

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



November/December 1982

der bayerische



Augustfest
Tech Tips
Rambling Ruminations
Nuts and Bolts
Coming Events

Box 685
Arlington, Va.
22216

BULK RATE
U.S. Postage
PAID
Arlington, Va.
Permit #2314

YNN30168*83*07*4
JOHN B. CARPENTER
RURAL ROUTE 2
BOX 607N
WHITE PLAINES, MD 20695

COMING EVENTS

AUGUSTFEST! November 12 7:30pm

The club will again sponsor the annual Fall dinner and meeting at Blob's Park near scenic Ft. Meade on Rt 175 near the Baltimore-Washington Parkway. Those members who have not attended in the past are missing authentic German beer & food (paid for by the club!), and the fellowship of 50 or 60 other club members. Please bring your spouse or a friend. You pay only the \$2 entry charge. Note the change in time from 8:30 to 7:30pm.

WINE & CHEESE PARTY December 3 8:00pm

Our last event of the year is the annual Wine & Cheese Party. The location is the same as last year, Grovesnor Park Apartment complex at 10500 Rockville Pike - Just north of the Beltway at the Rockville Pike, Rt 355 exit. We will be in the party room in the building farthest from the Beltway.



CHANGE OF ADDRESS

Please send this form and old mailing label to: Bill Ross, NCC
P.O. Box 685 Arlington, VA 22216

Name _____

New Address: _____

City: _____ State: _____ Zip: _____

On the Cover - Lothar Schuetter's beautiful 1938 BMW 327 Cabriolet, photographed in Potomac, Maryland

ANCIENT HUMOR

If Julius Caesar drove a BMW, would it be a DCXXXIIICSi?

John Fobian

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 Next issue: Raine Mantysalo 301-953-7294

Circulation-Bill Ross

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 - Bill Riblett
389-3075 days
549-0351

MAILING ADDRESSES

Der Bayerische National Cap Chapter
7711 Erica Lane P.O. Box 685
Laurel, Maryland 20707 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

President's Message

I'm very pleased to report that the National Capital Chapter is definitely prospering. For the last quarter, our club had the highest membership increase, both as a percentage and an actual numerical increase of all fifty chapters. Thanks go to Dave Bowers and the many dealer and repair facility membership representatives who have dropped off applications and spent time doing a little P.R. Dave still has a few positions available if you would like to recruit at your favorite BMW business.

Our fall events have been extremely successful. The September meeting at Grosvenor Park featuring a truly great presentation of the history of BMW by Lothar Schuettler had an excellent turnout. Savoring a red M-1, a 323 cabriolet, a 1938 327 and a 1939 321 were a perfect night-cap to a fine evening. The scenic fall tour to the Bavarian Inn was at capacity - Thanks to Bill Via who layed out the route, and Bill Ross who organized the Bavarian Inn lunch. We plan to have another tour next year.

Our second driving school of the year held in October had a waiting list, a testimony to Summit Point's growing popularity. Mike Kenslar organized a safe school with plenty of track time. National Capital's driving schools are becoming reknown among enthusiasts from other chapters for the amount of track time and low number of participants (40) allowed. I believe the driving schools are the heart of the club, Le raison d'etre. The first time attendees were all very enthusiastic about the positive track experience. April 30/May 1 will be our next driving school. I strongly encourage you to drive, observe, help, be a passenger in another member's BMW; i.e. come to the track!

Looking to the future, we have an evening at Blob's Park on Friday, November 12, at 7:30pm, and our annual wine and cheeses party at Grovesnor Park in Rockville on December 3 at 7:30pm. We have tried to schedule at least six months in advance to facilitate planning. February 6 will be our chapter elections. If you would be interested in running for an office or being a member at large, please call any

chapter officer. The club needs new people with new ideas in order to grow and not stagnate. I look forward to hearing from you.

A special thaks go to our newsletter editors, Bernice and Ira Winthrop. The newsletter has been improved to one of the best in BMWCCA thanks to Bernice and Ira. It has been a pleasure working with you. The club thanks you for the many hours of work and the excellent newsletter you published. We will miss you!

Gordon M. Kimpel

Editorial

Our tenure as editors of Der Bayerische has come to a close. It's been a great two years. They have been busy ones; during that time I've learned to spell bayerische, realized that a 2002 is not the only BMW, raised a litter of puppies, had a baby, shown a dog to her first obedience degree, and bought our Coupe. Several house projects and the Coupe restoration are still in the works.

There is a sense of satisfaction with what the newsletter has become - we've brought it from a flyer to a publication worthy of note (we hope). Winning the newsletter contest (or at least doing better than we did) would have put a glow in that satisfaction, but, we tried. There is some pang of regret, even when I think of the newsletters, articles and ads scattered around my den during newsletter week. However, I realize that we have brought the newsletter as far as we can. We look forward to Raine Mantysalo's editorship, and wish him luck and contributions.

Speaking of contributions, we would like to thank those of you who wrote for us. A special thank you is extended to Bill Via and Jim Ryland. They came through with articles month after month, sometimes on very short notice. If you know either of these guys please let them know how much you appreciate their efforts. They are the unsung heroes of this newsletter. Jim and Bill, please help Raine as you have us.

We are giving up our editorship, but not our support of the club, nor our many good friends. I'll miss this hassle of getting the newsletter out.

Bernice

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 IS IN THE 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

Calendar of Events

- November 12 Augustfest - Blob's Park - 7:30pm. The Club picks up the tab for dinner! Blob's is located on Rt. 175 at the Baltimore-Washington Parkway, near Ft. Meade.
- December 3 Wine & Cheese Party at Grovesnor Apartment Complex 8:00pm - 10500 Rockville Pike, Rockville, Maryland.
- January 29 Tech Session at J&F Motors 4076 S. Four Mile Run Dr. Arlington, Virginia.
- February 11 Annual Election of Officers
- March 5 Tech Session at London Auto Service in Falls Church Va. Subject: Restoration and the prevention of rust.
- April 2 Working tech session at Tischer BMW in Laurel Md. 9:30am to 12:30 pm
- April 16 Spring tour.
- April 23 Pre-inspection for Summit Point driving school at Heischman BMW, Arlington, Va.
- Apr 30-May 1 National Capital Chapter driving school at Summit Point Raceway.
- May 15 SCCA National Races at Summit Point (tentative)
- June Crab feast
- June 11 Tech session at VOB BMW in Rockville, Maryland. Subject: Bodywork
- June 19 IMSA race at Summit Point (tentative)
- July Charity event
- August 7 SCCA National races at Summit Point (tentative)
- September Fall tour
- October Octoberfest at Autoy's.
- October BMWCCA National Octoberfest in Colorado Springs.
- October Winery tour.
- October El Cheapo driving school.
- November Augustfest.
- December Wine & Cheese Party.

