

JANUARY/FEBRUARY 1983

NEWSLETTER OF THE NATIONAL



CAPITAL CHAPTER

der bayerische



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A Thorough Repair Story

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CHANGE OF ADDRESS

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

NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

COMING EVENTS

TECHNICAL SESSION January 29, 1983

A technical session on rebuilding BMW engines will be held on Saturday, January 29, 1983, 9:30 a.m. thru 1:00 p.m., at J&F Motors Ltd., 4076 S. Four Mile Run Drive, Arlington, VA (671-7757). In addition to tune-ups and regular maintenance J&F is one of the largest BMW engine rebuilding firms in the D.C. area. Come learn what is entailed in dismantling and reconditioning your engine when the inevitable occurs. A 20% discount will be offered on all parts in stock!

Directions: From D.C. take 395 South to Glebe Rd./Shirlington exit. Follow signs to Shirlington. Turn right at the light onto Shirlington Road, left at S. Four Mile Run Drive, approximately 1.6 miles on your left.

R.S.V.P. for lunch Bill Ross 382-2198 W, 654-7987 H
Gordon Kimpel 524-8712 W, 527-3234 H
Raine Mantysalo 953-7293

ANNUAL ELECTIONS February 11, 1983

The annual election of your Chapter officers will be held on Friday, February 11, 1982, at 7:30 p.m., at the China Coral Restaurant, 6900 Wisconsin Avenue, Bethesda, MD (656-1203). The slate includes a Board of Directors, President, Vice President, Treasurer, Secretary and Membership and Activities Chairmen. If you are willing to serve on the Board or wish to run for office, contact any Club officer (see p.2).

The Club will provide a buffet dinner of Chinese seafood and beer (paid for by the Club) in a private dining room at the China Coral, ne' the Diamond Head — "a very special restaurant" (Washington Post), "guaranteed a strong following" (Washingtonian). Come on out and join us for the evening.

Directions: from Georgetown, out Wisconsin Avenue; from the Beltway, exit Wisconsin Avenue-Washington. Parking is available on lots on either side of restaurant.

TECHNICAL SESSION February 24, 1983

Terry and Neil of Quality Car Service, Ltd., will host a Tech Session on motor oils and synthetic lubricants at 7:30 p.m., on Thursday, February 24, 1983. Terry Luxford, with over twenty-five years of experience as a BMW mechanic and race car construction and crew chief since 1967, will explain what oils may be right for your driving needs. How do the seasons affect your oil? What is the proper interval for oil changes — both conventional and synthetic? Quality Car will provide refreshments, individual consultations and a tour of their new service facility. Quality Car Service is located at 210 N. Stonestreet Avenue, Rockville, MD. (340-8BMW).

Directions: From 270, exit Rt. 28 East to Rockville, Left at light at exit (Montgomery Avenue), four lights and Left (Washington St.) two lights, and Right (E. Middle Lane) two more lights and Left (N. Stonestreet Avenue). From Bethesda, Wisconsin Ave./Rockville Pike (Rt 355 North) which becomes Hungerford Road, Right on Park (near Rockville Mall) and Left at Stonestreet Avenue.

TECHNICAL SESSION March 5, 1983

One of last year's most well attended and interesting Tech Sessions was hosted by Tom, Dean and Nick at London Auto Body. By popular demand, the subject of this year's session is also rust prevention and restoration of your BMW. Tom, Nick and Dean will explain which rust inhibitors work and the limitations of paints and other products. They will demonstrate the various stages of restoration, the actual dismantling of a car and the proper installation of PVC splash shields. Coffee and refreshments will be served.

The session will take place on Saturday, March 5, 1983, from 10:00 a.m. to 1:00 p.m. London Auto is located at 7718 Lee Highway, Falls Church, VA (560-6975).

Directions: From the Beltway, exit Route 50 West (#8W), Right at first light, and Right at second light to Lee Highway — RT 29/211.

PRESIDENT'S MESSAGE

The year closed with two very successful events. Blob's Park, always a favorite of our chapter, had over 100 members enjoying fine German food and lots of good cheer. It was a record turnout with a lot of new faces from both Washington and Baltimore.

Our annual wine and cheese party at Grosvenor Park Apartment Complex in Rockville, Maryland, was attended by a good crowd of wine and cheese enthusiasts. Several door prizes were won by those in attendance. Featured at the past several meetings, the club and/or merchants have sponsored some very nice door prizes, ranging in value up to \$250.00 for a set of installed driving lights.

This is my last message to you as your president. I plan to stay active in some capacity to help the incoming president and the club.

The year has been very successful in many areas. Thanks to a lot of hard work by Bill Ross, Ira and Bernice Winthrop, Chuck Garrish, Bill Loftin, Mike Kensler and Don Kellam to name a few. We had two capacity driving schools, an autocross, tours, tech sessions and many social events, including a crabfeast in June.



We have gone from fifth to fourth in membership and soon we should be the largest with your help. Please take the time to drop off a few applications at your favorite BMW facility, tire-, stereo-, repair-, sales- and bodyshop. Tear out the application in your Roundel or ask any officer for a few of our new and improved custom made applications. The club just had 5,000 of them printed with the national office sharing one half of the cost. The club receives \$10 of the \$25 annual dues, which translates into activities such as Blob's Park, driving schools and other fun.

The Summit Point Driving School is scheduled for May 7th and 8th. An application is enclosed in this newsletter. The cost is the same as last year \$60/person plus \$10 for a lunch/dinner break, with 10 beers, 10 coffee and 10 drinks. The school will be full, so don't delay. Many members come just to observe, help and enjoy the dinner Saturday night. Please make your reservations for the driving school and/or steak dinner now. Your check will not be cashed until April!

I urge you to run for office or become a board member. Please call any officer to discuss your interest, you will not regret your decision.

Thank you all for an excellent year!

Gordon M. Kimpel

P.S. And now for the real important news. Eagle 1 Wheel Cleaner is absolutely great! 10 times better than T----, which I've used for years. Just spray it on and the break dust washes off. J&F Motors in Arlington, Virginia, is the distributor for this fine product. Attend the tech session on engine rebuilding on Saturday the 29th and buy a bottle. All parts in stock are 20% off!!

Gordon M. Kimpel

FROM THE EDITOR

Happy New Year! I hope this newsletter reaches you in good health and in perfect tune.

This is my first effort in producing the Club newsletter and you're probably wondering what has happened to it. The basic two column format has been retained but the entire issue has been typeset for easier reading and more consistent look. In addition to that, a great many photographs have been used to better illustrate and complement the articles.

I am waiting to hear your feedback. If you have an idea for an article, maybe a service or tech tip, or would just like to share a few of your thoughts in print, give me a call or drop me a line. The newsletter is here to serve you. Also, I am looking for nice photos of your BMWs. I prefer black and white shots, but any form of photo will do. Please indicate if you want your photos returned, as I will be saving them for later issues.

