

MAY/JUNE 1983

NEWSLETTER OF THE NATIONAL



CAPITAL CHAPTER

# der bayerische



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Box 685  
Arlington, VA 22216

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

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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.

All copy submitted must be typed and received by the editor by the 20th of the month preceding the coming issue.

**EDITOR** — Raine Mantysalo  
(301) 953-7293

**CIRCULATION** — Bill Ross

**TYPESETTING** — Bonnie Down, Kay Wassam  
(301) 434-3198, (301) 779-3552

## CHAPTER OFFICERS

**President** — Bill Ross *4645*  
(202) 382-2198 days  
(301) 654-7987

**Vice President** — Gordon Kimpel  
(703) 524-8712 days  
(703) 527-3234 USE WORK NO. FIRST

**Treasurer** — David Bowers  
(703) 361-3259

**Secretary** — Daniel Lim  
(301) 839-9203 evenings

**Membership** — Don Kellam  
(301) 262-9251 eves. 'til 8 p.m.  
(301) 441-9112 days

**Club Store** — Bill Riblett  
389-3075 days  
549-0351

*775-3304  
Mant  
Robinson*

## MAILING ADDRESSES

Der Bayerische  
7711 Erica Lane  
Laurel, MD 20707

National Capital Chapter  
P.O. Box 685  
Arlington, VA 22216

## TECH TIPS REP/ATLANTIC ZONE

Bill Machrone 121 North Avenue  
Fanwood, NJ 07023  
(201) 322-8654  
(7 - 10 p.m.)

Hugh Wells 120 Wicklow Road  
Winston-Salem, NC 27106  
(919) 748-1601

## COMING EVENTS

### SCCA NATIONAL RACES June 12, 1983

On Sunday, June 12, 1983 at The SCCA National Races at Summit Point, the Club will host a corral and a chance to take a controlled spin around the track (a parade lap). In addition to the refreshments, the Club will also, as an extra feature, provide a lunch of knockwurst, bratwurst and saurkraut. It will be served from 1:00 thru 1:30 p.m. after the parade lap to members and guests. Bring your membership card! Volunteers are needed to serve. Call Gordon Kimpel.

Directions: Route 7; go past Leesburg, Berryville, Route 340, right off 7 at Route 632; right at next two "T" intersections to track on right. Or, Route 270 North to 340 South (West) at Frederick to Charlestown, W.VA Follow 340 thru Charlestown, go straight on W.VA Route 51 for one block — bear left on to Route 13 (Summit Point Road). Stay on for 6 miles, track on the left, 1/2 mile past Town of Summit Point.

### TECH SESSION June 18, 1983

On Saturday, June 18, 1983, at 10 a.m. VOB Body Shop will host a Tech Session at their new, ultra modern body shop. This shop features the Blackhawk Bench System for unibody straightening and the only down draft spray booth on the east coast. We will be there until 2 p.m. Refreshments will be served.

Directions: From 495, exit Rt. 355N (Rockville Pike). Right turn at Twinbrook Pkwy, left at Parklawn (second light) and immediate left on Calvert Avenue to 5812 Wicomico Avenue.

From Washington take Wisconsin Avenue that will turn into Rockville Pike. Follow directions above. VOB Body Shop (301) 984-8480.

## 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 \_\_\_\_\_

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## PRESIDENT'S MESSAGE

The start of spring and summer signals the period of greatest enjoyment of your prized BMW. Many of you joined us the "right" way to start the season — a spring checkup. The do-it-yourself Tech Session was a complete success, thanks to Peter Voelske and the staff at Tischer BMW, Laurel, MD. Not only did Tischer supply a check-up list, but also assisted in services ranging from oil changes to valve adjustments. The shakedown was the Spring Tour.

Thanks to Woody and Mary Lee Hair, the tour of Maryland and West Virginia roads was outstanding. I only left the road one time — straight up! Those of you who were there will remember the curve with the sudden drop, followed by another curve. Precision BMW got us off to a good start with coffee and donuts and Warner's German Restaurant was a great hit with both food and atmosphere. See Joseph Hirschfeld's story about the 300 mile tour on great roads through some of the most beautiful countryside. Call Woody for a copy of the tour.

Welcome to our new members and those who are returning to the Club. Total membership has exceeded the 800 mark and with your help, we are gaining on the Golden Gate Chapter (third largest). You should also note the new recognition of member, advertisers and the print media referring new members to the Club — see the new members list on page 22.

The Tech Session at VOB Body Shop on June 18, will give you an idea of how new technology can be used to eliminate any body problems that occurred over these winter months. That way you can sign up for the Car Show in July. See Terry Forrest's article for details.

The Club has planned diverse activities in an effort to offer a variety of events for participation. If you have ideas you would like us to try, call one of the Club officers. Now that we have two community involvement activities planned (Car Show and Fun Rally), we can turn our attention to more events in the Baltimore area. If you have ideas, drop me a line.

Community events are fine, but they are not the purpose of this club. The purpose of the Club is to promote interest in motoring and touring activities, and to encourage safe, skillful and informed driving. Since we live and work in this community, to the extent that we can fulfill our purpose and make a reinvestment in the community, we will. I will not lose sight of the Club's purpose and reason for being. Happy motoring and hope to see you soon.

Bill Ross

P.S. If the owner of the 745 delivered by VOB on April 21 is a Club member, call me or Raine. We would like to do a story on your car.

## FROM THE EDITOR

Here comes your third newsletter this year. It has been an experience again trying to put it together. Even though I had requested all the material to be TYPED, I still received most of it handwritten and some of it in such a bad shape that I felt like giving up. So, I spent some lovely evenings and Saturday afternoons typing all the material myself before giving it to be typeset. The typesetters really shouldn't have to work from someone's unprepared manuscript.

So, I am making another request that all the material to be typed and proofed and sent to me on time; if you have any questions, pick up the phone.

I am looking for some good photos of the Driving School at Summit Point; my camera did not function properly and I lost a bunch of nice shots. So help me! By the way, it was a terrific event and I can't wait for the next one! (Then, I can test my new set of Recaros — no more sliding on the seat around the curves!!)

I hope you will have a great summer and lots of good times and trips with your Bimmer.

Raine Mantysalo



Photo: Jim Christensen

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## CO-SPONSORED FUN RALLY

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The National Capital Chapter of the BMW Car Club of America, and the Greater Washington Section of the Mercedes Benz Club of America, will jointly sponsor a rally to benefit Children's Hospital National Medical Center. The rally will be held on Sunday, July 17, 1983, at 10:00 a.m.

With the cooperation of the West Montgomery County Citizens Association and the Potomac Association of Presidents, this low speed, distance/item rally will be held in Potomac, Maryland. Place: Bullis School — 10601 Falls Road, Potomac, MD. The rally will consist of 50 vehicles — half Mercedes and the other half BMWs which will navigate a preselected course and pick up designated items (balloons, toys, cards, etc.) along the way. The cars will be dispersed among 10 subdivisions to keep traffic to a minimum and drivers will follow instructions read to them by a child navigator. The navigators, to the extent possible, will be current or former patients of Children's Hospital. An instruction may read *"Go to 11003 Spring Street; Stop; Pick up Red balloon from basket in front yard; Go to . . ."*

This family event will offer a challenge to the driver, navigator and community. The goal is to raise over \$3000 for Children's Hospital. Drivers will be volunteers from each club, and navigators will hopefully be selected from Potomac. Potomac area families may participate by enrolling as a navigator a child meeting the requirements below. BMW Car Club members may not only enroll children, but are asked to agree to the requirements



below and sign up as drivers. First 25 members and 5 alternates only! The line forms in the rear — I plan to be the first to sign up. To enroll a child and/or drive, please contact me as soon as possible.

