

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



SEPTEMBER/OCTOBER 1982

der bayerische



Fall Tour
323i Test Drive
Rambling Ruminations
Nuts and Bolts
Coming Events

FIRST CLASS MAIL

Box 685
Arlington, Va.



30168 * 83 * 07 * 4
Mr. John B. Carpenter
RR 2 Box 607N
White Plains, MD 20695

COMING EVENTS

FALL TOUR SEPTEMBER 19 9:30 a.m.

September 19th is the date for our fall tour. Bill Via has planned a fascinating ride through Virginia and West Virginia culminating in lunch at the famous Bavrian Inn. For details check Bill Via's article in this issue.

MEETING - HISTORY OF BMW

The history and evolution of BMW AG -- from aircraft to motorcycles to touring cars. Thursday, September 23, 1982, at 7:30 pm Grosvenor Apartment Complex in Rockville. Presented by Lothar Schuettler, trained and formerly employed by BMW, Wiesbaden. Gain an understanding of the development of the marque. From this retrospective view, we can see what the future holds. What is the cycle for body redesign, new model introduction, and model consolidation? What model was the forerunner of your series? What may follow?

Featuring line up of special BMWs -- a 1938-327, 1939-321, 1980-M1 and a 1982-323 Cabriolet, complements of VOB Auto Sales. Refreshments and a set of fog lights and guards, plus installation as a door prize (\$250 value).

Location - 10500 Rockville Pike (Roof Lounge). From VA - I-495 to exit #35 (Wisconsin Ave) turnaround and go North. From MD-I-495 to exit #34 (Rt. 355 to Rockville). From Rockville Pike left at Tuckerman Lane.

AUTOCROSS

September 25 and 26. See President's Message for details.

AUTO ACCESSORIES TECH SESSION

Electrodyne will host a tech session on automotive accessories for the BMW and Mercedes Benz on Saturday, October 30, 1982, at 3:00 p.m. Featured will be seats, lights and other popular accessories, the differences in manufacturers' goals for their products and the suitability for our cars. Super discounts, door prizes and refreshments for members and guests.

Electrodyne is located at 2316 Jefferson Davis Highway, Alexandria, Virginia (2 3/4 miles south of Crystal City). Contact Mike Sivak (836-4641) for directions.

CAP SHOW

September 12: Gunston Hall Meet. This is a car show for the family at a historic Virginia plantation featuring 150 vehicles of all marques. The grounds are spacious, food, and drink available -- or better yet, bring your own picnic. Admission \$2.00 (adults). Location: I-395/95 South to Lorton, Va exit, follow Gunston Hall signs (approx. 4 miles).

der bayerische

is the official publication of the National Capital Chapter of the BMW Car Club of America, Inc. and is not in any way connected with the Bayerische Motoren Werke AG or BMW of North America, Inc. It is provided by and for the club membership only. All ideas, opinions and suggestions expressed in regard to technical or other matters are solely those of the authors and no authentication or factory approval are implied unless specifically stated. The club assumes no liability for any of the information contained herein. Modifications within the warranty period may void the warranty.

Articles submitted are subject to editing and slight revision. Contents may not be reproduced without permission in writing except by the BMWCCA and its chapters.

EDITORS--Bernice & Ira Winthrop
202-275-6766 daytime
Circulation--Jane Touzalin
703-527-2694

CHAPTER OFFICERS

President -- Gordon Kimpel
703-524-8712 days
703-527-3234 USE WORK # FIRST
Vice Pres -- Bill Ross
202-382-2198 days
301-654-7987
Treasurer -- Chuck Garrish
301-268-5643
Secretary -- Sally Young
301-270-6655
Membership - Dave Bowers
703-361-3259
Club Store - Allan Price
301-688-6849 days
301-674-5355

MAILING ADDRESSES

Der Bayerische National Cap Chapter
P.O. Box 1503 P.O. Box 685
Bowie, MD 20716 Arlington, VA 22216

TECH TIPS REP/ATLANTIC ZONE

Bill Machrone 121 North Avenue
Fanwood, NJ 07023
201-322-8654
(7 - 10PM)
Hugh Wells 120 Wicklow Road
Winston-Salem, NC 27106
919-748-1601

On the cover: J. Anthony Bowman's 528e, photographed at St. Mary's College campus in St. Mary's City, Maryland.

President's Message

UP SHIFT

The club crab feast in Annapolis served up lots of large crabs in a very scenic setting. Chuck Garrish deserves accolades for all his work in providing drink and food for the 50+ who attended.

Two exciting for driving events are fast approaching. On Saturday September 25, at 1:00, the Annapolis Junction Sports car club is hosting an autocross school for our club. This will be an instructional afternoon in the fine art of autocrossing. I went to this event 3 years ago and was very impressed with the level of instruction. This day is geared toward the first or second time autocrosser very low key and no pressure, just a second gear ride around a parking lot full of pylons. All you need to bring is extra air, 35 and a helmet if you can find one. There are always extra helmets available. This event will be held at the National Security Agency (NSA) Parking Lot, Route 32 East off the Balto.-Wash. Parkway, two exits above Tischer BMW.

Our second driving school of the year is being held on Friday October 15 at 7:30 a.m. at Summit Point.

Take a autumn day off and come drive or help at Summit Point. In the past, the weather has been perfect in West Virginia at that time of the year.

There will be a few positive changes from the May school. 1) An orientation and ground school will be taught before any cars are allowed on the track. 2) Only BMW's will be signed up before October 1. If 40 BMW's have not paid by October 1, other marques will be allowed. 3) A tech inspection will be held at the track, wherein the driver is responsible for brakes, tires, new brak fluid, etc. Any car failing tech will not be permitted to run. 4) Instructors will have a pre-arranged time to run if they desire. There will be no race cars and club members on the track at the same time. 5) If we are lacking sufficient corner workers, drivers will be "asked" to help.

Moral: Bring friends! 6) The school will be divided into novice and experienced groups. Hopefully, this will encourage first and second time drivers to participate. 7) Price is \$15.00!

If you have never experienced a Summit Point driving school you are missing a great experience.

Thursday, September 23 brings us to a meeting in Rockville, Maryland, featuring Lothar Schuettler, a red M1, a 323i Cabriolet and a door prize of installed driving lights! See Bill Ross's comments for more details.

October 10th is the clubs third trip to Merydth Vineyards in Middleburg, Va. Enjoy a Vinery tour and picnic thereafter. See details in Calendar of Events.

The club has a wide selection of events scheduled. We hope they appeal to you.

Gordon Kimpel

Editorial

The next issue of Der Bayerische will mark the end of the second year that we have been editors of this newsletter. As much as we have enjoyed putting this publication together, we can sense that we need a break from the responsibility, and that it is time to relinquish the job to someone else. Consequently, we are asking for a volunteer to step forward to take over the position as editor. Gordon Kimpel has suggested that there be a transition period where we could show the new editor some of the little tricks we have learned that speed up the process of creating a new issue. That idea sounds good to us. Assuming a volunteer is found, we would like the next issue to be our last for a while. We have really enjoyed putting Der Bayerische together, and look forward to doing it again in the future, but we feel it is time to let someone else have the responsibility for a while.