Personally I joined BMWCCA for the first time some six years ago when I had just purchased a new '76 2002. I recently rejoined the Club and started participating in various activities such as the fall autocross where I was seen three wheeling my 320i and the more recent El Cheapo Driving School where I finally had a chance to get on the track. I have been a spectator in numerous races for years and, of course, receive a great number of car publications available.

I have enjoyed the Club activities, especially meeting the members and talking about their cars.

But, as they say, the more — the merrier, and that means I'd like to see many more of you BMW enthusiasts at the next event.

See you there!

Raine Mantysalo



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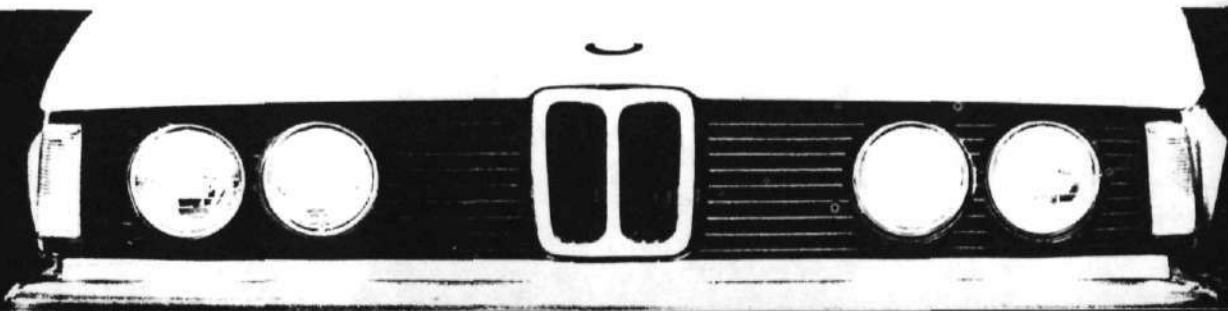
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Make sure your BMW isn't the training ground for an inexperienced mechanic. Our service technicians are all BMW certified, so bring the car BMW made to the man BMW trained.



CALENDAR OF EVENTS

January 29	Tech Session at J&F Motors. 4076 S. Four Mile Run Dr., Arlington, Virginia. 9:30 a.m.-1:00 p.m. 20% off on parts in stock! Subject: Engines.	May 15	MARRS Races at Summit Point, corral laps.
February 11	Annual Election of Officers. China Coral Restaurant, 6900 Wisconsin Ave., Bethesda. 7:30 p.m.	June 12	SCCA National Races at Summit Point, corral laps.
February 24	Technical Session at Terry and Neil's Quality Car Service, Ltd., 210 N. Stonestreet Ave., Rockville, Maryland. 7:30 p.m. Subject: Oil.	June 18	Tech Session at VOB Body Shop, in Rockville, Maryland. Subject: Bodywork Charity Event
March 5	Technical Session at London Auto Services Ltd., 7718 Lee Highway, Falls Church, Virginia. 10:00 a.m. to 1:00 p.m.	July 17	Crab Feast, Bayridge Yachtclub
April 2	Working Tech Session at Tischer BMW in Laurel, Maryland. 9:30 a.m. to 12:30 p.m. "Do-it-yourself".	July 31	SCCA Summer National Races at Summit Point, corral laps
April 16	Spring Tour. Goodyear Tire Plant, Cumberland, Maryland.	August 14	BMWCCA National Octoberfest in Colorado Springs.
April 23	Mandatory pre-inspection for Summit Point driving school at Heishman BMW, Arlington, Virginia. 9:00 a.m. to 12:00 p.m., free inspection! \$20 at the gate otherwise!	August 24-27	Fall Tour: Bill Via
May 7-8	National Capital Chapter driving school at Summit Point Raceway.	September 25	Tech Session at VOB Auto Sales, in Rockville, Maryland. Subject: Electronic Diagnosis. Members' cars will be put to test.
		September 10	Octoberfest at Autoy.
		October -	Winery Tour
		October 23	El Cheapo driving school.
		October 14	Augustfest.
		November -	Wine and Cheese Party.
		December -	



THE WORLD'S ONLY BMW WRECKER

What to do with a 1980 black 320S that has 2,340 miles on the odometer and obvious evidence of a close association with a tractor trailer in the rear and a Greyhound bus in the front? Considered hopeless by a salvage yard, it was bought for \$2,000 by Stan Gills, owner of Stan Gills Body Shop. Eight months and several thousand dollars later, the 320S had been turned into one of the classiest tow trucks you will ever see.

The front of the wrecker and all of the running gear are OEM BMW, most of it pulled from the previously mentioned 320S, all else salvaged from three series. It has new MacPherson struts, a 5-speed transmission and air dam. The back of the cab has special window inset between the 320 front section and the cab rear section to allow the sunroof to operate properly.

A strong chassis for the front was made from one-eighth steel, which runs through the inside of the car to create the stability and strength needed to turn the 320 into a tow truck. The back frame of a Datsun was welded onto the front custom chassis. Three different BMW drive shafts with a machine adapter and dual conversion BBS wheels on the rear and standard BBS wheels on the front make it go.

All of the towing equipment and supports were hand-made except for the winch itself and a factory wrecker light. The body additions and lettering have been kept as clean and neat as possible to compliment the clean lines of the 320. Now with 5,000 miles on the wrecker, no problems have been found and it handles very well, says Stan.

The integrity of the interior design of 320 was matched as closely as possible with standard BMW carpeting and



headliner for the rear section and an altered piece of Cadillac door panel to fit the very end of the cab. It also has air conditioning and Recaro seats.

Stan drives the wrecker back and forth to work as well as uses it on the jobs for towing smaller cars, like BMWs.



CLUB MEMBER DISCOUNTS

Your Club has recently completed negotiations with Electrodyne, Inc. for member discounts on motoring accessories. Electrodyne, located at 2316 Jefferson Davis Highway, Alexandria, VA, has agreed to:

- Club Members — 10% discount with two ID's,
- Club Store — substantial discounts on major purchases.

MEMBER DISCOUNTS

In order to take advantage of the member's discount, you must present at the parts counter: (1) your Membership Card, showing that you are a member in good standing; and (2) a second ID with a photograph. This will enable Electrodyne to verify membership and apply the 10% discount to such purchases. Purchases may be made with cash, check or credit card. Consult your Electrodyne Catalog for prices and part numbers.

CLUB STORE DISCOUNTS

On major purchases of \$250 or more (net shippable), the Club Store can obtain substantial discounts off list prices. This will enable the Store to make group purchases or issue a purchase order to individual members for their personal use (\$250 min.). In order for individual members to take advantage of the Store discount, he/she must obtain a NCC-BMWCCA purchase order from the Store and present the purchase order at the sales counter. Such purchases must be paid with cash or check.

When you plan to make a major purchase, contact Bill Riblett (days (202) 389-3075, evenings (703) 549-0351) for additional information and to obtain the purchase order. Plan ahead to allow the purchase order to reach you by mail. Other Chapters should contact Electrodyne directly.

