

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



SEPT/OCT 1984

der bayerische



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Four Ball Rally
Deutsche Marque Concours
Fun in a 530i
524td Spotted
Escort vs. Spectrum

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Arlington, VA 22216

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der bayerische

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All copy submitted must be received by the editor by the 5th of the month preceding the coming issue.

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Cover Photo: Marty and Max by Rina Duncan

Coming Events

DRIVING SCHOOL—OCTOBER 12, 1984

This is a familiar activity. Take off a Friday in the fall to drive, observe, or help. You'll find the application elsewhere in the newsletter. There will be 30 drivers maximum. Learn how you and your BMW handle. Get your application in quickly!

Directions: Get to Charles Town West Virginia; from Maryland take I-270 toward Frederick, then 340 to Charles Town; from Virginia take Route 7 to 340, right to Charles Town. From Charles Town take 51 west (briefly) until it veers right, you go straight on route 13, Summit Point Road. Track is several miles on left, 1/2 mile past town of Summit Point.

OPEN HOUSE—OCTOBER 13, 1984

Come to the OPEN HOUSE sponsored by *Excluservice* and *Exclucar* at their new facility in Rockville, MD. Featured during the Open House will be demonstrations of the latest in electronic engine analyzers, the dip stick oil changer, and a sampling of European BMWs. Liquid refreshments served, food available at modest cost.

Directions: *Excluservice* and *Exclucar* are located at 12200 Parklawn Drive, Rockville, MD (231-5400). From MD or VA, use I495 to I270 N toward Frederick. Exit Montrose Rd to Rockville. Montrose Rd becomes Randolph Rd at Rt. 355. Continue past 355 for 3 lights to a left onto Parklawn. Shop is 500 yds past second light.

GERMAN CARFEST—OCTOBER 20, 1984

The Shockoe Chapter (Richmond, VA) has invited us to join them for the First Annual German Carfest (BMW, Mercedes, Porsche) 12:00 pm to 4:00 pm. Three classes of BMWs w/trophies. Dash plaques for first 100 entrants. Register by October 10, (\$6 fee). Call Les Adams for details. Chapter will supply lunch for first 25 who register with Bill Ross before October 18.

Directions: *Convoy*—Meet at 9:30 am. Will depart 10:00 am from rear of Chi-Chi's, Springfield, VA: I95 S—Springfield exit—Keene Mill Rd West; past first light on right.

Solo—I95 to Richmond. Use Exit 10 (Broad St./Downtown) to next light and make a left and proceed to 1300 E. Cary Street—Shockoe Slip. Parking available.

ANNUAL WINERY TOUR, OCTOBER 28, 1984

This year we will visit Oasis Vineyards in Hume, Virginia on Sunday, the 28th. Oasis, operated by the Sahali family, is a large, relatively new vineyard (planted in 1977), first bottled in 1980) producing eleven varieties from 35 acres of vines.

This will be a family outing. Please bring a picnic lunch and plan to attend rain or shine. Oasis can accommodate us indoors if weather threatens.

Come out for a fall drive to the Blue Ridge, taste some wine, and enjoy a prime autumn afternoon with the Club. Questions to Les Adams, 252-4387 days, 569-2144 evenings.

We will leave the entrance to Sears in the Fair Oaks Mall at 10:00 AM sharp, and proceed on I66 to arrive around 11:00 AM.

Directions: If you wish to meet us at the vineyard, take I66

west to the Marshall exit. Take the second offramp and proceed on route 647 for 4 miles. Turn right on route 635 to Hume. Proceed through the town of Hume (4 miles) to the winery on the left six miles beyond the town. *If you wish to join the convoy*, Fair Oaks is at the route 50 exit on I66 west.

ANNUAL ELECTIONS DINNER— NOVEMBER 2, 1984

The annual election and awards dinner will be held at 7:30 pm at the Golden Bull Restaurant, 9107 Riggs Road, Adelphi, MD. Nominations will remain open until October 26, see President's Message for other details.

The menu consists of a buffet dinner including sirloin, chicken, shrimp creole, dessert, wine and beer (cash bar for mixed drinks). Door prizes, just like last year, will be plentiful. The cost is only \$5 per person. You will pay at the door, but advance reservations are required. Contact Terry Forrest or Bill Ross by 10/26 to make reservations (#s on p.1).

Directions: From the Beltway, use Exit 28 B, New Hampshire Avenue, to Takoma Park, two lights and a left onto Adelphi Park, two lights and a left onto Adelphi Road, next right onto Riggs Road. Restaurant is in Metzert Plaza on Left. Parking is available around the restaurant.

MEETING WITH SPEAKER— NOVEMBER 8, 1984

Franz Kammerbauer, President of BBS of America, will address members on BBS products, technology and the future. Featured will be an explanation of the BBS Modular Sport (3-piece road wheel)—the development, quality control, application (plus 1, plus 2, ease, and safety) and life expectancy. The meeting will start at 7:30 pm at the Dulles Marriott Hotel, Auto Salon Conference area. Cash bar (\$2-\$3) and door prizes.

Directions: From I66 West, exit Dulles Airport Access Road West. Follow to airport, take first exit (Service Lane) and bear right off exit to the stop sign. Marriott off to right @200'. From I495, take Dulles Access Road, then as above.

HIGH PERFORMANCE— NOVEMBER 17, 1984

Evergreen Motors, the area's authorized Hardy & Beck specialist, will host a Session on Hardy & Beck suspension kits, header systems, and accessories from 9:30 am to 1:00 pm. Displays, promotional information and a sampling of cars with complete H&B treatment will be on hand. Special discounts and refreshments.

Directions: I270 North toward Frederick. Exit Rt 85N and proceed for two miles to Evergreen on your right.

President's Message

The Calendar Of Events shows that we are well into the second half of this year, with many interesting technical, driving and family events to come. You should note that the number of events decreases as weather uncertainty increases. When in doubt if an event is rain or shine, call me or Terry Forrest.

There have been two important changes in chapter leadership: a new treasurer and newsletter co-editor. Dave Bowers,

Treasurer since 1982, has passed the baton to Woody Hair who assumed the responsibility in July. The mid-year report indicates that the chapter is in the black by over \$4000. Bernice and Ira Winthrop, editors of *Der Bayerische*, recommended that John Hartge, formerly associate editor, join them as co-editor of the newsletter. I wholeheartedly accepted this recommendation in recognition of John's hard work and many contributions to the success of the newsletter.

The annual elections dinner is scheduled for Friday, November 2. In an effort to sustain the chapter's growth and vitality, we need your help. Members interested in increased involvement are invited to contact any officer to discuss the responsibilities of elected or appointed offices. The management of this corporation, with over 1200 shareholders and an annual budget of almost \$30,000, is a challenging and rewarding experience. Come join us. We know you can make a contribution. One additional notice to members.

I have requested that Max Rodriquez, club store manager, use vendors other than Electrodyne in Alexandria, where possible, until we can satisfactorily resolve members' complaints. I ask that you bear with us and regret any inconvenience.

Until next time!

Bill Ross

Beer Stein Offer

Have you been foiled in your efforts to win a prized, custom club beer stein in each of this year's membership contests? Have you won a beer stein and desire a set? Have you won a beer stein and wondered when you will receive your prize? Read on—the opportunity and explanation follow.

The Chapter may only order these custom steins (see rendering and description below) in quantities of 200 or more. While the treasury is healthy, we would be ill-advised to tie-up \$2500 until the money is recovered. I therefore offer each of you the opportunity to participate. Send your check (payable to NCC BMWCCA) for \$12.50 for each stein to:

NCC BMWCCA
PO Box 685
Arlington, VA 22216

Depending on the quantities ordered and how quickly you order, we may all have our steins in time for the Wine & Cheese Party (they make excellent gifts).

Bill Ross



Posh porcelain, classic in its simplicity. Over 16 full ounces is the capacity of this custom designed beauty. Side one features, in full color, the BMWCCA logo and name, side two features the BMW roundel and BMWCCA name, all topped with 23K gold edging on the rim.

Calendar of Events

JANUARY

- 28 **Engine Modifications/AC** (9:30 a.m.)
Tech Session: J & F Motors.

FEBRUARY

- 11 **Tune-Ups** (6:30 p.m.)
Tech Session: Quality Car
- 23 **Highway Safety: Bruce Reichel** (7:30 p.m.)
(Bill Scott Racing)
Meeting: Dulles Marriott

MARCH

- 3 **Rebuilding** (1:30-4 p.m.)
Tech Session: Mastercrafters
- 17 **G.W. Motors & VDO Factory**
- 31 **Tires** (10:30 a.m.)
Tech Session: NTW—Dale City, VA

APRIL

- 7 **Swap Meet** (11:30 a.m.)
Autoy—Rockville, MD
- 14 ***Do-It-Yourself** (10 a.m.) Tech Session
- 21 **Harbor Place & Aquarium**
- 28 **Tech Inspection** Heishman BMW

MAY

- 5 **Suspensions**
Tech Session: Quality Car (B. Ross)
- 6 **Spring Tour**
Charlottesville (Bill Via)
- 12-13 **NCC Driving School**
Summit Point, W. VA (Rick Foster)
- 20 **Summit Point Corral** (G. Kimpel)
- 20 **BMW NA**
Montvale, N.J.