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.



HISTORY OF THE BMW PRESENTED
BY LOTHAR SCHUETTTLER

By Raine Mantysalo

Perhaps never before has the entrance of the Grosvenor Park Apartment Complex looked so stunning.

Three ultimate driving machines, a fire red BMW M1, a 1939 321 Cabriolet and a 1938 327, were carefully parked at the entrance

Lothar Schuettler, from VOB auto sales in Rockville, had brought these beautiful examples of BMW's past and present to compliment his presentation of the history of the Bavarian Motor Works Company.

Most of us probably never realized that the company was founded in 1916 producing airplane engines. While setting records for highclimb, the company found it necessary to also produce office furniture due to difficult economic times.

In 1922, the main production line shifted to small horizontal motorcycle engines that set numerous world records.

The first BMW car wasn't built until 1929. Twenty two years later the first BMW was produced in Bavaria. You see the previous models had been manufactured at the EMW (East German) plant which was subsequently purchased by BMW.

We want to thank Lothar for his time and continual support of the club. We all enjoyed this opportunity to hear about the historical progress of the BMW and get a close look at Lothar's collection.

And what would a meeting be without doorprizes!

Doorprize Winners

Foglights (installed)
Compl. of BMW Club
Dave Redman, 2002

Coaxial Speakers
Compl. of California Sound
Raine Mantysalo, 320i

Ash Trays
Compl. of VOB
Mike Kensler, 320i Turbo
Terry Forrest, 320i
Skip Marsh, 323i

BMWCCA Grille Badge
Max Rodriguez, 3.0CS

BMW's AUTOCROSS

Autocrossing is a fun, safe way to practice your driving skills. Saturday, September 25, about a dozen club members showed up at NSA in Fort Meade, where the Annapolis Junction Sports Car Club was holding practice runs for the next day's competition autocross.

An autocross, by the way, is one of those driving events on a large parking lot with lots of cones set up. You drive around the cones as fast as you can without hitting any. It is very safe. There's only one car on the track at a time. It is relatively easy on your car. You just burn some rubber. On this course, there was a long straight-away (about .1 mi.) some turns, a skid pad (which you hit twice), and the usual slalom.

Among the 10 BMW drivers who practiced, Cory Laws drove his '75 530i for the quickest time (1:10). The best time for a 4 cylinder BMW was 1:15 by Don Kellam in his '81 320iS. My concern was not so much my time relative to the others, but whether I improved with each run. You learn a lot about how to handle your car in a skid--better yet how to avoid a skid. The best way to make time is with smooth movements--no sliding or wheel spinning. You save time and rubber that way.

If you think you'd like to autocross regularly, contact the Annapolis Junction Club. It holds periodic autocrosses during the year.

John Hartge

FALL TOUR - Brisk Motoring and Gemutlichkeit

On September 19, 1982, an unusually clear day, 21 cars and 49 BMW fans assembled at a Fairfax parking lot for the annual Fall Tour. We departed in parade fashion but each car had been given a set of clear rally-style route instructions so any participant could stop or fall behind if desired.

Using a series of main highways and winding country roads we quickly moved west through the Virginia counties of Fairfax, Prince William, Fauquier, and Clark. All day there were many picture taking opportunities as the route passed several old mills, villages and large estates. But we didn't notice anyone stopping. We were following a white 323i Cabriolet (see der bayerische road test - Sept/Oct 82). The many compressions and irregularities on some of the roads were causing its catalytic converter to scrape bottom, sometimes with a shower of sparks. The driver, Henry Marsh, told us later that there was no other place to locate the evil device. We are not aware that any other car had such a problem.

After 65 miles the tour paused for a quick pit stop in Berryville, Va. A Shell station operator told us that a BMW with Colorado tags had stopped there about 20 minutes earlier and asked directions to Shepherdstown, W. Va. Never found out if he was supposed to be with us or not.

Heading north into West Virginia our tour was divided into several smaller groups by the traffic lights in Charlestown. Several miles north of the Charlestown Race Track our route turned left onto W.Va. Rt. 230 towards Shepherdstown. There is no doubt that this road was laid out by the same engineer that did The Grizzly roller coaster at Kings Dominion. The difference being he had 9 miles to work with here. A hot-rodded Plymouth Duster pulled onto the road behind our group and gave a valiant but unsuccessful effort to keep up. Surely he is wondering how those little foreign sedans with two Edsel grills were able to negotiate those dips and curves with such apparent ease. At the lunch stop we overheard Bruce Baicar, who was driving an obscenely red Porsche 944, congratulate Joan Nichols for exhibiting such bravado in leading a group through this section in her 2002.

Shepherdstown gave our adrenalin pumps and shocks a chance to rest. After 91 miles we had reached our lunch stop - The Bavarian Inn. Owned by Erwin Asam, a native of Munich, the Inn consists of a magnificent gray stone mansion featuring a large dining room with Alpine hunting lodge decor and a huge stone fireplace. Adjacent are the Inn's new guest quarters - 3 large Alpine style chalets with beamed ceilings, furniture made by local craftsmen and whirlpool baths. The entire complex sits on a high bluff overlooking a steep-sided valley and the upper Potomac River. By a fortunate coincidence, September 19 marked the Inn's annual Oktoberfest. The entire grounds were turned into an Old World fair with German band, cankers, arts and crafts sales stalls and balloons for the kids.