Many other Club supporters and advertisers in the area offer discounts to Club members. The following is a sample of the discounts available for you:

Autoy, Inc. — Rockville, MD

Autoy, Inc., has served BMWCCA as a parts and accessories specialist since 1975. Offering a full line of BMW parts and top quality accessories, Autoy extends discounts to BMWCCA members and provides friendly and detailed information and advice on how to improve, maintain or repair your BMW. Competent and personal service and installation is offered by Auto Werke, right next door. Autoy, under a long standing policy, makes available to the Club Store extensive discounts on large and small orders. Autoy specializes in total suspension packages specifically selected to suit individual driving styles and has satisfied customers in most of the fifty states and overseas. Discounts vary (according to the item, source, cost, volume and method of payment), but are very competitive. Checks or cash preferred, though VISA and MasterCard accepted.

J & F Motors, Ltd. — Arlington, VA

We at J & F Motors invite you to our shop anytime (e.g., January 29) and, while we do not wish to get into a

bidding war with our friends or competitors, we offer competitive prices and discounts to Club members. We are distributors for Eagle1 car care products, which we believe to be the finest products on the market today, and many other quality accessory items. In addition to having access to expert advice, we specialize in BMW parts and we are therefore likely to have what you need for normal service. We install what we sell and provide consultation to ensure that the parts and accessories requested by you will indeed fit your needs.

Quality Car Service, Ltd. — Rockville, MD

Quality Car Service, an exclusive BMW service, restoration and modification facility, is offering at least 10% discounts on most over the counter parts and accessories. From commuting to competition, QCS tailors interior, engine, drivetrain and suspension components to your individual requirements.

DEALER DISCOUNT POLICIES:

Anton BMW — Manassas, VA

Parts in Stock — 15% (applies when installed, if noted on Service RO); Special Orders — 15% (Except VOR); Accessories — usually 15%; Labor — Special for January only, 10% off; Body Repair — min. \$100 on repairs over \$1,000; Payment — Cash, Checks, Major Credit Cards.

Autohaus Tischer — Laurel, MD

Parts in Stock — 10% (at counter); Special Orders — 10% (including VOR); Accessories — 10%; Labor — N/A; Body Repair — No Fac.; Payments — Cash, Checks, Major Credit Cards.

Castle BMW — Edgewood, MD

Parts in Stock — 15% (at counter); Special Orders — 15% (except VOR); Accessories — 15%; Labor — 10-15% (depending on job); Body Repair — N/A; Payments — Cash, Checks, Major Credit Cards.

BMW of Fairfax — Fairfax, VA

Parts in Stock — 10% (at counter); Special Orders — 10% (may be higher on large cash orders); Accessories — 10%; Labor — N/A; Body Repair — N/A; Payment — Cash, Checks up to \$150, Major Credit Cards.

Genderson BMW — Annapolis, MD

Parts in Stock — 10% (applies when noted on Service RO); Special Orders — 10% (except VOR); Accessories — 10%; Labor — N/A; Body Repair — N/A; Payments — Cash, Checks, Major Credit Cards.

Heishman BMW — Arlington, VA

Parts in Stock — 10% (at counter); Special Orders — N/A; Accessories — 10%; Labor — N/A; Body Repair — No Fac.; Payment — Cash, Checks, Major Credit Cards.

Martens BMW — Marlow Heights, MD

Parts in Stock — 15% (applies when noted on Service RO); Special Orders — varies based on item; Accessories — 15%; Labor — 15%; Body Repair — No Fac.; Payment — Cash, Checks, Major Credit Cards.

Precision BMW — Frederick, Md

Parts in Stock — 10% (at counter); Special Orders — 10% (except VOR); Accessories — 10%; Labor — Special for Jan. & Feb. only, 10% off; Body Repair — No. Fac.; Payment — Cash, Check, Major Credit Cards.

VOB Auto Sales — Rockville, MD

Parts in Stock — 10% (applies when noted on Service RO); Special Orders — 10% (including VOR); Accessories — 10%; Labor — N/A; Body Repair — N/A; Payment — cash, Checks, Major Credit Cards.

CONCLUSIONS:

You should be aware that prices and discounts are not the only considerations in a decision of where to purchase. Some of the above mentioned suppliers, both independents and dealers, are located closer to you than others, install what they sell and provide advice as part of their service — value must be attached to these items.

You should also note that establishments utilize different price schedules and that the same or higher discounts could result in differing final costs.

Due to additional cost of special shipping, handling and faster delivery, most facilities do not offer discounts when the Vehicle is Off the Road (VOR). However, two of the sampled dealers offer such discounts. Some establishments, in addition to offering discounts at the counter, allow Members to note "Club Discount" on the repair order (RO) and will apply that discount when totaling the bill. Most dealers require that you pick up parts at the

counter and deliver them to the Service Writer — an obvious inconvenience. Two dealers routinely offer discounts on labor, while two others are offering special discounts to Members thru early 1983.

I hope that this information is helpful and will allow you to make informed, reasoned decisions. On behalf of the Club, I thank all the establishments which offer discounts, and each individual who provided the information necessary for this article. I apologize for the omission of any establishment which supports the Club through discounts and urge members to ask for discounts wherever they trade. If you know of other establishments offering discounts, send me a note or give me a call.

In closing, the Club is planning an extensive membership survey on customer satisfaction with service facilities. I encourage you to actively participate in this survey because we will *not* publish results on individual establishments unless the data are statistically significant.

Bill Ross

When it Comes to BMW

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TECH TIPS

- 1. Problem area** — Engine ground
Model — 1980 320i to present
Symptoms — A) Upward fluctuation of temperature gauge as lights and accessories are activated
B) Downward deflection of temperature gauge as A/C is activated
C) Poor hot start

The engine is grounded to the front crossmember — this connection must be clean and tight, but go one step further and make sure the front crossmember is grounded to the frame members of the car. We have found that paint under the crossmember-to-frame bolts will insulate the engine ground even though these bolts are tight. Remove the bolts one by one, clean off the paint and reinstall.

John Viggers of London Auto Services Ltd.

- 2. Problem area** — Rust of front uni-body structure
Models — 2800 CS and 3.0CS all years

95% of road grime and salt spray can be kept off the rust-prone niches of Coupe models by the installation of a pair of plastic inner fender liners from a 1976 or newer 242 Volvo. These liners fit very well with a minimum of modification. Use Volvo part #L1254747-7 and R1254748-5. Cost is approximately \$40 per side or \$160 if installed at London Auto Services.

Tom Baruch of London Auto Services Ltd.

OXYGEN SENSOR

Owners of post-1979 BMWs, both four and six cylinders, should be aware of three points regarding the oxygen sensor of their Lambda System:

1. BMW NA will cover replacement of defective sensors within the first 30,000 miles;
2. Inability to hold a constant idle or surging may signal a sensor failure;
3. Proper operation of your Lambda System is vital to performance and fuel economy (don't disconnect it).

