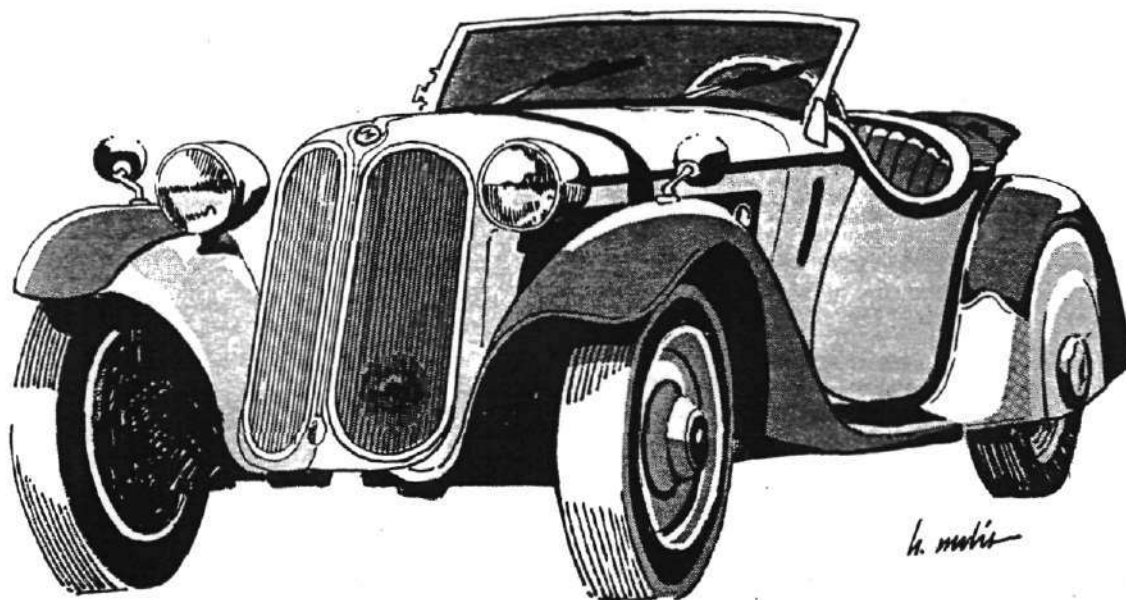


NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



AUGUST/SEPTEMBER 1981

der bayerische



1935 B.M.W. 315-1 1/2 litre

INSIDE

Calendar of Events
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Club Store

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Next Meeting

The National Capital Chapter will host the next club meeting at Car Stereo Systems, 7263 Arlington Blvd., Falls Church, Virginia on September 17th at 7:30 pm. Directions from Beltway: Route 50 off 495 into D.C., approximately 2 miles in at Lohmans Plaza.

Topic will be the care and feeding of car stereo systems.

ON THE COVER

This month's cover illustration originally appeared as the February 1972 Roundel cover.

▶ Advertising a car related product or service in Der Bayerische may be the best, most selective ad-bargain anywhere. You can reach almost 600 BMW owners. Contact Gordon Kimpel for charges and details.

▶ YOU are the staff of Der Bayerische. Please write for it. Anything to do with the car, from wax to transmissions, service problems or solutions. Articles sent to the editors by the 15th of the month will be printed in the next issue.

▶ Sell, Swap and Trade, the classified ad section is open and free to all members. Send legible copy to the editors by the 15th of the month. Include name and membership number. Non-members are encouraged to advertise. Contact Gordon Kimpel for rates.

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President's Message

Well the Atlantic Zone Congress was held the last weekend in July here in our chapter and I can report a huge success. National officers and delegates from most of the chapters on the East Coast were present. The hospitality suite supplied by our chapter seem to have gone over well and the business meetings were certainly lively. The Saturday night banquet was enjoyed by most and those members of our chapter that attended had a chance to meet a lot of other members from distant parts. No one in our chapter had to put out too much work. The next time something like this comes up, think about attending or helping out.