Our lunch included bratwurst, weisswurst, knockwurst, roasted chicken and port, sauerkraut, German potato salad and breads, complimented by a choice of imported beers - and all free to tour participants!! We were able to eat with a minimum of hassle despite the large crowd and many on the tour decided to linger at the outdoor dance floor to soak in the gemutlichkeit.

The route home included a 13 mile long roller coaster that started in Sharpsburg, Md. and ended along the Maryland side of the Potomac across from Harpers Ferry. For any rallymasters who care to know - its name is Harpers Ferry Road. Fifty eight miles from the Bavarian Inn the tour exited Rt. 28 onto Interstate 270 just north of the Beltway in Montgomery County and most were home in time to see the Redskin game.

This was the first club event in which we have participated and we must admit that we were wary that a non-competitive drive through the country might not be much fun after running in several rallies. We found that the route and pace were interesting and the entire event well planned and worth our \$25.00 annual membership fee. It is hard to understand now why a club with approximately 700 members would have a turnout of only 21 cars for such a fun time. Our congratulations go to Bill Via for his planning and 900 miles of route checking, and to Bill Ross for his arrangements at the Bavarian Inn.

Woody & Marylee Hair



Quality BMW Parts & Accessories

4952 Wyaconda Road, Rockville, Maryland 20852
Supporting BMWCCA and National Capital Chapter since 1975

From points, plugs and oil filters to total suspension conversions, Autoy has always tried to offer only the finest quality items at fair prices, backed up with service and knowledgeable advice and personal assistance. "Low ball" prices lose their appeal when customer service, spare parts, warrantee support and consistent quality are non-existent. You, as a satisfied customer, are our greatest asset and we'll never forget it. When calling or visiting Autoy please let us know you are a BMWCCA member.

NEW ITEMS AT GREAT PRICES

ZENDER - Functional and attractive German ABS air dams.
GMP - New polyurethane impact resistant German air dams.

Autoy Inc. 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.

**EXTRA DISCOUNTS ON:
ALL MARCHAL HEADLAMPS
AND AUXILIARY LIGHTS**
468-4850
10am - 7pm M-F
10am - 5pm
Saturdays

RAMBLING RUMINATIONS

Excelsior - A Wall Street Journal column on U. S. sales of imported cars for the first eight months of 1982 shows that BMW sold 33,426 vehicles during the period, for an increase of 15.7% over the comparable 1981 period. Saab experienced a more impressive increase of 27.9%, but its sales for the period were a considerably lower 12,137. The point is that BMW continues to flourish in the U. S. market despite its hefty prices and despite its failure to offer here the much desired 323i or, now, even a two-litre three-series car. Anent this, I received from The Conference Board (N. Y.) a pamphlet announcing "The 1982 Marketing Conference" that lists the Corporate Sales & Management Training Manager for BMW NA as a participant on a panel to discuss "Sustaining Selling Enthusiasm", which is billed as "Pointers from seasoned practitioners on ways to develop and maintain a highly motivated sales team." Does this constitute a clue as to where the emphasis lies at present in BMW's thinking regarding the U. S. market?

Cautionary dissent - Meanwhile, clearly unmoved by BMW's advertising hyperbole about "legendary" this and that, an Autoweek writer, in the issue of October 4, compares the 528e to the Datsun Maxima (both 5-speed manual types) in an article that praises the Maxima but that is bitterly critical of the 528e and of BMW management for importing such non-BMWs into the U. S. The author cautions that the new three-series sedan due here in 1983 might be in the same bland mold as the 528e. Notably, the criticism of the 528e is not confined to its lack of power and excess of price, but includes handling, braking and shift linkage, as well.

Deutschland prices - Not long ago, thumbing through a borrowed copy of Auto Motor und Sport, I observed that in Germany the base price of a 318i (our 320i) converted to about \$8000, and that the base price of a 323i calculated out to approximately \$10,000.

Hippity-zap - Volkswagen will soon offer an American Rabbit version of the European Golf GTi. With 90hp, 20hp less than the Fatherland edition, the U. S. model is said to hop from rest to 60 mph in well under 10 seconds and to have a top speed of about 108 mph. Now, if VW can get the quality of its American assembled cars up to snuff, it might just sell a bunch of these hot bunnies here. The move to market this car at least suggests that some manufacturers

have not entirely lost sight of the fact that there is in the U. S. a demand for good performing automobiles that extends across the price spectrum.

Disgruntled - This reminds me that I recently met a young man who sells VWs, but who owns a 1.8 litre three-series BMW and wishes that he didn't. According to him, he longed for a BMW as a teenager, but now that he owns one, he finds it over-rated, overpriced and a general disappointment. He especially complained about the performance lack and the loss he is sustaining in depreciation--BMW's advertising claims to the contrary notwithstanding.

What? - If you read the automobile classified ads with any frequency you are bound to see a few that are rather curious. For example, I recently saw an ad offering a "BMEW", the mention of which invariably elicits some form of "kitty-car" comment. Another ad touted the car's "mice leather seats". There is no doubt that they are labor intensive and therefore costly to produce, but how do they look and wear, and would they be appropriate for a BMEW? (Sorry about that.)

Remembrance - In August, while playing along the shore, I took time out to meander over to Atlantic BMW in Virginia Beach and visit with the manager of that establishment, Jim Atwell, late of Heishman BMW, who sold me my 530i and who still occasionally wears screamingly loud plaid trousers. Many of you may remember that he once gave our chapter a highly entertaining account of his participation, together with Chick Stanton, in the Cannonball Baker Memorial Sea-to-Shining-Sea Trophy Race, in which they piloted a Porsche 911. He sends greetings to his friends here. I cautioned him again that he should stop wearing curb feelers on his sneakers--a dead giveaway, for sure.

Bill Via

The New Car (Or)deal

There is a certain sales mentality at loose in the world which leaves one in absolute wonder at the darkness of the current dark age. We're talking about a world wherein a shoe salesman who does not have the shoe you like in your size 10, proudly announces he has found you a pair in a ~~size~~ 6 1/2, and will be outraged if you don't buy it. It's as if the salesman, the customer, and the product ~~were~~ three totally unrelated factors in a single transaction. There is no better example of this phenomenon than in today's world of new car sales.

