

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



JAN/FEB 1984

der bayerische



IN THIS ISSUE:

Winery Tour
Annual Election
Rambling Ruminations
Gray Market Update
1984 Predictions

Box 685
Arlington, VA 22216

YNN30168*84*07*4
JOHN B. CARPENTER
RURAL ROUTE 2
BOX 607N
WHITE PLAINES, MD 20695

BULK RATE
U.S. POSTAGE
PAID
ARLINGTON, VA
PERMIT# 2314



770-6100

DATSUN — BMW — SAAB

SALES — LEASING — SERVICE — PARTS

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



SAAB



11605 Old Georgetown Rd., Rockville, Md. 20852

770-6100





der bayerische

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

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

All copy submitted must be typed and received by the editor by the 10th of the month preceding the coming issue.

EDITORS — Bernice and Ira Winthrop
(202) 275-7367 days

ASSOCIATE EDITOR — John Hartge
(202) 484-3894

CIRCULATION — Bill Ross

TYPESETTING — Bonnie Down, Sandy Wassam
(301) 434-3198, (301) 779-9477

CHAPTER OFFICERS

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

Vice President — Les Adams
(202) 252-4387 days
(703) 569-2144

Treasurer — David Bowers
(703) 361-3529

Secretary — Daniel Lim
(301) 839-9203 evenings

Membership — Gordon Kimpel
(301) 657-2911 days
(703) 527-3234 USE WORK NO. FIRST

Club Store — Max Rodriguez
(202) 775-3308 days
(301) 530-4697

MAILING ADDRESSES

Der Bayerische
7711 Erica Lane
Laurel, MD 20707

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

TECHNICAL QUESTIONS & TECH TIPS

Local
Max Rodriguez
(202) 775-3308 days
(301) 530-4697

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

COMING EVENTS

TECH SESSION January 28, 1984

J & F Motors will host session on engine modifications — good or bad? Another topic is A/C units — rebuilding or replacing? J & F is at 4076 South Four Mile Run Drive in Arlington. Time: 9:30a — 1:30p

Directions: From D.C. take I-395 South to Glebe Road/Shirlington, follow signs to Shirlington, turn right at the light onto Shirlington Road, then first left at South Four Mile Run Drive, about 1.6 miles on your left.

TECH SESSION February 11, 1984

Terry and Neil of Quality Car Service will host a session on tune-ups and motor oils at 6:30pm. Terry Luxford (over 25 years experience as BMW mechanic and race car construction) will demonstrate a hands-on tune-up, including valve adjustment and proper lubricants. Refreshments. Location: 210 North Stonestreet Avenue, Rockville, Maryland (Phone: 340-8BMW).

Directions: From I-270, exit Route 28 East to Rockville, left at light at exit (Montgomery Avenue), 4 lights and left (Washington Street), 2 lights and right (E. Middle Lane), 2 more lights and left (N. Stonestreet Avenue).

From Wisconsin Avenue/Rockville Pike (Route 355 North) road becomes Hungerford Road, right on Park (near Rockville Mall) and left at Stonestreet Avenue.

MEETING w/SPEAKER February 23, 1983

7:30pm, Thursday, Bill Scott (of Bill Scott Racing and Summit Point Raceway) will address members on "Highway Safety", including anticipating other vehicles, large rigs, etc., and high speed driving on and off the highway. Bill has many years experience in racing and safety to share with us. Place: Dulles Airport Marriott Hotel, Auto Salon Conference area. Open bar (\$2-\$3) and refreshments.

Directions: From I-66 West, exit Dulles Airport Access Road West. Follow to airport, take first exit (airport Service Lane Exit), and bear right off exit to the stop sign. Marriott off to right @200'. From Beltway, take Dulles access road, then as above.

TECH SESSION March 3, 1984

The annual London Auto session on rust prevention and restoration will be from 1:30pm to 4:00 pm. Tom Baruch and his partners will explain which rust inhibitors work, the limitations of paints and other products, the various stages of restoration, and proper installation of splash shields. Coffee and refreshments. Location: 7718 Lee Highway, Falls Church, Virginia (Phone: 560-6975).

Directions: From Beltway, exit Route 50 West (#8W), right at 1st light, and right at 2nd light to Lee Highway — Route 29/211.

MORE COMING EVENTS

G.W. MOTORS & VDO FACTORY TOUR March 17, 1983

Join us for a St. Patrick's Day drive to Winchester, Virginia to tour the VDO factory (home of great guages) and to have wine and cheese at G.W. Motors. The plan is to drive directly from the Roy Rogers rendezvous to Winchester in order to arrive at 11:00am. Departure from Roy Rogers 9:30a, from Winchester 3:00pm.

Directions: Meet at Roy Rogers in Greenbrier Shopping Center, Route 50, at 9:30am sharp. From Beltway, I-66 West to Route 50 West, 2.6-miles to Greenbrier Shopping Center on left. Roy's is on the left at the end.

Advance notice required between March 10 and 15, call either Bill Ross (Washington area) 382-4642 or Karen Fairchild (Baltimore area) 337-1484 days.

PRESIDENT'S MESSAGE

This, my second year in office, promises to be most exciting. I am encouraged by the number of events planned for this year and the fine cadre of members who have stepped forward to assume leadership positions and to chair events. I don't think I am overstating the importance of the need to plan your personal schedule to take maximum advantage of events (e.g., a vacation in Boston in August).

If we have not scheduled something for you, or if you know of events of interest to other members (autocross, car show, etc.), please contact Terry Forrest. As promised at the Annual Meeting, Dave Bowers has supplied the Income Statement for the year ending 12/31/83. Additionally, I have developed a FY 1984 Budget, designed to maintain the fiscal integrity of the Chapter. With direction from the Board, Executive Committee and the members, we will have a sound year.

Les and Gordon are continuing to promote the Membership Drive. Be sure to check the New Members listing for the interim status on the contest. Don't forget that annual membership dues increase to \$30 on January 1, 1984. I hope that you December renewals mailed your checks in time and that those who are recruiting new members will update the rate on those flyers and applications.

Dealer and independent service facility participation with the Club is at an all time high. We plan to visit as many facilities as possible this year. We have also launched a program to recognize the full range of participation by firms in our activities. Many donate prizes, advertise, support our charity and community efforts, host Tech Sessions, refer members and one, Genderson BMW, offers complimentary memberships to new car purchasers. We think that the community at large should be made more aware of their fine services and support.

I hope that each of you and your families had a happy holiday and that you will have a safe and productive new year.

Bill Ross

FROM THE EDITOR'S

Hi Folks,

Here we are, back as editors. I'm still wondering why we decided to do this again. It is a headache, but we truly missed composing the newsletter.

As we start, this is a good time to thank John Hartge for all the work that he puts into the newsletter. John was volunteered to continue as associate editor. He has the unenviable job of receiving and editing all the material for each newsletter. For this bi-monthly publication, John has quite a bit of material to organize and review, a tedious job at best. Ira and I receive all the credit as editors, but John deserves a lot of the credit for the success of each issue.

The newsletter needs your help to provide the many photographs that grace each issue. Raine Mantysalo will continue to assist the newsletter by photographing as many events as possible, but he cannot be expected to handle the job alone. Many thanks to Glen Sims for his photos in this issue, and his promised help for the future. If you can help us in this regard, please give us or Bill Ross a call so that we don't have two people covering the same event.

As usual, we want your input and articles. We want to know your opinion of the newsletter, and your specific criticisms, we would appreciate your solutions too! Ideas for articles (better yet, completed articles) are always graciously accepted.

Till next time,

Bernice Winthrop

FLEA MARKET FOLLOW-UP

In the previous issue of DER BAYERISCHE, we reported the October 15 Flea Market at BMW of Fairfax raised a total of \$560 for Children's Hospital. Thanks to the efforts of Bill Ross and Dan and Seu Lim, we brought an additional \$280 in after the Flea Market.

With matching funds from BMW Fairfax, we produced \$1123 for Children's Hospital, an accomplishment of which we can all be proud.

Dan and Seu Lim deserve special mention for personally selling remaining merchandise to friends and neighbors. Bill sold all the Porsche bras to the Porsche club store. Our own store has a number of items from the Flea Market that may interest you, including an engine analyzer and locking gas caps.

Of course without BMW Fairfax, there would not have been an event at all. Their generous donation of parts and accessories provided the basis for the market. They provided space, facilities, patience, assistance, coffee and donuts. My personal thanks to Dave Bohn, Parts Manager, for his help and a round of applause to John Jaffe, General Manager, for making it happen.