#### Driver Requirements

- Current Club member
- Will obtain min. of 5 individual sponsors (\$10 minimum/sponsor)
- Merchant contributions encouraged

#### Navigator Requirements

- Current or former patient
- Reading on at least 3rd grade level
- Up to 12 years of age

Members may also participate by: 1) sponsoring another member; 2) contributing to Children's through the club; and 3) attending the event. All checks may be made payable to Children's Hospital and are therefore tax deductible. During the event, there will be a drawing from among the sponsors and contributors for a W. Bell gift certificate in the amount of \$100. Additionally, prizes will be awarded to each driver and each navigator; the driver who obtains the largest amount of contributions (4 prizes); merchant who makes the largest single contribution (2 plaques); and driver and navigator who log the shortest distance (4 prizes). Prizes are furnished by Madison National Bank, Electrodyne, Inc., W. Bell and both clubs.

Refreshments served at the Rally will be supplied by local area dealers and service facilities listed in the printed program. Chairperson can supply details.

Dealers and independent service facilities may desire further participation by allowing their customers to make contributions to Children's Hospital (no minimum required). Special tickets and receipts for the drawing will be made available upon request.

The following prizes and awards will be given:

1st Prize	Largest total of contributions from individuals	\$75 certificate
2nd Prize	Second largest total of contributions from individuals	\$50 certificate
1st Prize	Largest total of contributions from firms	\$75 certificate
2nd Prize	Second largest total of contributions from firms	\$50 certificate
1st Prize	Largest single merchant contribution	Plaque
2nd Prize	Second largest merchant contribution	Plaque
1st Prize	Shortest distance travelled	Sportsman 3 spoke steering wheel* & \$25 Bond
2nd Prize	Next shortest distance travelled	Osram Mobile spot light* & \$25 Bond
Grand Prize Drawing		
	Individual Sponsors/Contributions	\$100 Certificate

\*Donated by Electrodyne, Inc.

For more information, to enroll a child, and/or enroll as a driver, please contact:

Bill Ross, BMW Car Club  
c/o 4615 N. Park Ave, Apt. 1619  
Chevy Chase, MD 20815  
(D) (202) 382-2198 (E) (301) 654-7987

Any advice — Yeah! Don't wreck your car — but if you do — take it some place where the total repair can be effected. A shop well equipped to handle those necessary repairs. A shop of good reputation. And don't ignore your car while its being repaired — make inspections, ask questions of the methods of repair, get to know the people who are doing the job. If you don't know right from wrong — get advice from someone who does.

To VOB goes a job well done.

Don Kellam

## ON THE ROAD AGAIN



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## CALENDAR OF EVENTS

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April 2	Working Tech Session at Tischer BMW in Laurel, Maryland. 9:30 a.m. to 12:30 p.m. "Do-it-yourself".	July 17	Charity Event
April 16	Spring Tour. Warner's German Restaurant Cumberland, Maryland.	July 31	Crab Feast, Bayridge Yachtclub
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 14	SCCA Summer National Races at Summit Point, corral laps
May 7-8	National Capital Chapter driving school at Summit Point Raceway.	August 24-27	BMWCCA National Octoberfest in Colorado Springs.
May 15	MARRS Races at Summit Point, corral laps.	September 10	Tech Session at VOB Auto Sales, in Rockville, Maryland. Subject: Electronic Diagnosis. Members' cars will be put to test.
June 12	SCCA National Races at Summit Point, corral laps.	September 18	Fall Tour: To Bavarian Inn
June 18	Tech Session at VOB Body Shop, in Rockville, Maryland. Subject: Bodywork	October 1	Octoberfest at Autoy.
		October 23	Winery Tour
		October 14	El Cheapo driving school.
		November -	Augustfest.
		December -	Wine and Cheese Party.

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## OTHER EVENTS OF INTEREST

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Bill Scott Racing School schedule: June 5, July 23-24, and October 15. For your "hands-on" training call (304)725-6512.



Photo: Raine Mantysalo

**May 7-8 Summit Point Driving School**

## RAMBLING RUMINATIONS

**Heresy** — The BMW six-cylinder engine is no longer the clear leader in refinement. Toyota's Supra six is smoother. At least, that is the opinion expressed in *Road and Track's* 1983 "Sports & GT Guide" in an article on the 633CSi. Don't expect to see this quoted in any BMW ads. Elsewhere, I have read that Toyota plans to increase the output of the Supra's 2.8 litre six to 170 hp (SAE net, up from 150). There is increasing evidence that the Japanese auto manufacturers are, like many others, becoming more performance conscious.

**Prelude performance** — For example, the revised (for 1983) Honda Prelude develops 100 hp @ 5500 rpm and torque of 104 lb-ft @ 4000 rpm (SAE net) from its 1829cc four-cylinder engine, whereas the predecessor 1751cc four produced 75 hp @ 4500 rpm and torque of 95.81 lb-ft @ 3000 rpm. The new Prelude has received considerable laudation in the automotive press, although an *AutoWeek* writer, while expressing overall praise, expressed the opinion that the car is no Rabbit GTI in the performance realm. However, tests by *Road & Track* (11-82; 5-83) suggest otherwise. Incidentally, the road test of the new Prelude in *Motor Trend* (4-83), when compared to that publication's test of the 1.8 litre 320i (5-81), shows the Prelude to be marginally quicker in all acceleration runs. The Prelude also has ventilated front disc brakes, but the U.S. three-series BMWs do not (and have not since the 1977 model). The Prelude has a drag coefficient of .36 (but you will nonetheless recognize it as a Honda). I understand that the drag coefficient of the present three-series car is a whopping .45, and that the figure for the forthcoming revised edition is a mediocre .39.

**Gaffe** — I found it mildly interesting that *MT* writer Jim McCraw opined that the new Honda Prelude engine develops its horsepower and torque at "extraordinarily high points on the rev scale"; and, at another juncture he repeated that "the power and torque peaks are, we think, inordinately high". Looking back at *MT* writer Ro McGonegal's piece on the 1.8 litre 320i, I found no comparable reaction to the even higher rev points at which the BMW four develops its peak horsepower and torque. This unexplained contradiction is annoying, and it is, unfortunately, the sort of thing that can be found all too frequently in our domestic automotive press. The writers apparently don't read their own magazine. Perhaps we should take the clue?

**Porsche faces life** — Porsche, I understand, will increase the engine displacement of the 911SC from 3 to 3.3 litres, which ought to make it faster than, rather than about (or almost) as fast as, the new Corvette and the forthcoming 944 turbo. Don't be surprised if Porsche tends to hold the line, or at least go easy, on price for awhile. Porsche certainly appears to have the margin for it. Further, *Fortune* magazine (12-82) reports that the new head of Porsche, Peter Schutz, a German-American engineer, lopped \$3000 off the proposed U.S. price of the 944, against the advice of his Porsche colleagues. The result was an enormous demand for the car and an increase in its production, all to the net benefit of the Porsche coffers.

**Crash tests** — The National Highway Traffic Administration's automobile crash testing program, in effect for

about four years now, entails a 35 mph crash into an immovable barrier, a rather severe test, which I understand is the equivalent of two cars of the same size and weight meeting head-on, each travelling at 35 mph. The crash test results are useful, even though, the laws of physics being as they are, a small car and a large car faring equally well in the barrier crash would not fare equally well in the head-on encounter with each other.

Crash protection for a driver and front seat passenger is judged principally by measuring the force and duration of head impact on each of two belted dummies. The results are sometimes surprising, as in the case of the 1980 Mercedes 240D, which flunked, apparently because its seat moved forward during the crash. I gather from *Consumer Reports* that the problem has not been corrected in later models. The 1980 Audi 4000 4dr also flunked, as did the 1981 VW 4dr Jetta and the 1982 4dr Quantum. Results for the 2dr Rabbit and Scirocco show the driver being killed or severely injured, but the passenger escaping with a minor injury at most (except for the convertible Rabbit passenger, who would be injured, possibly severely). In the case of the Audi and the VWs, the steering column moved up and back into the path of the driver's head. The Honda Accord 4dr, by the way, turned in an outstanding performance in the test.

