Blvd., North Hollywood, CA 91605; (213) 767-5321.

Editor:

We have installed many of these devices at the Z Center and we feel that the "UNGO BOX" is the best all around. We recommend it especially for later model Zs and ZXs. The cost of the unit and installation is a good investment on the expensive ZXs.

We must point out that all manufacturers claim easy installation for their units. It just ain't so! An amateur can expect at least a full day and four phone calls to complete the installation job. A professional will charge at least six hours to install it.

Contributed by George Gower

• The Florida Highway Patrol has unplugged radar units from cruisers in seven counties after an initial test showed that traffic deaths decreased when troopers were patrolling the highways instead of sitting stationary in speed traps.

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For Sale

Kamei front air dam from 1977 320i Block, good condition, looks great on your Bimmer! Call Jerry Liebes (202) 632-5600 or (301) 279-0361 After 6 p.m. New \$80, yours for \$50.00

Wanted

A 1974-1976 2002 or 1978-1981 528i for mechanical restoration. Car does not have to run. Also seeking factory service manual for 2002. Don Sherron (703) 573-7490

FOR SALE

BBS Wheels: 4 gold center, 13 x 5.5 with black studs & center caps. Like new - Never used in winter. Will fit 320i (or 2002). Cost new over \$600. Now \$450 or best offer. Will deliver free in area. Call Steve Sass. (301)465-7988 home, (301)596-5865 DC (301)997-5600 Balt

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DEFENSIVE PARKING?

You've heard of defensive driving. Part of the reality of driving is parking. BMW owners, as with many other people who care about their cars, take especial care in choosing their parking spaces. It is possible to park defensively. Evaluate each of the numbered spaces in the illustration, then compare your ratings to the commentary provided.

Here are some of the rules:

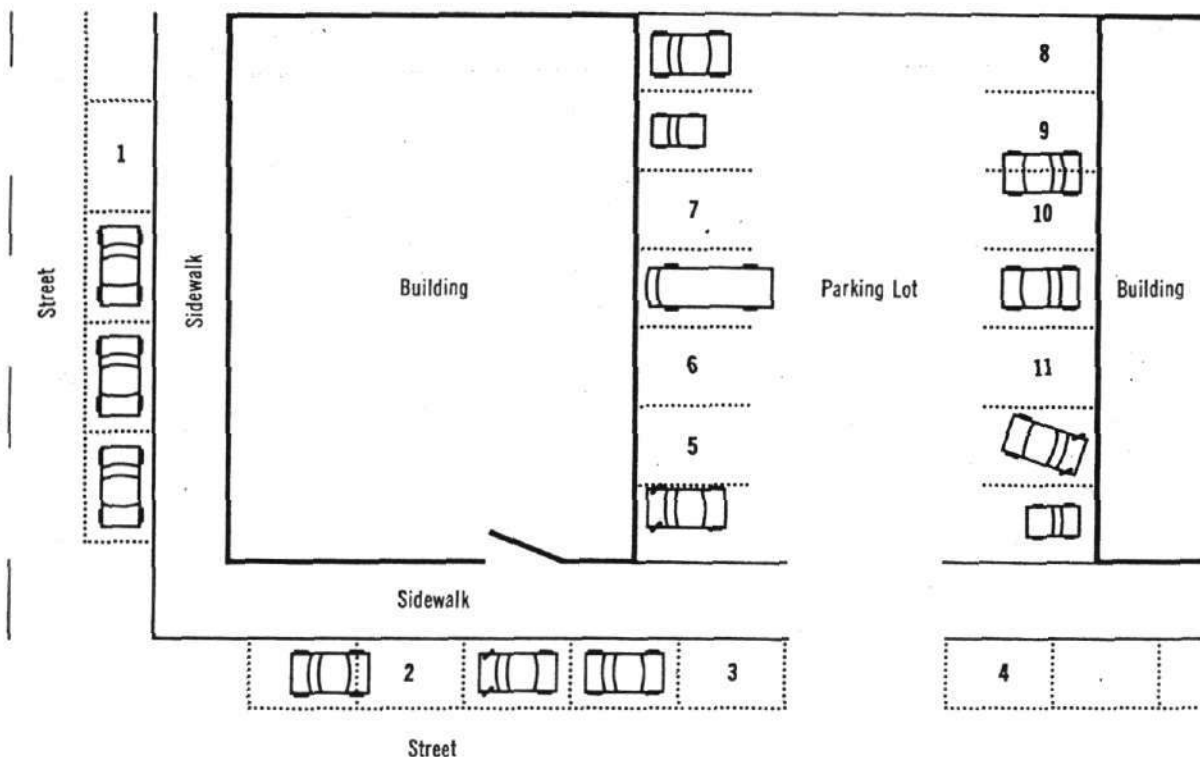
1. Off-street parking is usually better than curb parking.
2. Try to park so as to leave an empty space on both sides.
3. If possible, avoid parking next to a car with dents or banged-up fenders. This may indicate the driver's lack of consideration for his own car and an equal lack of concern for yours.
4. Park in the center of your marked parking space.

Parking Space evaluations:

1. Good enough, but off-street parking would be better.
2. No! The car ahead extends into space 2 because it was parked by an inconsiderate parker. Even if you did manage to squeeze into the space, the car behind would probably clip your left rear in pulling out. Look at his wheels.
- 3 & 4. Definitely not! You are taking too much chance of getting clipped by cars cutting the corner entering and leaving the parking lot.

5. No, the car on the left made a big arc in getting into the space and he is crowding the space next to him. As he backs out, he could possibly scrape you.
6. No, that van is going to need all the space he can get when he backs out into the drive area. His front fender might catch your rear. If you left before he did, your vision would be blocked by the van until you were completely out in the drive area. In order to back safely, you have to see around or look through the cars next to you.
7. Fair. That compact on the right should have no trouble getting out, but you would have to be careful clearing the right rear of the van. Also, if you leave while the van is still there, you may have visibility problems similar to number 6.
8. The best. No danger from the left and plenty of room on the right.
- 9 & 10. Definitely too small. The big car taking up two spaces belongs to a parking space hog taking part of both spaces so that no other car can get near him. All the more reason for taking space number 8.
11. No, car on the right is parked at an angle. He might not straighten his wheels soon enough to avoid catching your right rear.

This exercise is excerpted from the National Safety Council's Defensive Driving manual. If you've never taken the NSC Defensive Driving course, it is highly recommended. Consult local adult schools, first aid squads or the American Red Cross for information on courses and dates.



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