LES ADAMS

CALENDAR OF EVENTS

JANUARY

- 28 Tech Session (Eng. Mods/AC) —
J&F Motors 9:30 — 1:30 pm †

FEBRUARY

- 11 Tech Session (Tune-Ups) —
Quality Car 6:30 pm †
23 Meeting (Hwy. Safety)
Bill Scott — Bill Scott Racing
Dulles Marroitt 7:30 pm †

MARCH

- 3 Tech Session (Restoration) —
London Auto 10:00 — 1:30 pm †
17 Tour: G.W. Motors & VDO Factory —
Winchester, VA 9:30 am †
31 Tech Session (Tires) — NTW
(Terry Forrest)

APRIL

- 14 Tech Session (Do-it-yourself)*
Tischer BMW — Silver Spring, MD
Castle BMW — Edgewood, MD
21 Tour: Harbor Place & Aquarium
(Tim Dougan)
28 Tech Inspection — Heishman BMW

MAY

- 5 Tech Session (Suspensions) —
Quality Car Service (Ross)
6 Spring Tour
12-13 NCC Driving School (Rick Foster)
20 Summit Point Corral (Kimpel)
20 Tour: BMW NA & AIR Inc. — NJ
26-28 Spring Tour: Blue Ridge Rendezvous

JUNE

- 2 Tech Session (Body Repair)*
VOB BMW — Rockville, MD
Russell BMW — Baltimore, MD
9 Summit Point Corral (Kimpel)
24 Corral — British Car Day (Loftin)

JULY

- 14 Tech Session (Audio Systems) —
Voyager Sound (Ross)
Crab Feast — (Mike Diggs)
Tech Session (318 Race Car)
Genderson BMW (Ross)

AUGUST

- 12 Polo, Picnic, Car Show
(Sue Lim)
12 Summit Point Corral (Kimpel)
13-17 National Oktoberfest Boston, MA
17-19 Baltimore's German Fest.
(Karen Fairchild)
Autocross/Gymkhana
(Heathersley/Vincenty)
Summit Point Corral

SEPTEMBER

- 1 Tech Session (Emissions) —
VOB Auto Sales (Ross)
7 Driving School — Highway Safety
9 Gunston Hall
Car Show
(Skip Marsh)
16 Fall Tour: Bavarian Inn — W VA (Bill Via)

OCTOBER

- Tech Session (Brakes) —
Quality Car Service (Ross)
12 El Cheapo Driving School
Winery Tour
Annual Elections (T. Forrest)

NOVEMBER

- Meeting w/Speaker
Tour: Precision BMW & Goodyear
Factory — MD

DECEMBER

- Wine & Cheese Party

*Concurrent sessions in Washington and Baltimore.

†See COMING EVENTS on page 3

OTHER EVENTS OF INTEREST

FEBRUARY

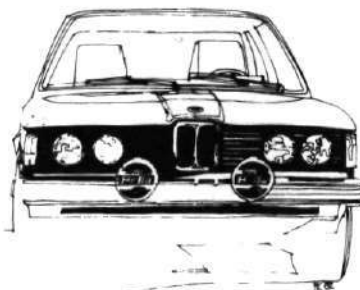
- 4-5 Daytona 24-Hours. Interested in Driving
down? Call Rocky Kuonen 202-653-6817 or
703-430-0026.

MARCH

- 2-4 SCCA Car Show

OCTOBER

- 6 Autoy's Oktoberfest



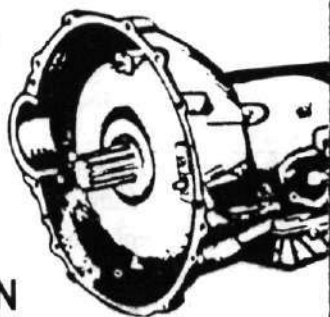
NATIONAL TRANSMISSION SERVICE

CERTIFIED MECHANICS BY NATIONAL INSTITUTE FOR AUTOMOTIVE SERVICE & EXCELLENCE

ONE DAY SERVICE

SPECIALISTS FOR FOREIGN
& DOMESTIC CARS

BMW, MERCEDES,
JAGUAR, VOLVO
AND VOLKSWAGEN



FREE LOANER CAR BY APPOINTMENT
SENIOR CITIZEN DISCOUNTS



5733 SEMINARY ROAD

5700 CENTER LANE

Bailey's Cross Roads Virginia

820-5588

379-8000

FACT or FICTION (You Be the Judge)

1984 PREDICTIONS or PREDICTIONS FOR THE NEW YEAR

EARLY 1984 — BMW/NA might introduce the 635CSi in the U.S. No word on whether it will have the 24 valve M-1 engine.

APRIL/MAY 1984 — BMW/NA will start delivering the 325e 2 door. Still unclear whether this 6-cylinder 3er will have 4 wheel disc brakes as the European 323i does or whether it will have economy or performance gearing.

NOVEMBER 1984 — BMW/NA will introduce the 4-door 3 series. No word on 6-cylinder as standard or option.

NOVEMBER 1984 BMW/NA introduces the 524td. The 6-cylinder turbo-diesel is available now in Europe. According to a test in the German magazine *AUTO MOTOR UND SPORT*, the 524td goes from 0-100kph (0-62mph) in 12.1 seconds. That's slower than a 318i, but faster than the 5 other turbo-diesels the Germans tested (Alfa, Audi, Citroen, Mercedes, and Volvo). The 524td averaged about 30mpg on the test, which was no doubt hard driving.

Bill Ross & John Hartge



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:
ALL MARCHAL HEADLAMPS
AND AUXILIARY LIGHTS**

468-4850

10am-7pm M-F
10am-5pm
Saturdays

HAIL AND HEARTY WINERY TOUR

Four factors seemed determined to rule the day and the outcome of our October 23, winery tour: it was early fall, the morning darkness proclaimed the last days of daylight saving time (an invention of Ben Franklin), it was Sunday, and it was raining. Would true enthusiasts be deterred by what seemed at 7:00 am to be overwhelming odds? We had no idea of the outcome. We were however assured some turnout — Allan Price, a former club store manager, was in from Greece: Les Adams, whom I spoke with the night before: Dave and Holli Bowers, who planned the tour: and my wife and I were committed to be there. There was one other certainty — the two hours I spent cleaning the car on Saturday was a waste.

As we pulled into Fair Oaks Mall at 9:15, there was only one car waiting, a Chevette — not likely a member of our party. Soon the cars seemed to come in twos, then one at a time. By 9:45 we had signed up 25 hail and hearty enthusiasts in 13 cars. Our inability to correct a loose gear shift cost us one car, but by 10:00 o'clock we were off to the winery. Front to rear CB communications was provided by Dave and Holli in the lead car and Walt Morrisette, who recently transferred to our chapter.

Though the rain was not heavy the convoy elected to take I-66 instead of the route laid out by Dave. Maybe next year we can go to Naked Mountain and the Oasis Winery using the tour route. The drive was short (less than one hour) and the traffic was light. As we pulled into the winery off Route 688, we saw John Fowler's 2002 parked near the door. We circled the winery as if we were a wagon train. Cory Laws, in his new 944, was given a place of honor in the rear. Soon after arriving, we were joined by the Winthrops and three other couples. Later Mike Stoneman, president Shockoe Chapter, his wife and another couple (green 633i) arrived to join us. They had all driven up from Richmond to tour the winery. The number of cars had increased to 19.

Bob and Phoebe Harper greeted the group, explained that the winery (Naked Mountain) was named for the mountain, that it was a family business, with Bob serving as wine maker. Aside from seasonal help at harvest time, all the work is done by Bob and Phoebe. A couple of years ago, John and Marie Nitzke, two members who were not in attendance, were out to join in the harvest.

The vineyard was started in 1976 and after the 5 year period necessary for the vines to mature, the first wine was produced in 1981. The first year's wine won an Eastern Regional prize and the winery has won several other prizes since then. Though Naked Mountain is small in comparison to both East and West coast wineries, their total production is approximately 2000 gallons annually.

Bob showed us through the winery and gave us a thorough briefing on their reasons for using principally European grapes and oak kegs, and how the grapes were harvested, processed, fermented and bottled. Then it was time for the wine tasting. We started with their 1982 Chardonnay (white) and then Bob tried an experiment — allowing us to taste the fresh wine from the 1983 harvest. The difference in sweetness, flavor (oak) and bouquet were quiet evident. After we cleared out palates with

bread and cheese, we were ready for the 1982 Claret (red). Both wines were young, but very pleasant. The club purchased another bottle of each — just to make sure we each got it right.

Phoebe provided us with a map of other wineries in the area, gave us directions on nearby restaurants (it was too wet to picnic) and worked out case prices for us. The hail and hearty obviously liked the wine. We purchased over three cases of wine that afternoon.

After thanking Bob and Phoebe for the tour and Dave and Holli for making the arrangements, we soon dispersed for home to watch the game or dry out, or for restaurants for a good meal. Back on I-66 the sign read "Washington 55 miles." Not bad, we could be home well before the end of the second quarter. Some I observed probably made it before the end of the first quarter!

Bill Ross

ANNUAL ELECTIONS DINNER

Some one hundred members and their guests attended the Annual Elections Dinner at the Golden Bull in the Adelphi, Maryland on November 18, 1983. The dinner meeting provided an excellent opportunity for members to meet the many individuals who labored to ensure a most successful 1983, recognize the special contributions of others, and allow us to get to know the 1984 officers and officials and review their plans for the new year.

We started with a sumptuous dinner and the attentive service of the Golden Bull's staff. (Thank you Dave Dunmire and Dan Lim for the recommending the restaurant.) The first order of business was introductions of officials, including members of the Executive Committee to the Board of Directors (EC-BD) Lothar Schuettler (VOB), Dick Chichester (Heishman) and others referenced elsewhere.