Ira

PERFORMANCE . . .

means more than power
and handling at
Heishman's. It means
performance in sales,
in service and especially,
in professionalism



BMW 320i
"S" Package



THE ULTIMATE DRIVING MACHINE.

BMW MUNICH, GERMANY

© 1981 BMW of North America, Inc. The BMW trademark and logo are registered trademarks of Bayerische Motoren Werke, A.G.

Heishman BMW, Inc.

3154 Jefferson Davis Highway
Arlington, Virginia 22202
(703) 684-8500

An invitation has been extended to members of our club to participate in an automobile show in Cambridge, Md. on September 25, 1982. The automobile show coincides with many other festivities also planned for that weekend in the vicinity of Cambridge, which should ensure an interesting time on the Eastern Shore. The sponsors of the event, Ray and Bonnie Stevens, will hold a party following the show for all BMW owners who attend. We do not have much information on the event, so if you are interested, call the Stevens' at (301) 228-6000 days, or (301) 228-5650 evenings.

DRIVE-A-THON UNDER REVIEW

Ever have one of those great ideas in which everyone wins and no one loses? Ever come up with a concept that is truly exciting and there is something for everyone? Well, if you do, then think it through again -- you have probably missed something. The Charity Drive-A-Thon was my "bright idea".

I wish to personally thank the 50 members (approximately 7 percent of the membership) and the advertisers (approximately 50 percent of the total) who took the time to respond to the Opinion Poll. It is you who keep the Club running and keep us on the right track. The majority of the respondents (82%) were in favor of a drive-a-thon and 37 members offered to drive. However, the non-respondents represent 93% of this Club. A project of this nature is far too important, visible, and labor intensive to be undertaken by a small group of members.

Additionally, nine members did not agree with the concept, they may be more representative of the nonrespondents and many offered very thought provoking comments. One comment which really caught my attention was:

I think it is not a good idea to flaunt our affluence--even for the conceptually excellent charitable purpose--in the present hard times for so many of our fellow citizens.

Another member commented:

I am thoroughly in support of the club doing something charitable . . . but a drive-a-thon seems a little odd--no challenge . . .

A third member observed:

there isn't much sacrifice . . . which would tend to keep pledges low

Well, whatever your position on this issue, it has been tentatively resolved -- it's back to the drawing board! The overwhelmingly positive response to having an event to benefit charity will urge me on. I will attempt to develop, using the most constructive comments, a proposal for a Spring charitable event. Hopefully, this event will involve people in a more active manner; provide more of a challenge for the members; be less susceptible to misinterpretation (positive Club image); stimulate greater member interest (maybe invite Mercedes Club); have a higher potential to raise more for the charity (Children's Hospital with 41%); and provide more time for planning and execution.

It was my pleasure to talk with those who called and share the thoughts of the many who wrote. I will retain the information you supplied and you will be the first to have an opportunity to join in the "new concept." Thanks! If anyone has ideas on the kind of event which fits the objectives above, please let me hear from you.

The comment submitted by one member greatly distressed me. He wrote: "When are you going to realize that there are many members who are not interested nor did they (or I) join for a social function? Why is this so hard for you to understand?" I still don't understand and it is important to me that I understand. The executive committee has agreed that we will seek an answer to the question: What do members want out of this Chapter?

We will design a brief questionnaire and have a drawing for "big" prizes from among those who respond. The survey will cover: (1) What do you want out of your Chapter? (2) What do you want out of your newsletter?; and (3) What has been your experience (positive and negative) with local area BMW service centers? Be on the look out for this one-- the prizes promise to be great!

Bill Ross

703-671-7757



J & F MOTORS LTD.

BMW SPECIALIST

**4076 S. FOUR MILE RUN DR.
ARLINGTON**

**Joe Anderson
Gordon Fletcher
Carl Staton**

**HOURS
MON. - FRI. 7:30-6:00**

MARTENS

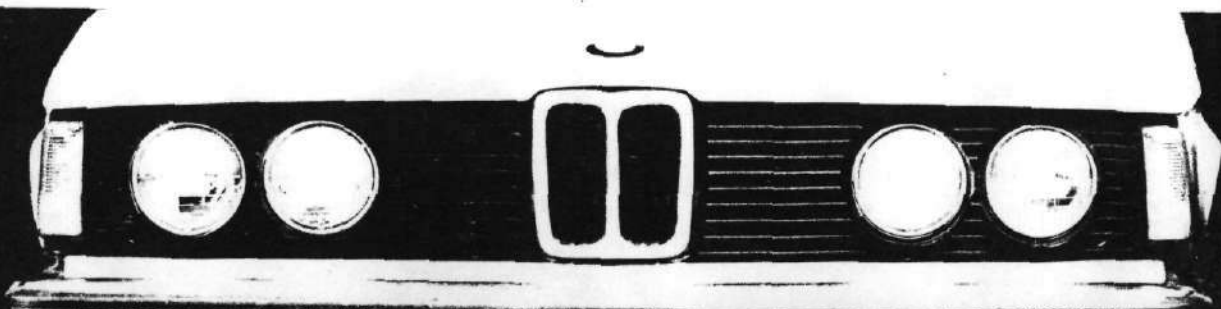
**5000 AUTH WAY AT BRANCH AVE.
MARLOW HEIGHTS, MD 20746**



(301) 423-8400



Make sure your BMW isn't the training ground for an inexperienced mechanic. Our service technicians are all BMW certified, so bring the car BMW made to the man BMW trained.



RAMBLING RUMINATIONS

Bimmers in the Boonies--
a true, if trivial, saga

On a moderately raw day in November 1981, I met my brother in Tappahannock, Virginia, a town of 1,795 people that is situated on Route 17, about equidistant from my abode in Alexandria and his home in Norfolk. Our mission was to exchange BMWs so that I might have the air conditioner on his 1979 320i repaired in the Washington, D.C. area. This somewhat unusual undertaking was occasioned by the fact that his efforts at getting the car repaired in his own bailiwick had produced only failure and near terminal frustration over a period of several months, some of which had been hot and humid. Fortunately, the BMW service situation in his area was soon to be set right, but, not being prescient, we proceeded with the execution of our plan.

When I arrived around noon at Lowery's Restaurant, the designated point of rendezvous, my brother was standing outside in the cold, damp air, sans Bimmer. He informed me that his car was a mile or so down the road at a self-service gas station where, after taking on fuel, it had adamantly refused to start, although the engine had turned over in proper fashion. We drove to the scene, whereupon he demonstrated for my benefit that, indeed, the car would not start. I immediately removed the fuse box cover and very carefully scrutinized the fuses, one by one. Each was properly fitted in place, its metal band intact, although there was minimal distortion in a few cases, which is not extraordinary. After considering a few other potential sources of the problem, all to no avail, we resorted to the primordial remedy of giving the car a good, fast push, using my 530i for motivity. It didn't work--even after several rather vigorous attempts.