My six cylinder would not hold its normal idle (900 rpm). The idle would drop 50 to 100 rpm and then go back up. My dealer, upon inspection, determined that the sensor was the problem. The sensor was replaced at over 20,000 miles and BMW paid for the part (\$100 to \$165) and labor.

If you have these symptoms, consult your mechanic *before* you reach 30,000 miles — it may be covered and save you that expense at the 30,000 mile service.

By the way, don't forget that the car will not idle properly unless the oil dip stick is in completely.

Bill Ross

TECH TIP

Anyone who has ever bled the brake/clutch system in their 320i and got air trapped in the clutch master cylinder or clutch slave cylinder, knows there are few worse problems.

Ordinarily the air can't be bled off in the usual manner, i.e., clutch pedal pushed in, bleeder valve opened momentarily and closed before releasing the clutch pedal. I found the following method worked well for me:

Starting with a full reservoir slowly depress clutch pedal taking 5 seconds or more to press it fully to the floor. Then release the pedal slowly taking 5 seconds or more to fully release it. Repeat this process 20 times. Next bleed air from the slave cylinder in the conventional manner. The whole process is repeated again and again until no small air bubbles are visible in the clear plastic line from reservoir to clutch master cylinder.

Note: Keep the reservoir filled up with brake fluid.

Don Kellam



BMW Service Specialists

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

AN IMPARTIAL INSPECTION SERVICE

BMW owners may want to consider investing a day in their car's health. The Keystone Automobile Club, the Philadelphia AAA affiliate, operates a dynamometer-equipped inspection center that is reasonably convenient to the Washington Metro area. The center is located at 355 West Chester Pike, Broomall, Pennsylvania, a suburb just west of Philadelphia.

Unlike the majority of "diagnostic" centers that bloomed in the late 60's and early 70's, the Keystone AAA Center does no repairs. Inspections are all they do; they have no vested interest in the results, because they do no repairs whatsoever.

An unusual test made on every car inspected at the center measures brake fluid vapor lock temperature, using a machine designed by Burmah-Castrol specifically for these types of field inspections. With non-silicone brake fluids, water absorption lowers the fluid's boiling point. With time, the fluid may not be up to the demands of hard driving. Driving school participants will be particularly interested in that test result.

The inspection takes about an hour, and the cost is \$35 for members of any AAA club, or \$47 for non-members. Center hours are 8:00 a.m. to 5:00 p.m., Monday through Friday. Appointments are necessary and can be made by calling (215) 353-7900.

Directions: Take I-95 north to Pa. Exit #2 (Pa-452); north (right) on 452, 6 miles to US-1; east (right on 1, 2 miles to Pa-252; north (left) 4 miles to Pa-3 (Chester Pike); east (right) 1½ miles to Keystone Diagnostic Center on the left.

John Fobian

SNUFFER UPDATE

A number of members responded to the inquiry in the last issue regarding the purchase of SNUFFER fire extinguishers through the Club. These are the halon extinguishers which have several advantages over other types, as described in the October ROUNDEL. In addition to the orders already received, a limited number of extinguishers will be sold through the Club Store. Two models are available.

SNUFFER	25	50
Overall Height (inches)	15.5	16.5
Cylinder diameter (inches)	3.13	4.25
Capacity in pounds	2.5	5.0
UL rating	5 BC	10 BC

David Dunmire



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 Schuylkill Rd, 1st right onto Wyaconda Road then left into 1st parking lot.

EXTRA DISCOUNTS ON:
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in service and especially,
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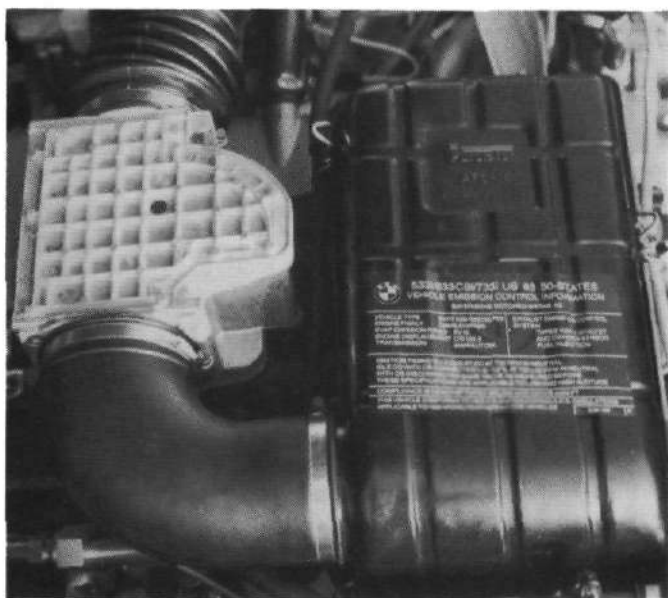
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THE NEW 533i IS A ROCKET

Through the courtesy of Heishman BMW, Arlington, Virginia and Nick Saridakis, Sales Manager, Bill Ross and I enjoyed test driving the new 533i. I am pleased to report that BMW is back on the performance track, which is where the company belongs.

After the 528e arrived I had my doubts about BMWs for the U.S. market. Frankly, I was getting tired of ads espousing "investment" with no mention of the car's performance heritage. The 528e is a fine around-town car, but for the performance-minded, it left a lot to be desired. (Please you 528e owners, come to Summit Point May 7th and 8th, and show me your taillights!)

The 1983 533i furnished by Heishman had only 50 miles on the odometer, so we didn't exceed 4,000 rpm. However, the low end torque is very impressive. Power starts around 2,500 rpm compared to 3,500 rpm for my "slightly modified" 530i. According to Autoweek and a friend who has driven a broken-in model, power is awesome—0 to 60 mph in slightly over seven seconds!!!

Also featured in this very limited production vehicle are adjustable seats on both driver and passenger sides, a true heavy duty suspension and a large, à la 633/733, tool kit. The new radio, made for BMW by Alpine, Becker and Blaupunkt, provides a good quality AM/FM cassette. Also included is a new 5-speed close-ratio overdrive transmission which is very smooth, even when cold. (There goes my credibility.)

The pedals have excellent position for heel and toe — better than the earlier 5-series. Superb is the best adjective to describe the suspension, which is similar to the 733i. There is excellent road-feel, little body lean and a general confidence inspired by the car.

The 3.2 liter engine is the same engine standard on U.S. 6- and 7-series cars; however, less weight and lower drag account for the substantially better performance. As I was driving I mentioned to Bill the reckless temptation to head up to Summit Point for the rest of the afternoon. Bill responded by stating that it was his turn to drive.

Compared to the 528e, horsepower is 121 at 4,250 rpm vs. 181 at 6,000 rpm; torque is 170 lb-ft @ 3,250 rpm

compared to 195 @ 4,000 rpm. At 80 mph, in the fifth gear (overdrive) the engine is turning at only 2,800 rpm. We were unable to gauge how the Michelin TRX 200.60VR 390 tires performed, due to our test routine (less than 4,000 rpm) and the new engine. By reputation, the TRX tires should also help the performance and handling.