Cory Laws, member EC-BD, distributed to each member a copy of the proposed changes to the chapter By Laws. These changes which had been reviewed and adopted by the Board, represented the first major rewrite since the chapter was founded in 1977. After Cory briefed the members on the changes, the By Laws were adopted by majority vote of the members present. Our thanks to Cory for a job well done.

Terry Forrest, Member-at-Large and Activites Chairman designee, presented the 1984 Calendar of Events. Following a discussion of the desire for more driving events, Kay Heathersley and Mike Vincenty volunteered to organize several autocrosses. Terry will work with them to schedule these events and notify members. By a show of hands, members indicated their interest in several events. The percentages ranged from 30 to 75, with one exception. Only three members thought they would participate in the Blue Ridge Rendezvous schedule for Memorial Day weekend (our first overnight activity).

Dan Lim, Secretary, presided over the nominations and elections. When there were no additional nominations from the floor, a vote to close the nominations carried. It was then moved and seconded that the officers listed in the Official Ballot be elected by affirmation. This motion carried by unanimous vote. With this action, the following officers and officials will serve effective January 1:

ELECTIVE OFFICES

President — Bill Ross Treasurer — Dave Bowers
Vice President — Les Adams Secretary — Dan Lim

APPOINTED OFFICES

Committee Chairpersons:

Chairman, Membership — Gordon Kimpel
Chairpersons, Der Bayerische — Bernice & Ira Winthrop
Chairman, Club Store — Max Rodriquez
Chairman, Activites — Terry Forrest
Chairman, Driving Events — Rick Foster

Executive Committee to Board of Directors:

Dick Chichester Bill Loftin
Chuck Garrish Bill Riblett
Klaus Hirtes Lothar Schuettler
Cory Laws Jane Touzalin

Advisors

Public Relations & Photography — Raine Mantysalo
Insurance — Dave Bowers
Technical — Max Rodriquez

Member-At-Large

Dave Dunmire Mike Kensler
John Nitzke John Hartge*
Skip Marsh Dan Sherron
Don Kellam Seu Lim

*and Associate Editor

The next element of the program was recognition of the members who contributed in large part to the continuing growth and success of the chapter. As president, I presided over this segment and recognized all the members listed in my Nov/Dec President's Message. On Behalf of the membership, I conveyed special recognition in the form of very handsome plaques (Dottie's Trophies, Laurel, Maryland) to the following individuals and their families:

Gordon Kimpel — President 1982, Vice President 1980, 1981, and 1983
Raine Mantysalo — Editor, Der Bayerische 1983
Donald Kellam — Membership Chairman 1983
William Riblett — Continuing Service (President and Store Manager)
Jane Touzalin — Continuing Service (Editor, Der Bayerische)

Gordon Kimpel, Gary Smith and I also expressed our appreciation to Bill Loftin for his contributions toward the success of our driving schools. Gary, on behalf of himself and Jim Harrison, two members who race a Formula Ford and GT3 BMW respectively, made an appeal for sponsorship by members and merchants for the coming year. Those of you with interest and the resources should contact Gary and Jim.

We tried a new method for distributing the door prizes the year. As members and guests were seated, they selected a copy of the program from the end of the table. Three programs on each table were color coded — one color for each of three prizes. The probability of winning was one in three. The following prizes were awarded:

10 BMW 320i Car Pillows — The Driver's Store, Rockville
10 BMW Key Fobs — J & F Motors Ltd., Arlington
10 Bottles of Eagle One Wheel Cleaner — J & F Motors

The Eagle One Cleaner was donated by Joe, Gordon and Carl at J & F Motors, Ltd. (area distributors for the product). Our special thanks to them for the opportunity for more members to try this new, superior product.

The dinner was a success thanks to the contributions of many members and friends of the Club who made 1983 a fruitful year. If you have not yet experienced a Club event, come on out. I promise you won't regret your decision

Bill Ross

WINE & CHEESE PARTY

The Club's annual Wine & Cheese Party was held on Friday, December 2, at the Grosvenor Park Apartment complex in Rockville. We had a record attendance for this affair — almost 100 members and guests. A number of our Baltimore members made it down and our newest Pennsylvanian member, Connie Martin, was planning to come but developed car trouble (not serious and it occurred before she left). The feature attractions, slides of the Frankfurt Auto Show and video tape of the May Driving School, had to be rescheduled due to technical difficulties and illness, respectively. We will notify you as soon as we can reschedule these showings.

The photo exhibits went over well. My thanks to Dee, Joseph, Glen, Gordon, Woody and Mary Lee (slide), Dan and Seu, and others who brought their "prize" photos of Club events to share and exchange. We must do this again and arrange to view Woody's slides.

As usual, there were door prizes galore. This time we drew lucky tickets for the prize winners. The following prizes were drawn:

BMW Umbrella — donated by Heishman BMW
BMW Lock Delcer, Eagle One Cleaner (2), Key Fobs — donated by J & F Motors, Ltd.
Osram Co Pilot, Valvoline Motor Oil, B&G Super-charger (2) — donated by Quality Car Service, Ltd.
\$50 Merchandise Certificate — donated by Voyager Sound Center
BMW Patches (4) — donated by Autoy/Autowerke
Turbo Strip Kit (4) — donated by Joseph Hirschfeld
320i Car Pillow (2) — from The Driver's Store

Our special thanks to the friends and advertisers who donated door prizes for this and other events. Other advertisers should not be concerned — we will contact you another time!

Our special thanks to Gordon Kimpel who chaired the Wine & Cheese Party, Kathleen Kimpel who I am sure selected the wines, and Margo Bohn, Gordon's sister, who lives at Grosvenor Park.

Bill Ross



BMW 301 & 502 SERIES 1952-1961
RENAVED 2600 & 3200 1961-1963

GRAY MARKET UPDATE

It used to be so simple. Before 1968, the U.S. auto safety bureaucracy was not in place. The air was dirty, but only California cared. Fuel was cheap, so everybody wasted it. Importing cars was simple. 1984 is different — Big Brother is watching. Mounds of government regulations must be satisfied in order to import cars. Foreign car makers spend millions of dollars putting prototype engines through 50,000 mile clean air tests and bashing car bodies to prove to bureaucrats in Washington that these cars are worthy of use on U.S. highways.

All of this red tape discourages importers from certifying all of their auto models for sale in the U.S. In BMW's case, the "official" North America importer provides a nice selection of models that meet or exceed U.S. government standards. But, the word is out. There are other BMW models in Europe and some are very exciting to drive. More and more enthusiasts are learning that there is a way to get these exciting cars into the U.S. — the gray market. This procedure is completely legal.

The law allows importation of a vehicle that does not conform to U.S. specifications, if you post a bond with Customs and promise to make the vehicle conform to the regulations applicable for its model year. You have 90 days to meet the clean air requirements and 120 days to meet the safety requirements. If the vehicle is at least 5 years old, you can get a once-in-a-lifetime waiver of the clean air requirements. In 1980, about 1,500 non-conforming cars were imported. In 1983, the Environmental Protection Agency estimated that 8,400 non-conforming cars were imported. That number is less than

0.5% of the number of conforming cars "officially" imported. About half of the non-conforming imports, according to the E.P.A., were brought in by small businesses, which resold the cars after making them conform to U.S. specification. Such "unofficial," or gray market, importers buy a car (say a 323i) from a foreign dealer (say in Germany or Switzerland), ship it to the U.S., post a bond, add some bars inside the doors, add supports to the bumpers, add a catalyst to the exhaust, etc., etc., send the car to a special lab for tests, send a pile of paperwork to Washington, then sell the car to an anxious American. This, of course, is a very simplified description of the process.

These cars do not go through the normal certification procedure. For example, there is only a one-time emissions test. The manufacturers, the "official" importers, say there is doubt that the gray market cars comply with U.S. regulations. There is no doubt that the "official" importers realize they are missing a share of the profit from these cars. Also, the "official" importers are obligated to provide service and parts for these cars which they did not import. The manufacturers and their authorized dealers are pressuring the government to close down the gray market. The December Roundel presented proposed legislation to limit "unofficial" imports. There is another threat to the gray market from the E.P.A., which held hearings in late 1983 in Washington and San Diego to consider administrative changes in the handling of gray market cars. The E.P.A. made four proposals ranging from no change in regulations to banning any car that is not certified to conform to U.S. specifications before it is imported. There are good arguments on all sides. Here is a summary.