An interesting finding is that the crash protection can sometimes be improved substantially through minor changes and for a very low cost. Some manufacturers apparently are more willing than others to effect improvements and to do so promptly. For example, after the 1980 Honda Civic 2dr flunked the crash test, changes were made in the safety-belt system and a collapsible section was added to the steering column for 1981. The 1981 edition passed with flying colors. Strangely, the 4dr version of this car did not fare so well and the needed changes have apparently not yet been made. Volvo initially flunked the crash test but with shortened seat belts, by eight inches, to reduce reel out in a crash, the car is now judged to be among the best in affording crash protection.

*Consumer Reports*, in its April issue, which is devoted each year to automobiles, covers the NHTSA crash test program in some detail, for those who may wish to pursue the subject. I wonder when BMWs will be tested, as well as how they will perform.

**Much improved?** — The 533i has received considerable praise, not only for its improved suspension and handling, but for its acceleration and speed, as well. In fact, it was praised just for showing up, appearing as it did at a time when the last of the old faithful were about to lose the faith. But if you compare the *Road & Track* (2-83) road test findings for the 533i with those obtained by R&T (2-79) for the 1979 528i, which probably was not the best performing edition of that model, you might be a little surprised. According to those tests, the 533i covered the quarter-mile in 16.4 secs, reaching 85.5 mph, whereas the 1979 528i ran that distance in 16.7 secs, but attained 86 mph. The 528i ran from rest to 60 mph in 8.2 secs, whereas the 533i took 8.3 secs to get the job done. The 0-80 mph time for the two cars clocked the same, at 14.3 secs. The 533i ran 0-100 mph in 24.5 secs and the 528i took 24.6 secs. The 533i reached a maximum speed of 134 mph in both fourth and fifth gears; the four-speed 528i registered 125 mph in top gear.



Although it doesn't tell the whole handling story, it is interesting that the 533i raced through the 700 ft slalom at 58 mph, while the 528i recorded 57.2 mph. Exchange the Michelin XVS tires of the latter car for the TRX tires on the 533i and you just might get a higher speed for the 528i in this test.

The stopping distances for the 533i were 149 ft from 60 mph and 265 ft from 80 mph, which were, respectively, 9 ft and 4 ft shorter than the distances for the 528i.

The 528i recorded less interior noise than did the 533i at all three of the speed readings used, being 1 decibel quieter at 50 mph and 2 decibels quieter at both 30 mph and 70 mph.

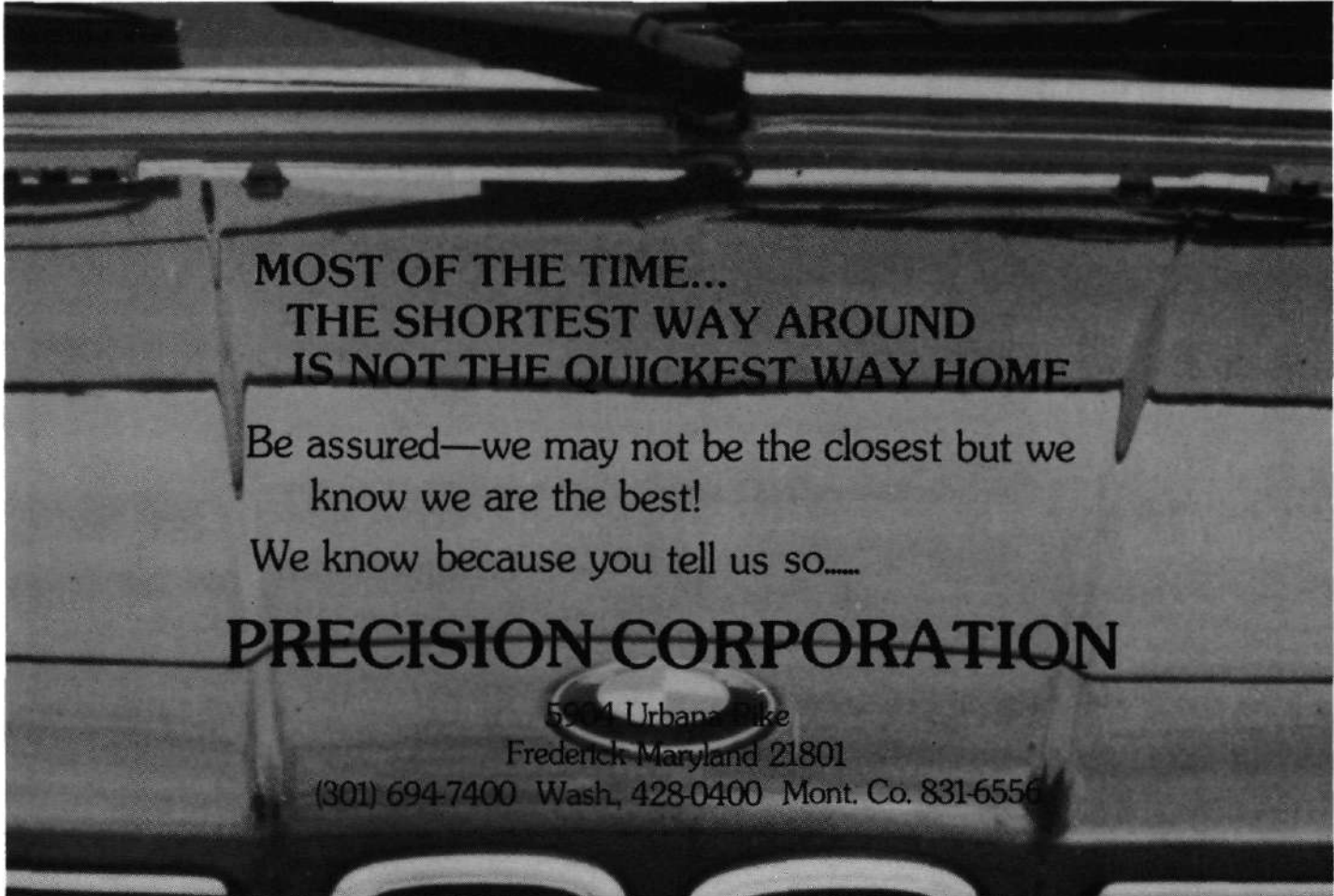
The speedometer reading for the 528i was 30 mph at an actual 29.5 mph, and it showed no error at all at 60 mph. The 533i speedometer was 3 mph fast at both an indicated 30 and 60 mph, causing me to suspect that BMW, in skinflint fashion, failed to change the speedometer gearing to match the changed drivetrain gearing (and the slightly weirdo sized tires). Finally, *R&T* reported "normal driving" fuel economy figures at 19 mpg for the 533i and 22 mpg for the 528i.

On the other hand, comparing the *Car & Driver* (2-82) road test results for the 533i with those obtained by *C&D* (12-80) for the 1980 528i may cause less surprise. According to those tests, the 533i covered the quarter-mile in 15.8 secs, reaching 88 mph, whereas the 1980 528i ran that distance in 16.3 secs and attained 85 mph. The 528i ran from rest to 60 mph in 8.2 secs, whereas the 533i did the job in 7.7 secs. The 533i ran the 0-80 mph test in 13.6 secs, while the 528i took 15 secs. The

533i ran the 0-100 mph test in 23.8 secs, or 2.3 secs quicker than the 528i. The 533i reached a maximum speed of 127 mph in both fourth and fifth gears, and the 528i attained 122 mph in both fourth and fifth. The 533i recorded .73g, and the 528i .72g, on the 282 ft-diameter skidpad. The 528i used 214 ft in stopping from 70 mph, or 14 ft less than the 533i. The 533i was found to be 8 decibels quieter at idle, but the sound readings for the two cars were identical at full-throttle acceleration and at a 70 mph cruise. Interestingly, at the 70 mph cruise, the only common sound test, *C&D* recorded 72 decibels for both cars, whereas *R&T* found 71 for the 528i and 73 for the 533i. *C&D* does not report speedometer error, but did report "observed fuel economy" figures of 20 mpg for the 533i and 18 mpg for the 528i.

