

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



NOVEMBER/DECEMBER 1984

der bayerische



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Importing a BMW
Dear DeBbie

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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: M635CSi, one of the exotic BMWs at
Excluservice, Rockville, MD.

Coming Events

TECH SESSION DECEMBER 1, 1984

By popular demand (Dave Dunmire's) we have scheduled this year's second Do-It-Yourself Technical Session. Tischer BMW has agreed to host the session at their new facility, Tischer Autopark, in Silver Spring. In addition to a tour of their facilities and an opportunity to meet their lead technicians, you will be able to perform your own minor service under their watchful eyes. The parts department will be open, offering discounts to club members. Come out to pick-up parts, get instruction and/or get your bimmer ready for winter. Refreshments will be served. The time is from 10:00 a.m. to 2:00 p.m.

Directions: Tischer Autopark, Montgomery Autopark, 3211 Auto. Blvd. Silver Spring, MD (890-3000) **Directions:** I495 to Rt. 29N for 6 miles to Autopark.

WINE AND CHEESE—DECEMBER 7, 1984

Our last event of the year is always a popular one. Starting at 7:30 p.m. a fine selection of German and domestic wines will please your palate. In addition: door prizes, video tape of Summit Point Raceway. Come for an evening of Gemutlichkeit and make some new friends. The location is the same as last year—Grovesnor Park Apartment complex, 10500 Rockville Pike.

Directions: Rockville Pike (Rt. 355) exit from Maryland Beltway, North. Its on the left, the top floor party room of the building farthest from the beltway. You might have to register your car at the desk, if you park in the lot. Adequate street parking is available adjacent to the building.

D.C. AUTO SHOW JANUARY 2-6, 1985

The 43rd annual National Capital International Auto Show will be held at the D.C. Convention Center Wednesday, Jan. 2 to through Sunday, Jan. 6. For the second year, the Chapter has requested a booth to recruit new members and to demonstrate to the general public what motoring enthusiasm is all about. We encourage you to stop by the booth, lend your support and visit the other enthusiast organizations (Summit Point Raceway, Mercedes and Volvo clubs) who may join us along 'Enthusiast Row'. Discount coupons should be available in the Wash. and Baltimore areas (Woodward & Lothrop).

The chapter needs your help! To demonstrate what we are all about, we need *slides* of Club events (driving, family, social, charity, etc.) for our display. We also need members to serve as Club Ambassadors. Duties include greeting attendees, supplying applications, answering questions and encouraging non-participating chapter members to attend events. Those who work the booth (two hour minimum) will get free admission. We need coverage during lunch, evenings and the weekend. Contact Bill Ross (see page 1) if you have 'prize' slides or will serve as an Ambassador. Based on last year's level of participation, this will be a fun and rewarding experience.

TECH SESSION—JANUARY 26, 1985

A two part tech session will be held at J&F Motors Ltd., 4076 S. Four Mile Run Dr., Arlington, VA on Saturday, January 26 from 9:30 a.m. to 1:00 p.m. Part one will be a basic session on: what are those gizmos in the engine?; roadside emergency repairs; simple diagnostic tests; tire changing; helpful hints when talking with a mechanic; and any questions you may have about your BMW. This part should be especially informative for new club members. Learn how to keep your bimmer in first class condition. Part two will focus on engine rebuilding. In addition to tune ups and regular maintenance, J&F is one of the largest BMW engine rebuilding firms in the D.C. area. Learn what is entailed in dismantling and reconditioning your engine when the inevitable occurs.

BONUS! A 20% discount will be offered on all parts in stock. In addition, a lunch with liquid refreshments will be offered.

Directions: From D.C. take I395 South to the Glebe Rd/Shirlington exit. Follow signs to Shirlington. Turn right at the light onto Shirlington Rd., left at S. Four Mile Run Dr., approximately 1.6 miles on your left. Plenty of parking in the rear.

TIRE TECH SESSION—FEBRUARY 16, 1985

From 1:30 p.m. to 4:00 p.m. the guys at Radial Tire will discuss and demonstrate the different levels of tires available for your car, what these tires will do for your car. They'll discuss what tire/wheel fitment they'd recommend to match your car's suspension or what suspension modifications you should do to get what you want from your tires.

There may be time for you to get your tires/wheels balanced or rotated.

Directions: Radial Tire is at 9101 Brookville Road in Silver Spring Maryland. From Georgia Avenue, a few blocks south of the Maryland Beltway, take Seminary Road west picking up signs for Brookville Road. Radial is on the left.

President's Message

December brings to an end the term of your 1983 club officers. My personal thanks to the elected officers, Les Adams, Woody Hair, Dave Bowers, and Dan Lim; the executive committee to the Board, Dick Chichester, Chuck Garrish, Klaus Hirtes, Cory Laws, Bill Loftin, Bill Riblett, Lothar Schuettler, and Jane Touzalin; Raine Mantysalo, our Manager of Public Relations & Photography; the appointed chairpersons, Gordon Kimpel, Bernice Winthrop, Ira Winthrop, John Hartge, Max Rodriguez, Terry Forrest, and Rick Foster; and the members-at-large, Dave Dunmire, Don Kellam, Mike Kensler, Skip Marsh, Seu Lim, John Nitzke, and Dan Sherron. These individuals, my wife (who tolerated and encouraged me), dealer and service representatives, the activities chairpersons listed in the calendar, and others too numerous to name made this a most successful year.

January, 1985 brings to an end the third year in which you have bestowed on me the challenges of chapter leadership (president—'84 & '83, vice president—'82). We have moved

from the fourth largest chapter to number one (by year end); increased the number and variety of events, and the level of participation; had a lot of fun and a few sobering experiences—my thanks for the opportunity. I challenge each of you to continue your support of the new officers, other chapter members and chapter events.

Les Adams met last month with our Zone Governor, and the leadership of the Shockoe (Richmond), Tidewater (Virginia Beach) and Blueridge (Charlottesville) chapters to discuss increased chapter coordination. Next year the chapter presidents will sponsor multi-chapter events. For Shockoe it will be the German Carfest, for Blueridge it will be the Foxfield Races, the Tidewater event will be the successful 'Blueridge Rendezvous' (mark your calendars for next Memorial Day), and our event may be a charity affair. These events will provide an opportunity for many of us to sample the hospitality of other chapters and broaden the base of participation. I encourage you to take advantage of these excursions.

Don't forget the Tischer Tech Session, the Wine & Cheese Party and the D.C. Auto Show. Bring your photo albums to the Wine & Cheese Party and supply slides and photos for the Auto Show. I hope that many of you will agree to serve as Ambassadors, and that many more stop by the booth (perhaps this year we will have a prize drawing at the Show).

See you around!

Bill Ross

1985 Calendar of Events

This is your chance to comment on next year's events. We have put together a schedule (p. 3) which emphasizes the more popular events and dropped items which may have been ahead of their times. We have also tried to strike a balance between having something for everyone, emphasizing driving events, and leaving some time for mowing the lawn and other essentials of modern living. The highlights:

- 4 (count 'em) 4 driving schools including—
 - a highway safety school
 - an end of season experienced drivers school
- 3 Autocrosses
- 3 Corrals
- Return To Blob's Park
- The Crab Feast, Winery Tour and Other Good Stuff.