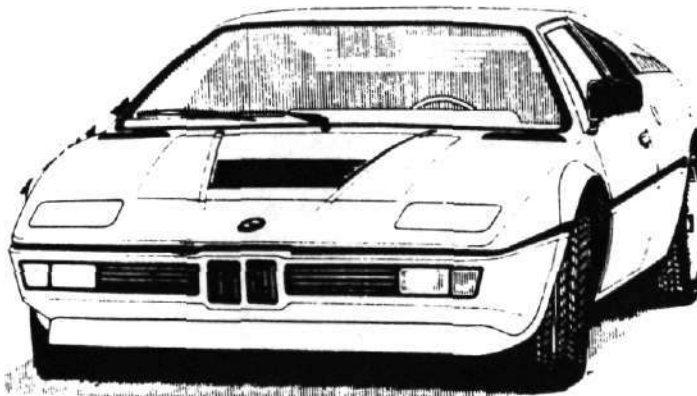
J & F MOTORS LTD. BMW SPECIALIST

4076 S. FOUR MILE RUN DR.
ARLINGTON

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

703-671-7757

Joe Anderson
Gordon Fletcher
Carl Staton



BMW of North America safety and emissions control engineering manager Karl-Heinz Ziwick said no car should be imported unless it has already been certified. He said to assure compliance with the U.S. law, BMW has a complete 4 step development program for U.S. cars. Typically, BMW hand builds up to 6 prototype vehicles for each new engine family and conducts up to 30 test during the required 50,000 mile durability proving process for E.P.A. Mr. Ziwick said this process mean U.S. and European cars are substantially different. Differences include positions, manifolds, cooling systems, fuel management systems, rear axles, dash configurations, interior flammability, fuel filler caps, fuel line locations, and different body welds and sheet metal. BMW's spokesman maintained that modification is not simply an add-on procedure. "If BMW believed that installing a catalyst (or two) and making a few other minor changes would allow us to certify a European vehicle in the U.S., we would do so." He said everyone who imports cars on a commercial basis could be subject to the same stringent criteria.

Karl-Heinz Ziwick also protested that the gray market uses the very hardware that BMW developed at great expense, thereby competing with BMW using BMW parts. (One gray market dealer told me BMW has the best catalyst, so he uses it on all the cars he certifies, even the Mercedes.) The BMW spokesman said gray market dealers tell customers that cars are covered under BMW's warranty. In fact, BMWs are covered by a 12 month warranty, if the customer can find the original sales contract from Europe. They are not covered for emission control equipment the BMW did not install. BMW's "official" U.S. imports are covered by a 36,000 mile/36 month warranty with a 50,000 mile warranty on the emission control gear.

The product and compliance service vice-president for Mercedes Benz, Karl-Heinz Faber, complained that the limited testing required of the "unofficial" imports does not insure the vehicle will comply with existing standards over the vehicle's useful life. The Mercedes official said some of the add-on modifications are primitive. He cited an example of a catalyst being placed so close to the fuel line that there was a severe safety hazard. Mr. Faber said it takes Mercedes about two years to modify, test and certify a car for the U.S., but the U.S. government is allowing "unofficial" importers to certify cars in two months.

National Capital Chapter President Bill Ross spoke with the representatives of BMW and Mercedes Benz at the Washington hearing. He said, 'I expected their support for certification before importation, but I was surprised Mercedes favored the one-time exemption for 5-year old cars, but BMW opposed it.'

About 200 businesses in the United States are now involved in the gray market, according to one spokesman at the hearing. Representatives of these businesses made some suggestions to ease the burden on E.P.A. while assuring compliance with U.S. law. Allen Hardy (of the BMW tuning firm Hardy & Beck) said most "unofficial" importers are serious about adhering to clean air and safety requirements. Speaking for the Automobile Importers Compliance Association, Hardy suggested that the E.P.A. certify testing labs and give them more formal rules for certifying vehicles. Approved cars could be held at the labs for a 10-day period. During that time, E.P.A. could

retest the cars if there are any doubts. We said the compliance firms will police themselves and report apparently illegal conversions to the E.P.A. Allen Hardy also said the compliance association supports issuing 50,000 mile warranties on the emission control gear placed on commercially imported cars.

A Newport Beach California attorney who represents businesses importing non-confirming cars proposed another option. Thomas L. Powell suggested that E.P.A. certify add-on engine emission control gear, much as E.P.A. certifies engines of the major manufacturers. Thus, company A designs anti-pollution gear for a 323i, puts it to a specified E.P.A. test, passes, and gets certification. Any similar engine can be equipped with that certified system without repeated tests. Company A could license others to install his certified system. Powell hinted that the 50,000 mile test required of the major manufacturers would be a burden on the small firms.

Olson Engineering of Huntington Beach, California presented figures to show that add-on emissions control gear is durable. Two modified cars tested twice over a 10 month period registered pollutants of similar legal levels on each test. Olson Vice President Larry Smith also argued that an improperly modified car would not even pass the initial test for certification. In summary, Mr. Smith said a properly modified car will pass the initial test and can be expected to maintain emission performance. He supported the compliance industry's plan to police itself.

At issue in the government's deliberations, both in the executive and legislative branches, should be, "What were the highway safety and clean air laws intended to do?" Then, within the law, "Are there fair and practical procedures that will allow any law-abiding American the opportunity to purchase any vehicle he or she wants, even if the big manufacturers have chosen not to certify that particular vehicle for sale in the U.S.?"

While government officials ponder those questions, those in the market for exciting automobiles should beware, as you are in purchasing anything. Check the reputation of the gray market dealer (as you would with an "authorized" dealer), check out some of his work and be sure he will stand behind his work. For now, if you are willing to pay the price, you can legally buy just about any car you want. Keep in mind, the price includes more than the \$5,000 or so to certify the car. You pay a price in red tape and possible warranty hassles, too. But, when you get behind the wheel of that exciting car, it may be worth the price.

John Hartge



RAMBLING RUMINATIONS...

If you replace the tires on your BMW with tires of a size designation different from that of the original equipment, you should take care not to install smaller tires, as I have seen done in switches from the 70-series original equipment tires to 60-series tires. Ideally, the replacement tires should have the same overall diameter and rolling radius (giving the same number of revolutions per mile) as the original equipment tires, otherwise you will alter to some degree the car's effective axle ratio (and performance) and its speedometer and odometer readings (which I assume are quite accurate in the case of most BMWs). Most importantly, the replacement tires should also have a maximum load capacity that is at least the substantial equivalent of the load capacity of the original tires, otherwise you will lower the car's operational margin of safety and invite tire failures, as we shall discuss in more detail later.

If your BMW came equipped with 195/70X14 tires, the theoretical size equivalent in a 60-series tire fitting a rim of the same diameter is 225/60X14; if you go to a 15-inch wheel (the "plus-one" concept), the equivalent is 205/60X15. If you switch to a proper 60-series tire for a 14-inch rim, the 6-inch wide original wheels should be replaced by rims at least 6.5-inches in width, but preferably 7-inches. Make sure that the replacement wheels have the correct offset.

If your BMW came equipped with 185/70X13 tires, the theoretical size equivalent in a 60-series tire fitting a rim of the same diameter is 215/60X13; if you go to a 14-inch wheel (the "plus-one" concept), the equivalent is 195/60X14. 6-inch wide wheels should handle either of these sizes, but you might prefer 6.5 inches for the 215/60X13 size. The original wheels on recent BMWs equipped with 185/70X13 tires are 5.5 inches wide.

The problem of selecting replacement tires of the correct size is compounded by the fact that tires by different manufacturers carrying the same size designation are not actually of the same dimensions, although the variations are typically quite small. This lack of uniformity is of greater significance, it appears, in translations from 70-series to 60-series tires, where you may even encounter a lack of intra-band symmetry. Thus, for example, while a 195/70X14 tire should theoretically be replaced by a 225/60X14 size to maintain equivalency, depending on the manufacturer. To do the job right, you should have the exact specifications for the tires you are replacing and for the prospective replacement tires. Get them from the manuals kept by your friendly (and competent) tire store or from the tire manufacturer.

A current ad by B.F. Goodrich lists engineering data for various sizes of that manufacturer's T/A tires and a few comparisons using that information may be helpful here. The Goodrich 195/70X14 tire is shown as having an overall diameter of 25.04 inches, as turning 833 revolutions per mile, and as having a load capacity of 1340 pounds. There is no 225/60X14 tire listed, but the 235/60X14 is shown as having an overall diameter of 25.12 inches, as turning 830 revolutions per mile, and as having a maximum load capacity of 1580 pounds. Assuming that the original tires on your 5-series BMS are virtually identical in specifications to those of the 195/70X14 Goodrich tires, the 235/60X14 Goodrich would be an

acceptable replacement from the standpoint of revolutions per mile and load capacity (actually, laudable for the latter), although you should get wheels that are 7-inches wide (and of the correct offset). If you consider the "plus-one" alternative, you will note that the 205/60X15 Goodrich tire is shown as having an overall diameter of 24.96 inches, as turning 843 revolutions per mile, and as having a load capacity of 1365 pounds, making it acceptable but less desirable in these respects as a replacement than the 235/60X14 size.

Turning to the 195/60X14 Goodrich tire, we see that it is shown as having an overall diameter of 23.23 inches, as turning 886 revolutions per mile, and as having a load capacity of 1210 pounds. If you mistakenly put this size tire on your BMW that came equipped with 195/70X14 tires — as I have seen done — consider some of the results, using the 195/70X14 Goodrich for comparison. You will record 53 more revolutions per mile (an increase of over 6%), causing you to conclude erroneously that your gas mileage has improved. More significantly, you will also suffer a reduction in load capacity of 130 pounds per tire or 521 pounds for the car (multiply by 4), which is most undesirable. This is true because if, as assumed in this example, your car's original tires have a load capacity of 1340 pounds each, the four of them have a capacity of 5360 pounds, so that if your car weighs 3440 pounds (curb weight, as is true of the 1977-78 530i), the difference is 1920 pounds, from which the car's maximum authorized load of about 900 pounds is subtracted, which leaves a reserve capacity, or margin, of just over 1000 pounds. Switching to tires of 520 pounds less load capacity (for 4) reduces the car's reserve capacity, or margin, to about 500 pounds, which is inadequate, as conventional engineering wisdom holds that the minimum margin should be 1000 pounds and some advocate 1200, or even 1500, pounds. Of course, your risk increases as the tires become old and worn. And, remember, the tire's full load capacity is not realized if the cold inflation pressure is less than the maximum prescribed by the manufacturer (and shown on the side of the tire near the bead, along with the load capacity, both being required by Federal law).