"What to do next?", that was the question. We couldn't resort to my professional skills as a lawyer, since you can't negotiate with an automobile and there is nothing to be gained by

suing it, at least in these circumstances. Suffice it to say that the professional training and experience of my brother were equally inapplicable--he is a gynecologist. We decided to push the 320i toward town and seek help, although we were fearful that our chances of finding it were slim. En route, the disturbing thought intruded that the nearest BMW dealer was many miles distant, and its service department was probably closed anyway, since this was Saturday afternoon. We had no copy of Friends of BMW, but rationalized that it would be of no real benefit in this location, in any case, as there would be no one nearby to call.

We pulled into the first full-service gas station that we encountered where, upon soliciting assistance, we were told politely--and, I think, a little reluctantly--"Tell ya the truth, I dunno nuthin' 'bout BMWs". "Do you know anyone around here who does?", we asked, ever hopeful. Our respondent allowed as how the fellow who operated the ARCO place just up the street might be able to help. We walked the few hundred feet to that establishment and related our plight to the chief wrench, and apparent proprietor, who was busily engaged in replacing a muffler on a Ford pickup truck that was perched on a lift. He listened patiently, although he never stopped working. I thought that I detected reluctance in his expression and demeanor, but I was glad to see that his eyes reflected that high degree of alertness that is associated with intelligence. Finally, he spoke. His tone was compassionate, but his words were not encouraging. "I dunno 'bout them BMWs. You can bring it in here and I'll look at it. But I ain't promisin' nothin'".

At that point, visions of a large towing bill began to dance through my brother's head. And, how would he get back to Norfolk? For my part, I suffered a remorseful twinge, for I had persuaded him to buy a BMW. Should I not, therefore, be found ultimately responsible for our predicament? Rather

than brood about this conflict between logic and emotion, however, I was heartened by the legend neatly painted on the well-kept tow truck standing on the premises that I just then had spotted: "23 hr. svc." Yes, that's correct, 23--not 24. "This fellow has a sense of humor", I thought. He can delay towing service whenever he feels like it, on the ground that it is his hour off. A man with a sense of humor usually has other good qualities.

With ambivalent expectations, we delivered the 320i, raised the hood, and waited. After a bit, the mechanic-proprietor came hustling out. But he stopped abruptly a good four feet from the car and, seemingly mesmerized, he stood motionless and peered at the engine. "Fuel injection, electronic ignition?", he inquired, after a pause that seemed longer than it was. "It has fuel injection, but not electronic ignition", we responded.

His trepidation apparently mollified, he began the diagnostic ritual. First, following a dash to the nearby NAPA store, he replaced the points, which did look a little ragged. However, the car still refused to start. Next, he began to check the fuses with a current monitoring device. Suddenly, he stopped, picked up the fuse box cover, looked at it, and said, "Fuse for the electric fuel pump. Dead." That was the first fuse I had checked and, although the metal band was very slightly distorted, it was whole and still appeared to be in good working order. He replaced the fuse. I examined the one he had removed--looked O.K. to me. "Try it now," he said. Sure enough, the little engine roared to life--no engine sound was ever sweeter. Fearing a fluke, I guess, he said, "Shut it off and try it again." Once more, the engine started, this time with enhanced gusto, or so it seemed.

Beaming now, and obviously rather pleased with himself, the mechanic began wiping his hands on an old rag, as my brother shut off the engine and got out of his car. Breaking the momentary silence, I said, somewhat loudly, in the direction of my brother, "Well, he's a lot smarter than he thought". The mechanic, doubling over, let go a belly laugh that must have rippled the waters of the nearby Rappahannock River. All the tension was gone, ours and his.

We moved inside the establishment, followed by a couple of local citizens who had been silently observing the proceedings and who were now engrossed in the spirit of the moment. One of them said to the mechanic, in mock seriousness, "Next week, ya oughta put a 'Foreign Car Service' sign out front." "BMW's a speciality," I added. That elicited a chuckle from the mechanic, who busied himself toting up the bill. \$9.21. My brother, weighing that against the potential cost and inconvenience of the alternative that had faced us, I surmise, handed over a generous tip, which was graciously accepted.

We repaired, at last, the short distance to Lowery's Restaurant where we had some, by now sorely needed, food. After chatting for awhile, we telephoned to report the delay and our respective, revised estimated times of arrival home. As we prepared to go our separate ways, my brother suggested that, when we passed through Tappahannock in the future, we ought to make a special effort to refuel at our new-found friend's station. I agreed.

The following Monday, I would take the 320i to my favorite independent BMW shop, J & F Motors Ltd. in Arlington, where the air conditioner would be quickly repaired for a reasonable charge--a simple matter, as it transpired. My brother would be exceedingly pleased when I relayed the good news.

But for the nonce, I was inclined to wax philosophic as I motored homeward along Route 17 toward Fredericksburg, enjoying the sprightly little BMW and the bucolic scene. "Whoever said that, 'Learning is a lifetime process', was certainly correct", I thought, "at least if you pay attention". And, I reflected on the fact that the mechanic's conduct reaffirmed the proposition that even competent people are typically fearful of the unknown; couple that with the omnipresent fear of failure and you get an understandable reluctance to act in the circumstances that he had

The pleasure of your company
is requested at the Fifth Annual

Oktoberfest

Open House Party
hosted by

Auto^{inc.} and Autowerke^{inc.}

BMW and Porsche Specialists
at two o'clock

on Saturday, the 2nd of October
Nineteen hundred eighty-two
at 4952 and 4954 Wyaconda Road, Rockville
just behind White Flint Mall
Rare and unusual automobiles
will be displayed by their owners
while Beer, Bratwurst, and Kraut
are offered for your enjoyment

Casual attire
(Bring only your beer mug
and this invitation)

Phone:
468-4850

THE FALL TOUR: Country Roads and Sauerkraut

The fall tour this year, employing some magnificent back roads, sweeps through central Fauquier County, thence northward through part of Clarke County, in beautiful old Virginia, and on to Shepherdstown (in Jefferson County), West Virginia, where we stop for lunch at the picturesque Bavarian Inn and Lodge, which sits high on a hill overlooking the Potomac River. Somewhat fittingly for our purposes, quaint little Shepherdstown, formerly named Mecklenburg, was settled by German immigrants, early in the eighteenth century.

Following lunch, we proceed across the nearby bridge and into Sharpsburg, Maryland, where we begin the trip home by taking a marvelously scenic route that runs more or less parallel to the Potomac and toward Harpers Ferry.