JUNE

- 2 ***Body Repair** Tech Session
- 10 **Summit Point Corral** (G. Kimpel)
- 24 **Autocross**
Landover Mall

JULY

- 1 **Deutsche Marque Concours**
Clinton, MD. (A. Matini)
- 14 **Tech Session** (Cellular Phones)
Genderson BMW, Annapolis, MD
- 21 **Crab Feast** (Mike Diggs)
Cosca Park, Clinton, MD

- 28 **Tech Session** (Audio Systems)—
Voyager Sound, Rockville, MD
- 29 **Auto Cross** (Heatherley & Vincenty)
Landover Mall

AUGUST

- 5 **Summit Point Corral** (Adams)
- 12 **Polo, Picnic, Car Show** (Seu Lim)
Potomac, MD
- 13-17 **National Oktoberfest**
Sturbridge, MA
- 17-19 **German Festival** (Karen Fairchild)
Baltimore, MD
- 26 **AutoCross/Gymkhana** (Heatherley/
Vincenty)—Landover Mall

SEPTEMBER

- 1 **Tech Session** Emissions
VOB Auto Sales, Rockville, MD
- 7 **Driving School** (Foster)
Summit Point, W VA
- 9 **Gunston Hall Car Show**
(Skip Marsh)
- 16 **Fall Tour** (Bill Via)
Bavarian Inn—W VA

OCTOBER

- 12† **El Cheapo Driving School** (Foster)
Summit Point, W VA
- 13† **Open House**—Excluservice
Rockville, MD
- 20† **German Carfest**
Richmond, VA
- 28† **Winery Tour**
Oasis Vineyard, Hume, VA

NOVEMBER

- 2† **Annual Elections** (T. Forrest)
Golden Bull, Adelphi, MD
- 8† **Meeting w/Speaker** (BBS)
Dulles Marriott, VA (performance)
- 17† **Tech Session**
Evergreen BMW, Frederick, MD

DECEMBER

- 1 **Tech Session** (Do-It-Yourself)
Tischer BMW, Silver Spring, MD
- 7 **Wine & Cheese Party**

* Concurrent sessions/Washington and Baltimore
† See *COMING EVENTS* on pages 1 & 2

Other Events of Interest

Oct. 6—AutoWerke's Oktoberfest
(See Ad for details)

Oct. 5-7—Floridafest, Sebring, FL (Sponsored by Sunshine
Bimmers. Call B. Ross for details.)

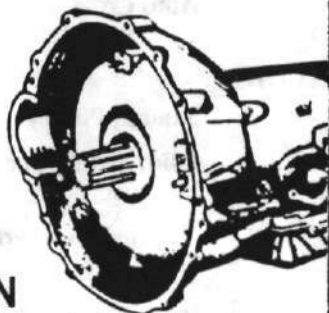
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From the Editors

I was planning to write this editorial while on vacation, but relaxing at a beautiful beach, enjoying the gentle breeze, sunny skies and the sound of the surf did not contribute to thinking about my newsletter responsibilities.

Our masthead now shows John Hartge sharing the role as editor. John has contributed many hours of time to the newsletter. It is about time that he shares equally in the credit. We split the job into two areas, administrative and production. John makes sure that articles are received on time, edits and modifies stories and keeps track of the coming events. I'm responsible for the typesetting, layout and the printing. If you have any compliments, call me; any complaints, call John.

MAINTENANCE AND REPAIR EXPENSE SURVEY

The response to our membership survey has not been as good as expected. We have received about 50% of what we need to analyze the data. If we do not receive more survey forms from our chapter, we will contact other chapters and expand the survey. If you would like to participate in the survey, please give me a call.

Ira



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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.

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Saturdays

BMW Mall Display



Photos: Bill Ross

At the request of Henry Weisenberg, Director Public Relations for Landover Mall, the chapter organized a display and membership drive at Landover Mall Father's Day weekend, June 16 and 17. Thanks to the support of BMW of Fairfax (Fairfax), Heishman BMW (Arlington), and Tischer BMW (Silver Spring) the display was a success and included a new 318, a 528e and a 533i. These cars were delivered to the Mall and watched over through the efforts of Les Adams, Kay Heatherley, Raine Mantysalo and Dan Sherron.

The display was a big success. We know that we made many friends for the Club, referred many shoppers to area dealers, and the merchants on the Mall reported that traffic was up significantly on Sunday. I think that BMW display may have contributed to traffic.

Our success was due in large part to the members who displayed their cars and gave their time to talk about the cars and the Club:

Lewis Baskerville	2002
Paul ?	2002
Max Rodriguez	3.0 cs
Bill Ross	733i
Glenn Sims	320i
Cynthia Williams	325e (recruited on Saturday)

If you have the contacts necessary for us to display and recruit at your favorite mall, or if you are interested in displaying your prize BMW, call me or Terry Forrest.

Bill Ross

Autocross #1

Woke up Sunday morning June 24th praying for no rain till after the autocross. Unfortunately it was not to be. I arrived early at Landover Mall, but did not know where the lower parking lot was. I was greeted by several BMW's anxiously awaiting our day's fun. Since I saw no (1) pylons, (2) Kay Heatherley, (3) Terry Forrest, I asked if anyone had driven around looking for other cars/people. We decided to send out scouts. They came back after a lap or two with no reported sightings. Then, a couple of cars seen entering the Mall area disappeared, and we knew we were in the wrong place.

When we got to the lower lot, my first reaction was "where's the rest of it?" Having run in several autocrosses before, this was about a third the size of most others I'd driven. However, using the "take what you got and make what you need" philosophy, it turned out well. The course

was short but interesting, and required a good feel for your car to produce low times. The one "gotcha" in the course was the off-camber right-hander just before the esses. You all remember it.

Walk through was uneventful, and the practice run went well. It was obvious that there would be some serious competition. In the first heat, it appeared that good times would be in the 27 second range. There had been several 28 second times when I took my turn, and I felt confident of doing at least as well. Came across the line with a time of 26.8 seconds, the fastest at that time. Then some hotshoe, John Fender blew me out by driving the stink out of the KZ BMW, to the tune of 26.2 seconds.

Not to worry, a good friendly challenge brings out the best in us. Wrong! It brought out the rains. The second heat was only wet. The third was drenched. Through all this, John ran consistently under 27 seconds. I must congratulate him on his excellent driving. Good show, John! But next time. . . Special thanks to Kay Heatherley, Terry Forrest, Bob Walker, and Mike Vincenty for a great job. I can't wait until the next one!

Cory Laws

Results Autocross #1 24 June 84

Stock			
John Fender	26.23 FTD	David Sassaman	29.26
	26.55		30.71
	26.93		31.35
Cory Laws	26.88	Tom Kavanaugh	30.70
	28.41		31.96
	29.43		33.01
Gary Burdette	28.02	Jerry Ishmael	31.85
	29.58		33.26
	29.82	Chuck Galloway	32.03
Kay Heatherley	28.57#		33.36
	28.64	Diane Marcus	40.23
	29.42		44.44
Gary Mendelson	28.65		48.39
	30.46		
	30.97		

Modified			
Woody Hair	27.57	Alan Bolden	29.81
	30.66		32.34
Tom Baruch	27.75		32.64
	29.97#	Max Rodriguez	29.89
Mike Backus	27.81		29.95
	30.15		30.49
	31.34	Karl Schneide	29.90
Mike Vincenty	28.15	John Fowler	32.31
	29.16		32.94
	29.67		33.54
Raine Mantysalo	28.51		
	30.58		
	34.54		

Results Autocross #2 29 July 84

Stock			
Kay Heatherley	37.76	Klaus Hirtes	40.26
	FTD		40.35
	37.93		40.94
	38.12	Terry Forrest	40.44
Cory Laws	38.64		41.11
	38.90 +		41.50

Gary Mendelson	41.17	Scott Kaufman	42.38
	41.51		43.33
Chuck Galloway	42.07	Alan Balmer	42.97
	43.27		42.97
			43.17

Modified

Max Rodriguez	37.91	Dwight Derr	39.74
	38.51		40.52
	40.07		40.69
Woody Hair	39.43	Mike Cappello	41.44
	39.45		42.40 +
	39.77	Jerry Culik	44.54
Mike Vincenty	39.63		44.80
	40.73		45.03
	40.82		

Deutsche Marque Concours

The First Annual Deutsche Marque Concours was held on Sunday, July 1, in Clinton, MD. This concours and picnic was sponsored by the local BMW, Mercedes Benz and Porsche clubs. In all 32 cars were entered (17 BMWs, 10 Porsches, and 5 Mercedes). Members of each club and their guests enjoyed the car show, judging, picnic, and stein contest on the grounds of the Cheltenham U.S. Naval Radio Station. There were four teams of judges, one representing each marque and an overall judge. W. John Cook, District Sales, BMW-NA, headed the BMW team consisting of Steve Cox, Anton BMW, and Ellen Burchill, an alternate judge from the Porsche club. Max Balotin, Associate Producer of Motorweek, MD Public TV, was the chief overall judge. His team consisted of Nelson Sitton, Kesterman Foreign Car Service (Alexandria), and Robert Wahl, Automotive Technology, PG Community College.



Alex Matini, BMW officer of the day, did a fine job of organizing the event, presiding over the awards ceremony and, along with the judges, announced the following results:

	BMW	MERCEDES	PORSCHE
Best of Class (silver cup)	Pat Doyle '84 325e	Norbert Lamp '80 280 SE	Ron Gordon '83 944
Best Of Marque (silver tray)	Mike Thomas '78 320	Larry Pfitzenmaier '56 300	Rich Watson '81 911
Best Overall (silver tray)	Mike Thomas '78 320i	Norbert Lamp '80 280 SE	Rich Watson '81 911

Special Trophies (silver trays) were awarded to:
Skip Marsh—Best European—323i Cabriolet
Lothar Schuettler—Best Vintage—327 (see Aug. Roundel)
Prizes (ribbons) were also awarded for second through fifth place in each class. All entrants received a dash plaque commemorating the First Annual Deutsche Marque Concours.



Photos: Raine Mantysalo

Special Trophies (silver trays) were awarded to:
Skip Marsh—Best European—323i Cabriolet
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Prizes (ribbons) were also awarded for second through fifth place in each class. All entrants received a dash plaque commemorating the First Annual Deutsche Marque Concours.

4 Cylinder		
Dan Lim	320i	2nd place
Karl Hoffman	320i	3rd place
Lothar Schuettler	327	4th place
Raine Mantysalo	320i	5th place
Raimo Mantysalo	320i	Alpha order
Jenny Marsh	318i	
Scott Price	2002	
Glenn Sims	320i	

6 Cylinder		
Bill Ross	733i	
Larry Masten	633 CSI	
Charles Richardson	3.0 CS	
Paul Vessels	530i	
Joseph Hirschfeld	530i	
Skip Marsh	323i	
Max Rodriguez	3.0 CS	
Monica Thomas (BMW Club member) entered her 1984 944 and took a second place Porsche ribbon.		