In the new technology department, the 533i has the in-dash computer as standard equipment. This is a worthwhile gizmo as it contains a burglar alarm (which could be improved); mpg indicator, driving range indicator, outside temperature alert (warns of freezing conditions), it computes average gas mileage, estimates time of arrival, contains a stop watch (for Summit Point) and an exit warning buzzer for very involved drivers.

I felt the "useless gadgets" category included the cruise control (Bill did not agree) and a distracting mpg needle that moves from 0 to 40 mpg. Driving a car like this, who cares about the gas mileage! If you want an economy car, buy one! Besides, you can buy a lot of gas for the difference in price between the 533i and the 528e alone.

The wear indicator is truly state of the art. Instead of routinely getting a major service every 30,000 miles and an oil change at 7,500 miles (3 to 4,000 for the purest) — whether your engine is ready or not — the service indicator has sensors in the engine which measure engine speeds, type of driving (i.e. in-town, highway, Summit Point) and climatic factors. There are lights on the dash which indicate when it is time for an oil change and/or tune-up. In Europe BMWs are finding a 40% longer intervals between servicing utilizing this system. Unfortunately, the indicator must be reset after every oil change using a tool (you guessed) only the dealers possess.





The interior of the 533i is rather disappointing for a \$30,000 BMW. Gone are the days of the wooden trim work, chrome inserts in door handles and detailing of instruments and general attention to every detail. Certainly these "down-grades" cannot be layed at feet of federal regulations or weight reductions.

Overall, the 533i is a true BMW — an enthusiast's BMW! With the same options, leather upholstery and on-board computer, a 533i is only \$3,700 more than the 528e — an incredible value! The line (and it will be a long one) forms at the right. Don't expect to pay any less than list for this one — there simply aren't enough of them.

Again, thanks to Nick Saridakis and Steve Pieper of Heishman BMW for allowing us to test drive this extraordinary new BMW. We have also determined that Harris Berman is the first club member to take delivery of a 533i in this area. Thanks to Harris for allowing his car to pose for our pictures — hope to see you (and the 533i) at Summit Point this May. Skip Marsh, how about you and your 323i Cabriolet? Max Rubin showed up in his 323i Coupe last October.

Gordon M. Kimpel



PROTECTING YOUR CAR AND PEACE OF MIND

Seguridad, Securite, Securita, Security. The need is international, and certainly no "cause celebre". But, reality being what it is, often times causes one to develop products or technological devices that deal with the symptoms rather than directly with the problem.

The problems, in this case, theft, the ripoff, the heist; and the symptoms, broken glass, punched out door locks, missing audio systems, shattered consoles and in the worst cases, no car, period!

Like so many medical remedies, an ounce of prevention is worth the proverbial pound of cure. But, like all things human, we often times close the barn doors long after the cows have gone astray.

Now that the scenario has been set, let's examine what is available and how it works.

Primary consideration in selecting an automotive security system must be placed on the conditions of one, necessity of protection and two, degree of protection required. For instance, if your car is unattended and left in different locations or strange surroundings due to your business or social schedule, a good security system protecting the entire vehicle as well as internal items is strongly suggested. The emphasis here is on stopping, in order, the following:

- A) theft of wheels, fog lamps, antenna(s), entire car (flat bed or hot wire)
- B) entrance to vehicle(s) interior; removal of engine parts, seats, stereo system, personal belongings, trunk compartment parts, or belongings
- C) removal of stereo system.

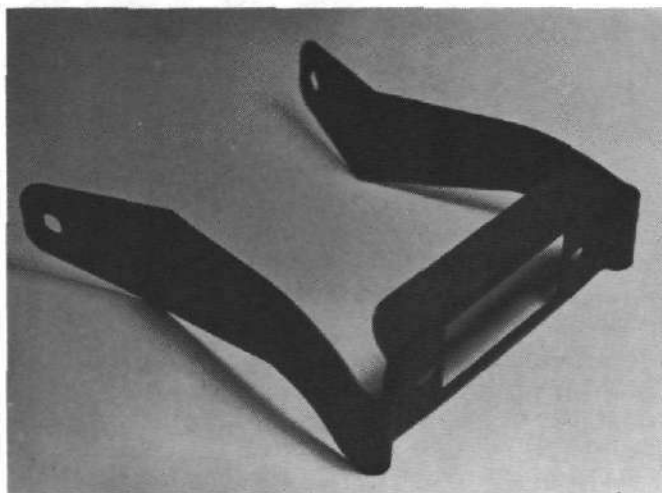
Of course, the value of exterior accessories and the tangible worth of your precious BIMMER will weigh heavily toward complete vehicle protection (CVP).

CVP systems typically incorporate sophisticated detection circuitry. These "ears" can either listen for intruding sounds (produced by tampering tools or crude entry devices) or detect attitude irregularities (tilting, bumping, jacking up, etc.). Secondly, all CVP systems should incorporate ignition or fuel lock out systems (prevents unauthorized key entry and theft). This is usually accomplished by requiring entry "codes" or hidden "kill" switches. Code entry will certainly prove a bigger foil than the switch, should your secret become known through observation or chance. CVP systems will afford the most consistent, foolproof, tamper or override proof protection available. These systems are generally in the \$400 to \$1000 category. Although some lesser systems can be expanded upon to create a "built-up" CVP system. Our recommendation is a unitized system with as few "accessing" additions as possible.

Interior entry systems (IES) are designed to trigger the alarm upon unauthorized entry to the vehicle. This is typically accomplished in two ways. The most common method is through the use of a door switch, similar to the one that triggers your interior light. By breaking the ground (-) link in the switch, the alarm "sees" an open ground and triggers the siren or horn. The ultrasonic system is the next most common method, and is the most

popular system in Europe. The system uses an ultrasonic transmitter and receiver that fills the interior of the vehicle with high frequency sound waves. Unauthorized entry interrupts these waves causing the alarm to trigger. These units are inexpensive and easy to install. The only caveat here is temperature change (especially summer). As the air inside the car heats, the natural increase in molecular action may trigger the alarm. Thankfully, most units that use a motion detection or ultrasonic wave barrier, have sensitivity adjustments to handle false triggers. The IES systems fall in the \$100 to \$300 range and where interior protection is concerned, they are a good, affordable remedy.

The final category is the stereo system lock. These devices are basically designed to make the radio very difficult, if not totally impossible, to remove. The stereo safe or belt is usually fastened to the car console or body as well as the radio, and can only be bypassed through the use of the key (for the stereo safe) or unbolting the main bolts to the body or chassis. These devices will thwart most amateur thieves but offer no protection for parcels or parts in the car's interior.



In the unique case of the 320i, the belt is highly recommended along with an IES or CVP system due to the speed (15 sec.) and ease with which a 320i radio may be removed.

Due to the increase in auto related burglaries, the increase of auto alarms as well as alarm companies is, dare I say it, alarming. Protection is certainly what we're after, but not at the cost of chains and cables that restrict entry and exit or "add on" looking boxes and window guards. Most of what is out there in today's "alarm" marketplace, should be looked at carefully. But, as cars and their accessories become more valuable, these "protectors" become much more desirable.