The tour covers approximately 154 miles. All of the roads are paved, which should please the concours d'elegance devotees among us. Most of the roads are suitable for rallying and I can verify that many have in fact been so used. The pre-lunch leg is about 90 miles long, with a pit stop in Berryville, Virginia, about 65 miles out.

The Bavarian Inn, which appropriately enough is owned and operated by a couple from Bavaria, is one of my favorite country places. I understand that our planned visit coincides with Oktoberfest at the Inn. Our chapter, through the good offices of Bill Ross, has made reservations for 50 people for this occasion and is picking up the tab for a "set" luncheon (German sausage or chicken, I think), including a ration of beer. Since there is a limit on the number that can be accommodated, make your reservations posthaste by calling me at my home in Alexandria (703) 370-8828 or at my office in D.C. (202) 389-4171. Incidentally, the schedules in previous issues of der bayerische have included a "rain date" for the tour, but we now plan to run it rain or shine in view of the luncheon arrangements that have been made.

WHERE AND WHEN - On Sunday, September 19 at 9:45 a.m. the tour will depart from the west end (adjacent to Gino's) of the Greenbriar Shopping Center on Route 50 in Virginia. To get there from the Capital Beltway (Route 495), take Route 66 West and then take Route 50 West; about 3 miles from the point at which you pick up Route 50 you will find the Greenbriar Shopping Center on the left. Please arrive at the start by 9:30 a.m. so that we can be prepared to leave promptly at 9:45 a.m. We hope to have you emerge smiling from a country road onto Route 270, about 4 miles from the Capital Beltway, in the early afternoon, happy that you went on the tour.

If your BMW is hors de combat on the tour date, bring the family Ferrari, the Humber Super Snipe, the bright orange Mazda "Glick", or whatever.

Bill Via

NUTS & BOLTS

Fall is right around the corner. Now's the time to check the cooling system hoses and fuel lines so you can avoid trouble during the cold months. Remember the battery-it too may be getting a bit long of tooth Klein Auto Upholstery in Baltimore did a fine job repadding the rear bench and seatback in the tii. The padding had become brittle and crumbled like shredded wheat. Kelin also does sunroofs and painting and I've often seen BMW's in there.-----The record album (Jazz) Fat Bottom Girls by Queen includes a beautiful poster which every BMW owner should have. Don't miss it.-----Someone reported that the tripmeter should not be reset while the car is in motion because of possible damage to the plastic gears on the meter.

Continued on page 13

BMW 323i Cabriolet

By Bill Ross

If this is Summer, and it surely is, then the time has come to take to the road in an open car. VOB Auto Sales, Rockville, MD, provided just such an opportunity for Gordon Kempel and me on June 30. The car--a sleek new, federalized BMW 323i Cabriolet.

The appointment had been made with Lothar Schuettler almost a week earlier. The days just seemed to drag by--the weather seemed to change almost daily. We must have good weather--surely we would not be confined to having the top up! Finally, Wednesday arrived and my work day could be cut in half.

At 1:00pm I pulled into VOB's parking lot--sixty minutes early for the test drive. Where is the car? It was not to be seen! The rain that had been falling off and on for the last 24 hours was now down to a drizzle. Even if it stops and allows us to take off the top, would the streets be dry?

I again looked around the parking lot--no 323! As I walked into the service lane, I noticed the dual exhaust system on the 3 series up ahead. Was this some kind of a modification, or could this be the 323? Can that be a vinyl top on the car? As I drew closer I could read the 323i on the rear of the car. That's it! I had found it.

I proceeded to inspect the car both inside and out, starting with the front spoiler, fog lights and guards, to the 323i insignia which appeared in both the front and the rear. The rear fold down portion of the top was covered with a tightly woven material of obviously high quality. The main section was covered with the same fabric. The trim and workmanship were also top quality. From the outside, I could see that little lateral visibility was lost by the expanded side pillow which was adorned with the name BAUR (the German firm which supplied the coach work).

As I climbed into the car and slipped into the Recaro seats, standard in the U.S. S-package, I checked out the differences in the instrument panel. The digital clock expressed time in military fashion, the brake warning light used the international symbol; the tachometer was calibrated with a green safe-zone and a red danger-zone; the fuel gauge was calibrated in liters; and there were two cigarette lighters, the second in the speaker-fader control position--ideal location to plug in the radio selector. The side panels in the rear below the fixed windows also showed the planning and workmanship which went into the conversion. No space was lost in the rear seat. Head room, thought a little tight for a six footer, was respectable.

Upon inspection of the trunk, I noted the special clips designed for storage of the center top section. These clips which held the top firmly in place and, when in use, sacrificed only 2 to 3 inches of trunk height -- indeed a small price to pay. Aside from this, there was no loss of trunk space.

That which was not apparent included a 5-speed sports gearbox (unlike the U.S. 5-speed, it had a shorter throw and no overdrive), coupled with a limited-slip differential. The engine was smooth and had the distinctive sound of a BMW six cylinder power plant. The increase in torque over the 320i was apparent from take off.

Lothar had taken us out for only a couple of blocks to introduce us to the car. He then turned it over to us for what turned out to be a truly enjoyable test drive. Gordon strapped in behind the wheel, while I secured his Escort to the dash -- off we went.

As we went into the first curve the beefed up suspension and increased engine



weight (approximately 100 pounds) added to the front end stability. The only way we could improve on the handling was to proclaim -- GET THOSE CONTINENTALS OFF THIS CAR!

Finally it was my turn to drive. The car shifted smoother, and was faster and more responsive than any 320i either of us had ever driven. The car was quiet too. Such a solid feel. The only noise which was discernible, and only when I was riding in the rear seat, was a slight flapping of the sail panels at high speeds. In fact, at high speeds, with the top down and windows open, the absence of wind noise was astonishing.

The smooth and effortless character of this engine, the forerunner of the 528e engine, was an absolute jewel. While compliments go to BMW, the Texas firm which federalized the engine is also do credit. The torquey feel on the road of an engine which was free revving right to the limiter, won us over. This 2.3 liter engine is what the three series needs to bring back the days of the tii.

We found that the rear suspension maintains calm over even the most choppy Maryland roads. If you lift off the throttle quickly in a tight turn, the rear end hints only slightly of running wide. The

four-wheel disk brakes (unlike the US 320i) are above reproach and modulate easily to a stop -- short and straight even on a wet surface and with hands off the wheel.

The rear view with the top stowed is actually very good, but the difference between the coupe and the cabriolet would give some a sense of blindness. The blind spot is not big enough to hide a car that's really there, but its big enough to make you sweat a little when you don't see anything. Changing lanes, however, you can't help but wonder if something small, sleek and exotic is there.

The 323i cabriolet was more fun than either of us have had in a long time. You too may share this enjoyment on a more permanent basis. VOR can, on a very limited basis, put a 323i, cabriolet or coupe, into your future. The 323 cabriolet came in at about \$31,000. In coupe form, they start at about \$23,000, without the bells and whistles. The Club now has a member with a 4-speed 323i coupe and another with a Hardy & Beck 323i on order. Who will be next?