Shawn Woodhead, President PCA, presided over the beer stein contest. First prizes was awarded to Franziska Baas (BMW) and second prize went to Lucy Rapp (Mercedes). My personal thanks to Alex Matini, Mary Krempasky (OD—Mercedes) and Rich Watson (OD—PCA) for making the event a success.

Congratulations to all who entered. Too bad we can't do it again at Gunston Hall (limited to cars 10 model years old). I promise that next year we will have more classes, giving better coverage to older BMWs.

Bill Ross

Zone Congress

Bill Ross and I attended a joint North and South Atlantic Zone Congress hosted by the Connecticut Valley Chapter on July 7 and 8. A Zone Congress, for those of you like me who are unfamiliar with the functioning of our Club, is how the 20,000 members inform the elected leadership how the Club should be managed, and how those executives ascertain that each chapter responsibly serves its members. I am continually impressed that an organization of volunteers, even 20,000 volunteers, manages to turn out a magazine as professional as the *Roundel*, and events as complex as Oktoberfest.

The Zone Congress was attended by fifteen chapters from Florida to Massachusetts and by Rich Meltzer (Vice President), Marsh Wilson (Secretary), Mark Luckman (Executive Director), Michel Potheau (North Atlantic Zone Governor), and Phil Marx (our representative for the South Atlantic Zone). This annual meeting was used to discuss the administration and operation of the Club at the national and chapter levels and to share information and experience in support of chapter activities. And now the news.

The dues increase has moved the Club into the black in 1984. The biggest expense has been publishing the *Roundel*. Due to production costs, new memberships actually increased the deficit due to publication costs. The dues increase has reversed this trend.

Membership continues to grow, but the rate of growth has slowed. It is unclear whether the dues increase has affected renewals. With a renewal rate of seventy percent and new members joining at the rate of 500 per month, *net* growth is approximately 150 per month. As an added incentive to members, the possibility of multi-year memberships will be considered. Such memberships would allow reduced dues per

year to the member as well as guaranteed future income for the Club.

With regard to membership drives and contests—an effort will be made to produce forms which will guarantee entry into both local and national contests, regardless of where the sponsor's name is placed on the form. We also recommended prizes in national contests to both the member bringing in the most members and on a lottery basis. Prizes for second and third place finishers was also suggested. The message is get out there and recruit!

The national office computer received a great deal of malignment. The computer, used for membership and mailing lists, has grown so outmoded that an outside service has been contracted. The club will be buying a new computer package to better service members and chapters.

The question of whether to conduct the 533i raffle as in the past was raised. In the past, there has been a separate pool of tickets for each car, with 1350 tickets per pool this year. National will study, for *next* year, whether combining the pools (for as many cars as the ticket sales support) will better the odds, as well as making the actual drawing at Oktoberfest more interesting. The question of how to deal with a pool with insufficient tickets to purchase a car will also be studied.

The relationship between the Club, both nationally and locally, and dealers, BMW of North America, and BMW A.G. was raised. Some chapters seek more support, others less involvement. Both "N.A." and "A.G." are seeking increased dealer participation. Unlike the NCC's fantastic support from local dealerships, other chapters' relationships vary from cozy to frosty. Some chapters seek more aggressive "consumerism" to resolve member problems. Financial support from N.A. has been inconsistent. The consensus, with some dissent, was that the relationship between the Club and Marque was mutually beneficial, however the relationship

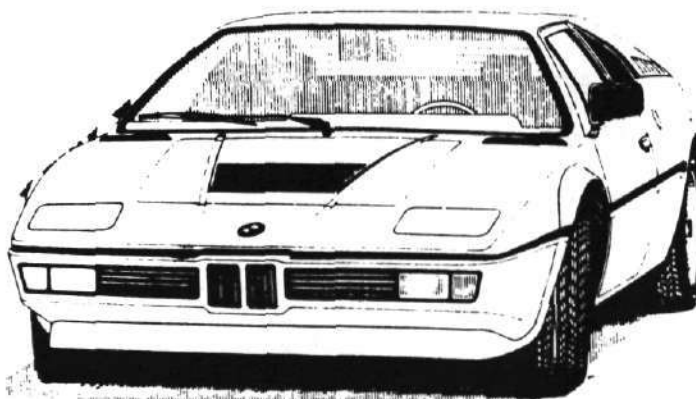
J & F MOTORS LTD. BMW SPECIALIST

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ARLINGTON

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

703-671-7757

Joe Anderson
Gordon Fletcher
Carl Staton



with some dealers and with N.A. could be improved.

The Boston O'Fest, now history, was discussed with regard to scheduling—August versus October, mid-week versus week-end; and price—\$50 without drivers' school. The \$50 covers banquet, bierfest and welcome party, plus expenses and seems reasonable. The mid-week schedule received divided support, and next year, it will be a true *Octoberfest*.

Finally, several matters were presented for national executive board discussion: a proposal to limit the national president to two consecutive terms received little support; Harmon Fischer's proposal that the president have previously served in another executive position received some support; a proposal that the national board meeting minutes be distributed was supported by the chapters but not by the board members present who argued that some board business was too sensitive to be public. It was requested that the finances at the national level be audited.

Les Adams

Crabs, Crabs, Crabs!

The crabs were great. The beer was great. The crowd was great. Who noticed that the weather was, well, damp? The chapter's annual crab feast was at the Cosco Regional Park in Prince George's County. It was easy to find the picnic area—look for the lot full of BMWs. In fact, these were the only cars in the park. Who else would go to a park in the rain? Fortunately, organizer Mike Diggs arranged for an area with a roof. You'd be surprised how many people you can fit under a 20 x 20 roof when it's raining. Actually, the rain stopped by the time the eating started.

The weather certainly did not dull anyone's appetite or thirst. About 100 people showed up. We went through 11 bushels of freshly steamed crabs and plenty of beer. Thanks to Barry Miles for arranging for the beer and to Mike Diggs whose careful planning assured us an enjoyable and delicious crab feast, weather or not.

John Hartge

July's Audio/Cellular Phone Events

Audio—Voyager Sound of Rockville made the Nakamichi Mobile display van available to club members. Nakamichi rep Bret Cosor provided some music video to help demonstrate how great auto audio can be. This industry leader in home cassette tape makes two auto units. The basic unit has fewer features—tape alignment is manual, not automatic, for example. But, each has a state-of-the-art digital read-out tuner and unique drawer mechanism for inserting the cassette. Rather than putting the cassette into a slot and watching it disappear mysteriously, you pull out a small drawer and physically place the cassette directly into the playback mechanism. Nakamichi claims this reduces working parts from a typical 23 to just 3, which means less maintenance, more reliability. Each unit also has bass, treble and *mid-range* adjustments, making an additional equalizer unnecessary.

So what's this as-good-as-the-best-in-home-stereo cost? You can get into a Nakamichi system for \$1,400. A fancier set-up would be more like \$3,500. A 745i in the workshop had a custom set-up that cost more than most of our cars.

The folks at Voyager can help you with your audio needs. Don't forget to mention you heard about them through the BMWCCA.

Phones—Club members had two opportunities to learn about the new and growing mobile phone technology—cellular radio. Very simply, it's a vast improvement over the old mobile phones which have a very limited number of frequencies, often break up, and most often are too busy to use. Cellular phones use extremely high frequencies and low power. But transmitters are all over the place, and as you drive around, your conversation is automatically shifted to a new radio cell. This system eliminates much interference and allows far more people to use the mobile phones at the same time. It also works like a home phone—no operator—just a touch tone pad. You may recall Voyager's Paul Bente introduced us to cellular phones in our May-June newsletter.

At \$2,500 and up for the hardware, plus installation, plus monthly fees, plus minute-by-minute use fees, cellular phones are not for everyone. But they can be a useful, perhaps necessary, tool for many business people. There are many systems and lots of hardware, so it pays to shop around. The choices are like those you now have at home. What long distance (cellular) service do you want? ATandT, MCI, etc. (Bell Atlantic, Cellular One, etc.) What equipment do you want? ATandT, Johnson, etc.

At Genderson BMW in Annapolis (the dealer you pass on the way to the Eastern Shore), we heard from USAT One, a dealer for Cellular One. USAT One sells and services equipment from a variety of manufacturers. They demonstrated Western Union's Johnson telephone units. Cellular One representatives stressed the firm's expertise in the radio transmission end of the business, setting up cellular systems. Cellular One is looking into expanding its system around the Chesapeake Bay to provide an alternative to boaters frustrated at trying to get through to the VHF marine operator. More information is available from Genderson BMW or USAT One in Alexandria (922-6000).

At Voyager in Rockville, we learned about ATand T's equipment. As you know, ATand T was *the* phone company until this year and, as you may not know, ATandT has been working on cellular technology for 20 years. Voyager believes ATandT's cellular phones offer quality and reliability just as their home phones have for years. Cellular One reps were also on hand to describe their transmission system. More information is available from Voyager (251-0252).

By the way, neat custom installations can be done. For example, the small antenna can be attached to the rear window—no mess, no drilling through your Bimmer's sheet metal.

John Hartge

Potomac (Water) Polo

The picture you don't see above is the polo match that didn't happen. As with so many plans this summer, rain was the culprit. The weather was actually quintessential Washington—so steamy that you could work up a sweat just thinking about breathing. The problem was that the field was so wet it squished when you walked. The polo match was cancelled out of concern that the horses and riders would fall and be seriously injured.

The show went on however—the tail gate judging, that is. Four categories were judged: Food, Style, Theme and Originality. While the NCC did not take any prizes, my Honorable Mention goes to Dan and Seu Lim for arranging the club's festivities: *champagne*, both German and Californian, as well as beer and soda, and a table full of hors d'ouvres. The cooler full of champagne led to another con-

test, launching the corks. Unfortunately, your humble servant spent more time drinking it than taking notes so I can't report the winner. I can report that, like me, the 21 club cars that made the trek to Potomac had a great afternoon. We consumed all the bubbly, several people had very fancy picnic suppers indeed, and it was a good occasion to socialize and exchange news with friends in the club. Two sad notes: Patrick Doyle and his red 325e made their last appearance before departing for Alabama, and John Fowler appeared sans 2002 which was crunched by an oldsmobile while stopped at a traffic light.