On August 9th the club had a corral at Summit Point Racetrack for the SCCA summer nationals. There was a lot of good racing to watch including three BMW's in the GT2 race. Jim Harrison from Annapolis drove the Genderson 2002 and Ray Korman had his new and beautifully prepared 320i running. Alas it was not to be a BMW race as Tom Howen of Berlin BMW in Charlottesville drove a Datsun to victory. We can only hope that Tom will see the error of his ways and switch to BMW soon. In the Show Room Stock race the father-son team of Ed and Garth Ullom dominated their class as they usually do in their very clean black 320i's which now have Autoy sponsorship. Garth has been the only hope of BMW in club racing for the last few years and we all hope that this is his year to win the championship at Atlanta. Meanwhile back in the corral there were about 40 Bimmers packed in and another 30 that could not find room. There were a lot of people gawking at the bright red M1. Phil Marx brought his newly acquired 1600 convertible up from Charlottesville and Lothar Scheottler had the prize of the day with his 1938 327. At noon we did our best to get the cars in line and take a couple of parade laps. I am sure that all those who turned out really had a good time. Why don't you plan on it next August. We will provide the impound area, discount tickets at the gate and plenty of beer. Put it on your calendar for next year.

On September 13th, we will have a picnic at Summit Point Raceway. If you don't know how to get there, take US 340 from Frederick to Charlestown, West Virginia and go straight through town and keep straight on to Summit Point Road. This is a very curvy road so be careful. The track is about one third of a mile beyond the town of Summit Point. There will be discount tickets at the gate when you identify yourself as a BMW club member (\$7.00). Bring a picnic and let's enjoy a day at the races.

On September 17th we will have our regular monthly meeting at Car Stereo Systems located at 7263 Arlington Blvd. in Loehman's Plaza in Falls Church, Va. Take Rt. 50 East off 495 toward D.C. for about two miles. The shopping center will be on your right. The meeting will be at 7:30 p.m. and the subject will be car sound systems. If you get lost, their number is 560-7543.

Perhaps one of the highlights of the Washington area each fall is the annual "Octoberfest" that Dave Toy hosts each year. I have just gotten the word that he is doing it again this year. It will be held on October 3rd at 2:00 p.m. until at his business address in Rockville (See the Autoy ad for directions). He has the best beer and wurst that you are ever likely to find and it's free. There will be lots of neat Bimmers and other members to socialize with. You can count on me being there again this year. Don't miss it!

The October 16th No-Frills El Cheapo Driving School is coming along just right. We have some good instructors and our entry list is half filled. If you are interested and have \$15, give me a call.

On October 18th we will meet at the McDonald's Restaurant at Contee Road and Rt. 197 in Laurel, Md. (This is about two miles west of the Baltimore Washington Parkway on Rt. 197) We will leave there at 8:45 for a tour through some pretty country side and into Catoctin State Park just north of Frederick. Bring a picnic and let's enjoy a nice fall day and good fellowship.

We will return to Blob's Park for an "Augustfest" (This was scheduled for October originally and named "Augustfest" for an obvious reason) We will meet at Blob's on November 6th at 8:30. You will have to pay a \$2.00 entry fee and the club will pay for all the beer you can drink. There is a very loud Ompa band that plays every polka ever written. There is also some good German food. To get there take the Baltimore Washington Parkway to Maryland Rt. 175 in Jessup. Exit east on Rt. 175 and Max Blob Park Road will be on your right about 50 feet from the exit ramp. Come with a large thirst.

There will be a regular monthly club meeting at Tor high rise apartment complex in Columbia, Md. on November 12th at 7:30. There will be a guest speaker and free beer. See you there.

December 4th will see the club at Grosvenor Park in Rockville for a combination wine and cheese and Christmas party. We were there last year and everyone liked it so much we decided to do it again. It will be in the party room on the roof at 8:30.