The question is, is there anything else which would be fun, informative, challenging, inebriating, sobering, or worthwhile doing? Events we are still pursuing are a rally, a tour to Summit Point in conjunction with the May School Weekend and a charity supporting event. How does a Lap Of Virginia sound? We have also planned multi-chapter events with the Charlottesville, Richmond and Tidewater chapters. We'd also like to do something of interest in the Baltimore area. Some other events will crop up during the year—opportunities as other Chapters put together their calendars, new shops open, or somebody has a bright idea. So, if you have a bright idea, give me or Terry Forrest a call or drop a suggestion to the club office (our P.O. Box).

Les Adams

Calendar of Events

DECEMBER 1984

1† **Tech Session (Do-It-Yourself)**
Tischer BMW, Silver Spring, MD

7† **Wine & Cheese Party**

JANUARY 1985

2-6† **Auto Show (Bill Ross)**

26† **J & F Tech Session**
(Gordon Kimpel)

FEBRUARY 1985

16† **Radial Tire Tech Session**
(Max Rodriguez)

23 **Blob's Park**

The following 1985 dates are tentative. All dates are Saturdays unless indicated. Your suggestions are invited.

MARCH 1985

9 **Excluservice Tech Session**
(Gordon Kimpel)

24 **Sunday-Spring Tour**
(Gordon Kimpel)

29 **Friday-Highway Safety School**
(Gordon Kimpel)

APRIL 1985

6 **Tischer Do-it-yourself**

13 **Swap Meet**
(Bill Riblet)

21 **Autocross—Sunday**
(Kay Heatherly)

27 **Inspection—May Driving School**

MAY 1985

11-12 **Weekend Driving School**

19 **Sunday-Summit Point Corral**

25 **Memorial Day—Blue Ridge**
Rendezvous—Tidewater Chapter

JUNE 1985

16 **Sunday-Summit Point Corral**

23 **Autocross—Sunday**

29 **Charity event**

JULY 1985

13 **Concours**

20 **Crab Feast**

AUGUST 1985

11 **Sunday-Summit Point Corral**

16-18 **German Festival**

18 **Polo Match-Sunday**
(Seu Lim)

25 **Autocross Sunday**

31 **Labor Day**

SEPTEMBER 1985

13 **Friday-El Cheapo Driving School**

22 **Sunday-Bavarian Inn Tour**

28 **Quality Car Tech Session**
(Foxfield Races—Blue Ridge Chapter)

OCTOBER 1985

2-6 **Oktoberfest, Monterey, California**

11 **Friday-Hotshoe Driving School**

19 **(Shockoe Slip-Shockoe Chapter)**

27 **Sunday-Winery Tour**

NOVEMBER 1985

15 **Friday-Election Dinner**

30 **Do-it-yourself session**

† See *COMING EVENTS* on pages 1 & 2

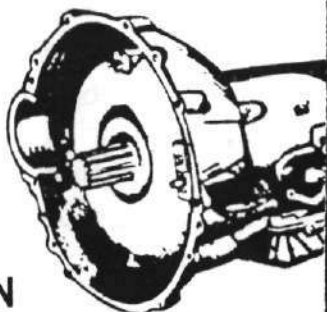
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From the Editors

This issue marks the end of our current year as editors of Der Bayerische; a year that we have enjoyed. 1984 was a year of change and some improvements in DB; we modified the format slightly, John Hartge assumed the position as co-editor, and as of this issue, Karl Hoffman joins the DB staff as Coming Events Editor. We were pleased to have Bill Via, Jim Ryland and Max Rodriguez (usually spelled correctly) as regular contributors to the newsletter. We would like to thank all the members who have contributed articles and photos throughout the year.

In 1985 we would like to establish an "Open Forum" column—a place where members could submit suggestions or ask the membership for advice on BMW related problems. In an attempt to keep DB on schedule we would like to request that a few procedures be followed. First, we would appreciate if members' responsible for specific activities supply the coming events to Karl Hoffman directly. We are also looking for people to write columns in a regular basis. The more articles that we can schedule in advance, the less dependent we will be on publishing material from other chapters. If you are typing an article for us, please try to use 60 character wide columns, double spaced. This approximates our present column width and makes it easier to estimate the final size of the article. Also, if you have some thoughts for an article but do not think that you can get the idea to paper give us a call.

See you in 1985!

Ira



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Bimmers in Baltimore

The comments were as free-flowing as the beer at this year's German Festival in Baltimore:

"Does BMW stand for British Motor Works?"

"That car cost more than my house!"

"I really want a red 325 when I'm old enough to drive." In a departure from the usual site at the Inner Harbor, the festival was held at Canton Lots near Little Italy and Haussner's "famous" restaurant on August 18th and 19th. It was in a part of the city called Highlandtown (pronounced Hollantown in Bawlmere).

Saturday morning I arrived to find a plain wooden booth and several beautiful '84 Bimmers courtesy of Russell BMW. With a little help from their friendly salesman, Rick, the BMW Club booth was soon complete with posters of the newest models, the club's BMW banner, and lots of literature.

Rick Foster came to keep us company on Saturday. Tim Dougan arrived Sunday just before the torrential downpour that sent everyone scurrying to the big top tent. There, we found, amid the rivers and swamps, a friendly group of Germans and the Biermeister. When we returned to the booth an hour later, the posters were mostly gone or two wet to rehang and there was nine inches of water in a puddle in front of the booth! But the weather eventually cleared and it turned out to be a pleasant day. Dwight Derr came to help before the Washington contingent arrived. Many added their cars to our mini-concours. (Bill Ross was in his glory!)

Beer, bratwurst, wiener schnitzel, potato salad and sauerkraut were consumed in large quantities by 20 or more members for several hours. All were entertained by roving accordian players, German dancers, all the costumes and booths, and, of course, the local Baltimoreans . . . and we did sign up a member or two.

As we all drove off into the sunset, we could still hear the comments: "What kind of car is that?"

"OHMYGAWD, Ethel, did you see that price tag?" See you next year! Hopefully, Mayor Schaefer will hear our plea to move the festival back to Rash Field and Federal Hill. Perhaps we'll make it an invitational concours with the Mercedes and Porsche Clubs.

Karen Fairchild

VOB Pollution Test

Since the late 1960's there have been increasingly tight auto pollution control laws. Before technology caught up with the regulations in the 1970's, the performance of even our BMWs was being choked to make our cars' exhaust gasses less toxic. Many people modify their cars to make them run better. Many pour cheaper leaded gas into their "unleaded only" cars to save money. In efforts to cut down on this type of "law-breaking" and to try to comply with the Clean Air Act, federal regulators have forced local officials in many parts of the country to adopt periodic tests of auto emissions.

At VOB's Tech Session, we learned these tests for HydroCarbons and Carbon Monoxide are much weaker than new car emissions standards. But, under the wrong circumstances a new catalytic converter car can fail the test and under the right circumstances a highly modified BMW can pass the test.