As indicated earlier, the 195/60X14 size tire is the "plus-one" replacement for a 185/70X13, the size on the 320i, and the theoretical size equivalent in a 60-series tire fitting a rim of the original wheel's diameter is 215-60X13, although I have yet to see a tire of that size offered. Instead, I see many ads touting one or another brand of tire in the 205/60X13 size for the 320i, which is a proper replacement for a 175/70X13 tire (used on certain Volkswagens and Mazda GLCs, for example), but which is one size too small for the 320i (and 2002). Referring again to the Goodrich data for comparison, if you replace 185/70X13 tires (23.54 inches in diameter) with those of the 205/60X13 size (22.68 inches in diameter), the load capacity will be increased by a nominal 80 pounds (4 times 20 pounds), but your car will record nearly 3-percent (903 vs. 877) more revolutions per mile with the smaller (by .86 of an inch) diameter tires. Your speedometer and odometer will tell you that your car is performing better than is actually the case.

There are, of course, many other factors to be considered in selecting replacement tires, such as (in my opinion) being sure that you don't buy tires with a lower (European code) speed-rating, but I haven't seen too many people doing that except for a few Mercedes owners

who shed the "H" rate (130mph) original equipment tires on their cars for "S" rated (112mph) Michelin X whitewalls (Yuk!). Don't tell me that you don't drive that fast anyway, so it doesn't matter. The "H" rated tire has a higher tolerance for heat and a generally stronger carcass, providing a better margin of safety than the "S" rated tire under any speed, or other operating, condition. To be sure, the "H" rated tire costs a bit more and wears out a bit faster, owing to a softer tread compound (for better adhesion), and it is this extra expense, I suspect, that is the prime factor in the decision making process for a number of people — an example of "penny wise and pound foolish," in my opinion. The ultimate street tire for high speed driving is "V" rated (over 130mph), and this type is original equipment on the 533i and, recently, on the 633CSi, as well. These are relatively expensive and erase themselves fairly rapidly, but if they came on your car don't replace them with a lower quality tire. And, if you are a high speed driver you might be wise to put "V" rated tires on your car even if it didn't come equipped with them. Wearing out a set might convince you to slow down a bit, though.

While I started out merely to offer the caveat that you should not put undersized tires on your car, and have said far more on the subject of tires than I originally intended, I have one more admonition. It is generally risky to rely on your friendly tire salesman for advice in selecting replacement tires. He is typically motivated by what is in the store's inventory and the comparative profit margins on the various tires carried, as well as by the differences in the various manufacturers' "incentive" payments then in effect, if any. In addition, he will have no more knowledge about tire performance than you have or can readily acquire through the assiduous and critical studying of the tire test results published, from time to time, in our several automobile magazines, and elsewhere.

Bill Via

SPORTS CAR RESTORATIONS

A completely restored BMW 2002 in mint condition for under \$10,000? Impossible! But Mike Early and Ben Levy are in the process of making this happen.

When Mike and Ben met in 1979, both were Tulane University Business Majors, yet neither had any notion of their ensuing business partnership. Each had a similar interest in cars and car mechanic. Ben began hand-on experience on a Mercury Cougar that first belonged to him in 1976. Car mechanics became something of a hobby to Ben, so by the time he bought his first 2002 in 1978, he had enough experience to completely service this car. Impressed with the ease of maintenance, the quality of performance and the economy in performing his own repairs, Ben rapidly became an enthusiast. When Mike and Ben became friends in the fall of '79, Mike learned of Ben's hobby and decided to see for himself what a BMW 2002 was like. "I'm still in love with the same 2002 I bought back in '79", Mike recalls, "and I wouldn't trade that beauty for the world!"

By senior year, Mike and Ben had started a partnership and joined the ranks of local New Orleans BMW repairmen. Starting off by doing light work for friends and acquaintances, Sports Car Restorations was borne.

As their interest in 2002's increased, they read about Harmon Fischer's idea of a factory manufacturing new 2002's. Mike and Ben had a similar idea of a 2002 restoration business. Their formula for success is based on the fact that \$30-an-hour-mechanics can become quite expensive if the owner wishes to treat a used 2002 sympathetically. "All of us know what it means", Mike recalls, "to be nickled and dime to death". Restoring a 2002 to mint condition can save time and money and can save the necessity of costly upkeep.

Ben and Mike have since moved to Baltimore, opened up a small garage in Clipper Mill Industrial Park, north of the City and have developed what they consider to be the most up-to-date, cost-effective methods of repair and restoration. These are methods that they learned while in college, involving marketing, product research, price finding and organizational psychology. Utilizing these methods, they have devised a formula for reliability in restoration and repair:

- 1) Start with careful & complete workmanship
 - 2) Include custom work for that "personalized" touch
 - 4) Keep costs at a minimum
 - 5) Buy high quality parts at the lowest possible prices
- Specifications for stock restorations include at least the following:
- I. Extensive body restorations including:
 - A) Complete rust removal
 - B) Replace as many body panels as possible within reasonable cost as needed.
 - C) Rust proofing
 - D) Undercoating
 - E) Custom paint jobs
 - F) All new chrome: bumpers, lights, etc.

II. Mechanicals:

- A. Engines
 - 1) From Munich factory (6 months guarantee)
 - 2) At Sports Car Restorations facility
 - 3) To high performance specs, if desired.
 - 4) All cars receive rebuilt engines depending on the condition of the engine before restoration.
- B. Suspension
 - 1) HP suspension kit (sport or street) with Bilstein shocks or Boge TS (Factory)
 - 3) Front End reconstruction
- C. Brakes (all components are replaced as safety is our biggest concern)
 - 1) New drums
 - 2) New Rotors
 - 3) New Pads and shoes
 - 4) New Hydraulics
- D) Transmissions
 - 1) Rebuilt
 - 2) Factory Exchange

III. Interiors

- A) All new carpet and insulation
- B) Restored seats or custom racing seats
- C) Alpine Audio equipment
- D) Door panels refinished
- E) New Dashes (where necessary)



EVERGREEN MOTORS, INC.



NATION'S NEWEST BMW DEALER
Authorized Hardy & Beck Specialist

— Holiday Specials —

Air Conditioner
'80-'83 320i
\$625* (installed)

Digiguard Alarm System
"with Shatterguard"
Reduced — \$499 (installed)

H&B Headers
'77-'79 320i
\$199

Call Rick Price — Service Director & Registered Master Technician
for more information, details and appointment

* A/C Console
extra if needed

5904 Urbana Pike
Evergreen Point, Frederick, MD 21701
(301) 694-7400. Washington 428-0400



DIRECT FROM
OUR WAREHOUSES

GREAT SAVINGS ON:

MICHELIN
GOODYEAR
techna
BF Goodrich
PIRELLI
Continental
kléber

AND OTHER TOP QUALITY
BRANDS!



AREA LOCATIONS

Newington, Va. 7890 Backlick Rd. (703) 451-7610
Springfield, Va. 5256 Port Royal Rd. (703) 321-7811
Tysons Corner, Va. 1524 Springhill Rd. (703) 893-4210
Fairfax, Va. 2995 Prosperity Ave. (703) 698-7770
Alexandria, Va. 2000 Eisenhower Ave. (703) 683-6660
Gaithersburg, Md. 9025 Comprint Ct. (301) 948-3050
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
Washington, D.C. 67 K Street, S.W. (202) 554-4605
Largo, Md. 9100-A East Hampton Dr. (301) 350-7801
Warehouse Clearance Center Woodbridge, Va.
1381 Telegraph Rd. (703) 643-1722



KNOW NTW...
AND YOU'LL KNOW TIRES

CONVENIENT WAREHOUSE
SALES LOCATIONS
THROUGHOUT
THE COUNTRY

FREE MOUNTING
ON MOST STANDARD WHEELS!



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

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

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

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

London Auto — a small personal
shop.

Give us a call!

560-6975

"We are intelligent, young and willing to learn," said Ben, "and we'd like all the *Der Bayerische* readers to know that we will become more involved in the activities of the National Capitol Chapter as the years go by." "Our idea," adds Mike, "is to save people money and still make a profit at the same time. Our goal is to restore one of the world's finest enthusiasts' motor cars for a reasonable, affordable amount to provide years of driving performance, reliability and pleasure."

Comments, inquiries and advice are welcome. Contact Mike Early or Ben Levy at SPORTS CAR RESTORATIONS, 3501 Clipper Road, Baltimore, Maryland 21211 or call 301-243-2030. Mike and Ben are 2002 owners and members of BMWCCA.