Our sincere thanks to Richard Rankin and Lother Schuettler for arranging the test drive. We are also available when you receive a 635 convertible!

The Area's Most Respected Name In Automotive Hi Fi

California Sounds

- Custom Design Audio Systems
- Full line of Bosh & Blaupunkt Components
- Automotive Security Systems
- 15% Membership Discount
- Free Consultation For Your System Needs
- Warranty Repair And Service -- Free Estimates

VISA
MASTER
CHOICE

5552 Randolph Rd.
Rockville, Md.
(Turn Left On Nebel St.)

881-9290

faced. But he had made the effort, taken the risk, and he had triumphed--small wonder that he had been pleased. Interesting enough, but what new nugget of wisdom might I glean from all this? It was so simple and obvious that it nearly eluded me--again:

You cannot always tell if a fuse is defective simply by looking at it.

Bill Via

Technical Data BMW 320i vs 323i

	US Specs.	European
Capacity	1766 cc	2316 cc
Power (at 5800 rpm)	101 hp	143 hp
Torque (at 4500 rpm)	100 ft.lb.	140 ft.lb.
Compression ratio	8.8:1	9.5:1
Final drive ratio	3.91:1	3.45:1
Acceleration (0 to 100 km/L)	11.5 sec	9.5 sec
Weight unladen	2271	2448

SEE THE 323i AT THE SEPTEMBER 23rd MEETING!

This can be done without fear of damage as long as the meter is turned forward (clockwise in my car) not backward-----The half and half fuel mixture of leaded regular and unleaded premium is becoming very popular as a means of boosting octane. It works every bit as well as Amoco Premium in my car-----Welcome to all the new club members listed in the previous few issues of der Bayerische and congrats to the club officers who have done a great job building up the National Capital Chapter.

Jim Ryland

SHANNON
auto body

Foreign & Domestic
Body & Paint
Custom & Insurance

340-6759

Plaza 355 15563 F Frederick Road
Rockville, Maryland 20850



**PROFESSIONAL
CRAFTSMANSHIP**

**AUTO
WERKE INC**

BMW Service Specialists

Personal Service by Factory Trained Technicians

Major and Minor service by appointment

468-0323

10am to 7pm Monday through Friday

4954 Wyaconda Road, Rockville, MD 20852
(located next to Autoy Inc. — see Autoy's ad for directions)

BMW SERVICE-TIPS AND POINTERS

Last time I offered to share a few thoughts on the topic of service. Up front let me say that I feel BMW service, as far as quality and integrity go, is as good or better than that for any other marque available in the Maryland, Virginia, D.C. area. BMW professionals are generally knowledgeable, skilled and well supplied, and regardless of where you go for service, you can usually get a good job or a solution. Likewise, we BMW owners have supported these organizations very well, being willing to spend the time and money to keep our cars in good working order. All the ingredients are there to make for a very satisfactory relationship between service organization and customer.

Nonetheless, service still seems to be a problem to some BMW owners, and the intent here is to provide a few tips and pointers to help these problems. I myself feel that most problems with service can be traced to poor communication between the parties involved, and unfortunately I've often witnessed customers being treated discourteously or as if their very presence were a great imposition. This is difficult to understand in light of the fact that satisfied customers are still the key to profitable business, yet I've seen service writers and parts people send irate or disappointed customers away without batting an eye. Oh well, this is their problem not ours; we can only hope that the management of some of these places is watching what goes on and aware that some of their employees are driving customers away in droves. As I said, the main problem seems to be poor communications customers often tend to be unreasonable, uninformed, impatient and particular how they spend their money; service people often tend to care less about the customer and more about their little systems for doing business. That's people.

So, what can you do to get good service for your car? Plenty. The best way is to be a beautiful blonde with a great

body. The next best way is to do it yourself if you can. After that, reputation is your best bet. Ask around, talk to people in the club and find a place known to be fair and to do quality work. Then stick with them as long as they treat you right. I believe if you are a regular customer, the service people can get to know you and your car and will be able to give you a lot more satisfaction for your money as well as take very good care of the BMW. Once you've established your business at your favorite shop, here are a few rules of thumb to follow.

1. Adhere to the schedule in your owners manual. The BMW service program is a very good one which if followed will pretty much guarantee many thousands of miles of trouble free driving.

2. Schedule service when you have enough time to be patient. Not before an afternoon dental appointment. Avoid Mondays and Fridays for obvious reasons.

3. Prepare. Know in advance what you're going in for. If you have a problem, talk it over with a few people before you take the car in. Explain it to the service writer emphasis on symptoms, not diagnosis; he or the mechanic can do a good job diagnosing the problem if you clearly explain the symptoms.

4. Find out in advance exactly how much you will be charged and exactly what work will be performed. Car repair surprises are no fun. Be available if the service people need to get in touch with you.

5. Don't hesitate to speak directly with the mechanic if you feel it's necessary. I much prefer this because most good mechanics enjoy talking about their work, and there is simply no better way to improve communication than by going right to the source. I just like to know a little about the person working on my car. The money seems to spend a little easier that way.

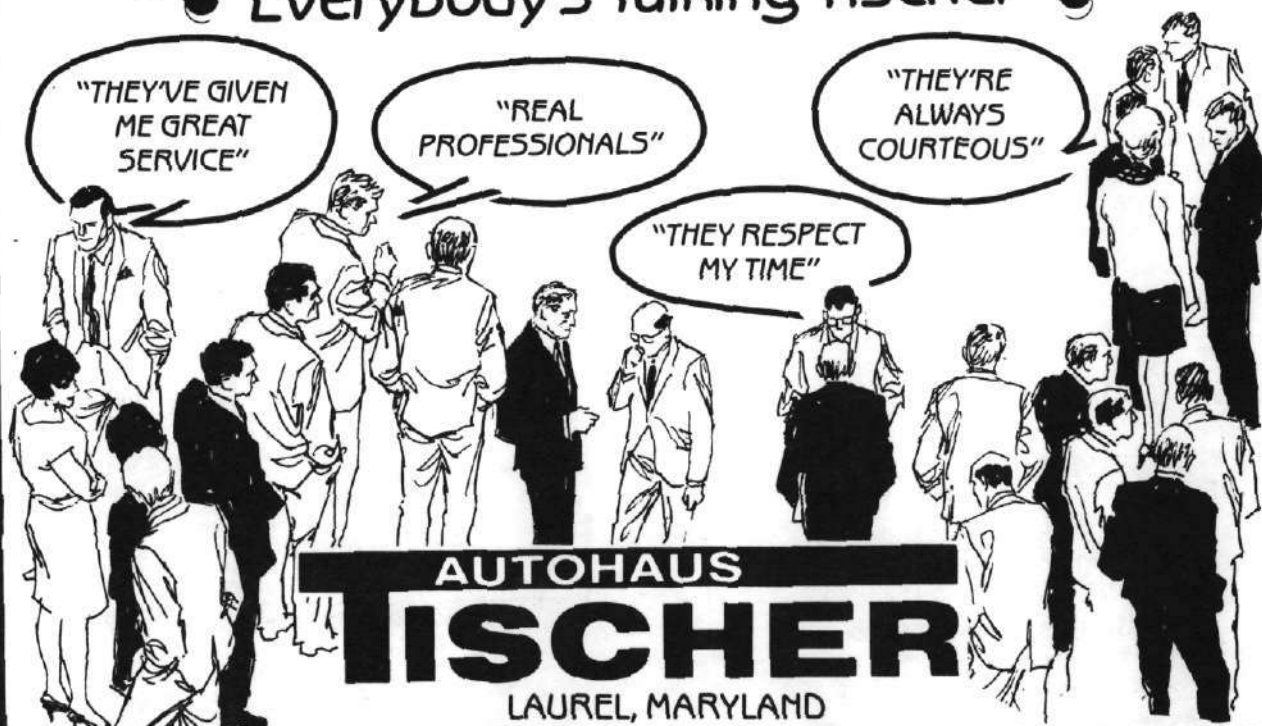
6. When you get the bill, read it completely and carefully. Don't waste