If you can't find something in the activities we have planned, do something about it. I have busted my butt to create this schedule and if you don't participate, it is just a waste of my time. Get involved. Suggest new activities - its not that hard.

Bill Loftin

Atlantic Zone Conference

Over the weekend of 25-26 July, the National Capital Chapter hosted the 1981 Atlantic Zone Chapter Congress. Representatives from twelve different BMWCCA chapter from the North Atlantic and South Atlantic zones were in attendance.

The function of the Zone Congress is to provide an opportunity for chapter officers to come together to discuss mutual problems and

successor concerning the operation of chapters and to discuss with national level officers and with the national executive director the operation of BMWCCA at the national level. The actual working session for this year's Congress lasted all day Saturday and all Sunday morning.

Although the Congress attendees put in a full twelve hours of meetings, there was time left over for relaxation. A hospitality room was set up for Friday and Saturday evenings by members of National Capital. Also a scrumptious dinner banquet was held on Saturday evening. National Capital members who dropped in visited with out of state chapter representatives, helped consume a large variety of cocktail foods, and finished off a large amount of beverage type refreshments. Can you imagine a bathtub filled to the rim with green and brown bottles smothered in ice. It took us two nights to deplete it - but we did.

Concerning refreshments, the National Capital Chapter wishes to thank those persons and firms who donated their time or provided a cash donation to help defray our costs. Special thanks go to Barry Genderson from Genderson BMW in Annapolis, to Heishman BMW in Arlington, to VOB BMW in Rockville and to Giant Foods. Also special thanks to our very own members and their wives who put together the party trays of good things to eat.

Back to business - the Congress began with reports from the national level by BMWCCA President, Stan Simms, and Executive Director, Mark Luchman. Rich Meltzer, North Atlantic Zone Governor and Sissy Owen, South Atlantic Zone Governor presented reports on zone activities over the past year. Individual chapter representatives presented other reports which dealt with a variety of subjects ranging from the annual chapter newsletter contest and newsletter standards, membership dues, joint or separate Atlantic Zone Congress, National and Chapter dues structure, chapter standards, Octoberfest and the annual 528 raffle,

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From the Editors

We have added a change of address form this month, on the inside front cover opposite the mailing label. Please mail the changes to Jane Touzalin, rather than us.

We really could use help in coming up with original ideas for cover designs. We would like to use some up to ^{date} stuff, if we could find it. Does anyone have interesting personalized (vanity) license plates?

The response to our requests for articles has been very good. We appreciate the work by all you folks. We do have one request. We will gladly accept input from readers either handwritten or typed. If you do type material for us, please type it in single space, two column format. It is really a shame to have to retype all the hard work of members.

I would like to apologize once and for-

evermore to the Bayou Chapter and their newsletter the Coonass Courier. For some reason we always seem to leave off credits to their newsletter when we reprint their articles. Last month we even credited one of their articles to the Baylor Chapter. Oh, well, its probably because we can't even pronounce Bayou properly, must be the New England accent, Ayuh!

We attended the Zone Conference in July-Close by at BWI-and met a lot of nice people from neighboring clubs, see Chuck's article for the news.

On September 13th, we're having a picnic at Summit Point Raceway in Virginia. This is the day of the region-1 races so we should see some good racing. Hope to see you all there.

Bernice & Ira

Calendar of Events

- | | |
|--------------|---|
| September 13 | Summit Point, West Virginia. Chapter Picnic (\$7.00) |
| September 17 | Regular Meeting at Car Stereo Systems, 7263 Arlington Blvd., Falls Church, Va., 7:30 p.m. Topic: Car Sound Systems |
| October 16 | No-Frills El Cheapo Driving School at Summit Point Raceway, W. Va. (\$15.00) |
| October 18 | Tour - to Catoctin State Park, Md. meet at McDonald's, Contee Road and Rt. 197, Laurel, Md.; 8:45 a.m.; bring a picnic. |
| November 6 | "Augustfest" at Max Blob's Park, Rt. 175, Jessup, Md. 8:30 p.m. (\$2.00) |
| November 12 | Regular Meeting at Tor high rise apartments, Columbia, Md. 7:30 p.m. Topic: Guest speaker |
| December 4 | Christmas/Hannukah Celebration; Wine & Cheese Party at Grosvenor Park, 10500 Rockville Pike, Rockville, Md. 8:30 p.m. |

See Also President's Message
for details of each event

and on and on. All of this exchange will serve as input to the next executive council meeting, to be held during Octoberfest, and hopefully will cure some ills and provide impetus for better club responsiveness to the membership at large.