Paul F. Bente
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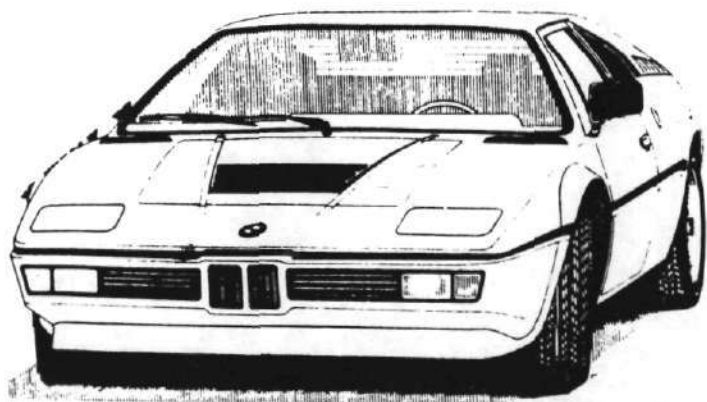
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TECH SESSION ON AUTO ACCESSORIES

One Saturday afternoon motorists who cruised along Virginia's Rt. 1 took note of the large number of BMWs and Mercedes Benzs which were gingerly filing into a parking lot. Certainly this was not some kind of a face-off between two of Germany's best known marques. No! It was the first Mercedes/BMW joint event hosted by Electrodyne, Inc.

The occasion was the October 30, 1982, technical session on automotive accessories. The approximately 45 club members who attended the meeting were exposed, many for the first time, to Electrodyne's full line of merchandise. Mike Sivak and Pat Sullivan, two managers of this retail and wholesale accessories house, explained how the Company is organized and its plans for the future.

Electrodyne's plans include expanding their inventory of specialty items to include key chains, jackets and other clothing, beer mugs, new T-shirts, suspension systems, wheel well trim moldings, a new pager alarm system and steering wheels. All of these items will appear in their new spring catalog scheduled for March 1. Mike Sivak announced the new discounts available to BMW club members locally and across the country. Details on these and many other discounts are contained elsewhere in this issue. Club Store Managers from other Chapters should contact Electrodyne for details.

Electrodyne generously donated many items including catalogs, posters and door prizes (T-shirts, umbrellas and replica cars). The grand door prize — a set of Carello fog lights — was won by Jonathan Amson.

We thank Electrodyne and Nick Saridakis of Heishman BMW, who exhibited a 1983 733i, for making this, our first event held jointly with the Greater Washington Section of the Mercedes Benz Car Club, a success.

Bill Ross

FOR YOUR INFO

A new shop has opened in the Washington area — EMERALD CITY DESIGN. Owned and operated by Peter Lissiuk and Steve Niner, it promises to be another source of expert repair and/or modification.

Peter informs me that they handle certification, turbo installation, and fabrication of any type at their well-equipped shop on 16021 Industrial Drive, Gaithersburg, Maryland.

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Don Kellam

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RAMBLING RUMINATIONS

A new one — We have all seen, I believe, those neat little signs at the entrances of various and sundry establishments admonishing all who would enter against smoking, drinking or eating or, in some cases, advising what is or is not regarded by management as appropriate attire. But, last October, while on Route 42 in Shenandoah County, Virginia, in the course of a respite from a country drive, I encountered a novel, not so neat, little sign at the entrance of a general store. This somewhat rudimentary reminder read, "Thank you for not spitting on the floor."

The rewards of drives into the hinterlands are multifarious.

Winter rallies — For those who are interested in getting into rallying, or in refreshing the skills, be advised, or reminded, that the Washington Rally Club will offer its (cutely named) "Winter Rally Series" again in 1983, which consists of four rallies and a seminar. An entry fee of \$22 per team covers all five events, or you can participate on a piecemeal basis at \$6.50 per rally per team, and \$2.00 per person for the seminar. The proceedings commence on February 6. Those interested should contact the Washington Rally Club, 216 E Street, NE, Washington, DC 20002 (telephone 822-2876). If you think you might like rallying and want to learn the basics of the sport from a compassionate and nurturing group, the "Winter Rally Series" is a must.

Another view — In the August 1982 issue of *CAR* (a British motor magazine), writer John McCormick, in a blurb on the 635CSI, noting that the anti-locking braking system is standard equipment, offers this impertinency: "There is, I suppose, a danger that having ABS might encourage motorists to take greater risks but if that's the case then at least BMW drivers, never noted for their road manners, will have a better chance of escaping trouble."

I say, old chap, hard cheese.

Of more interest, perhaps, are the cryptic evaluations of automobiles regularly published in *CAR* as a running feature. What do the editors think of BMWs? All are listed under the "Interesting", as opposed to the "Boring", category, which is encouraging, on the face of it. On the positive side for the three-series cars, the editors cite, "Handling, pleasant finish, 2.0/6 cyl engine", and on the negative side they say, "Cramped, modest roadholding, noisy at speed"; in sum, they say, "More up-market Cortina than exalted sports saloon: 323i at least has lovely engine". The Ford Cortina, by the way, is listed among the "Boring Saloons".

The editors are much kinder in their assessments of other BMWs, most notably the five-series cars, about which they say, favorably: "Quality assembly, improved roadholding, traditional performance now with extra economy". They complain only of: "Disappointing similarity to old models". In sum: "Fine middle sized prestige saloon; strong on nearly all fronts; 528i very fast car". The 528e is, of course, a U.S.-only variant.

Their favorite sedan is not, as you might suspect, Jaguar (which they say has "outstanding all-round ability") or Rolls-Royce (which they list under "Boring" and describe as "a glorious anachronism"). Rather, it is Mercedes-Benz, and they cite the 380SEL with the ABS

option as their favorite. Why not the 500SEL, I wonder? They also like the Saab, but they opine that the Peugeot 505TI or STI "with the new Douvrin engine is the definitive 2.0 litre four-door sedan."

We, of course, remain free to make our own judgements, in these matters.

Too good to be true — Scanning page one of the *Wall St. Journal* issue of last November 18, my eyes, as if driven by forces beyond my consciousness, abruptly focused on these sentences: "The strengthening of the dollar has brought down list prices on some imports; BMWs recently fell 15% to 25%. But that won't necessarily help sales, for many dealers were already selling way below list." Then, alas, I saw the lead-in to this squib: "Motorcycle sales are chilled by more than the approach of winter." BMW automobile prices in the U.S. will, as we have noted before, decline in response to the strengthened dollar when — and if — sales of BMW automobiles slacken in the U.S.