IN SEARCH OF II (too)

In a previous issue I wrote an article ("in Search of...") about my '74 2002 being painted by John Estep of E&E Auto Body. Since then I've received several calls on how to get in touch with him. John's phone number is (703) 896-2092. The best time to call is Monday through Thursday between 9:00 a.m. and 4:00 p.m. Fridays are normally set aside for parts shopping. If you prefer to write, his address is Route 3, Box 166B, Broadway, VA 22185.

John has done other Bimmers this summer; a 630CSi, a 530i, two 320i's, and, of course, seven 2002's. On your way out I-66 to see him, if you would like to stop in Manassas to see an example of his work, you are welcome to examine my car. Since I do a lot of travelling, please give me a call a day or two ahead of time.

John Fowler
(703) 368-7315

WASHER PUMP REPLACEMENT

Now that winter weather slush, ice, salt and other things that obscure your vision are upon us, you no doubt remember that windshield washer motor that no longer sprays water to clear your windshield. If you have shuddered at the thought of spending over thirty dollars to replace that worn out windshield washer motor on your 2002 or 320, take heart. ROBERK (the windshield wiper replacement blade people) markets a replacement washer pump called "heavy duty-model P50". I bought one at the local Channel Home Center store for \$8.99 for use in my other car (Olds). It allegedly can be adapted for use in any washer system according to the instructions. I'm always skeptical when I see statements such as "Installs in minutes" which usually results in a half days work or more. Instructions provided were extremely simple and clear. The entire job only took twenty minutes because it was getting dark and the red wires looked like black wires and vice versa. It requires a drill to make two 5/32" holes, a screwdriver and pliers. The motor can be mounted anywhere within 20" of the old pump. Since it only took me twenty minutes I figured I screwed up some place, right? Wrong, it works every time I hit the washer button.

Karl Hoffman

NEW PRODUCT, CASSETTE CADDY

Some of you have noticed the cassette caddy located in the center console of my car. This is the same integrated holder pictured in BMW's European brochures. Joseph Hirschfeld, during a recent Trip to Germany, bought one for me.

I have located a local supplier for these "fischer CBOX" cassette holders — *California Sounds*. With locations in Rockville, Gaithersburg, and Tyson's Corner, California Sounds can supply the *fischer* CBOX for several BMWs. Most European BMWs don't have air conditioners and as a result there is space for the cassette holder. The space under the ash tray on the 733, with slight modification, is perfect. Call the California Sounds near you to order the 733 model (6 to 8 weeks). Be sure to ask for the special Club price \$26 vs. \$45).

Auto Cassette Holders – BMW

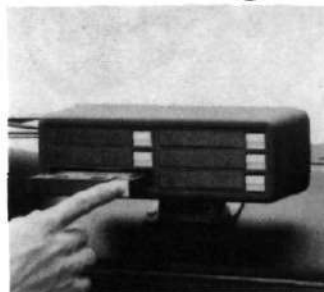


Series 7

728 - 745i

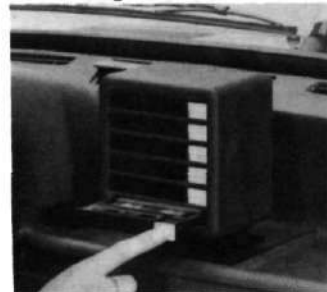
Colour: black / grey

Designed for any Car



Auto Cassette Holder (horizontal)

Stores 6 cassettes in CBOXes. Detachable mounting for simple and safe do-it-yourself installation. Cassette Holder can be suspended, side or surface mounted. Art.No. 33050, Colour: black/grey Art.No. 33051, Colour: black/orange Dimensions excluding mounting bracket: 235 x 108 x 98 mm



Auto Cassette Holder (vertical)

Stores 6 cassettes in CBOXes. Detachable mounting for simple and safe do-it-yourself installation. Cassette Holder can be suspended, side or surface mounted. Art.No. 33052, Colour: black/grey Art.No. 33053, Colour: black/orange Dimensions excluding mounting bracket: 125 x 108 x 195 mm

INTRODUCING THE FIRST SPORTS SEDAN CAPABLE OF REPLACING A LEGEND.



With improvements in road holding, braking, aerodynamics, fuel injection, technology, and comfort, the new BMW 318i

is eminently qualified to succeed the 320i—the sports sedan designated by Car and Driver as “the sort of car enthusiasts turn into legend.”

To experience it, contact us for a test drive.

THE ULTIMATE DRIVING MACHINE.

© 1983 BMW of North America, Inc. The BMW trademark and logo are registered.



AUTOHAUS TISCHER INC.

3225 FT. MEADE ROAD
Washington 953-2196

LAUREL, MARYLAND 20707
(301) 498-7400 Baltimore 792-7595

NUTS & BOLTS

Has your 2002 lost that nice solid sound when you open and close the doors? Check to see if the small plastic caps have fallen off the *door latches* where they make contact with the striker plate. Makes a big difference. The parts are inexpensive and available and make the doors fit better as well. . . . Many 2002 owners are in need of a replacement *shift lever boot*. BMW no longer supplies the original rubber part and now offers vinyl replacement which may not provide effective sound insulation. At least two Roundel advertisers are looking into an aftermarket replacement boot. . . . I'd like to see someone write a short article on replacement of *springs* in the 2002 suspension. . . . After 5000 miles I can report good results from the Michelin XZX² tires. They perform better than the XAS on wet surfaces and are quite quiet. Whether they will last 75,000 miles remains to be seen. . . . If you're planning a *winter trip*, don't forget your tool kit, extra cooling system hoses, and a few fuses. An anti-freeze container full of mix is a good idea for the trunk. . . . Rubbing the wiper blades with a paper towel or cotton ball soaked with rubbing alcohol does an amazing job restoring the blades to full efficiency. Don't drip the alcohol on your paint. . . . Remember to run the *air conditioner* during the winter months to keep the seals lubricated. . . . Happy Holidays!

Jim Ryland

I SMELL SMOKE!

Recently we had a fire in our Chevrolet Citation. The rear window defroster apparently shorted out, causing the headliner to catch fire and spread throughout the car. Automobile interior materials have been designed to retard the spread of fires. This includes the children's car seats. Although they were destroyed by the fire, they did not actually burn, but rather were just crisp around the edges. The exception to this were the cloth liners that we purchased separately. The liners must not be covered by any government regulation, since they did catch fire. Luckily, we got the kids out of the car before anyone was injured, but we now feel that these liners are dangerous. The moral of this story, don't use these liners. As convenient or pretty as they might be, they are dangerous.

Bernice Winthrop

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 _____

BMWCCA Discounts

- ➡ 320i clutch replacement \$250
- ➡ 2002 front shock replacement \$160
- ➡ Do-it-yourself parts 20% below BMWNA list price

Paul Eisenberg's Potomac Motor Works

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



open weekends

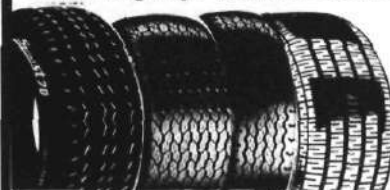
340-8688

190 Woodland Rd.
Rockville, MD. 20850

radial tire co.

Your Performance Tire Headquarters!

To service our discriminating BMW customers more effectively, Radial Tire is now actively stocking the following high performance tires to fit your BMW:



Fulda Y-2000
Goodyear NCT
Goodyear GT
Continental CS41
Vredestein ST70
Phoenix 3011
Michelin XVS

As usual, our pricing will be
the most competitive in
the Washington area!

**Please call for your
BMW CLUB PRICE**



BMW Alloy Wheel Clearance
Manufactured by Momo, Ronal and ATS

**For
2002 and
320i**

\$85.00
each

13" x 6" Original BMW Spoke Design
13" x 6" Gold "BBS" Style
All wheels new and in boxes.

Radial Tire Co.

9101 Brookville Road
SILVER SPRING, MD

585-2740 or 585-2730

SHANNON auto body

Foreign & Domestic
Body & Paint
Custom & Insurance

340-6759

Plaza 355 15563 F Frederick Road
Rockville, Maryland 20850



**PROFESSIONAL
CRAFTSMANSHIP**

GW motors

AUTHORIZED BMW DEALER

**OFFERS FELLOW BMWCCA
MEMBERS THE FOLLOWING:**

- REALISTIC PRICES ON BOTH NEW AND USED BMW CARS
- 10% DISCOUNT ON ALL PARTS AND ACCESSORIES PURCHASES
- BMW FACTORY TRAINED TECHNICIANS AND \$22.00 PER HOUR LABOR RATE

GW MOTORS IS LOCATED AT
ROUTE 50 AT INTERSTATE 81
WINCHESTER, VIRGINIA
METRO D.C. LINE 703-352-1005

CLUB STORE

Welcome to the National Capitol Chapter Club Store.

For those who are not familiar with the store, I can only say that we are the cheapest guys in town. (Sounds like a Luskens commercial). We not only sell you items at a very low price, but we also sell you quality products. If not, we give you your money back, even on special orders.

During the last few months, I have been able to establish very good relationships with many distributors and this relationship has paid off in the procurement of parts and accessories.

An example of this is the ability to buy Weber carburetor kits at a price that can not be matched by retail outlets. The same applies to KYB shocks. Unfortunately, I have not been able to do the same with the Bilsteins, but I will continue the search.