Generally speaking the Zone Congress weekend was very successful with just the right amount of serious work and evening relaxation. Lots of show and tell about the cars - BMW's of course - which were also in attendance. We spend a lot of time in the parking lot discussing this and that modification, etc. We got to know a lot of BMW enthusiasts from other parts of the country - good contacts when traveling - and we enjoyed lots of good food and drinks. Next time the Zone Congress is in town, or for that matter any event that National Capital Chapter hosts, we hope to see you drop by and participate.

Chuck Garrish

Nuts & Bolts

First, a word of appreciation to those members who sent in for Ryland's-Secret-Route-To-Thurmont-On-Less-Than-A-Tank-Of-Gas. Hope you had an enjoyable tour.

Apologies to the guy who called me from Lake Minnewaska in New York saying he was slightly off course; hope everything was cool at the lake.....Any of you finding your car's paint job fading a tad as mine is after 8 years may want to try Meguire's Car Cleaner and Wax. I heartily recommend this and have found it to outperform all of the other products I've tried..... One BMW owner tells me that Polyglycoat type paint preservatives should be avoided because if you ever intend to repaint the car, it must be sanded to bare metal. Apparently, the surface will not hold the new paint otherwise. If any members have

continued on page 9

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facts about this, please let us know.....This is a good time of year to check under the trunk lid for rust around the seams, ditto for the inside bottom of the doors. Remove the rust and touch up while the weather is warm and dry. Check out the spare wheel well too.... All owners should look very closely at the July issue of the Roundel. Peter Hutchins has provided some excellent technical information... The most frequently asked question at dealer service stations may give a clue to the mystery of ever rising service costs, "Is it going to blow up?" I'm amazed at the number of people who think that malfunctioning auto systems are always going to blow up. No wonder folks will pay anything to get things fixed.....Does anyone in the club have a good recipe for Shrimp Fra Diavolo?.....Enjoy you BMW.

Jim Ryland

Rambling Ruminations

The "racing-bred" cliché. - Are you weary of manufacturers of automobiles and tires (among others) who boast that their products are based on "racing-bred" technology? It is an essentially empty boast since their "street" products do not necessarily bear any favorable or meaningful resemblance to their racing products. Consider, for example, that Firestone produced a number of successful racing tires, but offered the public the now infamous Firestone 500 radial street tire. And, of course, Ford's successes at LeMans in the 1960s didn't preclude the subsequent production of such turkeys as the Pinto. Imagine, if you dare, a Pinto equipped with a set of Firestone 500 tires--that's "racing-bred" technology at the zenith of irrelevancy. Do you think that even BMW, on occasion, has made unwarranted claims about the impact of its racing experience (success?) on its regular production automobiles?

The "investment" tack. - Recently, BMW advertisements have downplayed the "boy racer", "performance is the automotive sine qua non" pitch and advocated a "prudent investment" rule, as it were. Have you seen the television and featuring the supercilious Wall Streeter touting the 320i as an investment? How about the full-page newspaper spread pointing out how well the 1978 320i has held its value, compared to four other cars, calculated on the amount and percentage of the original base price retained? Two of the comparison cars are imports, namely the Audi 5000 and the Datsun 280. Having the information readily at hand, I decided to compare base price movements on these cars and the 320i since 1978. Sure enough, the 1981 base price of the 320i is up by 37% over the 1978 figure, while the base prices of the Datsun and the Audi have increased by 28% and 21%, respectively. A potential buyer of a 1981 model, weighing the "investment" factor, might do well to fold this information into his equation.