If you missed it this year, come on out next year. See vintage Bentleys, characters in crazy costumes, and maybe some polo. Its definitely a break from the ordinary.

Les Adams

Racing At The Point



The club hosted its first Summit Point Corral of the year at the Escort 300 Budweiser Trans-Am race on May 20. A well-chosen corral area with a huge tent, tables and chairs and, of course, cold beer were all waiting for the 90 members who took advantage of the hospitality and came to watch the much talked about event.

Due to an "incident" weeks before the race, the car that Willy Ribbs was to drive was left without its driver. Up to the final days it was not known who would be racing the DeAtley Corvette. As a surprise to most of us, Bill Scott, the race track owner, drove the Vette and finished 9th in the 50 lap race.

The weather was perfect for a race. The club took care of the hungry by providing a super lunch, some 110 bratwursts, knockwursts and kraut . . . and plenty of cold beer for the thirsty.

The crowd watching the race was joined by Jim Harrison (Group 3 BMW 2002) and his support team. Jim also brought his car to the corral. He had finished 4th in his class. The car is now for sale, if you're interested. A new from-ground-up BMW race car is in the works at Quality Car Services.

The ever popular actor/racer Paul Newman did not finish his race. Transmission trouble forced him off track before his 10th lap. The admirers seemed to have chosen Bob Lubenberg, whose Trans-Am won the fast race some 10 seconds ahead of David Hobbs (Corvette).

Dozens of club members braved the very hot weather June 10 for the chapter's second corral of the season. Again there was a tent (to hide from the sun) and plenty of good refreshments.

Why not plan to attend Summit Point for the SCCA Nationals August 12? We'll see you there.

Raine Mantysalo

August Summit Point Corral



Photos: John Fowler

The turbo diesel photo you see is a car we found roaming the "Point" and drafted into the corral. Bill Bitting is BMWNA's "Diesel Engineer" and showed up with one of ten 524TD's in the U.S. for evaluation. Bill has promised some information for a future article but offered the following tidbits: the car will be available in March '85 and performs "like a 528e". NA stole Bill from Mercedes Benz NA where he served three years. Bill is trying to find any pre-importation bugs and is giving it an enthusiast's perspective (there is an Escort on the dash. . .). Bill campaigned Triumphs in SCCA for a number of years so the smoker should get a workout.

If you haven't been to a Club corral, come out to the Point next year for exciting racing (Garth Ullom broke an axle in his GT3 320i), from a great vantage point (half the track's turns can be seen from our location), enjoy beer and bratwurst on the Club, and mingle with a corral full of interesting cars and people.

Les Adams

Spring Membership Contest

The National Capital Chapter is #2 in size, just behind the oldest BMWCCA Chapter—Boston. In fact, NCC is only 42 members away from being #1. We have over 1200 members!

The key to this success has been a lot of members distributing literally thousands of applications to friends, relatives and windshields.

Dan Sherron recruited 7 new members, winning his choice of a \$100 Gift Certificate good for service at J & F Motors in Arlington, Va. or a set of installed Hella driving lights, also courtesy of J & F Motors. Great job Dan!

Attractive beer steins were awarded to members who recruited more than 3 new members. Thanks goes to:

Clayton Klemm	4
Bill Ross	4
David Sossamon	4
Glen Sims	3

A certificate for the steins will be mailed shortly.

The following all helped NCC reach their membership position:

Individuals

Alan Bolden	2
John Fowler	2
William Garrell	2
John McWilliams	2
Paul Vessels	2
Jamil Abunassar	
Les Adams	
Albert V Amanza	
Michael Brown	
Mosses D. Brown	
Glen Cole	
Steve Dull	
Stanley Goldberg	
George Gower	
Alan Gralewski	
John Handy	
Leonard Harrell	
Steve Helms	
Glenroy Jones	
Stuart Kehr	
Tom Lorman	
Diane Marcus	
George Mark	

Firms

Genderson BMW	19
Heishman BMW	7
J & F Motors	7
VOB Auto & Body	7
Autoy/Autowerke	2
BMW Fairfax	2
Quality Car	1

Others

Auto Show	5
Road & Track	4
Robert Michellon	
Robert M. Moore	
Mark Nelson	
David Pearl	
Glenn Phillips	
Ken Price	
David Redman	
Chuck Rudwall	
Tom Stern	
James Sturgill	
Jan Sumner	

Genderson BMW deserves special recognition for their policy of offering to purchase a membership for all customers who buy a BMW from their dealership!

Thanks to all who distributed applications. Now let's achieve #1!

Gordon M. Kimpel

Caveat Emptor

31 flood damaged BMW's reached the market place this summer and according to BMWNA may be sold as undamaged cars.

BMW of Montvale, N.J. issued a press release indicating that the damaged cars had been purchased from the affected dealer by an auto wholesaler and are being sold to unsuspecting buyers. BMWNA was unsuccessful in its attempt to purchase the salvage rights from the affected dealer's insurance company. The cars were damaged in an April flood in the Wayne, N.J. area. BMWNA has indicated that the normal new car warranty on the affected vehicles has been cancelled and that before buying from other than a reputable dealer you may wish to check the VIN numbers.

The affected vehicles and their VIN numbers are: 318i 8688288, 8688367, 8718952, 8689415, 8775886, 8689394, 8716777, 9028889, 8716907, 8775823, 8716884, 8717267, 8717077, 8717444, 9021741, 8715315; 325e: 1000684, 1001411; 528e: 9271041, 9270306, 9200185, 7955964, 9270527; 533i: 1191420, 1191749; 733i: 9282935, 7395338, 9283922, 9282472; 633 CSI: 699700S, 6996727.

"The quality, safety and structural integrity of these vehicles is suspect," stated Robert Garrison, BMW Corporate Insurance Manager. "I think it was a mistake to allow these cars to enter the stream of commerce, particularly since we will not assume responsibility for these potentially dangerous vehicles," he said.

Should you need additional information contact Mr. Thomas Knighten, Public Relations Manager, BMWNA, at 201-573-7810.

Karl Hoffman

Life with a 1978 530i With Only 160,000 Miles

After much satisfaction, and many miles, from my 1973 Malaga 2002, I decided to try a six cylinder. I purchased the 530i from Nick Saridakis (then at VOB, now Heishman BMW's Sales Manager) on 7/21/78. This was probably the easiest "sale" of Nick's career.

The ruby red Bimmer had 4-speed, black leather, and sun roof, not to mention the standard air pump, reactors, EGR and other miscellaneous emission devices. I couldn't get to the oil filter due to all the plumbing. After 1 year, I "lost" the emission hardware. The difference would have made John Belushi stop using drugs. With the addition of a Hardy & Beck header, the car was running cooler and faster and reminded me of an asthmatic who could suddenly breathe and had lost 100 lbs.

I had been a member since 1974, but in 1979 I started to attend club functions and tap the great knowledge base available to members. I changed to Valvoline 20W50 from Quaker State, changed the oil every 2-3,000 miles and learned the difference between a guibo and a fan clutch.

I became infected with the better performance bug. I purchased alloy wheels from a 733i owner. Continental tires were already mounted. These were ridiculous tires, much worse than the 2 sets of Michelin XVS's which, while long-wearing, were very slippery in the wet. The Continentals were terrible in the rain, would not stay balanced and wore unevenly. I was forced to attend driving schools to wear them out quickly.

I purchased Goodyear Eagle NCTs (235 x 60 x 14) from a mail order house. Despite assurances this size would "fit like a glove", the wide tires resulted in tie rod wear (\$100). Radial Tire in Silver Spring now gets all my business. Paul, Sam and Don appreciate BMWs and personally drive your car before it leaves the shop to make sure it's "right." As in other purchases, the few cents saved by going mail order was not worth the aggravation. I appreciate the support and advice given by local firms. The NCTs were good tires, although a bit too wide. After 27,000 miles (and several driving schools), I selected Goodyear Eagle GTs (215 x 60 x 14), which are about ready to be replaced after 34,000 miles. I consider this the best all-around-tire (cost-wear-handling) that I've experienced.

After 2 years, I purchased my first up-market radio, an Alpine 7327 with equalizer and decent speakers. Unfortunately, I was persuaded to place two speakers in the front doors, cutting the lovely wood panels. I later replaced these panels at great expense and vowed to deal in the future only with Voyager sound in Rockville. A new 50 watt amp and speakers from Voyager replaced the system I originally purchased. In June of '84 (coming up on 6-years old), I replaced the Alpine with a Nakamichi from Voyager. What a unit! I can't recommend "Nak" too much.

In 1981 I added a paintstripe, air horns, and a clutch (at 92,000 miles, not bad!). Driving schools were becoming great fun and the club was really maturing. A few minor components developed the pox: water pump, thermostat, and turnsignal stalk. My front brake pads always seemed to need replacing, no doubt thanks to Turn 1.

My first rust repair occurred when the car was almost 4 years old. Gene Kehl of Shade Tree Auto Body, Mt. Airy, Md., did an excellent job in matching my trunk lid, which had been scratched by a squirrel. (Honest!) He also repaired rust in the lower doors. BMWNA paid for the rust repair, much to my surprise. I was at Precision (Evergreen) BMW talking with Salim Murr, the NA representative at that time, waiting for my car to be serviced. I was kidding him that I had heard he was rather tight with NA's money on warranty repairs when Rick Price, ace Service Manager at Evergreen and now General Manager, walked up and asked, "Have you seen the rust in your doors?" Salim paid for the rust even after being insulted! Good maintenance records are the important factor (i.e. Have you already dropped a lot of dough to maintain your car?) The lower door rust returned within the year and was repaired by Tommy Lawson of Tommie's Specialties in Fairfax, Va. Tom also fixed rear end damage. That resulted from being hit by an uninsured woman at a red light, who said "I thought the light changed!" The minor rust has now returned and I'm not sure what action to take.

The original muffler went South at 120,000 miles, which is impressive.

1983 was a great year for improvements (coming up on 5 years and 120,000 miles). J & F Motors in Arlington, Va. did an excellent job of rebuilding the top end with rings, rockers, shafts, chains etc. R C Engineering (owned by J & F Principal Gordon Fletcher's brother) did the machine work which included regrinding the cam and valve seats for a little more performance. I was very pleased with the cam and the advice received by J & F. I recommend J & F for all service and repair work. The personnel are knowledgeable, honest and a delight to work with.