Another example of this are wheels and wheel and tire combinations. Exim and Intra wheels are 30% off, Panasport at 15% off and 3 piece modular wheels (Epsilon and Weds) at 10 to 15% discount.

You will save even more on complete wheel and tire packages. Tires available are Goodyear, Pirelli (P6 & P7), Fulda Y2000 and Yokohama. Note, if I combine a couple of orders you can save even more.

Lets talk about accessories for your Bimmer. Many owners like to buy all kinds of goodies for their cars during the winter months. Well now that Christmas is over and you are recovered from your expenses from buying the exciting Cabbage Patch Doll, you can begin your spending spree on accessories.

The question is what accessories to get?

Here is a list of ideas:

Sheepskins

Fog Lights

Wheels

Auxiliary gauges

Steering wheels

Rear window alligator???

Front air dams

Rear spoilers

Carpeted floor mats

Car covers for the outdoor sleepers

And Bras for those who do not like going topless

Etc. . .

I would like to say a word about auxiliary gauges. Before you decide on this, talk to your mechanic. Have him explain the installation, find out what you are going to gain by installing them and most of all what are you going to give up. I do recognize that a few of you have been planning to do these installations. Please find out all the details on the subject. I can get you very good prices on these items, just let me know what you want.

Remember that we have in stock all kinds of goodies for your car. From brake pads to ignition parts. If I don't have what you need in stock I can get it usually within a week.

And of course I have a few specials. How about locking gas caps for 320is at only \$4.50 and air horns at the very low price of \$39.99. Also spark plug cleaners (2 left) at \$3.75, Whistler radar detectors at a low low \$99.99.

These are just a few of the items. Around mid

January, I will have special prices on Ferodo brake pads. Again at the cheapest price in town and country.

Max Rodriguez

BIMMER CARE

As I promised you in the last issue, I will give you a list of things to do for 60 hours of your spare time per year.

This list consists of simple do-it yourself maintenance items which will keep your car running and keep dollars in your pocket.

Sixty Hours of Bimmer Fun

Weekly — ½ Hour

- Check oil level
- Check transmission fluid level (automatics)
- Check coolant level
- Check brake fluid level
- Check windshield wiper fluid level
- Check hoses and belts
- Check battery electrolyte level
- Check tire pressure, tread condition

Monthly — 2 Hours

- Make all weekly checks plus:
- Lubricate all hinges, seat runners and so on
- Lubricate carburetor linkage or injection linkage
- Make coolant hydrometer test
- Make battery specific gravity test
- Check spark plug condition and gap
- Check fuel filter
- Check air filter and housing
- Check air cleaner thermostat
- Check vacuum hoses for cracks
- Check weatherstripping, trim and moldings
- Vacuum and shampoo carpets
- Treat vinyl or leather

Twice A Year

- Reverse flush cooling system
- Pressure test cooling system and radiator cap
- Grease wheel bearings
- Check brake pads for wear
- Bleed the brakes (not required if you have silicone fluid)
- Change automatic transmission fluid
- Make a compression test
- Check engine timing and adjust if necessary
- Remove clean and load test the battery
- Test sparkplug wires for resistance
- Inspect suspension bushings
- Bounce-test shock absorbers
- Rotate tires (there are differnt theories on this, check with your mechanic)
- Have wheel alignment checked (did you just finish a driving school?)
- Check clutch, brake and accelerator pedals for free play
- Inspect exhaust system for rust, loose hangers, check condition of undercoat
- Degrease or steam clean engine compartment
- Wash and wax the Bimmer
- Easy. Don't you think?

In the next issue: How to Change your Front Rotors, Repack Bearings and Change Brake Pads.

Max Rodriguez

Terry & Neil's
Quality Car Service, Ltd.

Service

Restoration

Modification

*only BMWs
only by appointment*

(301)340-8BMW

210 N. Stonestreet Avenue, Rockville, Maryland

STICKER POLLUTION

If you can answer "Yes" to all the following questions, I have good news for you..

1. Are you a resident of Northern Virginia in Arlington, Fairfax or Prince William counties, or in the cities of Alexandria, Fairfax, Falls Church, Manassas or Manassas Park?

2. Is your BMW subject to the emission inspection requirement prior to license plate/registration renewal?

3. Do you find the yellow-and-green Virginia emissions sticker ugly, obnoxious, and generally detracting from the appearance of your BMW?

If you heard "Yes, yes, yes," then scrape that sticker off and throw it away. It's not required by the law, and quoting the Virginia State Police, "You won't be ticketed for not having an emissions sticker."

All enforcement of the requirement for a satisfactory emissions inspection is by the Department of Motor Vehicles. No tickee, no platee!

With a smile and a little persuasion, you can usually talk the inspector into handing you the emissions sticker, which eliminates scraping it off later. You still must display a valid safety inspection sticker at all times.

If you have any doubts, call the Virginia State Police at 971-0856.

John Fobian

THE ULTIMATE AUTOMOTIVE ACCESSORY!



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

Voyager
AUTOMOTIVE SOUND CENTER

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

MEMBERSHIP DRIVE

I know. All you hot dogs have been waiting to see what kind of grand prize I could dream up before you put a *single* flyer on a Bimmer. My pep talk wasn't sufficient — now you want the bribe. Here's the deal.

Evergreen (nee' Precision) Motors has offered a VDO electric oil pressure guage to reward the biggest producer of new members. You can cure that annoying deficiency the factory won't cure. Obsolesce the idiot light in your car with a quality guage and electrical sending unit. After all, when was the last time you let an idiot drive your car? Many thanks to Rick Price, Service Manager at Evergreen for supplying the guage.

In addition, so the also-rans can drown their sorrows, bring in two, yes, only TWO NEW MEMBERS and receive a BMW mug, emblazoned with the BMW logo and the NCC colors. Bill Ross found a supplier who promises to deliver in time for the conclusion of the membership drive on January 31. Be the first on your block to be ready for Oktoberfest! Don't pay the outrageous sum Ross will charge you! Distribute those flyers, sell the club and be a charter member mug owner. Sign up sixteen members and get service for eight!!!

Time is short. Get out there now and tell those owners what they are missing. Show them this year's calendar. This year we run the gamut from the Baltimore Aquarium to cheering the Round Man Racing Team.

Results in the next issue. . . and watch for Gordon's super summer membership marathon with a reeely big prize.

Les Adams
Membership

National Capital Chapter BMWCCA, Inc. INCOME STATEMENT Year Ending 12/31/83

INCOME

Membership Dues	\$ 9,494.00
Advertising	5,070.00
Driving Schools	2,000.00
Club Store	738.00
Rally	868.45
Annual Meeting	480.00
Miscellaneous	5,496.43
	<u>\$24,146.88</u>

EXPENSES

Member Services (Letters & Mailings)	\$ 1,282.35
Newsletter & Postage	7,972.41
Events (Tours, Corrals, Schools)	8,588.98
Annual Meeting	2,289.47
Club Store	2,155.37
Travel (Zone Congress)	530.33
Equipment (Flags, Bull Horn, etc.)	441.52
Insurance (Driving Events)	639.00
Office Supplies & Stationary	654.28
Miscellaneous	100.92
	<u>\$24,654.63</u>

Net Loss	\$ 507.75
Fund Balance 12/31/82	\$ 1,327.31
Fund Balance 12/31/83	<u>\$ 819.56</u>

National Capital Chapter BMWCCA, Inc. 1984 BUDGET

Member Services		
New Member Letters	\$ 200	
Special Mailings	600	
Membership Drive	500	
Other	<u>200</u>	
		\$ 1,500
Newsletter		
Printing	\$ 6,000	
Mailing	1,200	
Other	<u>700</u>	
		\$ 7,900
Events		
Tours	\$ 1,000	
Corrals	600	
Driving Schools (3)	4,000	
Charity Event	800	
Miscellaneous	<u>200</u>	
		\$ 6,600
Annual Meeting		
Meals (125)	\$ 2,000	
Door Prizes	<u>300</u>	
		\$ 2,300
Club Store		
Parts	\$ 800	
Accessories	<u>200</u>	
		\$ 1,000
Travel (Zone Congress)		
Mileage & Lodging (2)	\$ 250	
		\$ 250
Equipment		
Escort (member rental)	\$ 250	
Other	<u>250</u>	
		\$ 500
Insurance		
Driving Events	\$ 350	
		\$ 350
Office Supplies		
Stationary	\$ 350	
Stamps	100	
Telephone	<u>100</u>	
		\$ 550
Miscellaneous		
Other Activities	\$ 250	
Contingency	<u>1,000</u>	
		\$ 1,250
		<u>\$ 22,200</u>