*R&T* and *C&D* cannot both be right in these diverse road test findings. Could it be that both are wrong? If I should ever locate the appropriate back issues of *Motor Trend* for a similar comparison, will the matter be resolved or only further muddled? Don't hold your breath. It does seem a fair guess that the 533i and the 528i are near enough in performance and far apart enough in price so that the 528i, especially the 1981 edition, will be, for some time to come, in fairly brisk demand as a used car among the traditional BMW enthusiasts, meaning those of the "lawdy mercy" driving persuasion.

**Errata** — Despite the excellent work of our marvelously proficient typesetters, a line was omitted in my article in the March/April issue, causing it, no doubt, to make even less sense than usual. If anyone cares, turn to page 6 of that issue, left column, paragraph 3 (beginning



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with "Second"), line 10, and insert after "performance": "in the tests. Obviously, the improvement in acceleration performance". While we're at it, on page 7, left column, paragraph 2, line 3, insert "had" after "U.S.". The fact that "digression" is misspelled (Also misspelled in your manuscript, Bill) in a lead-in on this page does no real harm, so let's not bother with suchlike.

Bill Via

## TIRE BUYING TIPS

There are many factors that should be considered in the purchase of a new set of tires. Here are a few tips that might prove useful.

First, buy your tires locally. Local firms (not including the company owned stores such as Market Tire) will either match or come very close to the prices offered by the mail order outlets. Mail order tires are fine as long as there are no problems, but if your new tire fails to hold air, whose fault is it? The hassles involved in trying to determine responsibilities for such a tire problem will prove to be more troublesome than the few dollars saved. Besides, many tire stores include mounting as part of the purchase price, further reducing the small price difference.

Next, compare tread wear guarantees. Not all guarantees are the same. Many stores offer warranties based upon the retail price of the tire, others base their warranty on the actual selling price. This is an important difference since the retail price of a tire is often double the actual selling price. If you should need to have a tire

replaced or exchanged, this difference could double your cost. NTW Tire Company, for instance, uses the actual selling price for warranty exchanges as well as offering a road hazard guarantee covering potholes, excursions over curbs, etc., for only a few dollars per tire. Considering the quality of the roads in this area, and all the junk that falls off the cars onto the Beltway, this road hazard guarantee is a good investment.

Check the selection of tire brands. Some stores only seem to push one brand of tire, whether for a lawn mower or a Mack truck. Everyone has different driving habits and requirements; it would be ridiculous to assume that one particular brand of tire would suit everyone's needs. NTW has published an informative rating guide for tires, including the well known brands of high performance tires. This guide rates tires for wet and dry handling, ride, and a subjective rating of value for the money. Wherever you decide to buy your tires, at least stop by NTW to see this guide.

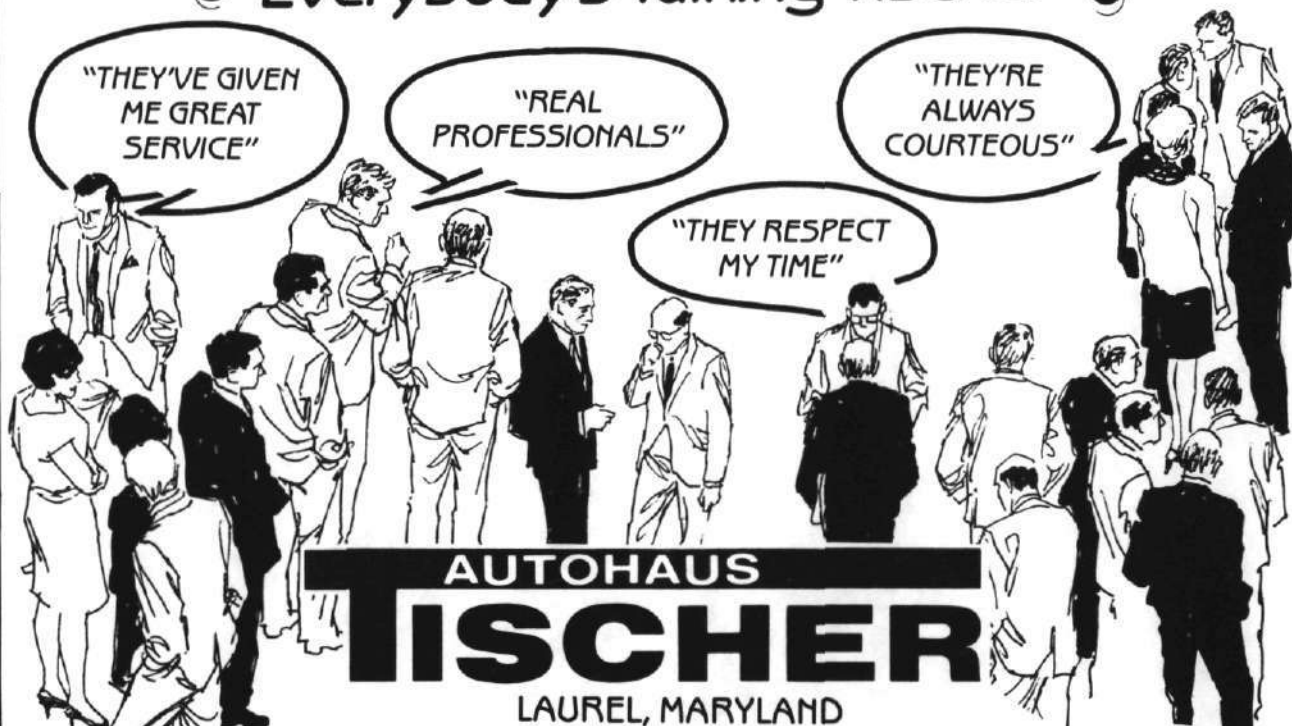
NTW also has free repair of any flat for the life of the tire, free rotation for the life of the tire and discounts for Club members.

To sum up, there is more to consider in the purchase of tires than just the brand. Where you buy the tires, the quality of the warranty offered, and the service following the purchase should you have any problems can be a major factor in your overall satisfaction with your tires.

Ira Winthrop

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## WORKING TECH SESSION

On April 2, 1983 Tischer BMW in Laurel, Maryland held a working Tech Session for the Club members.

The service area and several qualified BMW mechanics were available for any minor service/maintenance assistance. This was a perfect time to do an oil change or to get the brakes bled for the Summit Point Driving School. Many of us took advantage of it.

I noticed a track rod being replaced and a few cars were scoped for any necessary adjustments for the perfect tune. I brought the 320i for a check up since the transmission had started to make rather alarming noises. We were able to pinpoint the problem and it was later on fixed.

Tischer BMW had special prices on parts and accessories and that is enough to make the Tech Session worth it.

We want to thank Tischer BMW and Peter Voelske for providing the professional help and advice and for allowing us to use their service facility.

Raine Mantysalo



A BMW technician explaining the electronic testing equipment used at Tischer BMW.



John Hartge and Chuck Garrish getting into something heavy.



Bill Ross doing his first oil change with the help of Joseph Hirschfeld.