To get ready for Oktoberfest '83 in Colorado Springs, I added Alpina progressive rate springs, a 25mm front sway bar and heavy duty Bilsteins. My first set of Bilsteins were the street setting and too soft, in my opinion. The springs were a very worthwhile improvement, lowering the car, greatly reducing body roll and increasing the fun factor by 8.

The installation of a 5-speed overdrive transmission has made driving more enjoyable. Higher speed cruising is more relaxed at lower RPMs. While not inexpensive, this change is recommended if you plan to keep your Bimmer. You may even retrieve a part of your outlay at sale time.

My old series escort was sold for \$180 and I purchased the new unit with better filters. An A+ idea. Several years ago a small diameter Momo steering wheel found a home in place of the bus drivers special. This was the best \$100 ever spent on the Bimmer. For Christmas 1983, I gave myself a stress bar (who else would?) which seems to reduce sway in turns.

A consideration in upgrading various components is the opportunity to sell parts to other members. By selling my old Escort, stereo, speakers, equalizer, steering wheel, steel wheels and driveshaft, I've been able to defray the cost of improvements.

Most recently, Excluservice in Rockville, Md. completed skilled alignment with their Hunter alignment gear. With skilled mechanics and Lothar Schuettler's expertise, this is a good BMW shop.

Conclusion: THIS CAR IS FUN! Although I've spent approximately 4 times more than Bill Via (May-June *Bayerische*) on maintenance, tires, stereos, gadgets, gizmos and toys, I have regretted *only* the door panel replacement as an unnecessary cost due to stupid stereo advice.

Gordon M. Kimpel

Rambling Ruminations

If group buying of fire extinguishers, radar detectors and such like is desirable because it facilitates the procurement of the items at advantageous prices, wouldn't it be worthwhile to extend this principle to its logical conclusion (for a car club) and engage in the group buying of BMWs? As few as two buyers would, I think, get the enhanced interest of, and produce a better offer from, the typical sales representative, whereas the prospect of three or more sales at one sitting would, I suspect, secure the undivided attention, and produce the sharpest pencil, of even the most insouciant Bimmer purveyor. A bit of coordination within the club is all that would be required to institute such a program. Think about it.

BMW NA, for its part, seems to be working on the principle that BMW buyers want others to believe that BMWs cost even more than they do. Witness the ad for the 733i and the representation that the car costs \$40,000, whereas the list price plus freight and dealer prep is under \$37,000 (which is more than \$7000 above dealer cost). BMW, I think, is clearly a car company with Mercedes-like pretensions and pricing aspirations.

I am reminded somehow that I recently received a call from one of our members lamenting the cracked cylinder head on his 1979 733i and the considerable cost of putting it right. Race-bred, legendary engineering pervades the entire model range, I assured him. If you don't believe it, read the ads. This was his first BMW, he said, and he was exceedingly disappointed, so I gather it may be his last.

The 1979 320 made the *Consumer Reports* (4-84) list of used cars to avoid, while the 1980 and 1982 models made the recommended list, all of which seems a bit strange to me. The last BMWs to make the "avoid" list, as I recall, were the 1975 and 1976 530i. I understand their inclusion, but I wonder about the omission of the 1977 and 1978 editions.

The questionnaire on maintenance and repairs that appeared in the preceding issue of this newsletter has the potential for producing information of inestimable benefit for the membership, including those among us who from time to time may be prospective owners of one or more of the various BMW models, new or used. I trust, therefore, that you will take the time to respond, and I assume that virtually every BMW owner keeps a service records file. Such a file may be essential for warranty claims (as well as for out-of-warranty requests for assistance). In addition, evidence that your car has been well-cared for will enhance its resale value. So, if you do not now keep a service records file on your BMW, begin at once to do so.

We turn now to brake fluid. The owner's manual for my car (a 530i) recommends that the brake fluid be changed annually and that fluid meeting Department of Transportation (DOT) standard number 4 be used. The manuals for lesser cars than BMWs typically recommend the use of fluid meeting DOT 3 standard. You should know that DOT 4 fluid is more moisture resistant and can tolerate higher operating temperatures than DOT 3 fluid. Further, if you have a car the manual for which recommends the use of DOT 3 fluid, you can, and (simply because it is better) ought to, use the DOT 4 variety. Do not, however, put the inferior DOT 3 fluid in the brake system of a car the manual for which specifies the use of DOT 4, but if you must, then change to DOT 4 at the earliest opportunity. The DOT 3 fluid will do no harm, but why not go first class?

Silicone-based brake fluid meets the requirements of DOT standard number 5 and is used in racing applications, as it is

more moisture resistant and can tolerate even higher operating temperatures than DOT 4 fluid. Do not, however, put DOT 5 fluid in your car, despite the opportunities to do so in the various advertisements that you may see by purveyors of it, unless you have good evidence that the car manufacturer approves. This is so, apparently, because silicone-based fluid is incompatible with the innards of some street car brake systems, at least if there is a residue of conventional fluid in the system (and flushing the system is no cure). Audi, I believe, issued a service bulletin some years ago stating that silicone-based brake fluid should not be used in its cars. At about the same time, a friend, who then raced an Opel in the SCCA Showroom Stock category, informed me of the potential hazards of the silicone-based fluid. He used DOT 4 fluid in his Opel and found it perfectly adequate, although he changed it more frequently than annually, of course.

As you may know, DOT 4 fluid is more difficult to find than DOT 3 fluid. Somewhat confusingly, one supplier of brake fluid, Castrol, represents on the can that the contents meet DOT standards 3 and 4. If this is a truthful representation, as I believe it must be, then this particular Castrol brake fluid is necessarily of the DOT 4 variety, and I use it in my car (through my friends at J & F Motors). Stating that it meets the DOT 3 standard is partially inaccurate, for it in fact exceeds that standard. Castrol may label the can as it does to assuage the fears of the rigid thinking and uninformed who reason that if the owner's manual says use DOT 3 fluid, that is it. Auto manufacturer's, of course, ought to make owner's manuals more informative on this subject, among others.

Bill Via

New Independent BMW Service Facility

A new exclusive BMW service facility, *Excluservice*, has joined the fine line-up of J & F Motors (Arlington), Quality Car Service (Rockville) and Potomac Motor Works (Rockville). *Excluservice*, located at 12200 Parklawn Drive, Rockville (231-5400), specializes in routine BMW maintenance, and *Exclucar* (231-5403) specializes in the import of European BMWs.

Lothar Schuettler, former Service Manager at VOB Auto Sales, has assembled a fine team to assist you in the diagnosis and resolution of your problems. Club supporter, Don Miller, formerly with Autoy and VOB, is Service Manager and has the reputation for doing everything possible to get you on your way. Steve Zapol and Mike Thorpe, BMW Technicians, will provide the care and attention that your 'Ultimate Driving Machine' deserves.

Exclucar's Franziska Baas specializes in the import and certification of your favorite BMW. Her motto is 'A Different Way In BMW Procurement.' A few lucky Club members have already taken advantage of this service. I understand that their 745i, 635 Csi, and M635 Csi are soon to be delivered.

This attractive new facility has the latest in electronic and service equipment. From the Coats Electronic Computer Engine Analyzer, Hunter Electronic 4 Wheel Chassis Alignment, and Hoffman Mounting & Computer Balance, to the European oil changer (removes oil through the dip stick), *Excluservice* has the capability to service your needs.

Lothar, Franziska and Don extend an invitation to members to stop and inspect their facility. If you need an oil change, it's an excellent excuse. They will also host an Open

House on October 13 (see Coming Events). For major service, I recommend that you call Don for an appointment. We welcome *Excluservice* and *Exclucar* to the Washington/Baltimore area.

Bill Ross

Recommendations

REPAIR: When I ran into John Fender at the autocross, he looked a little familiar, but I'd never known his last name. Turns out, he remembered me, and came over to say hi. He used to work for a rather unscrupulous character (to remain nameless) and had worked on my 530i about 5 years ago. While this nameless person was not to be trusted, he did have the knack for hiring good mechanics. He's since disappeared from the automobile service business, but one of his former employees, Bill Shook, is doing quite well.

Bill is owner and chief mechanic of Kraftwagon, 5641-O General Washington Drive, Alexandria, VA 22313, phone number is 703-941-0733. Bill left Heishman BMW about four years ago, and started his own shop about three years ago. He specializes in BMW's of all sorts, but will also work on Porsche, Audi, and Volkswagen with the help of his other mechanic, Gary Reber.

I think it's safe to say that I'm very particular about who works on my cars, and the quality and integrity that goes into the work. Bill has been the only mechanic to touch my 530i in four years. There may be other mechanics as qualified, but Bill is good, conscientious, and honest. I have no qualms about leaving my car in his care and giving him the freedom to do whatever he thinks is necessary. I would highly recommend those of you in the area to try him out. His shop is just off Route 395 and Edsall Road East.

Cleaning & Washing: I've discovered a shop called Car Brite, owned by Brian Colbus in the same industrial park as Kraftwagon. They offer full service cleaning, washing, detailing and customization services. In addition to the a-la-carte services, yearly contracts are available at a 15% discount off regular prices. I have a contract on my "non-standard" BMW (that grey thing), and will get one on my 530i as soon as the restoration is complete.

Try it, you'll like it!

Cory Laws

Tire Recommendation

I recently purchased four new wheels (BWA) and tires (Fulda 2000) through the club store for my 1978 530. All that you have heard or read about the plus 2 concept is true!! The handling of my car in both wet and dry conditions has improved 1000%. High speed driving on uneven pavement requires a bit more steering corrections but the overall advantages far outweigh this minor drawback. Contrary to what I had heard, I have not noticed an increase in harshness of ride. Max Rodriguez was most helpful in the selection of the wheels and tires, and in getting a good price to boot. If you are in need of new tires, I suggest that you consider the plus 1 or 2 concept and/or the Fulda 2000 tire.

Jonathan Jones

SAVE THIS CHILD

Don't It Just Tear You Up Deep Down Inside?