VOB's Kip Kurzmam was thorough and helpful in explaining how to make sure your car will pass. Air-fuel mixture is

very important. So are the circumstances of your drive to the emissions test center. The car must be warmed-up. A steady highway speed trip to the center will do a lot to burn up junk in the combustion chambers and clean the engine out for the test. On the other hand, lots of full-throttle spurts up to the redline may dump lots of fuel into the engine raising the emissions at test time. If there's any doubt about your car's passing, it would be wise to have your mechanic check your car out. VOB ran all of our cars through their testing gear.

If you fail the emissions test, generally you will not be required to spend more than the amount of money necessary for a tune-up to bring the car into spec. However, if you fail the test, and it's determined that the engine has been modified, watch out!

John Hartge

Bavarian Inn Oktoberfest

About 40 cars and over 100 people made the annual trek (mad dash?) to Shepardstown for an Autumnal right: beer, wursts, German potato salad, more beer, music, dancing, beautiful scenery, sunshine, yellow jackets, pony rides, and a lot of friends from the Club to enjoy it all at the Bavarian Inn. This year, thanks to Bill Ross and the proprietors of the Inn, we were really treated royally: our own parking area, our own tent, reserved tables and plenty of attention. This was a family affair and plenty of families came out. This is one event that isn't dominated by talk of apexes, aspect ratios and annual sales.

Bill Via came up with a scenic, challenging route through the Virginia foothills. We departed Roy's rally style (except for one group who, you guessed it, got lost en masse) and spent the trip looking for turns, looking at the scenery and looking for each other. Except in Berryville. Our designated pit stop was wall to wall BMW's. Almost a mini O'fest (RC and Moonpies). It was a beautiful day, an event that grows in popularity every year.

Les Adams

September Driving School

Thirty-eight groggy BMW drivers arrived at Summit Point raceway early on September 7 and were greeted by a sunny, cool, and not-too-windy day—perfect for the first of two Fall driving schools sponsored by the National Capital Chapter. Terry Lunford from Quality Car Service in Rockville was on hand to do his usual efficient job with final tech inspections. While I was admonishing drivers to maintain a semblance of control on the track, Jerry Culik was instructing our volunteer corner workers on the fine art of flag-waving (not to mention how to snitch on any unsafe driving).

As we were about to get underway, a vehicle was seen leaving turn 10 and zooming down the main straight—about 20 feet off the ground! While many thought at first that it must be Gordon Kipel in his 530i, it turned out to be Tommy Schweitz in a single-engine airplane. Tommy proceeded to make a perfect 3-point landing well before turn 1. In addition to serving as one of the Bill Scott Racing instructors, and racing his GT4 Scirocco, Tommy happens to be an accomplished flyer. That day he was doing some aerial photography to be used in the track's promotional material (look for the BMW's!). We managed to squeeze his landings and take-off's in between our practice heats without difficulty.

As usual, we began the actual driving with dual instruction sessions, first for the experienced drivers (those who had attended several schools) and then for the first-timers. Bill Loftin had arranged for a full complement of qualified instructors, including Bob McKeithen, Bob Lower, Rich Meltzer, Jim Epting, Ian Fosler, Gary Smith, and Bill Foster (no relation). Drivers quickly discovered that since the May school i) a huge concrete paving patch had been placed at turn 5, ii) the turn 6 ripples had gotten worse, and iii) there were new bump strips placed at the exits of turns 1 and 3. (These strips are designed to provide an effective but safe disincentive to shortcutting the track in the interest of faster lap times. They seem to work!)

While the experienced drivers were on the track, John Weaver (who is as experienced as they come) showed up with a differential which had begun to disintegrate on the drive down from Pennsylvania. We dispatched him to Randy Diprisco at GW Motors in nearby Winchester where he picked up a used unit for his 2002. He then established some sort of record by managing to install it while the rest of us were eating our knockwurst and bratwurst during the lunch break!

Post-lunch activities began with a braking seminar. This allowed drivers to try threshold braking from high speed down to a full stop, with comments on their technique supplied by the instructors. By their third run, most drivers had noticed a substantial improvement in stopping distances and in their ability to modulate the brakes at close to the locking point. Terry Donahue claimed that a rampant pylon attacked his front spoiler and might have taken over the entire track had he not dispatched it forthwith.

After further practice sessions, the moment of truth had arrived and the drivers lined up for the time trials. A few of the instructors were pressed into service to wield stop-watches, and a very pregnant young lady named Barbara volunteered to record the lap times. As shown in the accompanying table, impressive times were turned by a remarkably large number of drivers at this event, including club VP Les Adams who did a 1:41.25 at only his third school. While all agreed that the track offered good grip and that the cool air was generating extra horsepower, it was also clear that the level of driving quality is improving quickly. Even the instructors got into the act, with Bob Lower turning a 1:34.9 with his SSGT Camaro, which is within a blink or two of the SCCA lap record for this class.

During the time trials, another of our Fearless Instructors (discretion prevents my naming him) gave us an impressive demonstration of what an off-road recovery should *not* be. He went off the outside of turn 10 at the exit but kept his foot hard down on the gas in an apparent attempt to complete his second lap with a respectable time. It didn't take long for the rear of his car to pass the front and, in fact, he sent the pit crowd running as he spun for nearly 500 feet before coming to a stop. Maybe there's a lesson there folks?

After the time trials, we called in our patient corner workers and had two "fun run" sessions, where friends, helpers, etc. got to go for slightly subdued rides around the track. All in all, it was everything a drivers school should be—perfect weather, relatively minor mechanical glitches, no accidents, and an enthusiastic approach to improvement in driving skills. Special thanks to Jerry Culik, Rick Campbell, Terry Lunford, Bill Loftin, Gordon Kimpel, our volunteer corner marshals, and everyone else who make these events possible.

And by the way, for all of you who kidded me about driving around in my Dad's '71 Open Kadette wagon, I want you to know that on the following day I turned a 1:37.44 with my Datsun 510. In fact, I'm sure I could have lapped the Opel wagon in . . . well, never mind!

Rick Foster

September Driving School— Time Trial Results

Bob Lower	SSGT Camaro	1:34.90
Rich Meltzer	2002	1:38.54
Bill Foster	2002	1:39.17
Michael Hinkley	Bavaria	1:39.38
David Bryan	320i turbo	1:39.56
John Weaver	2002tii	1:39.95
Terry Donahue	2002tii	1:40.12
Cory Laws	Porsche 944	1:40.30
Robert Mead	2002tii	1:40.41
Steve Henriksen	2002	1:40.66
Stephen Dull	2002tii	1:41.03
Les Adams	533i	1:41.25
Raine Mantysalo	320i	1:42.50
Larry Masten	633csi	1:42.69
Steven Vigh	2002	1:43.02
Bruce Cunningham	325e	1:43.99
Due Stouffer	320i turbo	1:44.23
Jim Epting	320i	1:44.43
Andrew Hardman	320i	1:44.74
Michael Backus	2002	1:45.55
Ercel Carter (?)	320i	1:45.96
Steven Snyder	320i	1:45.96
David Roach	2002	1:46.22
Brent Bingham	318i turbo	1:46.29
Dave Johnston	2002	1:48.26
Glen Sorensen	2002	1:48.30
Bronco Pawtowski	633csi	1:49.76
Marty Mimelis	320i	1:51.35
Art Sanders	318i	1:51.96
David Fitzhugh	2002	1:52.59
Paul Cluck	320i	1:53.94
Dave Calbi	318i	1:55.30
Diane Marcus	320i	2:03.08

Letters

In the July/Aug. issue, you listed those in the old guard who have been members for more than 10 years. Somehow you missed me (by a computer search or one by hand?), and it appears that my number would make me the second longest running member in the NCC, having joined the BMWCCA in 1970!