Photos: Raine Mantysalo



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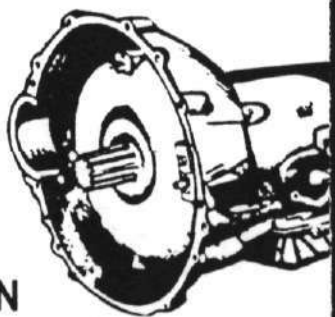
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## FIRE EXTINGUISHER UPDATE

Some good news, and some bad. If you've been thinking about buying a SNUFFER fire extinguisher through the Club, forget it, it's too late. All of the SNUFFERS are sold. These are halon extinguishers which have several advantages over other types — no residue, no stain, no corrosion, no abrasives. Fortunately a local retailer has agreed to offer comparable fire extinguishers (same halon 1211, 2.5 lb or 5 lb units) to Club members at the same price and ship them UPS to your door. For more information call David Dunmire at 301-565-2970.

*American LaFrance 2.5 #38  
note checked to 5-4-83  
3616 Randolph Rd  
Wheaton, Md 20902*

Gentlemen:

I wish to acknowledge Paul Eisenberg T/A BMW Potomac Motor Repair, Rockville, MD.

On Saturday night April 23, 1983, my 1981 528i broke down in Potomac, MD. I live in Verona, N.J. Being 230 miles from home with four passengers on Saturday night, I was in big trouble. The miracle is that Paul was driving by, stopped and explained the problem (broken gasoline). He arranged towing to his shop, then drove us back to our hotel. On Sunday morning he repaired my car. He save us. His charges were more than fair and his workmanship expert.

Sincerely  
Eugene M. Steiner

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## TESTING, TESTING . . . THE ULTIMATE M1.

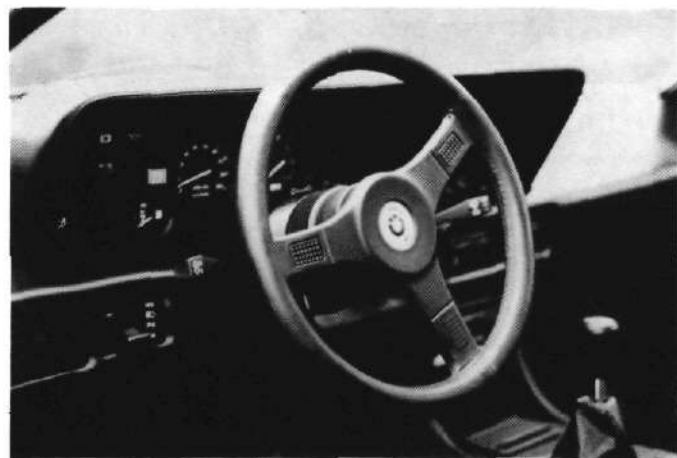
*"The car created the experience of moving sideways at the slightest change to its direction . . .*

*"It seemed to get lower and stick to the pavement harder when accelerating through exit ramps . . .*

*"The high-powered six was howling under acceleration right behind your back enough to make your chest muscles hurt from the pounding of your heart and enough to cut your breathing . . .*

*"Your weight was pushed against the back of the seat with such an enormous pressure that only the deceleration of the car could offset it . . .*

*"The brake pedal felt soft to touch for a moment and then it was like someone stopped the world . . ."*



The BMW M1 is a very rare automobile. It demonstrates the company's willingness to produce a limited production mid-engine sports car totally an offshoot from its regular line of production vehicles. It is a car capable of blowing dirt in the eyes of most of the exotic high dollar competitors some with twice as many cylinders.

The car Don Kellam and myself were proud to drive is a 1980 model, painted in original Ferrari red and currently undergoing its final stages of modifications to meet the strict federalization requirements. For instance, the owner (VOB) Auto Sales) has totally remanufactured the bumpers to meet the specs. Lothar Schuettler has done one remarkable job hand crafting and modifying the car. The exhaust system was one of the areas that needed attention and he was able to use an existing catalytic converter mounted right adjacent to the standard exhaust. Nevertheless all these alterations to the beautiful car it still remains looking factory prepared and there just aren't any visible reminders of its time spend under the competent hands of Lothar.

The BMW M1 was built by BMW Motorsport, a very special extension to the main factory in Germany. It is as close in its nature to a real race car as one can manufacture any vehicle and still make it so wonderfully street-able that you might let your wife take it out to get the (1 bag) groceries.

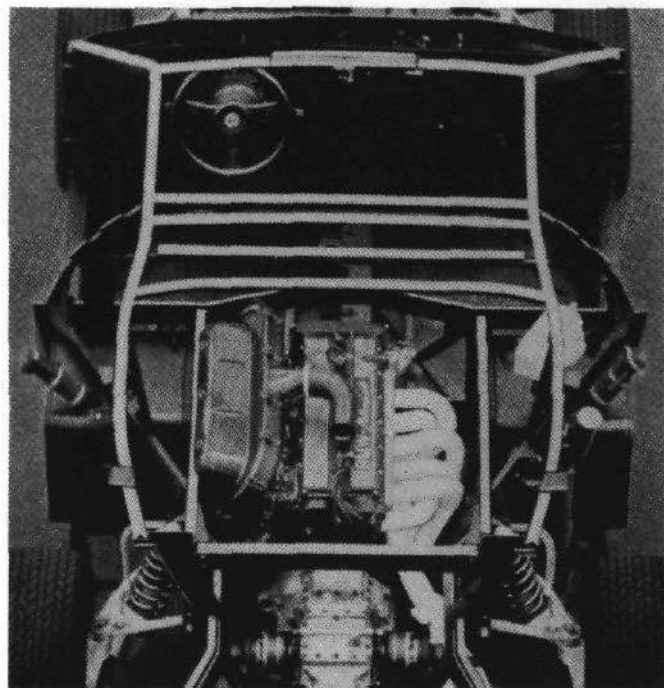
The "cockpit" felt a little crowded for my 6'1" figure, but after the initial getting-used-to-period it started to show its merits of not allowing you to float around. Taking off takes a little practice. There are only two things to remember, first: give it enough gas to get it rolling and second: stay off the gas so you don't roll over the other cars. The

performance (described previously) is out of this world and you can really forget that you are being rocketed down the four lane 277 raceproven horses pushing you exactly where your hands point its nose. The visibility seemed rather restricted at first sight, but you get the idea later and you actually can see through the rear quarter louvers.

The experience of driving a car like this comes maybe once in a lifetime; the way a car becomes an extension of the driver and his capabilities is hard to describe, but having driven the M1 I can surely understand the feeling it creates.

I want to thank VOB Auto Sales and the very person who made this test drive possible and enabled us to share this fine car with the rest of the Club members.

Raine Mantysalo



Photos: Raine Mantysalo

## SPECIFICATIONS

	<b>M1</b>	<b>'80 320i</b>
Length	174.4"	177.5"
Width	72.9"	63.4"
Height	45.9"	54.3"
Wheelbase	102.4"	100.9"
Wheels/Tires, Front:	205/55 VR 16 TL, <i>Pirelli P7</i> on light-alloy wheels 7 J x 16 H 2	
Rear:	225/50 VR 16 TL, <i>Pirelli P7</i> on light-alloy wheels 8 J x 16 H 2	
Engine:	6-cylinder in-line water-cooled engine, 4 valves per cylinder, 3,453 c.c., 277 bhp @ 6500 rpm, max rpm 6700, compression 9:1, lubrication: dry sump, mech. fuel injection, electronic ignition, oil capacity: 8 liters, recommended oil: Castrol GTX 2, power to weight 10.8 lbs/bhp.	
Transmission:	5-speed ZF 1st 2.42, 2nd 1.61, 3rd 1.14, 4th 0.846., 5th 0.704, final drive 4.22:1	
Suspension:	independent, double wishbones (front/rear)	
Steering:	Rack and pinion	
Maximum speed:	163 mph, 0-62.5 5.6s, 0-125 20.7s	



## SPRING TOUR — 1983

On an April morning, the only sunny morning of the rainy weekend of April 16, 1983, about 10-12 cars and approximately 25 BMW Club members gathered in Frederick, Maryland on the parking lot of Precision BMW.