This is Skippy, Disadvantaged BMW Orphan Poster Child of the Year. Skippy typifies thousands of broken, destitute children nationwide who lead an existence devoid of even the simplest necessities. Ordinary, innocent, deserving children who must do without regular meals, medical attention and any opportunity to lead healthy, productive lives — all because their parents are compelled to spend every dollar and all their waking moments performing fanatical repairs and adding expensive accessories to their BMWs with a perverted, single-minded tenacity. And it is the children who must bear the brunt of helpless poverty as a result.

Skippy has never had a nice Christmas. He and others like him spend the holiday the same way: hungry, cold, unloved. Because the money for their presents was spent long ago on tune-up parts and valve jobs.

Pathetic, Isn't It?

Do you feel a sense of pathos welling up in your soft bourgeois heart? Now you can alleviate your guilt!

Sponsor A Child

The Disadvantaged BMW Orphan Sponsorship Program has brought joy, love and food to the lives of countless waifs. Through this program you too can know the fulfillment and richness that comes from providing help to a child who so desperately needs it.

A monthly donation will buy so much. It buys you the peace of mind that you, a wealthy benefactor, are the source of a child's happiness for the inconsequential price of ten bucks — less than you would spend on an oil filter for your own BMW.

\$10 may not seem like a lot, but to a victimized child your sponsorship can make all the difference in the world. Your \$10 pledge will buy:

- Food, clothing and emergency medical care.
- Counseling for the parents.
- Adequate administrative safeguards to ensure that the money is spent on the child's welfare, not diverted by the parents into still more needless automotive modifications.
- And, most important, a sense of hope for the future.



Your Contribution Will Buy:

In addition, you, the child's benefactor, will receive:

- A photograph of the car that is depriving your sponsored child of even the basic necessities of life.
- A special sponsorship portfolio including an itemized breakdown of all the parts and accessories which deprive your sponsored child of even the basic necessities of life.
- A quarterly progress report on the changing status and overall condition of the car which deprives your sponsored child of even the basic necessities of life.

We believe that our sponsorship program protects the dignity of the child and the family and, at the same time, provides you, the sponsor, with a positive and beautiful way to help a needy youngster.

Here's how you can sponsor a child:

- Fill out the coupon and tell us if you want to sponsor a boy or a girl.
- Check the box indicating the model of BMW from whose automotive onslaught you wish to protect your sponsored child.
- Send no money at this time. We will bill you later. Mail the coupon today!

Help A Needy Child

Name _____
Address _____
City _____
State _____ Zip _____

☐ Boy ☐ Girl

☐ 1600 ☐ 5 Series
☐ 2002 ☐ 6 Series
☐ 3 Series ☐ 7 Series

**Remember, Send No
Money At This Time**

Four Ball Rally— One Fast Look at America

As you might remember, last year I wrote a similar story titled, "Four Ball Rally—Unfinished Business." Well I am happy to report that this year the affair was consummated.

As last year, this cross country rally took us from Boston to San Diego on what I can describe as a very exhilarating experience. This year's event began on Saturday, June 2, at 9 am. Weather conditions were to say the least, terrible. Time 9:47 am. The M & M SPECIAL (Marty & Max) left the starting line in heavy rain. We were heading west on the Massachusetts Turnpike at a speed of 85-90 MPH. Traffic was low so we were able to cruise at that speed all thru the state. As we were traveling, my partner started to look at the map and he suggested taking a completely different route than what was planned. After making his sales pitch, we both agreed and decided to go for it. This route would take us thru upstate New York, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Colorado etc.

As we crossed into New York, the rain had stopped. We entered the toll booth and continued on. Now we were averaging 87MPH. Thru the Empire state we decided it was time to go faster. Traffic permitting we were doing most of the time 100-110MPH. This was great. No smokeys in sight and those that were ticketing our competition. We had travelled for almost an hour when we received a smokey report up ahead. I immediately slowed down to 60MPH and as we passed the cruiser, he gave us a long, hard look and began to chase us. Once he pulled us over, I was hoping that he would notice my 'FRATERNAL ORDER OF POLICE STICKER' on my rear window, but he parked in front of my car instead. Damn! The conversation went as follows:

Officer—"How's the Cannonball?"

Max—"What? I don't know what you are talking about officer."

Officer—"Well, I can see that you have all kinds of electronic equipment in the car. Do you have a scanner?"

Max—"No scanner, officer."

Officer—"Where are you headed and why do you have so many radar detectors?"

Max—"Officer, I write articles for the BMW Car Club and I was conducting a comparison test between the Escort and the spectrum. We are going to Chicago."

Officer—"Oh yeah, sure. Let me see your license, registration and toll booth ticket. Pause . . . Are you in a hurry?"

Max—"No."

Officer—"I see that you have traveled over 100 miles in a little over one hour."

Max—"Oh really, WOW, sorry."

Officer—"I can't give you a ticket, but I am going to radio ahead with the description of your car, so they can keep track of you."

Max—"Thank you officer and have a nice day."

Neither Marty nor I have ever seen a Police officer so upset. He knew we were in the race but he could not do anything. What else would you think a car would be doing with 3 radar detectors, a CB and of course a scanner. Sorry officer, we lied to you. That was our first and only encounter with the law during the rally.

As we continued, we found, not only from visual contacts but over the radio, that 6 teams had been detained in New York including three arrests because of possession of scanners

and excessive speeds. At that point, we knew that we were ahead of some of the teams.

The next several states were easy to get across, with only a little traffic in Cleveland. Evidently the state police were concentrating on the south while we were going north.

Up thru Illinois we were averaging 76MPH.

It was around 6 am Sunday when it was my turn at the wheel. We had just crossed over into Nebraska and it was time to get some speed up. As my partner went to sleep, I decided to begin cruising at 120-135MPH. After about an hour at this speed Marty opened his eyes and told me that he had to #2. I asked him if he could wait until the next rest area which was less than 5 miles away. He replied 'NO, I need to go right now'. I replied, "Well, can you wait until we reach that overpass coming ahead?" 'NO, NO, right now, pull over'. Well, you can guess what happened. He ran out of the car with a roll of paper towels, and headed for the field. For those who have never been in Nebraska, that state is flat as a pancake, so there was no place to hide. Marty mooned every car that came our way. A car came close to running into us. He must have liked looking at an early morning MOON. We lost close to thirty minutes because of this. This was the highlight of the trip.

Colorado, here we come. Beautiful state. As we approached Denver, we had to make a decision whether to go south on 25 toward New Mexico or continue on 70 thru the state into Utah. We decided to take 70 based on reports by the truckers. That was our only mistake and it was a big one. We lost approximately 4 hours and we could not go any faster than 70 MPH, because of traffic and construction delays. At one point we were doing 35MPH. Also this added about 200 miles to the trip. After Colorado, our cumulative average was 71MPH.

As we entered Utah, we were able to go faster, but unfortunately due to the altitude, the car could not do any more than 100MPH. That was a shame because the roads would permit whatever speed the car was capable of.

Coming out of Utah into Arizona, we were doing 100MPH plus through the mountains. At one point, our brake light came on and off until finally it stayed on. Oh no, going down hill at 100MPH and possibly no brakes! Well, all it was was the float in the reservoir. No problem, lets keep going.

Now we are in Nevada, 85 miles away from Las Vegas. I got on the wheel and I made a bet. Las Vegas ETA 45 minutes. Marty gave me a dirty look as we went on. Actual time to Vegas was 41 minutes.

For the rest of the journey there was no more excitement.

Our finish time was 41:51 at an average speed of 83MPH. This was good enough for sixth place out of a field of 25 cars.

Average miles/gallon 19.8.

Top speed observed in Arizona 155MPH at 6500RPM with engine still wanting to climb higher.

Equipment used: one Escort and two Spectrums, Cobra CB with K40 antenna, 29 gallon auxiliary tank, oil pressure gauge, brake light KILL switch, Recaro KR seat for driver, and Bearcat scanner to monitor the FUZZ.

We would like to thank all of the people who made our journey fast, safe and possible.

Our sponsor KELCO-FDS.

Pre-rally preparation, engine & suspension modifications, electrical wiring and advice: QUALITY CAR SERVICE.

Mental readiness and advice: JIM HARRISON.

Recaro seats: MOTORVATION.

And of course to my honey LORI ANDREWS for supporting me in my craziness.

Would I do it again? I am not allowed to say.

Max Rodriguez



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ESCORT vs SPECTRUM

During my recent cross country adventure, I was able to test both the Escort and the Spectrum under the same conditions. The observations were quite interesting. The ESCORT was the latest model and the SPECTRUM had just been returned from the factory with a new circuit upgrade. Both units have their strong as well as weak areas.

ESCORT will give you between 100-200 yards better range on a straight open road.

SPECTRUM is much better in city driving with fewer false alarms.

Around turns and mountain roads, SPECTRUM had a clear advantage.

On the desert roads both had incredible range; 8 miles for ESCORT, 7 miles for the SPECTRUM.

ESCORT was more prone to false alarms in all around driving, especially in the mountains. The ESCORT could also be triggered by other radar detectors.

In conclusion, I found both units to be effective, but the winner in this test is clearly the SPECTRUM. This conclusion by no means says that the SPECTRUM is the best in the market. I understand that BELL has come out with new models which will rival these two units.

Max Rodriguez

Autobahn

You're on the German Autobahn outside Heilbronn doing a solid 115 MPH in the left hand lane. Your lane is clear ahead, with semi-trailer trucks in the right lane doing an average of about 60 MPH. However, since the average speed for automobiles in the right hand lane is about 80 MPH that day, these drivers are popping in and out of your lane as they overtake the slower trucks. Suddenly a Fiat Ritmo is in front of you on one of those maneuvers and you hit your lights and rapidly scrub off 35 MPH of speed to avoid mashing your kidney shaped grille into his rear. As he finally executes his slow motion maneuver around a truck, you hit the gas pedal at the same time your rear view mirror shows the flashing headlights of a Mercedes 500 SEL approaching rapidly from behind. The decelerated 316 you're driving can't move fast enough around the Fiat for the Mercedes, causing its driver to slow. How fast was he going? 130? 135? He's followed closely by a new series Audi 100 (5000), which has closed on him because you were in their way. The Benz flashes by, and regains his abnormal speed, gone in seconds over the horizon. The Audi proceeds on its way, doing something less than the Mercedes but substantially beyond your indicated 115 MPH.