Believe me, things are rough. If you don't think so, go look at new cars. It's an ordeal from beginning to end. What used to be a pleasant and exciting experience—buying a new car—is now like trying to put a pair of pajamas on a cheetah.

From the word go, it's tough. You walk into the showroom to get some literature. You are intercepted two steps inside the door by an object traveling at the speed of an Exocet missile in a plaid sportcoat and checkered pants. He says "I can offer you this deal today only, only if you are ready to buy now, today, right now, how much can you put down"?

You recognize the guy. He's the one who sold vacuum cleaners to Blondie Bumstead in 1939. You're somewhat taken off guard, but politely explain, "Well, I just want to get some literature....."

"You can't drive literature, pal. Get with it. Make a deal! I've got what you want, huh?" He holds his ground with one leg extended between you and the literature rack.

"Well, no, I'm just looking....."

"Looking? Looking? You're taking up my time—looking? Hey, I'm trying to make a living here pal, so let's sit down and talk. Neither one of us wants trouble right? So what are you looking for?"

You really try, "OK, I want certain things on the car and there are certain things that I don't want."

He stops you. "Just tell me what you want, I'll write it down here on this pad".

"OK, but there are things I don't want which are just as important" you explain.

He is adamant. "Look pal, you tell me exactly what you want, nothing more, and I'll write it down, and we'll get it, and I won't have to call the sales manager and get him all stirred up, OK?"

You try cool logic. "If you get me a car that has everything I want and one little itty bitsy thing I don't want, I won't buy it."

"OK." He graciously accommodates you. "What is it you don't want?" he asks putting his pad away and inserting a finger in each ear.

"I don't want polyglycoat" you announce.

He begins a slow rolling chuckle, shakes his head, and gives you one of those you-poor-stupid-misinformed-sap looks. "You know", he says thoughtfully, "it's hard to believe anyone could be as foolish as you. This polycoat stuff is the greatest thing since sliced bread—anyone will back me up on that. Hell, I use it on my own car, what's the matter with you?"

Unintimidated, you reply, "I've read that the stuff is not good for the paint over the long run, and it's impossible to get it off if you need to repaint. Many experts advise against it."

"Is it the \$425.00 that's bothering you, pal? We can work something out OK? Look, I can get four people over here right now to tell you how off base you are—call my wife if you want to. Why do you want to start trouble over something you don't know anything about?" He smiles. "What else DON'T you want?"

"I don't want sport stripes."

He's ready for you. "Why would you want to buy a sharp car like this with no sport stripes? Everybody wants these things, pal! Do you want people to think you're some kind of a nerd who's not with it?"

"I'm not a sport, and the car I'm buying is not a sports car, it's a stylish sophisticated sedan, and I like to think I'm capable of an original thought. Everything in the United States now comes with sport stripes on it - even my ~~grandmother's~~ toaster. I just don't want them, OK?"

He looks you right in the eye. It's clear ~~that~~ that this ~~is~~ is going to be a fight to the finish and no prisoners will be taken. "I'll go out side and peel the stripes off with my own hands", he says slowly without moving his lips. "Anything else you don't want?"

"Air".

He goes for the .38 in his shoulder holster. You've already moved for your .45 and are backing out the showroom doors exchanging gunfire. The sales manager and lot boy try to pin you down with heavy crossfire as you break for the car. To hell with the literature! The salesman, now out of bullets, runs along side your car as you squeal away and deftly throws you one of his cards through the open window.

"Deal PUNK!"

In a day or two you'll get a call from this guy saying he's found you a nice car with sport stripes and air and can give you a great deal if you can get in before Friday. I don't know, maybe there's something in the water.

Jim Ryland

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
- Free Consultation For Your System Needs
- Warranty Repair And Service
- Free Estimates

VISA
MASTER
CHOICE

5552 Randolph Rd.
Rockville, Md.
881-9290

15920 Luanne Dr.
Gaithersburg, Md.
963-3909

Below are some experiences and recommendations from nine years of BMW ownership in the D.C. area.

I've had great service at Precision BMW in Frederick, Maryland. Rick Price, Chris Bavis and staff, are knowledgeable, honest and a delight to work with, well worth the drive.

A&F in Arlington, Va. is a quality repair facility, very relaxed as is Precision. I like the smallness and personal attention that Joe Anderson and Gordon Fletcher give to each customer.

Also in Arlington, Va. is Heischman BMW, a long time supporter of our club. Waiting times of 2-3 weeks testify to this dealerships' popularity. Donnie, the service advisor, will always do his best to fit you in for emergency work.

Terry Luxford's quality car services is moving to a new location in the Rockville area. Bill Loftin recommends Terry's work highly.

VOB has excellent relations with the factory in representing their customers. Ziggy's team is especially skillful. Bill Ross recommends them highly.

London Auto Service in Falls Church has satisfied many members with their mechanical and restorative expertise. Owner Tom Baruch is a person I plan to deal with

when the time comes.

The best paint person I have found (and this is confirmed by several other particular members) is Gene Kehl, owner of (believe it or not) Shade Tree Auto Body in Mt. Airy, Maryland (301) 831-9675.

Wagonworks, located south of Heischman on Route 1 continues to be a good auto body repair shop for BMW's, Porsche, and Mercedes.

My stereo recommendation is Voyager Sound in Rockville, Md. Over the years (and cars) I've dealt with most of the major auto stereo shops and none can match Voyager as far as knowledge, long term quality products and workmanship. Give Paul or Rob a call.

These observations are based partly on my personal experiences and partly on member recommendations. Please remember that experiences can vary from member to member, and that shop personnel do frequently change employers.

The club is planning a survey of service facilities in the near future, and seeks ideas from members to make this survey as useful as possible to the membership.