Calendar of Events

- 9/12 Car show at Gunston Hall - See Coming Events
- 9/19 Fall tour in Virginia - See Coming Events
- 9/23 History of BMW presented by Lothar Schuetler
Grovesnor Apartment Complex in Rockville
- 9/26 Annapolis Junction SCC autocross, Ft. Meade Maryland
- 10/2 Octoberfest at Autoy Inc. 2:00pm until ?? Great food and
lots of interesting people to meet and cars to see. Autoy
is located in South Rockville behind White Flint Mall. Go
east on Nicholson Lane to 4th light, right onto Boiling
Brook Pkwy, 2nd stop sign, right onto Schuykill Rd, 1st
right onto Wyaconda Road then left into 1st parking lot.
- 10/10 Winery Tour - Merydth Vineyards, Middleburg, Virginia
\$2.00 at Winery (Rain Date 10/17) Call Gordon Kimpel for details.
- 10/15 El Cheapo driving school
- 10/30 Tech Session at Electrodyne - See Coming Events
- 11/12 Augustfest - Blobs Park - 8:30 p.m. The club picks up the tab
for dinner! Blobs Park is located on Rt. 175 at the Baltimore-
Washington Parkway, near Ft. Meade, Maryland.
- 12/3 Wine and cheese party at Grovesnor Apartment Complex - 8:00 p.m.

When it Comes to BMW

• • Everybody's Talking Tischer • •



3225 Ft. Meade Rd. (Route 198 & Baltimore-Washington Parkway) • Laurel 498-7400 • Washington 953-2196 • Baltimore 792-7595

everyones time discussing it with the cashier. Go to the service writer for any questions about the work or charges.

7. Always test drive the car before you pay the bill. I can't emphasize the importance of this. Always do this because it can save you a lot of aggravation. Hopefully, someone in the service department would have invited you for a test drive after they took one and before presenting you with a bill. The best places do this.

8. By all means, challenge any charges you feel are unfair, unwarranted or unexpected, but don't haggle over small change and don't expect people to work for nothing.

9. Keep all service records forever. It will help you to plan ahead for certain maintenance, it will help your mechanic and its just a good idea. If you should ever be foolish enough to sell your car, it will be a big selling factor to potential buyers as evidence the car has had regular maintenance.

10. Tell others about your service experience-good and bad. Report to the club.

11. Always keep your car clean. It will get better care and attention from the shop people, if they see that you are particular about such things.

One final item which people have often ask about is whether the best service is available from authorized BMW shops or from independents. I've had good and bad from both. I suggest whenever you can establish the best rapport. There are some very excellent authorized shops and some very excellent independents in the area. Once again, ask around. Reputation means alot. BMW owners are always eager to talk service so get yourself out to the next club meeting and get the scoop.

Jim Ryland

NTW TECH SESSION

On July 21, 1982, a technical session on tires was held at the Alexandria NTW Store. This excellent session was presented by Messrs. Jeff Cooper, Dave Arnovitz, and George Argodale, Managers of the Alexandria, Springfield and Forestville stores.

The evening opened with refreshments and two door prizes generously supplied by the NTW Corporation, followed by a brief summary of the upcoming club events by Gordon Kimpel.

The tech session, which covered wheel alignments, a talk and movie on the basics of tire construction and manufacturing, the various types of tires and tread design available, tire pressure and its effect on handling and life of the tire, the importance of proper tire care and maintenance, NTW's services, and a host of topics relating to the unique tire problems of BMW owners, was enjoyed by the 40-45 members in attendance.

This was my first club event since becoming a member in June 1982 and a recent owner of a 320i's" in May 1982. This session was very informative and exhibited the high caliber of our club's activities and its members. I am looking forward to the upcoming events to meet the members and exchange ideas/trips on BMW's.

Dan Lim

BMW

OF FAIRFAX

Va. New Car Dfr. Lic. #976



Extraordinary personal attention and service by factory trained BMW and Fiat experts. huge parts inventory. body and paint repair specialists. The ultimate dealer for the ultimate driving machines...

8427 Lee Highway (at Prosperity Ave. in Merrifield), Fairfax, Va.

560-2300

GOT-A-CAR-YOU-LIKE?

Rarely do we haul a first time passenger in the BMW that a comment or question is not voiced about some merit or characteristic of the car. Usually there is a subtle tone of surprise in the voice, and the statements over the years repeated have since become very predictable. In order of frequency they are: "This car has pretty good pickup!", "This is a nice car. What is it?", "You have great visibility from this car", "There is lots of room in here, its really comfortable", "This paint is really in great shape". BMW owners have known and enjoyed these things all along, but these reminders help us appreciate all the

fine qualities of the car.

Likewise, over the years I've tried to examine or at least be aware of what other makes of cars have to offer in comparison to the BMW-from the owners standpoint. What I look for is not on the option list but its how it makes you feel being the wheel, right? So far nothing else has hit home.

I'd like to hear from anyone who has or knows of another car that satisfies like the BMW. This is not to prove anything or berate any other fine cars, its just a basic curiosity about the state of things automotively speaking. And if there is another car which has impressed a BMW owner, it might be worth hearing about. What say?

Jim Ryland

320i Clutch Special

→ \$250.00 ←

Paul Eisenberg

Specialist in the
Repair, Restoration and Modification
of all BMW cars

- ☐ new, used and rebuilt BMW parts
- ☐ open weekends

340-8688

190 Woodland Rd.
Rockville, MD. 20850

REDESTINE

ST70

Renowned as **"THE TIRE"** for BMW automobiles. Rated as one of the best tires in the world by **"Road & Track"** magazine. **Radial Tire Company** will balance your tires with our **on car** balancing equipment to insure a silky smooth ride.