Later, while you're cruising at 100 MPH, a new Mercedes 190 flashes by, hotly pursued by a new series 323 which is closing on him fast. The bright red 323 is quicker than the Mercedes, so the 323 driver backs off as he passes you to give the Benz time to get out of his way. Loose valve guides at 130 MPH or so make the 323 emit a good puff of white oil smoke as he decelerates and then gets back on it. This guy drives hard, obviously!

Up the autobahn a bit is a thick two lane traffic jam several kilometers long, with the same Benz 190 stuffed gently beneath the rear of another older Mercedes sedan. And there, in the oncoming autobahn lanes are fire trucks, watering down the smoldering blackened hulk of some unknown sedan which had lost its windshield and roof and caught fire going under the rear of a semitrailer. There had been early morning

ground fog this cool day, and it seemed likely that the ill-fated sedan driver had encountered the same situation you had faced at daybreak. Since the ground fog lay in patches over the road, interspersed with bright stretches of sunshine, you'd come upon the fog quickly from clear weather at over 100 MPH. Since the traffic was light, you'd found yourself traveling in the right hand lane sometimes as it continued to happen. Quick, you've just hit the fog—get the wipers and defroster on. Could that be a truck in front of you? Not everyone has a red rear fog light, you know!

This mode of travel really isn't so bad; you get there fast at autobahn speeds. Its just that high speed on the autobahn requires plenty of concentration if you play pedal-to-the-metal in the fast lane. The speed differential between your little rocket and those the next lane over is dramatic—only a flash of color as you pass them. And lest you be lulled in to high speed monotony, there's always a Benz or the occasional Porsche which appears like magic in your rear view mirror when you've failed to glance at it for twenty seconds or more. The fun part is the high speed caravan—getting a draft from a 528 or a big Opel Senator cruiser, snaking in and out of the fast lane as you all overtake the slow stuff, passing them with seeming impunity and then on your way. The gas tank shows the result—century mark cruising equals high gas consumption. How about nearly two tankfuls in something around 200 miles? Would you believe a \$35.00 per day gas bill for all that high speed? Oh, well . . . time is money, and you sure save a lot of time traveling at high velocity. But for some reason its tiring out there. Its probably from lack of practice—a week's business in Germany here and there isn't enough time to get really good at the job of high speed, day in, day out autobahn transit. The four speed, undershod 316 rental really isn't quite up to it, either, making it all a bit more work.

However, you learn something: so *that's* why there are 323's and custom 3.5 liter 3 series cars for sale in Germany! And *that's* why aerodynamic aids make so much sense for the German autobahn!

It's all great fun . . . a very meaningful experience, if the high speed is an elixir for you. The sight of a white Lotus Esprit smoking all four tires to miss a solid wall of immobile cars on the autobahn outside Munchen is something to behold. Especially as you watch the car do a curious crab walk from one side of the lane to the other as it grabs for pavement in decelerating.

Memorable experiences . . . that's what you get on the autobahn. And at 100 plus MPH, you're guaranteed to get at least one a day!

Skip Marsh

Can't Get There From Here

One fine summer day a big sedan sporting Texas plates pulled up in front of a fine ol' Maine farm a way back from nowhere.

"Glad to meet you," said the Texan, spotting the owner sidling towards him. "Nice place you got there. How many acres is it?"

"'bout two hundred," came the crisp reply.

"Where I come from that's a piddlin' size," remarked the Texan. "Why, I can drive for most of the morning before I even get to the corner of my ranch."

"Aych," the down easter commiserated, "I had a car like that once, but I got rid of it."

Taken from the YANKEE Magazine

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Car Magazines Can Save \$\$\$

Automobile enthusiasts like to keep informed and up to date on what's happening in the world of cars. The more we read, the more we learn, and the more intelligent decisions we make about car purchases, service, parts, etc.

In addition of course to the *Roundel* and *der Bayerische*, I'd recommend three other publications on a regular basis: *Car and Driver*, *Road and Track*, and *Autoweek*. *Car and Driver* and *Road and Track* are both excellent, very broad of range, fairly objective, competent and slick. They differ respectively as *Penthouse* differs from *Playboy* if you can appreciate the analogy.

Autoweek, once heavily racing oriented, is moving toward a more general audience and does a great job covering the new models. Its car reviews are a bit unconventional but on the money. In fact, one on the Subaru 4wd in a late March issue was an interesting and bizarre as any of recent memory. It's a fun magazine to read, requiring only a bath or sandwich time to finish, and not too pretty that it can't be tossed in the trash when you're through. I mean, how many magazines can you collect?

Car purchases and repairs are very expensive and you can't afford to be uninformed; I'd venture to say that the majority of new car buyers are uninformed and make major decisions on the persuasion of the Sunday paper and TV ads. How else can you explain how certain cars would be purchases at all?

Anyway, keeping up with the car magazines is enjoyable and may help you or your friends to get a lot more pleasure out of buying and owning a car.

Jim Ryland

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Personalize Your BMW

We, BMW drivers are all pretty proud of our rides and so we should be. BMW makes a really neat car.

I've noticed that some BMW owners like to add certain personal touches and accessories to their cars.

I've also noticed that most of these accessories are pretty expensive. For example: a front end mask is about \$60.00; front spoiler—what-30, 40 bucks; fog light kit—Here we're talking at least \$60.00. Besides, if it's foggy outside I'm not going anywhere. My TV comes in better in damp weather. Alloy wheels? Don't even want to talk about it.

Well, I've done a lot of checking around and along with my past experience with accessorizing I think I've come up with a pretty good guide on how to "gild your lilly" and save money too.

Let's start right there in the cockpit—the office—right where you live, so to speak.

There is a multitude of accessories designed for your rear view mirror. J. C. Whitney has large fuzzy dice on a string for less than \$5.00.

Some things you can get for your mirror won't cost you a dime. I've noticed in the spring a lot of graduates hang the tassel from their graduation cap on the mirror. Nice touch. Lets the world know you're educated. When I was first married I hung my bride's blue garter on the mirror of my '53 Studebaker coupe. My mother-in-law didn't like it. . . I took it down.

Make a statement about yourself. A pair of those little baby shoes tells everyone you're a new parent. On the way home from work I like to hang up my tie. Makes everyone think I'm a hard working business man.

Fuzzy dice, especially used with a matching mirror muff adds a certain sporting flair.

The rear package shelf is a place where you can dress up your car on the cheap with things you may already have around the house.

I knew a chap who joined the National Guard. He put a

bayonette and army helmet on his package shelf.

Don't mess with these guys. They teach judo in the military. However, if you like to fight, buy a pair of those plastic boxing gloves for your mirror. That's good for at least one challenge per week.

Decorating your package shelf also gives you a leg up on the federal safety game. New cars will soon have to have a window level brake light. Buy yourself one of those little furry cats from Whitneys or Warshawsky with blinking eyes and wire it to your brake lights. I carried a little stuffed tiger back there before I was married. After I got married it disappeared.

My wife has no taste.

Here's real economy. On the hottest days I used to drive my '68 Toyota with the windows up tight. Didn't cost a cent and everyone thought I had air conditioning.

Bumper stickers are an economical way to show your class and style. I'd like to have one that says "Natural Bridge-Virginia" to express a traveled look.

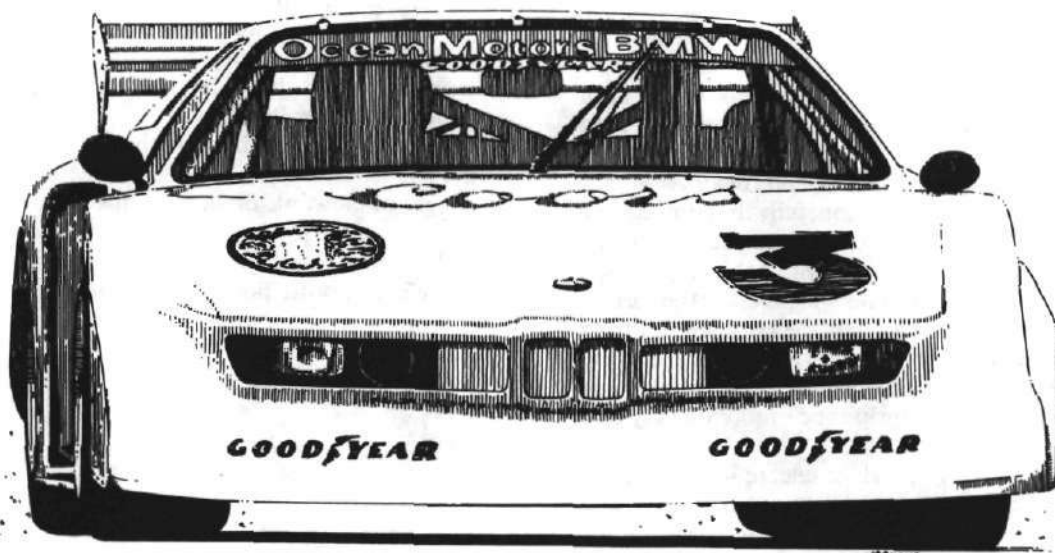
My patriotic nature compels me to suggest one I saw the other day, "Buy American." With all the foreign made junk sold here today it's something to think about. I bought a used Mercedes once. A doctor had it first. The jerk pulled the caduceus off the bumper before he let it go. Think of all the free parking and status I could have had with that. I lust after my brother's "Clergy" sticker for the same reason.