Trivia in volume. - In its annual Gas Mileage Guide, the EPA publishes, in addition to estimated gas mileage figures, interior volume index numbers for the various vehicles it lists. To help readers compare the fuel economy of similar sized passenger cars, the Guide says, these vehicles are grouped in classes based on interior volume. The interior volume index, we are told, consists of two numbers (in cubic feet), the first denoting the size of the passenger compartment and the second the size of the trunk (or cargo area). If the combined cubic feet of passenger and luggage volume is less than 85, a sedan is classified as a minicompact; if between 85 and 100, subcompact; if between 100 and 110, compact; if between 110 and 120, mid-size; if 120 or more, large. At least, that's what the Guide says. But what's this? Here, on page 10, is a Honda Civic 4dr with volume index numbers of 76/10, for a total of 86, meaning that it just makes the subcompact class--but its listed as a minicompact. And, here on page 12 is

the Mazda GLC hatchback with index numbers of 86/15, for a total of 101, making it qualify as a compact--but its listed as a subcompact. We know that the classes are arbitrary, but why don't the listings conform to the criteria?

We might also question the utility of the passenger volume index number, which the Guide says is derived (in some unexplained fashion) from four measurements--head room, shoulder room, hip room and leg room--for the front and rear seats. For example, let us consider two subcompacts, the 320i with index numbers of 82/12, and the Camaro, with numbers of 85/9. These figures in effect, say, that, while the Camaro has a smaller trunk (true), it has more passenger room than the 320i. What a laugh. The front seat of a Camaro is roomy enough (except, perhaps, for headroom), but the back seat is a joke. Despite its shortcomings, Consumer Reports provides far better information on passenger space by giving actual figures for the relevant dimensions.

Thus, for the back seat, the measurements it lists allow us to see that the 320i exceeds the Camaro in headroom by 1.5 inches, in leg room by 2.5 inches and in shoulder room by 6 inches. The front seat figures are closer for the two cars, except that the Camaro has a larger shoulder room figure by 5 inches. But the 320i certainly has enough. And therein, no doubt, lies a clue to the Guide's misguidance. Total passenger volume is significant, but the shape it takes in relation to seated people is crucial.

Bill Via

Looking for a Good Used Car

I've had a run of bad luck lately. You know the feeling. I got ripped off at a local photographer's store advertising 8 X 10 portraits for 49¢ - he sold me a picture of a person I don't even know. Then last week I spotted a message on the wall at the local Amoco which had great promise - "For a good time call Sue". The phone number was erased! The clincher

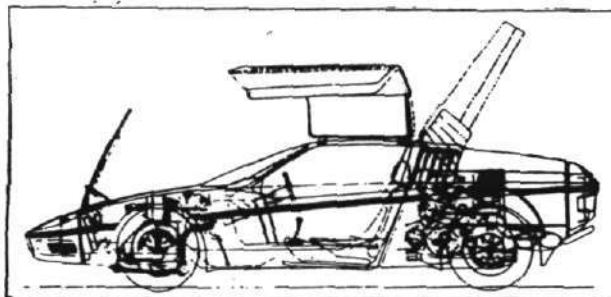
was what I thought was a sure bet on the lottery's daily number. I had 360 miles on the ti's trip meter, the checkbook balance was \$3.60, it was 360 days till my next birthday, and the last three numbers in Sue's phone number (I'm not too shy to ask around) were 360. Now if that's not a clear call for a lottery bet, then I don't know what is. I put out ten bucks on 360 and sat back thinking about the new tires and the Escort radar detector. Number 241 hit that night with authority, and I was left wondering when it would all turn around because that's the way it happens you know, all at once.