After a short donut and coffee break, each participant in the event received a detailed instruction sheet describing the tour, the mileage and the route to be followed to the final destination Cresaptown, Maryland.

Starting out the participants followed each other in the starting order, not exactly staying within the speed limit, but not exceeding it unreasonably either. Fast enough to enjoy the lovely countryside. This was a special event to me, since it was the first driving experience for me in this part of the state.

The group was headed by Woody Hair who being very familiar with the route and the various exits was able to give us an opportunity for such a joyous ride. Woody deserves everyone's appreciation, "Thank you".

After approximately one hour and 52 miles of enjoyable ride in the picturesque countryside it was time for a pit stop at a close by Exxon station.

To my friend Max, who at this point had to leave the tour to go play soccer, "You can regret for not continuing, since you missed the best part of the trip."

We kept entering and passing through several small towns and villages (staying with the same speed). The traffic we were meeting got heavier as we got closer to Cumberland. At this point to be observed on the drivers' faces was an expression of surprise, as if everyone was asking about the destination of this beautiful, shiny herd of BMWs. We looked like a troop of soldiers. Such an expression is justified, since wherever the group gets together their cars never cease to shine.

I had heard of Cumberland being located in the mountains, but had never given an opportunity to visit it. Getting there was an even greater surprise. What a nicely located town it was, with its highways mounting one on top of the other with such a dense city traffic.

Following Cumberland on MD Route 51 and approximately 10 miles later, we had arrived to our destination, Cresaptown, Maryland, in the Allegheny Mountains. An impressive little town. Driving along the main street on the left hand side, we finally arrived to a stone building, Warner's German Restaurant. This was our final destination.

At the entrance a German soldier, made out of wax, was standing and wearing an authentic German uniform (a G.B. uniform) as if was greeting us. (G.B. Gebirgs-Jager, means a special military unit in the German Army trained to mountain fighting).

A lovely young waitress in a Bavarian national costume welcomed us and led us to the room already set up for our luncheon. Orders for drinks were taken and being wine lovers my wife and I requested some white wine. While enjoying the drinks we were faced with the hard job of deciding from the menu filled with every possible German speciality. Knockwurst with sauerkraut or Bratwurst or maybe another specialty. Well, we did make up our minds and proceeded to the salad bar. This was a big event and a happy surprise itself. You were

able to find everything that your eyes desired. And based on the number of seconds the salad bar was a hit.

The main dish was served while some of us were still working on our salads. The food was delicious, everyone totally satisfied, I even picked up a couple of favorite bites for our dog, Lucky, who had been outside watching the cars.



Photo: Joseph Hirschfeld

Another glass of wine and a cigarette and then came the sweetest part — the dessert. This was the final event, and perhaps the best. In the middle of the table were loads of sweets and German cakes with whipped cream and topping, what an irresistible sight!

Everyone helped themselves as much as their hearts desired. A moment of rest and relaxing was needed.

Finally after the table was cleaned we thanked the staff for their hospitality, even the wax soldier seemed friendlier to our satisfaction.

On the parking lot Bill approached me with the request of summing up this event into words and so this is how I got involved.

We chose to take another way out of the parking lot and unfortunately I neglected to check the gas gauge and 40 miles later the warning light came on. Waving goodbye to Bill and the rest of the group, we took the first exit to a gas station and headed home.

I would like to thank everyone who was involved in organizing this beautiful tour and to ask for repeats for such a great event in the future. And my special thanks to the Highway Patrol who stayed out and didn't even surprise us once and helped us to choose our speed.

Finally I thank everyone for bearing with me with my article since English is not my specialty, but trying is what counts. I do hope that in the next event of this nature we will have more members participating — you don't know what you missed.

Lilly and Joseph Hirschfeld

PS: We regret that we couldn't pay a visit to the Goodyear Plant. Maybe sometime soon.

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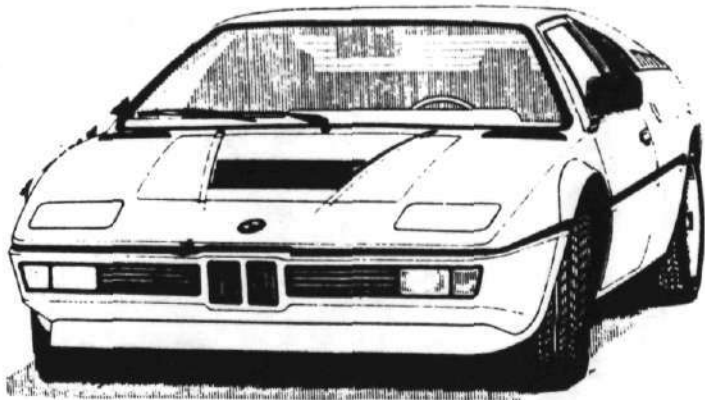
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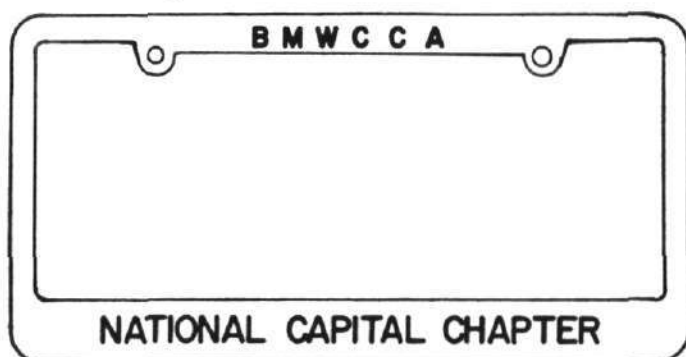
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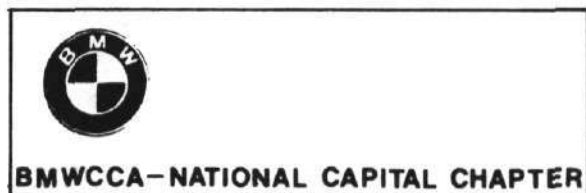


FOR SALE: The National Capital Chapter of BMWCCA is offering the following recognition items to its members.

1. License Plate Frames (black ABS plastic with white lettering). Price \$2.50 each.



2. Name Tags to identify yourself at the Club functions (blue background, white lettering with raised BMW logo). Price \$4.25 each.



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Rockville, Md. 12241 Nebel St. (301) 881-6134  
Beltsville, Md. 5640 Sunnyside (301) 441-3445  
Forestville, Md. 7701 Penn Belt Dr. (301) 420-1155  
Columbia, Md. 6810 Oakhall Lane (301) 596-0880  
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Largo, Md. 9100-A East Hampton Dr. (301) 350-7801  
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## THE CRASH OF MY 320S

November 4, 1982, turned out to be one of those days I should have stayed in bed. While diving into work that morning, losing control of my almost new 1981 320s — watching helplessly the rear end swing around when entering a moderate curve to the left — I collided with an oncoming car. Spinning within the car's own dimensions and careening down a few car lengths of dirt embankment my Bummer finally comes to rest. *Zeezus*; you've screwed up now, and the windshield isn't even cracked, were some of the first thoughts. No one being injured is the best news of the day! Wear those seat belts. What you read and see in pictures, should serve as a reminder that the cars and the people who drive them are not invincible. *Given that perfect combination of faults — accidents do result.*

The car was taken from storage to VOB Auto Body in Rockville, Maryland after contact was made with Ed Gillespie, the shop foreman. Insurance adjuster and Ed reviewed the car's damage and set the initial appraisal at approximately \$5,000. The car's roof line was inspected and found to be free of obvious torsional stresses — there may be some hope for this one repair.