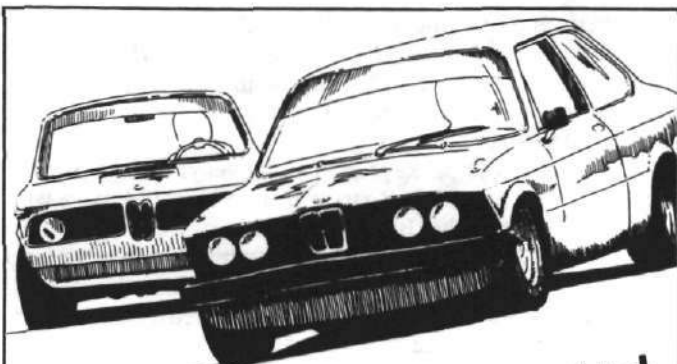
OK—Don't forget your antenna. Animal tails for this. If you buy imitation go for fox or raccoon, for real you may have to settle for squirrel. Use lots of them—tells people you're a good shot. But sprinkle on some flea powder before installation if you drive with your window down. I spent a lot of money at the doctor's for mysterious red whelps on the left side of my neck and left arm before I figured this out.

Well, there you are, there are lots of things you can do for your Bimmer to show people just how much class you have. We've only scratched the surface.

I remember my Rambler. I used to drive it all tricked out in some of my favorite accessories. I knew people really admired it the way they smiled and pointed as I drove by.

*Lam
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Mag Wheel Tip

If the mag wheels haven't been removed from your BMW lately, I suggest that you or your mechanic take the time to do so for some preventative maintenance. By doing it now, you have the safety and convenience of your driveway or his service facility.

While performing a brake fluid change (you do change brake fluid once a year don't you?) on my 528, I found that the factory mag wheels would not come off the car after the wheel bolts were removed. After reassuring myself that the jack-stand was secure, I was able to rock the wheel by applying pressure on one side of the tire, and then the other, until the wheel finally released its grip on the centering hub. And this was only possible after about five minutes' effort which included some pretty strenuous pulling and rocking.

Now, here is the suggestion, and hopefully the cure. Before re-installing the wheel, coat the center-mating surface of the wheel and the centering hub of the car with a thin application of quality wheel bearing grease. This will preclude the formation of corrosion or rust which binds the two tightly fitting surfaces together. Then, the next time an emergency removal is required at the roadside with only the aid of the factory jack, the wheel will release its grip much more quickly and safely.

Another tip. When the wheel does release its grip, try to have the BMW emblem on the wheel read correctly, and parallel to the ground. Then, don't turn the hub while the wheel is off the car and you will be able to reinstall the wheel in exactly the same position as removed in order to not disturb the wheel balance. Be sure and take great care in reinstalling

the bolts, tightening a few turns only, progressively from one to the other in a "cross pattern," so as to bring the wheel to the hub precisely. Then, after tightening thoroughly, remove the jack stand, lower the car to the ground, and recheck for proper tightness.

And finally. Do you hate cleaning the mag wheels, and then only get disappointing results? The front wheels especially collect a lot of grey-black powder from the brake pads. Solution. Get a bottle of Turbo Wheel cleaner at your favorite auto parts store. By following directions on the bottle, the results will amaze you. If your wheels are really dirty, the first application requires a little effort, but subsequent washings are almost effortless, and you will have banished the uglies forever.

Dave Maxwell

Bimmer Care

In the last issue of the 'Der Bayerische', David Sossamon wrote an outstanding piece on the NTW tech session.

The other evening while talking to my mother, she showed me an article in the June 'Better Homes and Gardens' on 'How To Inspect Your Car For Safety'. The article touches on several key safety issues such as tires, brakes, suspension and steering, and exhaust systems. I will only talk about tires.

The following is a copy of that section of the article.

Look over your tires closely for tread wear indicators. These are solid bands that spread horizontally across the face of the tire as the tread depth reaches the danger point—1/16th inch. If bands appear across two or more adjacent tread grooves, replace the tire.

Even if tread wear indicators aren't showing, erratic tire wear spells trouble. For example, wear on both edges that is greater than in the center of the tread, indicates that you are operating the car on under inflated tires. Lack of air pressure makes the car more difficult to control, leads to premature tire failure, and reduces the distance a car can go on a gallon of gas. Check tires at least once a month to see that pressure is at the specification recommended by the manufacturer. (I suggest you check tire pressure once a week as part of weekly maintenance check).

Other indications of abnormal tire wear, such as spotty wear signs or feathered tread edges on either the inside or outside tread, suggest faulty wheel alignment or incorrect wheel balance. Have the condition rectified as soon as you can. Also look for cuts on tires. Depth of cut is critical. If cut is more than 1/8 inch replace the tire.

Finally, look for a bulge in the sidewall. It could mean that the rubber and cords have separated and there's eminent danger of blowout. Because of their flexible sidewalls, radial tires have a bulge just above the contact area between the tire and the road. Don't confuse that bulge with tire damage. A bulge in any other place is a danger signal.

Max Rodriquez

CHAPTER DRIVING SCHOOL APPLICATION

WELCOME FIRST TIMERS: Everyone is invited to the driving school as a driver, passenger, observer, or eater.

CORNER WORKERS NEEDED: Come observe the driving school first hand. No experience necessary.

WHERE: Summit Point Raceway, Summit Point, W. Va. (Only 1.5 hours from downtown D.C.)

WHEN: Friday, Oct. 12, 1984, 7:30 a.m. Grid Tech Inspection. Arrive by 7:15 a.m.*

HOW MUCH: \$35 per driver, including bratwurst lunch.

Indicate the number of drivers sharing same BMW. If two, one will be in Novice Group, the other will be in Experienced Driver Group. (Must have had 3 prior schools for Experienced Driver Group.)

Driver No. 1 _____ Driver No. 2 _____

Name: 1 _____ Age _____ Club _____

Name: 2 _____ Age _____ Club _____

Address _____

City _____ State _____ ZIP _____

BMW Model _____ Color _____ Year _____

Modifications _____

No. of previous driving schools: 1st Driver _____ 2nd Driver _____

Membership No.: 1st Driver _____ 2nd Driver _____

Phones: Home _____ Work _____

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-----IMPORTANT-----

HELPERS URGENTLY NEEDED: Preference will be given to drivers who bring workers their day of driving. Workers need to be at the track by 8:15 a.m. I am bringing the following people to work:

1 _____ 3 _____

2 _____ 4 _____

PLEASE NOTE: A self-addressed envelope with \$.37 postage (or more) **must** accompany your check and application so you can be mailed your tech sheet. No SASE, No DRIVE! This information packet will confirm your registration or place on the waiting list. Maximum of 30 drivers.

*Anyone not teched before 8:15 a.m. drivers' meeting will miss at least his first driving session.

New Members

Deborah Babb	—	—
Cory Gower	1976	2002
Stephen Cochran	1973	2002 tii
Thomas Bagamane	1984	318i
Tom Buck	—	—
Len W. Austen	1977	320i
Debra Yager	1981	320i
Thomas D. Dittmer	1983	320i
Alan D. Behr	1983	320s
Patricia Y. Okita	1980	320i
George Tunstall	1984	533i
William R. Baker III	1971	2800
Cliff Logan	1984	733i
Patricia Harvey	1981	320i
Robert L. Bryant	1984	325e
Morgan H. Langston, Jr	1977	530i
Donald A. Lazarchik II	1981	320i
Ruth M. Allen, MD	1983	733i
Richard L. Price	1977	320i
James Lawrence III, MD	1975	530i
Jeffrey N. Shane	1980	528i
Rudy Noriega	1982	320i
Michael Thorne	1980	320i
Carios Eduardo Coates	1984	323i
Jaclyn M. Scott	1980	320i
Chris J. Aldieri	1984	318i
Philip Joy	1977	320i
Christine M. Barton	1984	325e
Gayle Bradley Starks	1976	2002
Thomas F. Verba	1980	633csi

John R. Linderman	1980	633csi
Garland D. Chase, Sr	1982	320i
Tyrone P. Curtis	1984	318i
Mary S. Smythe	1984	318i
Gregory I. Williams	1974	Bavaria
Richard Parisi	—	—
Gary L. Evans	1972	2002
Edward J. Woodson	1972	2002
Roberto Beolchini	1984	733i
Martin Arase	1984	318i
Joseph W. Stallard	1984	528e
Michael John Mancano	1971	2002
Kathleen A. Duan	1983	320i
Robert L. Pence	1984	325e
Charles J. Muskin	1983	320i
Rosalyn Richardson	1984	318i
Bob Bryant	1984	528e
Bob Baker	1984	318i
Catherine Gunter	1984	318i
Gerald Bilderback	1984	633csi
Dale Cooter	1984	633csi
Julie Brill & Greg Plush	1983	320i
Carl & Nancy Farnham	1984	318i
Mike & Trish Lehman	1984	318i
Charles & Carol Shear	1984	318i
Joan & Steven Schindel	1983	528e
William & Alicia Summers	1973	2002
W. Eric & Lindsey Leignty	1976	530i
Stan & Mary Margaret		
Dermont	1984	318i
Fern D. Jean-Robert		
Baguidy	1974	2002
James & Cherry Smith	1983	733i
John & Agnes Warburton	1984	318i
Roger & Sybil Boyd	1984	533i
Charles & Joyce Fagan	1983	533i
Tracy & Mae Walton	1979	528i
Ann & Robert Kelley	1978	320i
Michael & Susan Smith	1984	533i
Matthew & Ellen Rennert	1976	3.0 si
Michael & Polly Best	1984	318i
Jeff & Karen Parmet	1972	Bavaria
Andrew & Sandra Leventis	1981	320i
Harvey & Kathy Kaplan	1984	318i
Andrew & Judith Burgess	1983	533i
Richard & Anita Gaggioli	1976	530i
Jeffrey & Lucille Whieldon	1978	320i
Carlton & Marcella Perry	1980	320i
Frank A. Spellman	1984 533i	1983 633i
Robert & Sandy Auberfeld	1983 733i	1983 528e
C. David & Pam Wallace	1983 533i	1980 528i
Mark Kukoski &		
Delores Cronin	1972 2002	1982 320i
Lance & Carolyn Billingsley	1977 630 csi	1980 733i
Will & Mayer Baker	1970 1600	1981 320i
Ronald & Bobbi Cohn	1982 323i	1983 528e
Michael & Cathy Brown	1984 528e	1984 325e
R. W. French & E.G. Squeri	1976 2002	1981 528i
Jose E. Vasquez		(Texas)
Duane M. Byers		(Virginia)
Barry G. Rabb		(Michigan)
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