Terry Donahue
#280

Reflections at a Milestone

Recently the tii chalked up its quarter millionth mile. No complaints. All in all its been a reliable, economical, and truly exciting car to own and drive. After eleven years, it shows a little age. Needs new paint and front fenders, but beneath the sheetmetal its solid as a rock, clean, up to date, and running strong. Not bad for an original investment of \$4700!

A car lasts this long for three reasons: a truly outstanding design, an owner who follows a reasonable maintenance program, and availability of enthusiasts and service organizations who know the product and are willing to share information. I am appreciative of the many club members and dealers who over eleven years have provided the right part, the right answer, a helpful reference—whatever was needed. I hope owners of the newer cars can continue to get the same satisfaction.

BMW owners are familiar with all those positive qualities that make ownership a real pleasure, but one of the most enjoyable aspects in my mind is the special appeal these older cars have. I've met so many interesting people who seem to be attracted to these old BMWs and are eager to talk. They seem to fall into categories. There are the ones who want to buy your car on the spot. They give the impression they have a wad of cash in their pocket and can inspect your car, transfer the title, and send you home on the bus. There are those who sold their Bimmer and wish they hadn't. There are the curious, the

admirers and the deriders. And yes, there are some real weirdos!

There was the guy who approached me wearing a helmet with a gyroscopic device attached to the top which he claimed helped to keep him in the right place at the right time. The front of the helmet was emblazoned with "SCORE NOW" in metallic glitter. He introduced himself as a BMW enthusiast—never owned one but had "been familiar" with various BMW owners all his life. He would buy one, but with the end of the world being nigh, there were so many other matters to attend to. When he left, (the back of the helmet said "SEE YOU ON THE OTHER SIDE") I felt a sense of loss, feeling there must have been a sizeable reward out on this guy.

And just recently, a strange lady approached me on a parking lot and demanded that I "yield to her" and sell her the tii! She was pale white and dressed in black leather. Her hair was purple and blonde, and she featured a leather collar with protruding metal spikes which really set off the outfit. When I declined politely to sell, she wrote "BMW" across my face with her lipstick! Moments later, I heard a passerby mumble something about BMW cultists and that a T-shirt would be more tasteful.

All these ordinary and not so ordinary experiences are standard equipment and I'm counting on many more interesting miles ahead.

Jim Ryland

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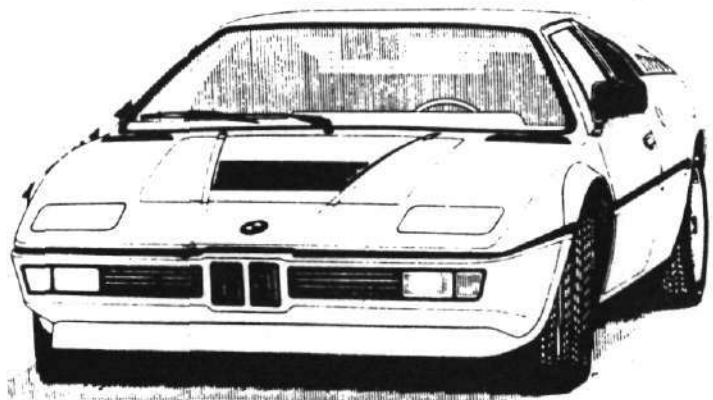
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Oktoberfest 1984



Not your typical parking lot . . . 635CSi, Hartge H5, 2 1602 Cabriolets, etc.

Photos: John Hartge

We've asked the NCC folks who attended the Oktoberfest in Sturbridge, Mass. to drop us a line and let us know how things went. Here's what they had to say:

Dear Bayerische,

The New England beerfest was great! Situated on a scenic lake by the Sheraton Hotel, the Boston Chapter presented a (choice?) of Maine lobster or chicken!, in addition to corn on the cob, beer, salad etc. much to my dismay, amusement and later edification, I notified the majority of the contingent from the midwest eating chicken! I inquired as to the reason and was told by several that they found lobsters grotesque. I tried to hide the smile of opportunity, since every person was given only one ticket, to be redeemed for one lobster (no tickets required for the fowl). I casually asked if I might use their ticket to acquire a lobster, since they had no plans to partake of Maine's finest. Four lobsters, several ears of corn and a "couple of beers" later, I excused myself. What a performance!

The driving school at Lime Rock, Connecticut was very good, considering 75 drivers each day. I had the good fortune to have 4 sessions on the track and got a good feel for the short 1 1/2 mile course. Lime Rock differs from Summit Point in that it features a sharp uphill turn and a very fast down hill, which reminds me of my hometown, Pittsburgh, Pennsylvania. Tom Wallick from Ohio did an excellent job of instruction and will be at our May school at Summit Point.

Gordon Kimpel



The Oktoberfest is a family event:

Dad: "Hey kids, we've got great vacation plans; we're going to Massachusetts!"

Kids: "So what are we gonna do there?"

Dad: "See the sights . . . see colonial New England"

Kids: "What else?"

Dad: "You will have lots of fun; I have great plans for recreation; you'll get lots of exercise."

Dear Ed.,

Left for Sturbridge Monday—the only excitement was in Connecticut—a 4 wheel drift in the exit and a quick reverse avoided an unwanted reception by a set of flashing lights.

Driving school Tuesday: up early, a mad rush to the track, Lime Rock is set in beautiful country of rolling hills, but the track was too crowded to really turn the car loose.

Wednesday—R&R

Thursday—I found a Connecticut Valley volunteer and ran the TSD Rally to Thompson Speedway and the autocross. We missed “only” one turn but lost 30 minutes. I borrowed Les Adams’ helmet for the autocross—great track but 2 laps weren’t enough to get warmed up. The fun rally really was.

Friday—the Concours made me feel bad about not washing the car more often—really clean cars! A great week!

Dan Sherron



Not your typical autocross—3.5 CSL (a turbo at that), etc.



No hangovers in the morning for these Oktoberfest conventioners, just the shakes, worried those white-jacketed inspectors will find a speck of dust.