The next morning, Sue picked me up in her 528i (that's right folks) and we went to follow up on a newspaper ad for a "1970 2002 clean". The owner told me by phone that the car belonged to her deceased father and had recently had new shocks, tires, brakes, exhaust, and battery. There was not a speck of rust and only 11,200 miles on the odo. The car was now in the garage at the "country house" and for sale at \$1700.

I broke every law in the books getting the 528, Sue, and myself to the country house. On the way, Sue and I chatted about her father's success in the gold market and his collection of old BMW's which he was growing tired of. I proposed marriage before we reached the country house; Sue accepted. We bought the 2002 for \$1500; it was beautiful. I quit my job and took over the old man's collection of BMW's which Sue and I show twice a year in Europe. I always expected more from American, but never this much.

As you readers might have guessed, this story is a total fabrication - a typical fantasy of a typical used BMW hunter. Check those newspapers every day friends. Every now and then one of those old 2002 gems is for sale at an unbelievably low price, and that's the truth.

Jim Ryland



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Tech Tips

After some ten years of membership, it's about time I contributed something: a tech tip for Bavaria owners. I don't know to which other models the tip might apply.

Since it wasn't obvious to me, it might be worth sharing my experience with Bavaria hood problems. My hood would not stay up even when the car was brand new. The reason: two torsion bars inside the tube going across the hood were broken. I have also discovered that the brackets bolted to the hood, against which the bars apply their torque, can give way. The breakage is internal, so the only way to find out is to disassemble the hood support.

Disassembly, replacement of broken or worn parts, and reassembly is easy if you note the arrangement of parts as you go and do things in the right order. Moreover, you don't have to have the right parts on hand because the car will still be usable with the support removed.

I found it easiest to disconnect the hinges at the fenders first, and on reinstallation, to reconnect the hinges to the fenders last. A broken torsion bar is obvious upon examination, but a worn bracket may not be so obvious. In the bracket, the slot that carries the end of the torsion bar should be perpendicular to the line between the two mounting screw holes. If the slot is twisted or distorted the bracket may be about to fail.

The bracket is part #41611802203 and costs about \$3.00. I no longer have the torsion bar part number, but it might cost about \$15 if I remember correctly what I paid years ago and correctly judge inflation. Even at \$36, if everything is broken, the peace of mind while your head is under the hood is worth it.

I might as well cover other matters while I am writing. I have installed speakers (4" units) in the doors of my Bavaria above the armrests just ahead of where they turn up. They get only slightly in the way when opening the doors. It was the only place I could find to install speakers in the front without sacrificing something.

I have considered installing rear speakers in the riser under the back seat. I would be interested in how others have installed speakers. I felt using the rear shelf would cause back seat passengers to be deafened if they were played loud enough to be heard in front. My objective is to have a full and balanced sound for front and rear passengers at the same time, but without spending a fortune. (I have ordered a cassette/receiver unit and could report my impressions of it later if there is interest).

I have also ordered the JAM Engineering Weber conversion kit and plan to report on that.

Stephen C. Vandivere

TECH TOPICS

by Bill Machrone

CRACKED CYLINDER HEADS, CONTINUED.

This may be off the wall, but I think I have a new insight into why some cylinder heads crack on six cylinder cars. Everyone agrees that the cooling system must be in top form to prolong the life of the head. This can be a problem if you rely on simply sighting into the expansion tank to see if there is enough water in the system. It appears that the construction of the expansion tank is such that it retains water in the bottom even when the system level is down somewhat.

I recently watched another Club member check his coolant in a 530i and proclaim it to be fine. Trouble was, when I squeezed the hoses leading to the tank, there was no surging of coolant in the lines-- they were dry. We then proceeded to put coolant into the system and it took three quarts. That's a lot of coolant, especially considering that the highest point of the system, other than the expansion tank, is the cylinder head. That means there were definitely air pockets in the head, the top of the radiator and probably the heater core. It is also likely that the thermostat was only partially immersed, which can cause general overheating problems in addition to the damaging hot spots in the head.