Gordon Kimpel

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)

Richard A. Hinson Musings

Nine states down, 41 to go. It started in Tennessee in 1978. That was the first state to pass a child safety law. It calls for children younger than four to be "properly secured" while riding in a motor vehicle. Specifically, infants under age one must be buckled into a federally approved child safety seat. *Children between one and four must be buckled into a federally approved safety seat if they ride in the front seat of a vehicle. As back seat passengers, they may be secured by existing seat belts or a special safety seat.*

As of April 1, Michigan joined Rhode Island, West Virginia, Kansas, New York, North Carolina, Minnesota, Massachusetts and Tennessee in an effort to reduce the children's death toll. In 1980, the most recent year by which numbers are available, 810 kids under the age of five were killed in the states when the cars they were riding in crashed. In addition to the 810 killed, over 10,000 were injured. The National Safety Council says that car accidents are the number one killer of kids. That's 10 times the number killed by measles, mumps, diphtheria, whooping cough, German measles, tetanus and polio, seven diseases for which there are immunizations.

The proper safety restraints can cut the numbers in half, according to Alan Hoskins of the National Safety Council, and can reduce the threat of injury by 80 percent and the possibility of death by 90 percent. Only one of the children killed on Tennessee's roads last year was in a safety seat, and that child was in a non-survivable accident. A small car that was crushed between two tractor-trailer rigs.

That means the gentle picture of the new mom being wheeled to the curb from the hospital lobby with the newborn in her arms where the proud nervous father waits with the car will be changing. No longer will the smiling nurse place the infant in mom's loving arms for the trip home. Now that baby will need to ride in an

approved seat or be faced with a fine.

The legislators already know the standard excuses for not putting the children into safety seats: The baby is too young to ride in a car seat; children don't like car seats; they're too active and the seats too confining; children could be trapped in the car during an accident; seats cost too much for the length of time used; parents are good drivers, just look at my spotless driving record.

The American Academy of Pediatrics has a new campaign on "First Ride—Safe Ride" to educate parents about the need to put newborns into safety seats from their very first car ride. They indicate that if they're introduced early, there are less objections as they grow up. Then there's the example of the parents that has to be established and reinforced.

The argument put forth about being a safe driver evaporates when it is shown that most fatalities of children occur when another car hits the one they're in.

There are about 25 approved models of children's car seats on the market. Some are designed for infants under a year only, others for toddlers. The majority, about 15 models, convert from infant to toddler's use. All seats manufactured after Jan. 1, 1981, must meet federal standards for crashworthiness and the words "dynamically tested" should appear on factory cartons. Prices range from \$25 to about \$75.

Granted, all this is a back-door approach to getting adult drivers in the habit of wearing a safety belt. For it to work properly, the example has to be set by the parents. 'Do as I say not as I do' is a rather weak substitute. But then I've climbed on the seat-belt soap box before and been accused of being a right winger, left winger, pinko, even in bed with the seat belt manufacturers. None of it really, it's just that the damn thing works. It saves lives. It's a simple step to take to protect yourself and your passengers. Fortunately, the newer belts are more

comfortable and convenient to use. Personal costs and societal costs are reduced significantly if the percentage of use increases.

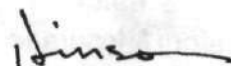
Since I've touched on subjects that make us all rather uncomfortable, let me fill you in on how the progress of MADD (Mothers Against Drunken Drivers) is going. New York and California have recently enacted tough laws against drunk drivers. New York requires first offenders to lose their licenses for six months and allows judges to impose up to a year in jail. In California, first offenders must serve at least two days in jail and there are stiff penalties for repeated offenses and for drunk drivers involved in personal injury accidents.

In Oakland County, here in Michigan, alcohol enforcement teams made up of police and deputies have been concentrating on areas where drunken driving is most likely to occur and are especially active during holiday seasons. Arrests are up sharply.

Alcohol-related accidents dropped by 1,041 during 1980 in Oakland County. The direct cost for accidents for the same year was \$4.5 million below that of the previous year.

The premise of MADD is that the certainty of arrest is the most important deterrent to drunk driving. Even those pillars of the community who used to get off are now feeling the sting of certain punishment. A physician recently drew a week in jail, and a prominent businessman served two weeks.

A serious effort is being made and it appears to pay off when it continues to be enforced.



AutoWeek May 10, 1982

VIRGINIA GRAPES

The third annual fall wine tour in the middle of Virginia's Horse and Hunt Country appears to have been quite successful. A caravan of 16 BMW's representing changes, trends and improvements since 1958 departed from Dulles Airport on Sunday morning, October 10, and headed west towards Myredth Vineyards. The group was dominated by 320i and 320is's, for a total of eight. Gordon drove his 530i and Bill Ross his 733i. Three 2002's made the trip and a forth met us at the winery. The remainder of the group were the vintage - that being a 3.0CS, Ira's 2800CS, and Lothar Schuettler's 502.

The winery is actually a very small facility which operates out of one building on two levels. The tour guide discussed the process of making wine from picking to bottling and the techniques used to obtain flavor and color.

Did you know - you can make white wine from red grapes but you cannot make red wine from white grapes?

At the conclusion of the tour six different wines were tasted, four white and two red. One of the white wines was grown locally but at another vineyard.

Even though this is my second visit to Merydth and I am not a connoisseur, by any means, I have yet to find a wine that they produce that I particularly enjoy.