NEW MEMBERS

Wendy Early	1974	3.0CS
Walter J. Bogan Jr	1972	2002tii
Benjamin Jacobs	1984	745i
Victoria Rickert	1984	318i
Tony Belcher	1980	320i
Femi Young	1983	320S
Larry Johnson	1978	320i
Sevester Bell	1984	318i
James M. Tucker	1983	528e
Nathan Miller	1979	320i
Tom Passarelli	1983	320i
Jefferey J. Pargment	1977	320i
James D. Hathaway	1972	2002tii
Paul E. Vessels	1977	530i
John E. Coon	1979	320i
Susanne Chambers	1972	2002
Robert L. Hatcher	1984	318i
John P. Romano	1973	Bavaria
James D. Campione	1982	633CSi
Mark C. Saunders	1980	528i
Lisle Lipscomb Jr	1973	3.0CS
Danny R. McWilliams	1973	Bavaria
G.H. Mensch	1984	318i
Thomas E. Pack	1981	320S
Holly Hoopes	1981	320i
Vanessa Scott	1983	318i
Linda Marie Randolph	1971	2002
Bradley Dawson	1984	318i
R. Dennis Murphy	1973	2002
George Halyah	1983	528e
Dan Erlenborn	1979	528i
Larry Goodwin	1974	2002tii
Francis Codden	1984	318i
Marcus & Leonora Holley	1969	2002
William & Jeanne Tyner	1983	528e

Michael Brown	1974	3.0S
Al Maraim	1984	318i
Frank Sharpe, Jr	1974	Bavaria
Parviz Ghassemi	1981	320i
Garland S. Harris	1978	320i
Charles Davis	1975	2002
Albert V. Almanza	1983	320S
Captain Saul Kalz	1983	528e
Jeff Sikes	1970	2002
Michael J. Cappello	1972	2002tii
H. Neal Reynolds	1984	318i
Scott E. Lukas	1976	2002
Phyllis A. Edwards	1983	528e
Fernando A. Josephson	1984	318i
Tom T. Carroll	1969	2002
Claire Sands Newcomer	1984	318i
William J. Batleman	1971	2002
Charles D. Wolfe, Jr	1973	2002
John Jablonski	1984	318i
Terry W. Hearn	1983	533i
Richard Pelliconi	1983	528e
Robert W. Lebling Jr	1980	320i
John Travieso	1978	320i
John E. Breisacher	1984	528e
Robert B. Hill	1984	318i 1970 2002
John Miller	1980	320s 1978 320i
Niels P. Biamon	1982	733i 1977 320i
Alan Himes	1979	733i 1977 630CSi
C. Whitney Rouzer	1974	2002 1970 2002
Gerald & Sarah Batipps	1983	318i 1983 528e
James & Olivia McQueen	1982	528e 1974 2002
Michael & Irma Chapin	1983	528e 1983 320S
James & Dorothy Sperger	1977	530i 1975 2002
Warren & Vibeke Walters	1975	2002
Boo & Susan Smith	1972	Bavaria
William & Baird Campbell	1983	733i
Catherine & Benjamin Crew	1983	320i
Peter Manjum/Sharon Chasey	1976	530i
Bruce & Nina Van Dam	1982	320i
Joe & Tess Marfori	1984	318i
Christina B. Myles-Tochke		
John Tochke	1984	381i
C. Steve & Marcia Helms	1983	533i
John & Carol Nyland	1980	320i
Alan & Leci Balmer	1977	320i
Philip (& Geri Yasuhara	1977	520i
Donald & Debbie Hetherington	1984	318i
Mary Tressa & Raymond Jozwik	1984	318i
Fielding & Jacqueline Lewis	1983	528e
Milo & Catherine Meacham	1981	320i
David & Shirley Cozey	1977	320i
Ebenezer & Brenda Botchway	1981	320i
Thomas & Patricia Cornell	1984	318i
Connie Martin		
R. James Doyle		
Judy Becker		(Massachusetts)
G. Johnson		(Arizona)
Baha Eissa		(North Carolina)
Kerry & Carol Nansel		(Texas)
Steven C. Fazio		(Alabama)
Karen W. Mason		(North Carolina)
Fred Hathaway		(Maine)
Michael & Susan Bowers		(North Carolina)
Cyrus Talati		(Massachusetts)
Michael Backus		(Pennsylvania)
Peter Lovell		(Tennessee)
Eugene E. Manning		(Alabama)
Walt Morrisette		(Kansas)



BMW Service Specialists

Personal Service by Factory Trained Technicians

Major and Minor service by appointment

468-0323

10am to 7pm Monday through Friday

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

Members enrolled by the following supporters and advertising media (contest period): Genderson BMW 9*, J&F Motors 5, Bill Ross 5, Dan & Seu Lim 4, Les Adams 3, Gordon Kimpel 3, Heishman BMW 3, Road & Track 3, and may others entered contest.

*Complimentary gifts to new car purchasers

BMW

OF FAIRFAX

Extraordinary
personal attention
to meet the needs of the
discerning driver. Service
by factory trained BMW experts.
Professional service by
professionals. Huge parts
inventory. Car stereo.
Accessories.



Body and paint
repair specialists.
The best in used cars.
And, of course, complete
leasing services. The ultimate
dealer for the ultimate
driving machines.
Virginia dealer
license #976.

"The World of BMW
and nothing less."



BMW

OF FAIRFAX

8427 LEE HIGHWAY FAIRFAX, VA. 560-2300

MEMBERSHIP APPLICATION



BMW CAR CLUB OF AMERICA, INC.

345 Harvard Street, Cambridge, MA 02138

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

Name

Address

City

State

Zip

Business Telephone

Home Telephone

BMW Model

Year

Serial No.

BMW Model

Year

Serial No.

I heard about BMWCCA from:

Your check made payable to BMWCCA must accompany this application

Annual dues: \$30.00

MARKETPLACE

For Sale:

Air Dams for 2002s and 320is. All brand new w/mounting hardware. For all year 2002s and '79 and later 320is. Call Paul Vessels at 202-829-1330 or 202-692-4614/3.

WANTED

1 pair rear headrests from any year 6 cylinder bimmer, must be leather in excellent condition, prefer blue, but will consider light color for dyeing. Call Paul Vessels at 202-829-1330 or 202-692-4614/3.

For Sale:

Cibie Halogen Quad Round (5 3/4") headlights, non-sealed-beam, used two years, \$40 firm. John Fobian, W(703)222-6218, H(703)323-6564.

For Sale

1984 BMW 528e, 5-speed, ac, ps, pb, sr, plus limited slip differential. 60 miles. \$21,500. Contact: Dr Lionel Fernandez, 983-9350 (evening and weekends).

For Sale

Two Vredestein M&S 185/70-13's, over 75% of tread remaining. 50.00 for the pair. John Fowler, (703) 368-7315(H)

For Sale

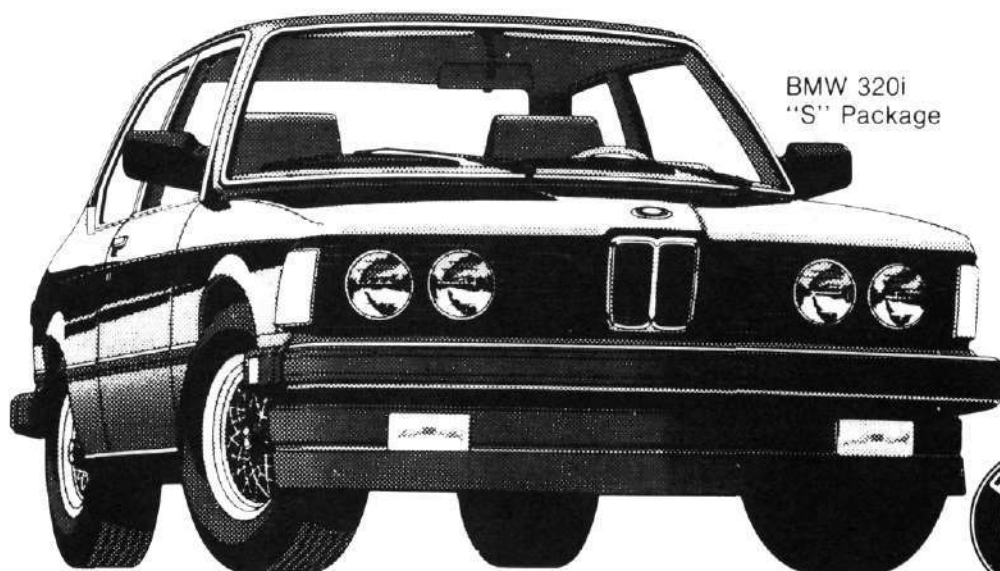
BMW — '74 2002, 4-speed, A/C, 42K miles on rebuilt engine. Recently painted in Imron, Skymist blue metallic. New exhaust, Bilsteins, and Personal steering wheel. Very good dark blue interior. \$5,500 or best offer. Looking for a '72-'73 tii. John Estep, (703) 896-2092.

For Sale

'69 2002 — Former autocross winner — now excellent project car — Alpina type fenders — molds for same included plus zillions of spares left from 12 years of auto crossing — complete adjustable rear suspension, 2 diffs, 6 front struts, boxes of axle bearings, two 7X13 Libre wheels — complete, but completely rusted — '69 2002A included — take it all off my hands for \$1,000.00 or call for specific individual pieces. Craig Stuard, Centreville, Va 703 830-4023 eves. only.

PERFORMANCE . . .

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



BMW 320i
"S" Package



THE ULTIMATE DRIVING MACHINE.

BMW: MUNICH, GERMANY

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

Heishman BMW, Inc.

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

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



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

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

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

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

ANTON BMW

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

For The Finest In Parts & Service

BROWN'S CASTLE BMW



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



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

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