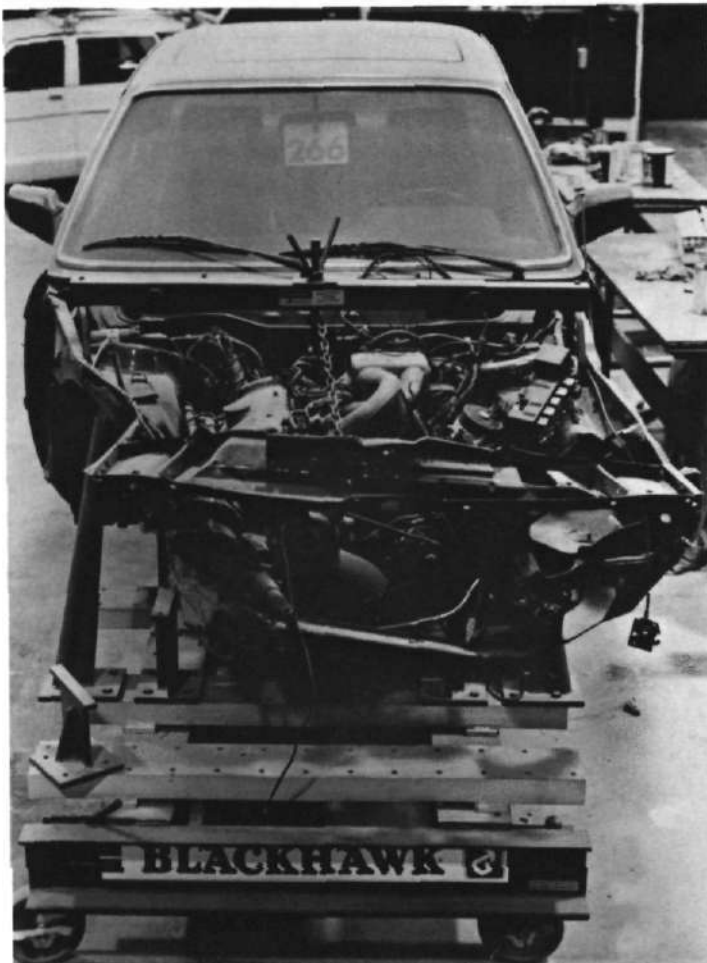
All front end sheet metal was stripped away. After closer inspection of the sub frame rails, which were bent, the decision to completely remove the entire front structure and replace it with a new front clip was made. For those of us not knowing, a "clip" is all the structural panels and sub rails assembled at the factory. (Good move, VOB). Disassembly of the front end continued until only the engine remained. The engine was removed and taken to VOB's service shop where the front timing cover and oil pan were replaced because of damage. Mean-

while, back at the body shop, after the parts had been ordered and the major parts received reassembly began. The car was fitted to a Blackhawk frame machine where the front clip was installed using pins in locator holes for a perfect alignment. Once alignment of the front clip was made, the mig welding equipment was brought out making the clip an integral part of the body once again. Replacement of this front clip was the foundation of all other repair. The engine was reinstalled, new sheet metal was hung and aligned and to make a long story short, the car prepared for the prime shop. Here the car was sanded and feather edged, sprayed with primer and readied for final painting. Original BMW paint was sprayed and dried in a special filtered hot air (130° F) painting booth.

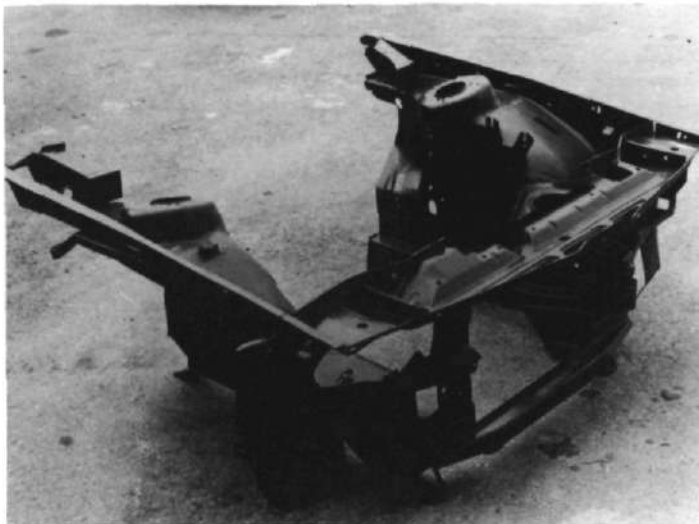
Some of the more interesting noteworthy observations were:

- (1) No oxygen-acetylene or arc welders to be found in the shop.
- (2) All shop equipment was Blackhawk Systems — recognized to be high quality tools for more precise realignment of structures.
- (3) All hidden seams, flanges, and folds of metal are painted before assembly.
- (4) Organization of the shop is good in that technicians perform only tasks for which they are qualified.
- (5) Paint booths are kept clean and air filters maintained keeping the resultant paint jobs much more free from debris.

Comment about the repair. Some slight orange peel but clean, uniform, and free from dirt. Structural strength of car — the years to come will prove how good or bad a job was done — but initial impression is that it will last. The car tracks straight and true, steering does not pull, accelerates and stops in a straight line. The finish work



3. Mounted on the BLACKHAWK frame equipment, all sheet metal removed and the damaged front clip waiting to be removed.



4. The factory assembled front clip welded on to the unibody will become an integral part of the front end.

under the hood is factory correct.

My involvement with insurance appraiser — none — thanks to VOB. The extent and quality of repair — what I expected. Additional problems after receiving the car on March 3, 1983, bent driveshaft and waterleaks both of which were repaired in short order. Cost of repair — \$8,500.

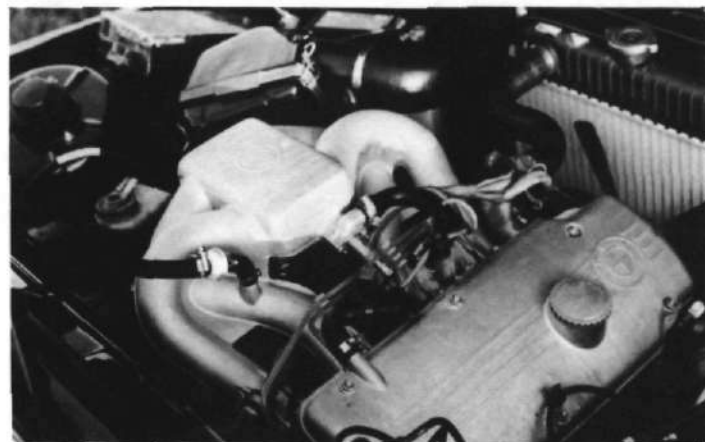
My appreciation goes to Lothar Schuettler-Service and Ed Gillespie-Body Shop and the many technicians



5. The newly installed front clip in place ready for the installation of the repaired and tested engine.



6. After the installation of all the new front sheet metal the car is being prepared for the priming and final painting.



involved in this extensive repair.

After having the car inspected by an independent body man, I heard comments like — I can see the hood's been painted, but I can't tell why — It's nice to see quality work.



## "HOTLINE CAR SHOW"

The Northern Virginia Hotline (NVHL), which is a non-profit, community organization providing invaluable listening and referral service 24 hours every day on subjects such as drugs and drug abuse, alcoholism, child and spouse abuse, pregnancy, venereal disease, suicide, run-aways, personal problems and relationships, parental and marital problems and loneliness, is this year sponsoring the "Hotline Car Show".

This car show will be held during the popular "Mid-Atlantic Road Racing Series (MARRS) as a background on which July 2-4, 1983 will be designated the "Northern Virginia Hotline Grand Prix", with NVHL receiving a portion of the revenue earned that weekend.

To enhance the attraction of the "Northern Virginia Hotline Grand Prix" many side attractions are being considered. Of special interest among these activities is a car show that will become a regular feature of the "Grand Prix" weekend.

The Particulars of the "Hotline Car Show" are as follows.