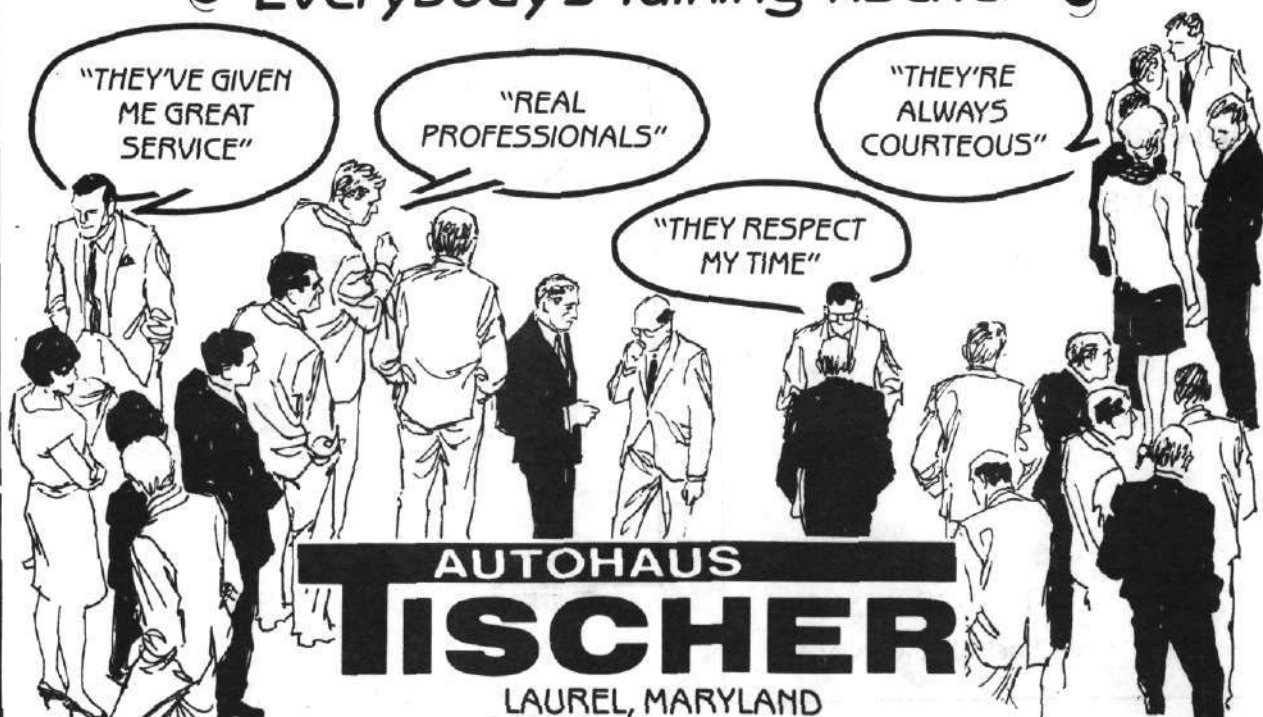
After the tour we were turned loose on one of the most exquisite views available within 60 minutes of the White House for a BYO picnic. Mother Nature was starting her windy winter tricks so no one lasted more than an hour. Yet another wine tasting party was organized for the end of the month in Bethesda... I did not know that grapes are grown in Montgomery County too.

In spite of the weather and the \$2.00 charge, it was truly a successful event. Hopefully this will continue to be a well attended event, so mark your calendar for a Sunday next October. I'll take the responsibility of organizing next year's event, at perhaps, one of their competitors. We may end up in New York State. Until then, remember to sniff the cork!!

Dave Bowers

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

Tech Tips

PERSONALIZED PLATE ROSTER

With personalized license plates now available in Virginia as well as Maryland and D.C., the compilation of a roster of local member's personalized plates would make interesting reading in a future issue of Der Bayerische. Members who wish to contribute need only write or call me with their name, year, model, plate number and state.

John Fobian
5510 Kings Park Drive
Springfield, VA 22151
323-6564 (Home)
222-6218 (Work)

If you are interested in purchasing a fire extinguisher as described in the October ROUNDEL, call:

Dave Dunmire
565-2970 w
933-3257 h

FIX IT

Everybody out there who owns a 320i with air conditioning had better pay attention. Run out right now and check if your lower radiator hose is chafing against the compressor. I had read about this in several other BMW club newsletters and, sure enough, when I checked mine the hose was rubbing against the edge of the compressor. In fact, the hose was about eaten through! Replacing the hose takes about 10 minutes. If your hose isn't worn too badly, try jockeying it around either connection to keep it from rubbing against the compressor. It seems easier to try to get more of the hose on the connection to the radiator, thus freeing the entire hose from contacting the compressor. It seems like a little thing, I realize, but nobody wants a busted hose in West Timbuctu on a vacation trip. By the way, you are carrying replacement hoses in your emergency kit, aren't you?

Windy City Chapter

Terry & Neil's
Quality Car Service, Ltd.

Service
Restoration
Modification

*only BMWs
only by appointment*

(301)340-8BMW
210 N. Stone Street, Rockville, Maryland

BMW

OF FAIRFAX

Va. New Car Dir. 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

Expanded NHTSA Hot Line Program a Success

A caller from Montana asked for information on automobile fuel economy ratings and automobile crash tests. A request from California was for information on child safety seats, while vehicle maintenance was on the mind of a caller from Louisiana.

In each case, and in thousands of others, callers from all parts of the country were taking advantage of a new consumer tool implemented by the Department of Transportation, an expanded toll-free telephone service that allowed them to ask for a wealth of consumer and safety related information about automobiles.

The program, managed by the Department's National Highway Traffic Safety Administration, successfully handled nearly 42,000 calls since its expansion three months ago. the Hotline averages 650 consumer calls per day, and has serviced as many as 1,700 in one day. NHTSA staff members routinely meet

requests for consumer information within 24 hours of receiving an order for brochures and publications.

The Hotline program is one of several efforts by NHTSA designed to better inform motorists of auto safety facts. On April 13, the White House announced the official kickoff of two major programs to deal with the public health problem of traffic accidents, deaths and injuries. One program is aimed at finding solutions to the drunk driving menace and the other is geared to preventing injuries and saving lives by increasing safety belt use.

The Hotline permits consumers to call free for safety-related recall information about automobiles, as well as general auto safety information.

A single telephone call can bring information on auto recalls, fuel economy ratings, crash tests results, uniform tire quality grading ratings, bibliographies identifying magazine articles on specific makes and models of various cars, the costs of operating various vehicles, and a listing of various publications consumers can order from NHTSA.

BOSTON BIMMER

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

VREDESTEIN

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.



10% DISCOUNT
TO ALL BMWCCA MEMBERS



Size	Price	F.E.T.
165/70SR13	47.95	150
175/70SR13	53.50	190
185/70SR13	57.95	213
195/70SR13	62.50	218
185/70SR14	61.95	226
195/70SR14	66.95	240
205/70SR14	72.50	270
185/70SR15	74.50	255
205/70SR15	78.00	305

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

Radial Tire Co.