Dear DB,

A postcard can't do justice to all that happened, but . . . Imagine 500 BMW's. Imagine two dozen vintage coupes in immaculate condition. 570 BMW car crazies (One family DROVE from CALIFORNIA in a 2002). An autocross on a banked oval stockcar track. . . It's hard to describe total immersion in Bimmers—total inundation by people who love cars and cars loved by people. . . Stan Simm's 635Csi . . . Ray Korman's Twin Turbo 633 . . . an M-1 . . . a concours winning 2002 Turbo which ran in both the driving school and the auto cross.

The bierfest was a New England clambake replete with LOBSTERS. A student from New York, present at the awards banquet, won a 533i—ecstatic doesn't cover his reactions. The banquet went on for five hours with six 533's and a 318 given away.

Would I do it again? See you in Monterey.

Les Adams



The grill is familiar. It must be a BMW. A mid-'50's 503 convertible.

Dear NCC,

There are more than a dozen National Capital Chapter members at the New England Oktoberfest and we've got some great drivers. Gordon Kimpel and navigator Leo Wolk took 2nd in the rallye fully equipped class, and other members took honors, too, in rallye classes—Jack and Mary Ogg and Mike Backus and Emily Buerger. Backus also grabbed an award in the Autocross-notive AA class. I hope I didn't miss any NCC winners and I hope we do as well at the O'fest in California in '85.

John Hartge



Not your typical convention—at happy hour, the bar's empty; the tennis courts are empty—everybody's in the parking lot, washing their cars.

Club Store Update

Since I took over the store about a year ago, I have been selling parts and accessories to many of you. One of the problems that I have encountered is that of LOGISTICS regarding where I live in relation to where you live.

For the most part if I were to determine the percentage of sales to members in Virginia to those in Maryland, it would be about a 50/50 split.

It is for this reason that, I have proposed changes to the way the club store operates, and the board has decided to let me handle it any way I think will benefit the membership.

My proposal is as follows: I would like to set up an additional location for the store. To do so, I am looking for a member in Northern Virginia who would like to take over the responsibilities for serving the members in that part of the National Capital Chapter.

If anyone is interested in participating in this capacity, please call me and I will give you the details of the plan.

Until then, for PARTS & ACCESSORIES call yours truly. . .

Max Rodriguez

Dazzle-Master



Jacobs Compusensor

For a few years now, I have been reading different things on Electronic Ignition modules, Capacitor Discharge Systems and the list goes on. One particular unit that caught my eye was the Jacobs Compusensor. This was due to their guarantee of a minimum of 20% increase in miles/gallon.

At that time I was getting 12-14 MPG and I definitely need help.

I ordered a unit on sale from Korman and, after finding a suitable place to install it, I began the test. The instructions were simple to follow and they give you TUNING guidelines to get the most of what you want.

To summarize, I have been very impressed with this unit. I have increased my MPG from the 12-14 range to 17-19.5. That's an increase of over 20%.

I am contemplating buying another unit for my girlfriend's 530i.

If anyone is interested in this unit, let me know.

Max Rodriguez

New Store Announcement

I have recently received a letter from SENSIBLE SEATING in Bethesda, suppliers of Recaro seats as well as other sensible seating for office or home. The following is a copy of the letter.

In order to introduce Sensible Seating to BMW Club members and vice versa, I propose the following get acquainted special:

Recaro products at 20% off list prices to the club members, through December, 1984.

Delivery time is estimated (but not guaranteed) to be 4-6 weeks, with club members paying \$25.00 per seat and \$4.00 per mounting bracket toward the shipping charges (or if individually shipped, paying the actual shipping charge collect from California).

Contact Max Rodriguez for orders.



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Photos by Raine Mantysalo

Fun Gymkhana

The Chapter's first gymkhana in recent history took place at Landover Mall on Sunday, August 26. Ten cars participated in this event, while 10 others participated in the autocross (see photos and results). The gymkhana is more of a family event than the autocross, for it often involves two members of the same family.

The object is to see how quickly and accurately the driver can maneuver around a prescribed course, while the navigator attempts to toss items, such as spark plugs, tennis balls and bolts, into buckets. The challenge for the driver, with the aid of the navigator, is to remember the course, to stop as close to the buckets as possible without tipping them over, and to do this as quickly as possible (power is not as important as skill). The navigator must, while maneuvering through the window, constrained by the seatbelt, time the toss, and bank the subject so it does not go in, but pop out of the bucket.

Scoring is accomplished by determining the time it takes the driver and navigator to run from the rear of the car to the pickup point for the items, get into the car, buckle the seat belts, start the engine, correctly drive the course, and drop the items. If they go off-course, they are disqualified for that run. If they miss a toss or toss in the wrong sequence, there is a two second penalty for each miss or error. If the driver or navigator yell at each other for going off-course or missing a toss, there is a five second penalty.

Following two practice laps, the results, by class, of the best of three runs at this year's gymkhana are:

Class A (4 cylinder)

- 1st Les Adams '75 2002*
(1.04.37)
- 2nd Alan Bolden '75 2002
(1.15.99)
- 3rd Karl Hoffman '83 320s
(1.17.67)

Class B (6 cylinder)

- 1st Chris Verdi '78 530i*
(1.07.50)
- 2nd Klaus Hirte '78 300SD
(1.08.35)
- 3rd Jerry Ishmael '79 528i
(1.09.50)

The Also Rans

Max Rodriguez	1977	530i	1.09.91
Bill Ross	1980	733i	1.11.59
Joseph Hirschfeld	1978	530i	1.21.65
Virginia Verdi	1978	530i	1.23.30

Stock

Kay Heatherley	39.02 FTD
	39.58
	39.88
Terry Forrest	40.34
	40.91
	41.44
Chuck Gafton	42.31
	42.47 + ¹
	45.79 + ¹
Tom Kavanaugh	43.46
	45.17
	48.28 + ¹
Allan Balmer	43.86
	44.65
	44.95 + ¹

Modified Class

Mike Vincinty	39.89
	40.19
	40.50
Raine Mantysalo	40.73
	41.34
	45.44 + ¹
Gary Toyana	40.99
	41.09
	41.16
Jerry Culik	43.28
	44.53
	44.65
Joan Culik	44.06
	44.49
	45.66

X Class (other than BMWs)

Corey Laws	39.43
	39.74
	40.50 + ¹
Klaus Hirte	42.67
	44.13 + ¹
	47.30

*Trophies to be awarded at Annual Meeting

On behalf of the drivers listed above, thanks to the navigators for the spirit and expertise. I hope that many of you will attend the Annual Meeting and express an interest in a 1985 Fun Gymkhana.

Bill Ross

Tischer Autopark

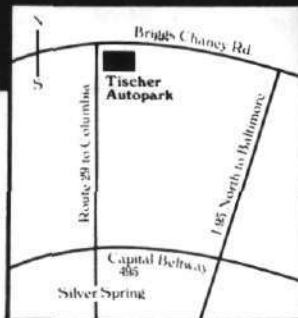
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Notes from Europe '84

BMW's: as trendy in Europe as in U.S.—they're everywhere and much sought after by YUPPIES, YUMPIES, and what a British magazine called YAPPIES (Young Aspiring Professionals).