Against the trend — According to an article on page one of the November 16, 1982, *Financial Times* (a European newspaper), BMW has essentially avoided the impact of the recession in major world automobile markets, and boosted sales revenues in the first nine months of 1982 over the 1981 period by 24.3% to DM8.52 billion (\$3.29 billion). This success is attributed chiefly to strong demand in foreign markets. The company's domestic sales (in units) increased by a slight 6.1% during the nine month period, while foreign sales rose by an impressive 37.6%. The new five-series accounts for 38% of total units sold, up from 25% for the old model; the three-series accounts for 52% of total units sold, down from 65% in 1981. The forthcoming new three-series car, which must compete with the soon to be launched small Mercedes, is expected to enhance BMW's prospects.

The 533i: two cheers for BMW — On November 11, at Mr. Heishman's BMW store — my favorite — I saw a copy of the new 533i, which has been described by some as the answer to those Bimmerphiles who were less than enraptured with the 528e. I have as yet seen no reports of road tests, but they should be appearing soon. With a curb weight of 3125 lbs. and the 181 hp engine that is used in the six and seven-series cars, the 533i should be an impressive performer, assuming that appropriate refinements in other areas have been incorporated, which I believe is the case. I did note that the 533i I saw was equipped with Michelin TRX tires. The bad news is that the 533i carries a price tag of \$29,000. For approximately the same amount, you could buy a Datsun Maxima and a Porsche 944 — or a Honda Accord, a Honda Civic and a Mazda Rx-7 — or a Saab Turbo and an RX-7. Who says the Germans don't have a sense of humor?

Robust Rabbit ride — By dint of fortuitous circumstance, I recently drove a new Rabbit GTI. As I have intimated before, given VW's recent record, we have cause to wonder how reliable and durable this car will prove to be in extended use. However, I was most favorably impressed by its snappy performance and overall feel of quality in my much too brief experience with it. It reminded me, for all the world, of my early experiences with the four-cylinder BMWs, which I thought had been expertly chiseled from solid blocks of the

purest steel by obsessive, compulsive, perfectionist elves, who dwelt happily, deep in the Black Forest. I understand now why the auto enthusiast publications are raving about the GTI. Incidentally, its 0 to 60 mph time, and quarter-mile time and terminal speed, are in the same league as the Volvo and Saab Turbos, and it has brakes, tires and a suspension system commensurate with its power. Not bad for a 1.8 litre, four-cylinder car with a base price of \$7990.

Hardly felicitations — For my compatriots in BMW ownership, I wish, for the New Year and henceforth, at least the following: may your paint never fade, frizzle, craze or crack; may your front end never shimmy; may your fuel lines never rupture; may your sunroof never malfunction; may your power windows never falter; may your fan clutch never seize; may your cylinder head never crack; may your brake rotors never warp; may you endure free of vapor lock; may your upholstery remain pristine even if it is of the cloth variety; may you discover Weber, if you are now saddled with Solex or Zenith; may you find dustless, squeak-free, effective brake pads that last 40,000 miles, no matter what; may your clutch cylinders never leak; may your "guibos" remain free of dry rot; may your tailpipes not rust and fall off; may your output shafts keep on putting out; and, may your swash never buckle.

Bill Via

1982 AUGUSTFEST

Friday, November 12 was a milestone event for the National Capital Chapter, as over 100 people attended

our annual Augustfest at Blob's Park in Jessup, Maryland. Invited guests included members of the Annapolis Junction Sports Car Club and the Charlottesville Chapter of the BMWCCA.

Attendees were treated to good food and drink, the companionship of other car enthusiasts, and Blob's Park unique atmosphere. For those members who have not been to Blob's Park, it is an authentic German beer hall, seating over a thousand people, complete with long tables, lots of beer, and an 'Oompah' band. Polka lessons are even available for the hardy souls interested in more than just eating and drinking.

The event was symbolic of our chapter's growth over the past three years. The first dinner meeting held at Blob's attracted only 20 or 30 people. Our club in general was suffering from apathy and lack of direction. That dinner marked the election of Bill Loftin as president. Bill offered to tackle the job of revitalizing the club. Under his leadership, the club grew from 300 to 700 members, and events regularly attracted large turnouts. In recognition of Bill's two years as president, Gordon Kimpel presented Bill with a plaque, the club's appreciation for a job well done.

Every year our Augustfest attracts larger turnouts. We were pleased to see so many new faces this year. If you haven't been to one of our dinner meetings, give the next one a try. Blob's Park is only a half hour drive from Washington.

Ira Winthrop

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MEMBERSHIP # _____ AMOUNT ENCLOSED _____

NUMBER OF PEOPLE IN YOUR GROUP(+you) FOR DINNER _____ PHONE(HO) _____ (WK) _____

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During the course of some mechanical work, it was discovered that a replacement rear wheel cylinder would be required. The part was not in stock at the local BMW dealer, but I was told that part shouldn't take very long to get. Two weeks later the car was still tied up waiting for the part to arrive, and calls to the dealer were answered with "sorry, the part is back ordered", with no firm date for delivery. If you are ever faced with this situation, my suggestion is to call around to other dealers and try to find the part.

At the suggestion of Bill Ross, VOB Auto Sales was called to see if they had the part in stock. VOB maintains a large inventory of parts for older BMWs, and offers a discount to club members. VOB did have the part, and at a lower price than was quoted by the other dealer, since special order parts carry and additional 7% surcharge.

Don't take for granted that all dealers maintain good inventories of parts. Your car could be out of service waiting for one dealer to order a part that another dealer might have on the shelf. Whenever you order parts or service your car in general, ask if that establishment offers a discount to BMWCCA members.

Ira Winthrop

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185/70SR13	57.95	213
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205/70SR14	72.50	270
185/70SR15	74.50	255
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PERSONALIZED LICENSE PLATES

Jonathan Amson	1977 320i	BIMMER	VA
Tom and Sue Baruch	1973 3.0CS	BMWSKI	VA
Shep Brown	1981 320i	320 S	VA
Weldon Brown	733i	VII 33	VA
Garry Clements	1982 320i	GARRY'S	MD
John Fobian	1976 2002	MMII	VA
Woody Hair	1979 320i	A BMUU	VA
Glenn-Roy Jones	1975 530i	G R JONES	MD
Bill Ross	1980 733i	WOR	MD
Ira Winthrop	1971 2800CS	I WIN	MD

John Fobian

THE LUCKY WINNERS OF THE DOOR PRIZES AT OUR WINE AND CHEESE PARTY

- Joseph Hinchfeld — a 530i toy car pillow
- Gordon Kimpel — a brass (BMW) ashtray
- Diane Marcus — a BMW T-shirt
- Bernice Winthrop — a VDO tire pressure guage
(donated by Electrodyne)
- Kathy Dunmire — a rechargeable flashlight