**Show date:** July 3, 1983

**Entry fee:** \$5.00 (checks payable to NVHL)

**Admission to Summit Point:** \$8.00 for car show participants and guest riding in the show car. Admission is good for all three days at the track.

**Pre-registration:** Mail checks and forms (see attached form) to Terry Forrest, 3341 Clay Pl. N.E., Washington, D.C. 20019 by June 22, 1983.

**Registration:** At Summit Point in the registration building just outside the side gate;

Saturday, July 2, 1983 from 8:00AM to 4:00PM

Sunday, July 3, 1983 from 8:00AM to 10:00AM.

**Competition:** All cars must be in the show area by 10:30AM. Judging will begin at 11:00AM and continues until completion. The areas to be judged are: paint, tires and wheels, bright work or matte black, interior, glass, and overall appearance, with the engine compartment being judged as a tie breaker. Consideration will be given to the age of the car and a reasonable amount of dust will be considered normal. Scoring will be as follows: 4 points — excellent, 3 points — very good, 2 points — good, 1 point — fair, and 0 point — poor. Trophies will be awarded for "Best in Class" and "Best in Show" (judged by Honorary Judges).

**Marques:** To date the following marques have been enrolled: (1) Alfa Romeo, (2) Austin Healey, (3) BMW, (4) Datsun, (5) Ferrari, (6) Jaguar, (7) Lotus, (8) Mercedes, (9) MG, (10) Porsche, (11) RX-7, (12) Saab, (13) Triumph, (14) Volvo, (15) Open — this includes classic, sports, touring(GT), sedan, mod/special.

**Classes:** BMW classes are (1) Pre-1967, (2) 1967-76, (3) 1977-83, (4) modified. A minimum of five cars will make a class and those not having five cars will be combined with the next most appropriate class. The organizer reserves the right to eliminate, alter or create classes.

Let's all show our support to this first annual "Hotline Car Show" and show the world the great beauty of BMW. I look forward to seeing a lot of Bimmers on this fully planned weekend at Summit Point.

Terry Forrest

---

## NORTHERN VA HOTLINE CAR SHOW ENTRY FORM

---

(Please print)

Name \_\_\_\_\_ Membership No. \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

BMW model to be entered (only one vehicle per entry) \_\_\_\_\_

Year \_\_\_\_\_ Color \_\_\_\_\_ Plate No. \_\_\_\_\_

Class of entry (check one only):

☐ I — Vintage (pre 1967)

☐ III — Stock (1977-1983)

☐ II — Stock (1967-1976)

☐ IV — Modified (any series BMW)

Note: Consideration will be given to the age of the car and a reasonable dust is considered normal.

(To be filled out by NCC/BMWCCA)

☐ Your entry has been accepted for judging in the Car Show. Your BMW is entry No. \_\_\_\_\_  
Please bring this entry form with you to the Show and PLEASE BE AT BMW AREA BY 10:30AM. JUDGING WILL BEGIN AT 11:00AM SHARP.

☐ Sorry. All entry positions have been filled, but we're looking forward to seeing you at the Open House.



# NEW MEMBERS

Amanda Kay Heatherley	1983	320s
Chris Verdi	1970	2002
Oliver Brown	1976	2002
John Philip Miller	1975	2002
David & Teresa Hamacher	1983	320i
Harold H. Morrow	1978	320i
Jerome C. Moliter	1983	320i
Earl & Jean Roberts	1973	3.0cs
Robert & Joice Harner	1980	528i
James & Denise Duff	1981	320i
Lawrence J. Regneth	1983	320s
John F. Fowler	1974	2002
David S. Donaldson	1978	320i
John & Lori Walsh	1980	320i
Clarence & Marcia Rawson	1983	533i
Ricardo Otaola	1981	320i
Giacco Riggs	1970	2002
James T. Miller	1973	Bavaria
Nicholas Coscia & Karen Shickman	1976-2002	1979-320i
W. Clayton Klemm, Jr.	1979	320i
Douglas & Fern Weissman	1981	320i
Ernest & Sandra Jones	1972	Bavaria
Raymond H. Symanski	1972	2002
M. H. Slusher	1976	2002
John & Betty Hickox	1983	320s
Rodney Maurice Wellington	1970	2800
Thomas & Margaret DeFlavis	1982	320i
Andrew & Sandra Leventis	1973	2002tii
Jeremy Ross	1978	320i
Allan R. Hurwitz	1983	533i
Lewis R. Baskerville	1976	2002
Robert D. Gunnels	1983	320i
James & Candy Britts	1981	320i
Michele Dynan	1979	320i
Paul H.B. Cluck	1982	320i
Gordon C. Straughs	-	-
Raymond A. Williams	1983	533i
Edward & Jan McKee	1981	320i
William & Jean Renas	1970	2002
Edward & Nancy Ebert	1976	2002
Mark Hawkins	1973	3.0cs
Nick J. Nikas, Jr.	1981	320s
David J. Hugen	1980	320i
Ned A. Brokloff	1976	2002
Ena Camargo	1978	320i
James E. Roberts	1983	320i
Thomas B. Gibson	1976	2002
Sheri & Christopher Weller	1982	528e
Victoria L. Ohoro	1983	320i
Mark Horowitz	1973	3.0csi
Bruce Spinney	1973	2002
Mary Ann & Michael Sheppard	1982	320i
Erica Kravitz	1983	320i
Jerome & Leslie Heckman	1983	528e
Darryl K. Barger	1979	320i
Jeffery & Margaret Clute	1979	320i
Thomas W. Girardo	1978	320i
D. James Sturgill	1983	320s
William G. Sponge	1983	320i
Ronald V. Villafranco	1979	320i
T. L. & Trish Barrett	1980-320i	1983-533i

Gordon Fletcher	1976-530i	1977-530i
David J. Neweceral	1979-320i	1982-320i
Andy Ennis	1978-320i	1983-320s
Charles M. Richie III	(Returning)	
Robert J. Staniewicz	(Connecticut)	
Sean Coffey	(New York)	
Peter G. Torok	(New York)	
Mark B. Lewis		
Randy DiPrisco		

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## FOR SALE

1972 3.0 CS. Blue w/tan pigskin. Strong, reliable engine and trans. Driven daily by wife. Auto, p.w., p.s., a.c., 4 wheel disc brakes (rebuilt w/new rear rotors), 4 spkr. stereo Blaupunkt, limited slip. New rear Bilsteins & exhaust system. Factory alloys. Gary Smith. Day: metro 631-0455; eves: (703) 369-6787.

1983 733i. \$29,500. Automatic, 100 miles, loaded, Baltic Blue, for details call Brian 546-7744 after 6PM.

PARTS: Hi-perf. 2 bbl Weber (42 DCNF). Non-progressive linkage and larger throats than std. conversion. Superior throttle response, mid-range, and top-end. Comes with modified manifold — \$230. Stock '74 2002 distributor — \$15. BWA 5 1/2 x 13 "basket" style alloy wheels for 2002. Five wheels, four with Pirelli 185/70 P3, one with cosmetic

damage and CN54 (good spare) \$420. 5 1/4" Pioneer speakers, round — good for front door mounting — \$25. Call Stephen Dull, Day 703-734-7000, Eve 703-931-6187.

MAG WHEELS: Our Warehouse Clearance now offers you the opportunity to purchase the well known Octavo/-Quarto series of wheels by 100+ for your BMW at bargain prices. These wheels are new in cartons and list to \$340 for 4 and are now \$120 for 4, plus shipping. Also available for Alfa, Fiat, Datsun, Honda, Toyota and others. Sets of 4 only. Call Steve (301) 721-1442 eves 6-9 and all weekend.

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

## WANTED

Person or business competent to work on remote Motorola CB with AM-FM-CB antenna. Will welcome referrals or exchange CB expertise for insurance/fringe benefit analysis. Gordon M. Kimpel (703) 524-8712 (W), (703) 527-3234 (H).

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