Hot New BMWs from Factory: 535i, 218 HP, spoilers, skirts—maybe 325i (not e), 165 HP—maybe M318i with 16 valves (like hot new Mercedes 190 2.3-16), 180 HP, aerodynamic trim—likely in U.S. through gray market only.

Hot New BMW from Tuners: Hartge H35, hot rod 3.5 six neatly stuffed (fan, A/C, headers and all) into 3-series—to balance all that weight up front, battery in trunk (as in U.S. 325e) as is washer fluid reservoir, auxiliary fuel.

Clean Air: Germany and all of Europe in hot political debate over catalytic converters, unleaded fuel—target 1989—still no final decisions—also in debate: speed limits; will slower speeds reduce pollution?—automakers and tuners fear slow speed limits would lead to low-tech “american-type” autos.

Gray Market: in England the term “personal imports”—BMW prices vary among EEC countries with British paying about 30% more for a BMW than Belgians (who pay less than Germans)—all of which makes it advantageous for auto buyers to shop from country to country for best deal, to the frustration of domestic auto dealers (sound familiar?)—EEC political leaders can not agree what to do about it (sound familiar?).

Autobahn: Skip Marsh's observations (last issue) very accurate—speeds phenomenal—concentration required total—no margin for error—surprisingly U.S. interstates potentially safer design: wider roads, paved shoulders, long sweeping exits and entrances—safety margin on 55 mph roads far higher than on the 100 mph-plus highways of Germany—but, even with Europe's rough weather, road surfaces good, not crumbling—maybe it's the smaller trucks in Europe?

Bumper Stickers: usually attached to rear windows—best one found on Citroen 2CV parked in London, “0 to 60 in 15 Minutes.”

Getting There . . .

If you are planning to buy a new car, one way to finance a trip to Europe is to buy a new Bimmer through BMW/NA's European Delivery Program. You will save about 11% off the U.S. sticker price (even after you add in the import taxes, European insurance and Atlantic shipping charges). Depending on which BMW you buy, that's a savings of roughly \$2,000 to \$4,000, and that's more than enough for a modest European vacation for two for one to three weeks. The U.S. dollar goes far in Europe these days. Any U.S. spec BMW is available through this program (full 3-year warranty included if you order through a U.S. dealer).

However, you must have great patience. My 325e, photographed here during a wet stop in Baden-Baden, was ordered through my Arlington dealer in April for September delivery in Munich for final delivery home (I hope) by the time you read this. You can cut down the order time if you are flexible about color and options. Generally your order can be satisfied with 60 to 90-days notice, but the shipping time home is purely a matter of luck (at least a month or so). Unexpected problems can develop. The German metal workers struck after I placed my order and the 7-week shut down did delay many European orders. After the strike, Heishman BMW's Dick Chichester



Photo by John Hartge

helped assure that my car would be delivered as originally specified. The delivery in Munich was smooth and precisely on schedule. It's quite a thrill to break-in your new German car on its native roads—besides you should see the reactions of Germans to those U.S. bumpers. Plan now for next spring. If you would like more first-hand information about how the European delivery plan works in practice, give me a call (202-484-3849).

John Hartge

The New BMW Museum—A Must for Afficionados


Visitors to the BMW Museum located in Munich, home base for our favorite automobile, are in for a treat. Gone are the statues of Marilyn Monroe, Marlene Dietrich, and Bavarian clown Liesl Karlstadt that previously lent a circus atmosphere to the BMW automotive exhibit. All has been swept clean in favor of a high-tech polished display that more appropriately represents the philosophy of BMW's directors and is expected to be more in keeping with the tastes of the public. Unlike your more traditional display which shows a chronological review of a manufacturer's products, the display at the BMW Museum begins with the present product line. This is done to reflect the philosophy that the contrast between the outside environment and experience, and that of the display, should be minimized. This show does not try to shock but rather to inform. The next segment of the show

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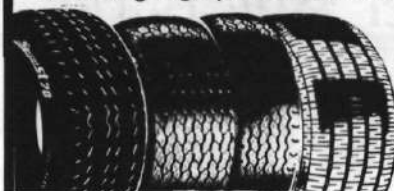
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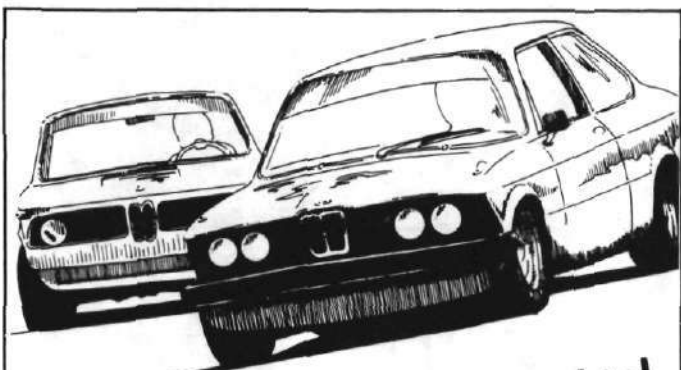
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moves to a review of the past and demonstrates the evolution of the history of the company and its products. Next, we have a chance to look at some of the creative ideas of BMW's designers and engineers that may be appearing in our BMWs in the future. Altogether, it's a well showcased and absorbing display of BMW excellence. Afficionados should have a pleasant time in Munich! Source: *Auto Motor und Sport*, June 13, 1984

Lionel Fernandez

My Mistress My Coupe

Most BMW owners take pride in their cars, washing them, servicing them, caring for them, etc. To some, their Bimmer is an extension of themselves, and in my case I continuously try to improve on the design of the car bringing out its true character.

To accomplish the above, I have restored the bodywork and made extensive modifications. Since I have been a member of the club I have never given credit in writing to those individuals who have been part of this.

Since I constantly get questions regarding the modifications, I will now tell all including giving credit where credit is due.

BODY, PAINT & SUSPENSION

My coupe, like most older BMWs, had rust along the front fenders and a couple other parts. After I had talked to Tom Baruch of London Auto Services and the people at Coachcraft, I decided that the best qualified individual to do the restoration was London Auto. My decision was based on their amount of experience with BMW's and coupes in

particular.

The details of the restoration, included stripping down the car to the bare metal and repair all the rust. New fenders were installed and new metal was added to the bottom of the doors and right rocker panel. The car was then primed and painted with Imron in a metallic green which would come as close as possible to the original color.

During this time, I also had Tom replace the springs and shocks. The springs were from Hardy & Beck and the shocks were Bilsteins HD. Since then the shocks have been replaced with KYB's. Tom and company performed an excellent job and I would go back to them if I ever needed to.

Next on the agenda was to install new stabilizer bars and an exhaust system. These were acquired thru Autoy. Bars were 25mm front and 22mm rear. Exhaust is Supersprint.

TRANSMISSION

By this time I was getting bored with the automatic transmission in the car so I decided to go for a 4 speed box. After getting all the parts together, I approached Lothar Schuettler (then of VOB) to discuss the conversion. He told me that his shop could do the work at a reasonable cost. After discussing this further we reached an agreement and scheduled the car for the transformation.