9101 Brookville Road 951(C) North Frederick Avenue
SILVER SPRING, MD GAITHERSBURG, MD
(conveniently located next to Montgomery Village)

585-2740 or 585-2730 948-9400

HOMEMADE WINDSHIELD WASHER FLUID

MIX 7 PINTS OF WATER, 1 PINT ISOPROPAL ALCOHOL AND 1 TABLESPOON OF HOUSEHOLD DETERGENT AND BLUE FOOD COLORING (MAKES IT EASY TO SEE THE LEVEL IN THE RESERVOIR) AND YOU HAVE WUNDERCLEANER.

(REPRINT FROM TARHEEL CHAPTER NEWSLETTER)

1980-83 320i Stumbling-Stalling - When first starting your 1800cc 320i, do you encounter hard starting, poor running or stalling. If the problem clears up after a minute or so, or is not encountered when the car is started warm, your problem may be in the control pressure (or "warm-up") regulator.

This device, as its name implies, controls the fuel pressure to the fuel distributor. When this pressure is too high, the sensor plate is unable to move as freely as necessary for proper running during warm-up. The regulator's bi-metallic spring is electrically heated to cause an increase in pressure as the engine warms up. In some cases, the cold pressure is set too high and the problem is severe. In most cases a bit of trouble is encountered primarily when attempting to drive-off cold or attempting to "clear the engine's throat" when first starting.

BMW has had to recertify the 320i with a different regulator setting to eliminate the problem, however old regulators can be adjusted. The new values are listed in a bulletin to all BMW dealers. As special gauges to measure pressures are required as well as a skilled touch for the fine adjustment of the regulator, the procedure in most cases is not for owners to tackle themselves. Good news is the adjustment will take less than an hour and requires no parts, however, it must be done on a cold engine. If this sounds like your problem, why settle for less than the ultimate.

Blue Ridge Chapter.

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

5301 MODIFICATION: Those of you who have not been notified of this factory modification should take it upon yourselves to see that this gets done. It is a very serious problem. There is a suction tube hanging down to the bottom of the engine compartment from the air cleaner. This tube is meant to suck air. However, it will suck anything that it comes into contact with on the end, especially water. To prevent water from being sucked into the air cleaner, drill two or three holes near the top of the tube. This will eliminate the suction at the base of the tube should it ever be completely immersed in water. To test whether yours has already been modified (besides examining the tube), place your palm over the end of the tube with the engine running. If the engine stalls or drops very noticeably in engine idle speed, it probably has not been modified. If it has, there should be little or no effect. There have been warranty claims from completely destroyed engines.

Boston Bimmer

VACUUM LEAKS: Fuel injected cars are very sensitive to vacuum leaks. 3 and 5 series cars will idle erratically and can be very hard to start if the dip stick is not pushed in all the way or if the oil filler cap is loose or has a defective gasket.

C. Hoadley, Sandlapper Chap.

Repair Service - Having trouble with VDO instrument panel gauges, speedometer, clock, etc.? Here's a story with a happy ending. The speedometer stopped working on my '74 2002. After much searching, I discovered a repair facility in Virginia. The defective unit was sent to them and 10 days later I received the repaired speedometer c.o.d. UPS for a cost of \$21.26. However, in a few days the unit stopped working again. Back to Virginia. In eight days, I received a completely rebuilt speedometer at NO CHARGE. This service is recommended and is available from:

VDO-ARGO Instruments, Inc.
980 Brooke Rd.
Winchester, VA 22601

This beats a repair estimate of + \$100 and six-eight week delivery from the local source (New Orleans) source.

H. J. Hinrichs
Bayou Chapter

NON-STARTING "POPEMOBILE" - If, for no apparent reason, your 5, 6, or 7 series car doesn't want to start, open the glove box and make certain that the plug to the electronic brain (above the glove box compartment) is not loose. If the compartment is full, as mine usually is, closing it can jar the plug loose. If it's loose, the car will not start.

New Jersey Bulletin

OIL PRESSURE WARNING: Too late, few owners realize that the BMW oil pressure sender will not tell the the oil pressure light to light until 5 pounds per square inch. The same oil pressure sender is also the source of many an oil leak when the plastic housing cracks. But for less than \$10, you can install an oil pressure sending unit from Stewart-Warner that will trigger the oil pressure warning light at 15 PSI. First, obtain a Stewart-Warner 364K oil pressure sending unit and the S-W 366ST metric adapter kit. Locate the original oil pressure sender (next to the distributor on 4-cylinder cars) and clean its surroundings before removing. Select the S-W adapter that has the same diameter and number of threads as the original. Thread the S-W 364K sender into the selected adapter and install the assembly in the original receptacle. Lastly, reinstall the sender wire. You will need to snip off the original female terminal and crimp on a suitable terminal.

Author Unknown
Central Florida Chapter

SAVE YOUR HEAD! - Have you a "six" that wants to decapitate you with its open hood? Mine used to close involuntarily, before Carlos Perez from BMW Haus told me of his "cure." With the hood propped open, drill a hole through both pieces of the hood struts, just by the hinge pin. A small bolt placed through the holes will keep the hood safely open. Keep the bolts in the shock tower wells for convenience.

K. E. Cooksey
Palm Tree/Everglades Chapters



DIRECT FROM
OUR WAREHOUSES

GREAT SAVINGS ON:

MICHELIN

GOODYEAR

STRATTON

BF Goodrich

PIRELLI

Continental

kléber

AND OTHER TOP QUALITY
BRANDS!



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 Compent Ct (301) 945-3050
Rockville, Maryland 12174 Nebel St (301) 881-6134
Beltsville, Maryland 5640 Sunnyside (301) 441-3445
Forestville, Maryland 7701 Penn Belt Drive (301) 420-1155
Columbia, Maryland 6810 Dakhall Lane (301) 596-0880
Washington, D.C. 67 K Street S.W. (202) 554-4605



KNOW NTW...
AND YOU'LL KNOW TIRES

CONVENIENT WAREHOUSE
SALES LOCATIONS
THROUGHOUT
THE COUNTRY

FREE MOUNTING
ON MOST STANDARD WHEELS!