This member had prided himself that his 530i always ran less than mid-gauge on the temperature scale. Lately, however, it had been running from mid-gauge to two-thirds, which was beginning to cause him some concern. After adding the coolant and bleeding the system, the temperature came right down. The question remains as to how the coolant got that low, but it could be attributed to a failing radiator cap or a loose hose clamp.

The main concern, however, is how you go about checking the level on your 6-cylinder. Make sure that you're looking at the true system level and not a puddle on the bottom of the tank. It fooled two 530 owners (him and me) and I wonder how many others have quietly driven their expensive cylinder heads into oblivion, unshakable in their belief that the coolant level was OK.

NJ BULLETIN

Sell, Swap & Trade

For Sale

1972 BMW 2002
VIN 2575961 Granada Red, AM/FM Stereo,
New Bilstein shocks on front, new
radiator and brakes, clean inside,
some rust on quarter panels and hood.
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Must sell to keep peace in family,
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Karl Hoffman
(H) 703-978-6018
(W) 301-436-7230

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hitch, radiator, Ansa exhaust, brake
booster, one half shaft, new clutch
plate - best offer

John Terminella
(H) 301-665-9510
(W) 301-937-0067

For Sale

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A/C, Automatic, 75,000 miles, major
overhaul 5,500 miles ago. \$11,200
or will trade for 1976 2002 and cash

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301-823-3993 Daytime

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 BMW A History (Leather)
 BMW A History (Deluxe)
 Canvas Tote Bag
 Barrel Bag
 Crystal Cocktail Set
 Flask, Black Leather
 Ceramic Tankard (Blue)
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 Crystal Ash Tray
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 Men's White Fashion T-Shirt (S, M, L, XL)
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 Cap, Blue (100% Wool) Adjustable
 Cap, White (100% Wool) Adjustable

MAIL ORDERS WELCOME.



V.O.B.
AUTO SALES



JACKIE RANKIN
MANAGER
ULTIMATES BY BMW

770-6100

Proctor

Tii Owners

For you tii owners who are having a hard time keeping your car in tune, are lacking performance and have poor gas mileage, you may have put your foot down too hard. Forcing the throttle pedal can bend the throttle linkage, resulting in the above problems. If you have a high rpm miss, check your fuel filter and the fuel pick-up in the gas tank. Clean this about every 24,000 miles. Also check the wiring harness on the firewall which connects to the condenser. This fatigues (often inside the plastic insulator) and will, upon breaking, result in poor running or no running at all.

On older 2002s, if the air cleaner hits the hood when starting the engine or going over bumps, replace the left engine mount. Support the engine, unbolt old mount and bolt in the new one. Note, the left mount from a Bavaria will fit; it's stronger and will not cost anymore.

Buckeye Chapter

BIMMER CARE

DIRTY HEADLINER: All BMW's have a white interior roof liner (headliner). If you smoke in the car or if you use Armor-All to keep the vinyl dash and upholstery shining and supple, or if you drive with the air vents and/or windows (sunroof) open, there is the probability that the pristine white ceiling will become less than white. There is a cure. Required:

1. A clean container with one cup of common bleach (Clorox) and four cups of water, and a clean terry rag one foot square.
2. A clean container with one quart of water and a clean terry rag one foot square.
3. Utilize #1 above, cleaning one or two square feet, rubbing with the grain of the headliner.
4. Immediately rinse by rubbing with #2, again with the grain.
5. After completing, replace #2 with fresh water, rinse the rag, and again rinse the entire headliner.
6. Caution - Do not let drops from #1 fall on the carpet or you will have slightly bleached spots on same. To avoid, first lay newspaper to protect. (And don't wear your best dark pants. MID-SOUTH CHAPTER

FROM THE BOSTON BIMMER:

Dear Editor: I've been wondering why we call our cars "Bimmers". Do you know?