ENGINE

Not being satisfied with the power of the engine, I decided that the next enhancement would have to be in that area. I began to plan for a new high performance engine when I came across an already built High Performance engine. By now, you know what happened. For many months some of you came to me asking me about my new engine, who built it etc. etc. . . During all this time, few people knew who had built it. This engine was built by Lothar Schuettler, now owner of Excluservice. The engine was built using strictly BMW parts including a 300 degree cam also by BMW. The pistons are 10:1 CSL pistons. The only non-BMW items in the engine are the Weber carburetors and the Alpina manifold and linkage. This engine is a masterpiece.

WHEELS & TIRES

Next on the list were the wheels and tires. The choice was not very hard since I wanted a BBS-look for the wheels and Yokohamas A008 for tires. I fitted 16x7 MSW rims at around with 205-55-16 tires in the front and 225-50-16 in the rear. This combination of wheels and tires have made a incredible change in how the car handles. As an example, at the May driving school, I was able to go faster around the turns than ever before. Those tires held me down on the pavement.

MORE GOODIES

Well you probably ask, what's next? How about a limited slip differential and a 5 speed transmission? I came across a racing 75% limited slip 390 differential and a 5-speed OD from a 1981 528i, all at a reasonable price. For this I had to travel to Vermont, where we installed the entire set up, which had to be re-installed and modified by Quality Cars. I tell you these guys are good.

The last modification in my mind was to change the venturies and re-jet the carburetors. This was done to increase the top end speed.

I think by now TUNDRA is as modified as it can be. Or is it? . . .

My Mistress my Coupe . . . she gets anything she wants. . .

Max Rodriguez

Rambling Ruminations

While we have cause to doubt that the car will be imported officially into the United States, gray-market dealers and BMW buffs alike will probably be pleased to know that, according to the British magazine *CAR* (7-84), in the spring of 1985 the 150hp (DIN) 323i will be replaced by the 160hp 325i, a model that it is said reaches 60 mph from rest in just 7.9 seconds and has a top speed of 135 mph. In the autumn of 1985, the 325i and the 320i will also be offered (in Europe) with a four-wheel drive system *that is compatible with anti-locking brakes and (if you care) with an automatic transmission, as well.* In time, the five and seven series cars will be offered with four-wheel drive. The radically different, unusually wide and sleek, new seven series car, to be introduced in mid-1986, will later include a version to be known by the boeing-like designation of 747i, which it is said will by 1988 supersede the slow selling 745i (3.4 litre turbo six). The 747i will be powered by the much discussed all-alloy V-12 engine, which weighs 400-plus pounds and produces 270hp(DIN). The predicted top speed of 156 mph ought to make the 747i competitive with the likes of the forthcoming Mercedes 560SE and the Audi 300 V-8.

The September issue of *CAR* reports that the seven series BMW recently had the red lantern hung on it by virtue of its record for the worst reliability of all the cars surveyed in the most recent statistics on the subject compiled annually by the German Automobile Club ADAC. The problem areas reported for the seven series cars include automatic transmission, fuel injection, ignition, fan belt, battery, tires and cable connectors.

The comments on the 325e that I have seen thus far in various American automotive publications can fairly be described as less than enthusiastic, with the exception of the glowing report in the May issue of the *Roundel*. The *Roundel*, by the way, is quite a nice little publication, the Spectator's detector and described as "BMW's trade magazine", a fitting appellation in my opinion. But, I disgress. *Road & Track*, in the June issue, says that the 325e does not fit its "admittedly narrow definition of an enthusiast's car, but its buyers will love it." And who will they be? The same type who buy the 528e, says *R&T*, "buyers accustomed to American cars with high-torque V-8 engines. It is a car suited to the driving conditions most often encountered by American drivers." A clear case of damning with faint praise, I take it.

The performance data reported by *R&T* for the 325e reveal a 0-60mph time of 8.9 seconds, and also that it covered the quarter-mile in 16.6 seconds, attaining a terminal speed of 81.5mph. These are decent enough figures, but the 325e runs out of steam early on due to its low-reving engine, as exemplified by the fact that it requires 35 seconds to run 0-100mph.

A few weeks ago, I visited two Volvo dealerships and at one of them I drove a new 760 Turbo (gasoline, intercooled). Although the example I drove was fitted with an automatic transmission, which I dislike, I was favorably impressed with the car. Unfortunately, I didn't get to explore its back roads handling capability, but it is a fast, comfortable and highly competent cruiser on major highways. A salesman at each of these Volvo establishments, observing that I was driving a 530i, inquired in a muted voice and sympathetic tone whether the cylinder head had been replaced. They know, folks; everyone knows.

Bill Via

Dear DeBbie

Introducing a new feature: a person with an answer for everything (and don't ask us why she capitalizes the "B").

My cigarette lighter hasn't worked in two years. I wanted to give up smoking, but I need some vice to while away the hours sitting in Shirley Highway traffic. Why can't we have a tech session on how my cigarette lighter functions?

Smokeless in Springfield

Dear Smokey,

Good Question. Many people have spoken to DeB about tech sessions they wish would happen, and cigarette lighters are right up there. If you, or any of your friends in the NCC have ideas for tech sessions, or shops you would like to visit, contact Terry Forrest, Activities Chairman, or any Club officer. In the meantime, try chewing tobacco.

DeB

Dear DeBbie,

I used to rally back in school at Slipjoint State, and even Picayune, PA, where I last worked, had a rally club. Why can't the NCC put on some rallies?

Got the bite and raring to rally

Dear Rarebit,

Good Question. Back when your DeBbie was a pretty, very young thing, there was a group that held rallies and your club was part of it. Now DeB is just pretty, times have changed, but we have enough people to put on a rally ourselves. If you, or any of your NCC friends know how to put on a rally and can show us how, call a Club officer. NCC can do anything you want it to.

DeB

Dear DeBbie,

My husband won't let me use the '02, won't let me drink beer, and won't share *Der Bayerische* with me. My evenings and weekends are dreary. He won't even let me in the garage. My creative juices are flowing. I need a outlet. What's a poor girl to do? Please don't tell my husband I wrote. He may not share the *Roundel* either.

Nameless in North West

Dear Juicy,

Good Question. The swine. If he won't let you read *DB*, why not write for it? While your DeBo saves her juices for more exciting things, this column gives me an opportunity to communicate with all you wonderful, weird people and share your problems with the boys back in the shop. There are opportunities to write, edit, snap pix, paste up, or lick stamps. Just call Ira, Bernice, John or Karl, or any of the other folks on the masthead. We'll even supply the beer.

DeB

Dear Ed.,

In the June *Roundel*, the Tech Ed. indicated that the Service Interval Indicator can be reset by turning off the engine and bridging terminals 7 and 1 in the diagnostic connector. I found I had to turn off the engine but leave the ignition ON to reset the light show. Sanity has returned (at least to the dash. . .)

Les Adams

Got a problem? Feeling improper? Mad as Hell and won't take it anymore? Got a good recipe for potato salad? Had a bad experience with a less than ultimate BMW shop?