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NAME & PHONE NUMBER	1938-1971	1972-1977	1978-1982	1983-1987
Glenroy V. Jones	1975	530i		
Richard Roy	1983	320i		
Arthur C. Coogler, Jr.	1982	320i		
James E. Atwell	1983	320i		
Bruce S. Tanous	1976	2002		
William A. Moore	1971	2002		
Jack Lahey	1976	2002		
Richard & Judy Dixon	1976	2002		
S. William Moore	1971	2002		
Tom Bartol	1982	320i		
Frank M. Galioto, Jr.	1979	320i		
James P. Mooney	1982	528e		
William L. McAmis	1979	320i		
George Dunn	1980	733i		
Carol Kleinman	1982	320i		
Michele & Theodore Hagans	1978-320i	1977-530i		
Farid Matini	1981	320i		
Eric D. Rosen	1977	320i		
Vernon & Leslie Strawhand	1977	320i		
James B. Graham	1982	733i		
Robert Keating	1975	2002		
Rolando & Michelle Rivera	1968	2002		
Mohammed & Wendy Bendebba	1983	320i		
Wilson Hulley & Nancy William	1979	633CSi		
Kevin Schlosberg	1972	2002		
Diane L. Hartman	1982	320i		
William H. Geier	1973	2002		
William & Lola Smith	1974	3.0S		
H.C. Lawrence Smith		(San Francisco)		
Craig R. Johnson		(New York)		
Griffin P. Rodgers		(Missouri)		
Timothy D. Taylor		(Denver)		
Stephen O. Robinson				
Alfred & Susan Griffin		(Rochester)		
William C. Grant	1972	2002		
Michael J. McCann	1975	2002		
Burton J. Reiner	1971	2800CS		
Bruce Gustafson	1978	320i		
W.J. & Barbara Jones	1980	320i		
M.K. Pilgrim	1974	20002		
Richard G. Stewart	1973	2002tii		
M. Virginia Davis	1972	2002		
Thomas P. Crone	1978	320i		
George & Fay Anderson	1983	320i		
Steve & Mary K. Dolgin	1974	2002		
William Vanderbilt	1974	2002		
John Innocenti II	1974	2002		
George W. Arthur	1969	2002		
Burke & Patrice Walker	1972	Bavaria		
Mark D. Hogan	1969	2002		
Michael Ian Gitter	1975	2002		
Clarence & Malinda Fossett	1982	633CSi		
Eugene P. Jones		320i		
Thomas P. Baines/				
Marlene J. Shevenell	1974	2002		
Kenneth A. Varteresian	1979	320i		
Stephen J. Mazur, Jr.		(Pennsylvania)		
Kenneth N. Tooker		(Miami)		
William A. Turnage				
Ricardo McCown	1975	2002		

FOR SALE

Gold centered CARROLL SHELBY wheels, 13"x6". BMW 320i fitment. NTW D.C. only. Call Kevin or Jeff 554-4605. Limited quantity. BMWCCA price \$45 (excludes lug bolts). Regular price \$79.40.

1978 320i — Madeira w/gold pin stripe; always garaged; no children or pets; A/C; AM/FM cassette, excellent shape, serviced regularly at Heishman's. Call Sam Crino (202) 695-1155 W, (703) 250-8278 H.

From 1977 320i: 2 used Continental radial snows (185/70 13's) mounted and balanced on 5 1/2 J x 13 silver painted steel rims. Matches stock 320i rims. Approx. 2-3 seasons wear remain on tires. \$50, for all. Auxiliary electric fan (fits in front of the radiator) from same car, \$20. You pay shipping costs. Jerry Liebes, 1747 Glastonberry Road, Potomac, Maryland 20854, call 202/254-7086 (office) or 301/279-0363 (home).

Good collection of used parts from 2 door (1600/2002/ti/tii) and 4 door (2000) BMW's. Included heads and blocks, \$90-120; recently rebuilt 121 head, ready to install, \$300. Auto. trans., good cond., \$200; early 1600 trans (3 hole output flange), rebuilt 10K ago, \$175. Pair of 40PHH Solexes, for 2002/ti/CS, \$80. Complete interiors, tan 2 dr., brown 4 dr., incl. all seats and door panels, \$200 each. Complete 12V and 6V electricals. Stock wheels, 4 1/2, 5x13, 5x14, \$5-15, some with used XAS or XZX. Gas tanks, ti and 4 dr., \$40-65. '74 2 bbl. intake manifold, \$90; Weber 32/36 DGAV carb with less than 1000 miles, jetted by Quicksilver, \$115; air

cleaner for same, \$20. Air cond. parts, bumpers, suspension, etc. Terry Donohue, 5917 Valley View Dr., Alexandria, VA 22310. (703) 971-7721.

1971 1600-2 VIN 1571141. Green w/tan interior, 123k miles, Ansa headers, Supersprint exhaust, XAS tires, Diehard, Bilstein struts/Koni rear shocks, Sanyo FM/Cassette underdash w/extra wired mounting bracket and 3-way bi-amp speakers, new Ferodo brake pads, Oil change every 3500 mi. w/CAM2 20w50, 28.5 avg mpg, Engine work 10/81 by Bavarian Specialties, King of Prussia, Pa., Full body restoration including new rocker panels, rustproofing, complete paint job. Interior work also done. Other extras available. Complete 3 yr service records — previous owner a Korman Automotive mechanic. This was last year of "BMW Best Buy", selling to purchase brother's 1976 2002. Sacrifice at \$3475. Bruce Schexnayder, 11407 Dunbrook Rd. Apt 203, Richmond, Va. 23235. Eves: (804) 794-0343.

1971 BMW 2002 — Riviera blue. 35M miles on rebuilt engine. Sunroof, mags, compucruise, many extras. Super clean, one owner automobile, \$5,000. Call Carl 849-3725 (work) or 620-2532 (home).

PARTS WANTED

140 MPH speedometer for 2002; 3.45 (or 3.36) short neck differential for 2002; 3.45 (or 3.64) differential (preferably with LSD) for early 2800/CS; those requiring rebuilds might be OK. Terry Donohue, 5917 Valley View Dr., Alexandria, VA 22310. (703) 971-7721.

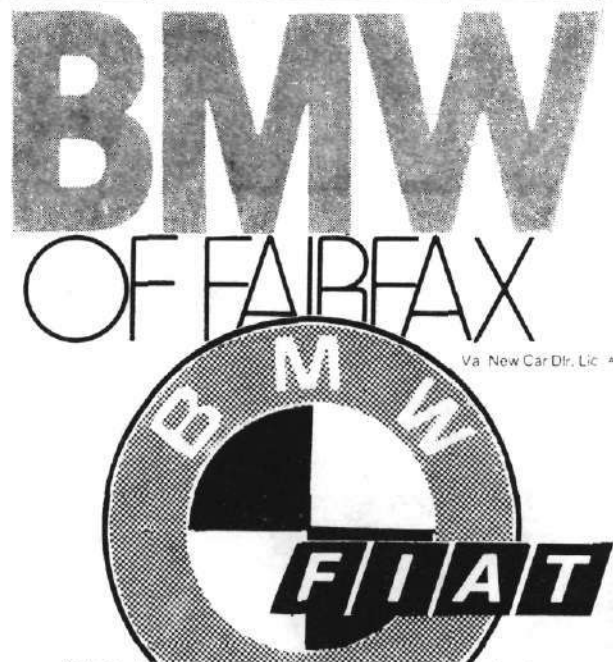
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