Of course. Early in the 14th century a German carpenter, Adolph Meisterbanger, invented the wagon. Unfortunately, he couldn't think of any way to pull it, so he used it as an over-large tool box. An itinerant story teller named Hans Christian Beimer came into town on his donkey and, while staying the night, tied his animal to the wagon. When it was discovered that the donkey could pull the wagon, it was immediately christened "Beimer's Ultimate Traveling Machine". It soon developed a front wheel shimmy. Beimer (Bimmer) became famous as the first man in Europe to get his ass in gear.

★★

Editor's notes

As opposed to spending \$8 a pop for Roundel binders, consider this alternative: Bankers Box magazine files. They easily hold a year issues of most any 8½ by 11 monthly magazine. The cost is currently about \$15 a dozen. (You should be able to get a 20 to 30 percent discount off that if you can get whoever does the ordering of office supplies at your company to order them, then repay the company. Most office supply firms give discounts to commercial accounts). Ask for item No. 7223.

The file is open on the top and part of the front. (There's also a more expensive version with a top and front flap, about \$15 for six.) This is a great way to keep a year's worth of your favorite magazine together. For a pack rat like me, who keeps the past two of three years' worth of about a dozen magazines, it's the only way to go. You also can stuff them one the current month's bills, keep all your car catalogues in another, the local chapter newsletter in a third, etc.

They're made of nothing more substantial than heavy cardboard (woodgrained to look like a Country Squire wagon), but they seem to stand up to any abuse except getting wet.

Hope you like the special section at the back of this issue on tires, suspensions and handling. A fair amount of time and effort went into this. There'll be more on tires next month.

Bill Howard
DIE ZEITUNG

Club Store

As you can see from the accompanying list, we are having one heck of a great sale! You can call it kind of a Grand Opening (actually reopening) Sale since we'd really like to get the Club Store moving once again.

From talking with many of the members at the last club meeting and the Zone Conference, it seems that not every-one was aware that we even had a store. I hope that this gets the word around to everyone that we do indeed have a Club Store, and we are really interested in tailoring it to your needs.

If enough of you out there are interested, we can come up with some terrific bargains on everything from stereo radios to radar detectors (as well as the every day stuff such as plugs, points and filters). But we need to know what you, the members, want us to carry and are interested in buying. So let's hear it from you people out there! REMEMBER: the Club is only as good as you want to make it.

You can call me, Allan Price, at 301-796-6167 during the day Monday thru Friday, or at 301-796-5355 at all other times. You can even come over or drop me a line at 8125A Lawson Loop, Ft. Meade, Md. 20755.

½ Price Sale

Gas Filters	77,78,79 320i 78 530i 2002 Tii	2.00
Oil Filters	530i	1.75
Air Filters	67-71 2002 2002 2 BBL	2.00
Dist Caps	1235522109 1235522058 (2002 up to 74) B 39 70-74 w/o FI	3.00
Rotors	1234332070 66-68 4 cyl. 1234332074 2002 to 74 70-74 6 cyl.	1.50
Condensor	1234332208 (Tii) 1237330295 2002 75/76 1237330056 4 Cyl. 66-68	5.00 1.50 1.00
Points	1237013006 1500/1660/1800/2000/20090 69-73 & 75/76 4 cyl.	1.00 1.00
Plugs	Champion N-10Y Bosch W175T30 " W175T2 " W230T30 " W250P21 (For Porsche) 911L	.75 2.00
Misc.	Kamei, Air Dam (320i) Mark 10B CD Allison XR 700 Fuel Pump 2002 72-76 2BBL Clutch Disc. (1600) Throwout Bearing (1600) Engine Gasket Set 2500/2800 Ignition Cable Set 66-73 1500/1600 1800/2002 TI Jensen Coaxial Speakers (2) Brake Shoes 68-76 2002 Jurid Brake Pads 69-71 1600 69-76 2002	35.00 20.00 40.00 20.00 20.00 10.00 25.00 7.00 15.00 8.00 8.00

Many other parts including: BMW patches, lapel pins, grill badges, belt buckle, T-shirt; clamps (muffler & hose); 4 cyl. hoses; gas caps; wiper blades; and more.