Good Questions! Write Dear DeBbie at P.O. Box 685, Arlington Virginia 22216. What DeB can't answer, I'll forward to Ed. (you know Ed., always with a period). We'll get your answer, share your recommendations, or air your beef. Don't keep DeB waiting.

New Members

Peter J. Farrell	1984	323i
Ken Christian	1984	318i
Bob Pecker	1984	325e
Lucy W. Chmieheuski	1976	2002
Rodger Z. Brown	1979	320i
William Lane	1975	3.0 ST
Lawrence P. Stine	1975	2002
Baron L. Curtis	1984	325e
Mark Birnbaum	1977	530i
Joseph G. Correse	1982	320i
Raymond F. Latall		
Charles Lockwood	1984	533i
Adolphus Sandidge	1984	318i
Mark Sucher	1969	1600 cabrio
David Fitzgerald	1974	3.0S
M.A. Cash	1979	320i
Mary Kay Hart	1981	320i
Maureen Burnett	1984	325e
Daniel Clark	1976	2002
R. Frederick Hammett	1983	528e
Charlie Webb	1974	3.0s
Richard Sogn	1984	325e
John T. Irick	1972	2002tii
Walter M. Cofer, Jr.	1984	318i
John E. Greathouse	1973	2002
Victor Chase	1976	2002
Mary G. Trichilo	1984	318i
Michael G. Flynn	1984	3.0s
John A. Villeneuve	1984	318i
Roger "Rusty" Rhyman	1976	2002
Christopher Young	1976	2002
Joel W. Anders	1984	325e

Bill Graf, Jr.	1981	320i
Frank J. Christian	1984	318i
Henry J. McGurren	—	—
K. Lee	—	—
D.A. Lopes	1973	3.0s
Pamela C. Davis	1981	733i
William R. Holbrook	1974	2002tii
Everett M. Brook	1984	533i
Stewart D. Street, Jr.	1984	318i
Alan R. Gastrack	1979	320i
Paul Sinclair	1984	318i
Henrietta J. Duff	1984	528e
Tom Sasser	1984	325e
J. William Blumberg	1976	530i
Gerald E. Jackson	1984	325e
Neil Ryan	1984	318i
Barbara Nelson	1983	320i
Ted Farmer	1984	318i
Mark E. Gallivan	1984	533i
Jack Kosen	1984	633csi
Gay Zena Williams	1983	320i
James Fitzgerald	1984	318i
Scott R. Peters	1984	318i
Lionel L. Stephens	1979	320i
Edward Yelochan	1976	2002
Mark Baker	1981	320s
Steven M. Kupka	1980	320i
Stephen W. Payne	1969	2002
Phillip R. Corpuz	1972 Bavaria	1970 2500
Steven Bond	1984 528e	1980 528i
Sam & Rosemary Stewart	1977 320i	1971 2002
Thomas & Donna Day	1982 733i	1983 320i
Ron & Paulette Wood	1981 633CSi	1980 320i
John & Jeanne Anderson	1983	533i
David & Regina Orndorff	1984	318i
James & Barbara Evans	1979	320i
Keith & Nadine Banks	1983	320i
Joseph & Joan Gromada	1978	320i
Dave & Theresa Calbi	1984	318i
Richard & M. Ruth Phelps	1981	320i
J.B. & Diane Alahouzus	1981	633i
Paul & Donna Crofton	1983	320i
William & Leslie Bayliss	1984	318i
Linda & Thomas McCrary	1979	320i
David & Nancy McCoy	1971	2002
Ulysses & Lynne Austin	1977	320i
Albert & Norma Koscal	1984	533i
Arlene & John Convay	1983	528e
E. Grant & Joan Striegel	1984	318i
Roger & Adele Granum	1984	528e
Hal Peterson & Lucy Delgado	1984	528e
Randy Alan & Andrea Weiss	1983	320s
Dennis & Elizabeth McCann	1984	318i
Rob & Diane Maus	1984	325e
Raymond & Susan Batla	1984	318i
Brian & Linda Gray	1984	318i
James & Janice Roebuck	1983	633csi
Vincent & Diana Bracy	1975	2002
Charles & Fran Gulbrandson	1984	325e
James & JoAnn Farrell	1973	2002tii
William & Paula Roddy	(California)	
Leroy B. McMillen	(MO)	
William & Mary MacLaren	(New York)	

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Kyle Stump

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William A. Buzzell

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Charles S. Branscomb

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Carolina)

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*Complementary memberships to new purchasers

Marketplace

Wanted: 318i/325e owners—are you going + 1? I may be interested in your used tires/wheels, especially P6 and NCT. Call Terry Donohue at 971-7721 (E).

For Sale: 2002/tii/1602 and 2000 parts incl. blocks, flywheels, cranks, driveshafts, gas tanks, electrical (6V and 12V), etc. Both manual and auto. trans., good cond., \$200/ea.; 4.11 long neck, \$85; pair of brown 2002 front seats, \$100; wheels, 4.5, 5 x 13, 14, \$5-20. Many other related parts. Terry Donohue, 5917 Valley View Dr., Alexandria, VA 22310. (703) 971-7721.

For sale: 1978 530i—original Ruby Red, leather, elec. sunroof/windows. 5 speed overdrive trans, alpine springs, bilstein shocks, N.D. sway bars, front/back all installed 7/83. 733i factory alloys with eagle GT's. Engine rebuilt 1/83 by J&F Motors. Many goodies including sport steering wheel and air horns. Also 4 steel wheels with eagle GT's. Oil changed every 2,000 miles. Negotiable extra's. Nakamichi am/fm tape deck model 800 and audiovox CB with K40 antenna. Always garaged. Not drive in snow. \$12,000/offer. By original owner—Gordon M. Kimpel, 8150 Lessburg Pike, Suite 800, Vienna, VA. 22180. (703) 790-8008 (D), (703) 527-3234 (E).

For sale: Set of 4 Cibie quartz Halogen headlights. Excellent condition. \$50.00. Ira Winthrop. (202) 275-6789 (D), (301) 249-5813.

Parts for Sale: 320i 4-speed transmission with new bearings installed 5K miles ago, \$325, firm; 1 am converting to a 5-speed. Also drive shaft, and speedo cable. Contact Alan Balmer, Silver Spring, MD. 301 585-5171.

For Sale: BMW Sport Leather Steering Wheel from 325e, will fit your 318i. \$100/offer. BMW OEM Stock Steering Wheel for 320i. \$50/offer. (Installation tools available for the 2 above wheels.) BMW Factory Repair Manual for 320i (2.0 & 1.8 liter) with BMW/NA mechanic pamphlets on K-jetronic w/Lambda & electronic ignition and with Bosch K-jetronic technical instruction manual. \$25/offer. Blaupunkt Frankfurt AM/FM Stereo pushbutton analog dial radio (1980 model made in W. Germany). Will fit any BMW. \$80 w/stock BMW speakers. \$65 w/out speakers. Call John Hartge 202-484-3849.

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