40,000 MILE WARRANTY

10% DISCOUNT
TO ALL BMWCCA MEMBERS



Size	Price	F.E.T.
165/70SR13	47.95	1.50
175/70SR13	53.50	1.90
185/70SR13	57.95	2.13
195/70SR13	62.50	2.18
185/70SR14	61.95	2.26
195/70SR14	66.95	2.40
205/70SR14	72.50	2.70
185/70SR15	74.50	2.55
205/70SR15	78.00	3.05

Discounts also on BBS - Ronal - Marchal - Bilstein - Koni - Turbo and much more ...

Radial Tire Co.

9101 Brookville Road
SILVER SPRING, MD

951(C) North Frederick Avenue
GAITHERSBURG, MD

(conveniently located next to Montgomery Village)

585-2740 or 585-2730 **948-9400**

What Do You Do At A Red Light ?

by Harmon Fischer

If you are like most people, when you stop at a red light you shift into first and wait for the green.

DON'T DO IT -- It's costing you money.

When you stop, shift into neutral and take your foot off the clutch pedal. Watch the light, and shift into first only when you can see the yellow come on for traffic on the cross street. If you are not first in line, wait until your line has the green and then shift.

Why? Duration of red lights is anywhere from 15 to 75 seconds. Clutch release bearings are designed to be utilized primarily for disengaging the clutch when shifting from one gear to another, which means they are used for one to two seconds at a time.

Depressing the clutch for a minute or more does bad things to the life span of a release bearing.

The bearings costs anywhere from \$18 (Circle Tire) to much more (dealer), but that is small compared to the labor involved in replacing one. Requiring removal of the transmission, the total cost of replacement can easily exceed \$100.

The next time you stop, shift into neutral, lift your left foot, and watch the light instead of the pretty pedestrians.

Reprinted from the COONASS COURIER
Bayou Chapter, BMWCCA



THE ULTIMATE AUTOMOTIVE ACCESSORY!



We're Specialists in Premium
Music Systems
For: BMW, Mercedes, Porsche,
Audi, Rolls Royce and other
fine automobiles!
**Everything else is just a car
radio!**

Voyager
AUTOMOTIVE SOUND CENTER

15615 Frederick Road
Rockville, Maryland 20855
(301) 251-0252

Classified Ads

For Sale

BMWCCA ROUNDELS from 11/78 to 9/81. 3 missing issues, 3 duplicates. \$1 each/\$25 for all or trade for pre 12/77 issues. One Continental TS771, 185/70SR13. New (original spare) \$30. Don Hierl (301)345-4976 (evenings)

FOR SALE

1978 BMW 320i. Koral red with Black interior, 4 speed. Mint condition. Sunroof, A/C, Alpina suspension, Bilsteins, Fosgate Stereo, Wingfoot tires. Complete set of winter tires and trailer hitch available. \$9,000

Philip Myers
(703) 960-4661

FOR SALE: BMW Bavaria pair steel wheels; flywheel for automatic; service manuals. Make offer. Tom Sheppard 598-6086.

PARTS FOR SALE

Special high perf. 2002 Z bbl Weber Conversion - larger throats than "standard" Weber, non-progressive linkage. Superior throttle response--very strong mid-range and top end. Includes specially modified manifold \$240. "Standard" Weber carb for 2002, manual choke \$75. Five BWA "Sportray" wheels 5½ X 13, with Pirelli P3 185 X 70, about ½ tread left. "Spare" wheel has CN54 185 X 70. Excellent 2002 upgrade--no clearance problem even with lowered car \$425. Stock 2002 distributor (008) \$30. OEM 2002 steering wheel, 1974 \$15. Stock air cleaner 2002 \$10. Fuzzbuster II radar detector \$25. Stephen Dull, 4601 S. 31st Road, Arlington, Va. Day (703) 734-7000, Evening (703) 931-6187

WANTED

SALESMAN - sell BMW and PORSCHE accessories and replacement parts. Counter, road and telephone sales positions open. Contact Jeff Harrison, 2316 Jefferson Davis Highway, Alexnadria, VA 22316 (703) 836-4641.

WANTED

2002 Owners in Northern Va. to work as a team in maintaining your 1974-76 BMW. Willing to share tools, manuals, garage and knowledge. Contact Bill Washington (703) 361-1673 or (703) 367-5332.

THE NUMBERS GAME

Ever wonder what all those numbers and letters really mean on the rear end of a Bimmer? BMW, like many German auto manufacturers, chose to distinguish between different models by use of numbers and letters instead of appointed names.

This system is quite logical and easily uncoded if you know a few basics. Except for a few of the early model BMWs which were given names instead of numbers, all the cars nomenclatures are derived from engine specifications and body styles.

For example: The popular 320i - the "3" is the body style referred to as the 3-series body; "20" is really 2.0, the engine size in liters; "i" is the initial for fuel injection. So the 320i is a three-series BMW equipped with a fuel injected two liter engine. This code can be applied to all currently manufactured BMWs except the 1980 320i. As many of you know, for 1980 BMW downsized the engine of the 1979 320i to a 1.8 liter engine. In following tradition, you would expect BMW to put a 318i designation on the trunk lid, but they chose not to confuse the buying public.

The Bimmers of earlier years used a slightly different code. Back in the early sixties, BMW introduced one of their first four-cylinder passenger cars, the 1500. The 1500 was a four door 1.5 liter four cylinder automobile. From this model came the 1600, which was also a four door but with a slightly larger 1.6 liter engine. Now the pattern can be seen. Unlike the present cars, there is no body style code number.

Along came the bigger engine 1800 four door sedan. With the introduction of the 1800 came letters following the numbers on the rear. A performance version of the 1800 was called the 1800ti. The "t" stood for touring and the "i" for international. The ti version was of slightly higher compression and was equipped with twin solex carbs instead of the stock single barrel solex. In 1965, BMW was dominating sedan racing and introduced the 1800tisa. This car was a factory prepared street racer and of very limited production. Translated from German, "tisa" means Turning International Special Driving-out.

The 2000, 2000ti, 2000tii emerged in the late sixties and early seventies. The tii was a fuel injected version of the 2000. A luxury model of the 2000ti was offered and became the 2000tilux.

Also in the late sixties, BMW introduced a two door sedan to the public. It was called the 1602. Here, now, the body style code reappeared. The "2" was for two door and 160 for 1.6 liter engine. Along came the 1802 and finally the beloved 2002. There were many versions of the 1600/2002 including the following: 2002 touring (fastback); 1600ti/2002ti (dual solex carbs); 1600/2002 cabriolet (convertible); 2002tii (touring international injection) and the 2002 turbo.