**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

Seu & Daniel Lim	1982	320i
Rosewita & Lionel Fernandez	-	-
W. Terry Forrest	1980	320i
Donald A. Miller	1969	2500
Max T. Rodriguez	1972	3.0cs
Elise M. Paylan	1981	320i
John H. Nilon	1983	320s
Chris Fitzgerald	1978	320i
Jacqueline & Walter Smith	1974	Bavaria
Henry Chajet	1982	320i
David W. Isenberg, Jr.	1980	320i
Paul Gentile	1982	320i
J. Michael O'Connell III	-	-
Jim Barker	1981	320i
Scott Paul	1972	2002
Chris Halloran	1975	2002
R. W. Moore, Jr.	1982	633csi
Brad Katcher	1975	2002
Bruce Yaffe	1976	2002
C. Lacey Compton, Jr.	1982	528e
Leonard & Kimberly Shaefer	1981	320i
Tom Wilson	1976	2002
Robert D. Swank	1982	320i
Michael P. McConnell	1982	320i
Gail & Deaso Merenyi	1983	320i
Raplh W. Kettell	1981	320i
Thomas F. McCarthy	1979	320i
Kirk & Linda Wayne	1980	320i
Michael Jackson	1983	320i
Emily T. Deines	1980	320i
Barry Genderson	1982	633csi
Ronald V. Downing	1980	320i
William R. Beall	1982	528e
William & Judith Ullrich	1981	320i
David J. James, Jr.	1969	1600
Cloud & Frances Pawtowski	1982	633csi
Alan & Cynthia Bolden	1975	2002
Michael H. Platt	1979	320i
C. Bernard & Martha Barfoot	1982	320i
Jerry & Gundel Huffman	1976	530i
Timothy & Mary Alice Bowers	1980-528i	1980-320s
Steven & Bonnie Alterwitz	1979-320i	1976-2002
John & Janice Henry	1973-3.0s	1972-2002
Taehyun & Jungsook Kim	1979-733i	1970-2500
Tad Heinz	1967	2000cs
Richard & Barbara Little	1978	320i
Mike Turner	1972	2002tii
Del Harrod	1971	2800s
Stephen & Phyllis Bachand	1982	528e
Diana W. Hodge	1977	320i
Jeffrey D. Wiese	1974	2002
Everton G. Murray	1978	320i
Steve & Peggy Shearer	1981	320i
John Kolotos	1975	2002
Edgar P. Sollers	1983	320i
Charles & Patricia Galloway	1980	320i
Brian R. Eardley	1983	320i
Louis & Mary Fedak	1982	320i
Michael Karal	1982	733i
Bruce & Dinah McElfresh	-	-
Edward & Mary Clare Burtenshaw	1976	2002
Joseph E. Jenkins	1982	528e
J. R. Porter	1982	528e
Michael J. Koymans	1980	320i
Bernard W. Chlop, Jr.	1982	320s
Charles M. Rhode	1982	320i
Diane Marcus	-	-
E. A. Martenson	-	-
David Iocolano	-	-
Lewis L. Leake, Jr.	-	-
Jeffery T. Noblet	-	-
Marten Olsen	-	-
Charles A. McInnes	-	-
David Hisey	-	-
Ric Cavallero	-	-
John A. Menefee	-	-
Barry Weinberg	-	-
Thomas E. Brown	-	-
Richard C. Lesak	-	-
Robert L. Jenkins	-	-
Craig Sablosky	-	-
John H. Makin	-	-
Angela Recker	-	-
Dalton Potter	-	-
David Jones	-	-
Rick & Rose Leonard	-	-

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**

Classified Ads

WANTED Three spoke BMW sport steering wheel- similar to wheel that is included with the 'S' package.
Ira Winthrop (202)275-6766 days (301)249-5813 evenings

FOR SALE Steel wheels: (5) 5 1/2" X 13" steel wheels from 1973 2002tii with fair condition Michelin Xas tires. Also two hubcaps for sale. Wi-l deliver in area. Make offer, I need the room!
Gary Brown (202)554-5467 evenings; (202)737-1234 ext 1260 days

FOR SALE Urefex air dam for front of 1977-79 320i. New; never used, retails for \$100. First \$75 takes it.
Mike Bowers (202)676-3987 days, (703)979-8941 evening

FOR SALE One pair magnesium alloy wheels (British made). Perfect for your 2002. Center piece and free balancing (at VOB) included. Real sporty. \$150.00
Terry Forrest (382-5680 days, 526-3916 evenings

FOR SALE 1981 BMW 320i Black w/yellow & red pinstripes w/black velour. Always garaged. Extra sharp looking. 5 spd. Luxus pkg: A/C sunroof, fog lights, Cocos, wind deflector, AM/FM digital stereo cassette, \$500 in new Eagle NCT's on factory alloys. Purchase of used 733i forces sale. \$12,900.
Dr. Smith (703)361-9107 days, (Metro 631,0455), (703)369-6787 eve.

FOR SALE 1973 BMW 3.0S. VIN 3134514. Dark green with tan leather interior. 4-speed, entire drivetrain except rear end renewed 20K miles ago, including new head and clutch. Webers (JAM kit), Bilstein struts, 22mm front sway bar, QI quads, 530i steering wheel, 5 factory five-spoke alloy wheels with Vredestein 205/70-14 tires, new exhaust, renewed brake system. Kenwood digital AM-FM stereo cassette, Hirshmann power antenna. Body has 89K miles. Asking \$5900.
Michael Greenbaum, (703) 892-4300, days; (703) 532-4164, eves and weekends.

For Sale: 1982 528E VIN 7954086. Black exterior, parchment leatherette interior. 5-speed gear box, limited slip differential, sunroof, A/C, Blaupunkt Bremen digital AM/FM/LW Dolby autoreverse cassette, central locking system, cruise control, electric window lifters, head rests for rear passengers, factory floor mats. The car has 2500 miles of careful break-in driving. Reason for selling: want to buy a 535.
\$ 22.000 or best offer. Call (301) 869-5603 evenings.

1977 530i VIN5071028. Black exterior, cloth beige interior, 4-speed transmission, Korman sway bars, Billstein shocks, Stahl headers desmogged, A/C. Blaupunkt autoreverse cassette, AM/FM radio. 60.000 miles. The car is in excellent condition.
\$ 9.000 or best offer. Call (301) 869-5603, evenings.

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