The six cylinder BMWs were first offered in late 1969, early 1970. The 2500 was a four door 2.5 liter six cylinder sedan. BMW offered a two door six cylinder, the coupe. As with many makes, a coupe is usually a sleek limited production car. Some of the first modern coupes were the 2000CS

continued on page 22



TIRES

DIRECT FROM OUR WAREHOUSES

GREAT SAVINGS ON:

MICHELIN

GOODYEAR

STRATTON

BF Goodrich

PIRELLI

Continental

kléber

AND OTHER TOP QUALITY BRANDS!



KNOW NTW
AND YOU'LL KNOW TIRES

CONVENIENT WAREHOUSE
SALES LOCATIONS
THROUGHOUT
THE COUNTRY

FREE MOUNTING
ON MOST STANDARD WHEELS!

AREA LOCATIONS

Newington, Virginia 7890 Backlick Rd. (703) 451-7610

Springfield, Virginia 5256 Port Royal Rd. (703) 321-7811

Tysons Corner, Virginia 1524 Springhill Rd. (703) 893-4210

Fairfax, Virginia 2995 Prosperity Ave. (703) 698-7770

Alexandria, Virginia 2000 Eisenhower Ave. (703) 960-7025

Clearance Center, Alexandria, Va. (703) 960-7027

Gaithersburg, Maryland 9025 Compton Ct. (301) 948-3050

Rockville, Maryland 12174 Nebel St. (301) 881-6134

Beltville, Maryland 5640 Sunnyside (301) 441-3445

Forestville, Maryland 7701 Penn Bell Drive (301) 420-1155

Columbia, Maryland 6810 Oakhill Lane (301) 596-0880

Washington, D.C. 67 K Street S.W. (202) 554-4605



**London
Auto Services
Ltd** 7718 LEE HIGHWAY, FALLS CHURCH, VA 22042

**the
full service
shop for your
favorite car.**

We do all types of mechanical repairs, suspension repair & alignment, body, paint and rust-orations.

We know BMW's and we stand behind our work.

London Auto — a small personal shop.

Give us a call! **560-6975**

VOB **AUTO SALES**

770-6100

DATSUN — BMW — SAAB

SALES — LEASING — SERVICE — PARTS

"Much More" Service Program
"Much More" Means Lower and Exact Pricing
Before We Start
Service While-U-Wait (in most cases)
Appointments



SAAB



VOB **AUTO SALES**

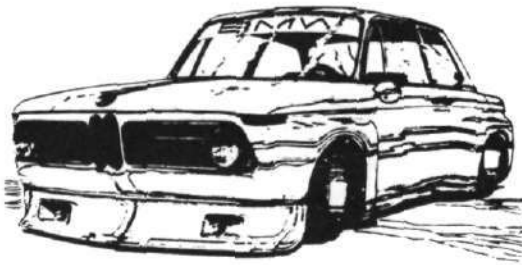
11605 Old Georgetown Rd., Rockville, Md. 20852

770-6100



NEW MEMBERS

Norman E. Ross, Jr.	1974	2002
Tonny Foo	1981	320i
Robert M. Sorbello	1982	320i
J. Robert & Susan Hummer	1982	320i
David B. Sossamon	1981	320i
John B. Carpenter	1982	320i
Susan P. & R. Thomas Ruark	1980	320i
Robert L. Bousman	1973	3.0cs
Vie J. & Gloria Jimenez	1982	320i
Michael Wellde	1972	2002
Robert S. Kashmanian	1982	320i
Fernando J. Gaitan	1972	2002
Ted Porter	1972	2002
Peter Mehlert	1973	Bauaria
Woody Hair	1979	320i
Richard W. Fischer	733i & 320s	
Theodore & Cynthia Reith	3.0cs & Bauaria	
Paul Burdock	2800cs & 2002	
Peter J. Whitmore	-	
Lionel & Roseisita Fernandez	-	
Laurus R. Newby	-	
David L. Smith	-	
Archie E. Cromer, III	-	
R. Calvin Sutliff, Jr.	-	
Michael H. Vincentry	-	
Loren Wanless	-	
Doug Battie	-	
Bob & Nadine Gatens	-	
Alan M. Porten	-	
Robert L. Roth	-	



continued from page 20

and 2000CSA. The "c" stood for coupe and the "s" for super. The "a" only applied to the automatic transmission version. BMW only produced the four cylinder coupes for three years and then introduced the six cylinder models. The 2800CS was the first six cylinder coupe which developed into the 3.0CS. BMW ceased production of the 3.0CS in 1974.

The above bits of info are just a small part of BMW's vast history. I hope to be writing more articles like this one from time to time.

David R. Foley
Coonass Courier

MEMBERSHIP APPLICATION



BMW CAR CLUB OF AMERICA, INC.

345 Harvard Street, Cambridge, MA 02138

Please accept this application for membership in the BMW Car Club of America

Name

Address

City

State

Zip

Business Telephone

Home Telephone

BMW Model

Year

Serial No.

BMW Model

Year

Serial No.

I heard about BMWCCA from:

Your check made payable to BMWCCA must accompany this application

Annual dues: **\$25.00**

NATIONAL CAPITAL CHAPTER DRIVING SCHOOL

WHERE: Summit Point Raceway, Summit Point, West Virginia

WHEN: Friday October 15, 1982 - 7:30 a.m. Tech Inspection

HOW MUCH: \$15.00 per person

COMPLETE AND MAIL THE APPLICATION FOR DRIVING AND HELPING

NAME _____ AGE _____ CLUB _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

BMW MODEL _____ MODIFICATIONS _____

PREVIOUS DRIVING SCHOOL EXPERIENCE _____

MEMBERSHIP # _____ AMOUNT ENCLOSED _____

NUMBER OF PEOPLE IN YOUR GROUP (+ you) _____ PHONE (HM) _____ (WK) _____

MAKE CHECK PAYABLE TO: NATIONAL CAPITAL CHAPTER

HELPERS URGENTLY NEEDED!!!

MAIL CHECK TO: MICHAEL D KENSLER
3306 Graham Road
Falls Church, Va 22042

I will help _____

NOW YOU CAN BUY A BMW A LITTLE CLOSER TO HOME.



At the Bavarian Motor Works, it is our contention that extraordinary performance—from both car and dealer—is the only thing that makes an expensive car worth the money.

It is not surprising, then, that the appointment of a new dealership is a rather special event.

Our goal is to provide service for BMW owners as efficient and reliable as the car itself: fast routine servicing, ample parts availability, accurate engine tuning and precise diagnosis of any impending problems.

If you are interested in a BMW, our newest dealer will be happy to arrange a thorough test drive at your convenience.

ANTON BMW

9010 Liberia Avenue
Manassas, Virginia
(Metro) 631-1966
(703) 361-5161

For The Finest In Parts & Service **CASTLE BMW**



One of the largest
BMW Dealers in the
Mid-Atlantic Area



We offer top notch factory trained BMW technicians.
We have one of the largest parts inventories in the area.
We offer 15% off on parts and labor to all BMW CCA
members. Same day shipping available.

Call our direct Washington line
621-5634
or Baltimore line
679-1500