

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



JANUARY-FEBRUARY 1985

der bayerische



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The 55 mph Controversy
Highway Safety School
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Best Racing School
More Dear DeBbie

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NATIONAL CAPITAL CHAPTER HIGHWAY SAFETY SCHOOL

WHERE: Summit Point Raceway, Summit Point, W. Va.

WHEN: Friday, March 29, 1985-8:00 a.m. Tech Inspection

HOW MUCH: \$50 per driver—includes bratwurst lunch.

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QUESTIONS TO: GORDON KIMPEL, (703) 790-8008 (work) or BILL ROSS, (301) 469-9387 (home)

-----**IMPORTANT**-----

A SELF-ADDRESSED STAMPED ENVELOPE *MUST* ACCOMPANY YOUR CHECK AND APPLICATION SO YOU CAN BE MAILED YOUR TECH SHEET. NO S.A.S.E., NO DRIVE! THIS TECH SHEET WILL CONFIRM YOUR REGISTRATION OR PLACE ON THE WAITING LIST. MAXIMUM 40 DRIVERS.



der bayerische

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All copy submitted must be received by the editor by the 5th of even numbered months.

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Coming Events

TECH SESSION—JANUARY 26

Time: 9:30 am—1:00 pm

A two part tech session will be held at J&F Motors Ltd., 4076 S. Four Mile Run Dr., Arlington, VA. 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. 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.

TIRE TECH SESSION—FEBRUARY 16

Time: 1:30 pm—4:00 pm

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.

BLOB'S PARK—FEBRUARY 23

Time: 8:00 pm

By popular demand, the club is planning to spend an evening out at Blob's Park (a huge beer hall) located near Fort Meade, Maryland. Come out this Saturday evening and join us in enjoying some fine German food and listening (or dancing if you're brave enough) to thousands upon thousands of polkas, not to mention the company of your fellow club members. This year the club will pick up the tab for your dinner, *but* the \$2 cover cost and your bar tab you will have to pay.

Directions: Blob's Park is off of Route 175, just southeast of the intersection with the Baltimore-Washington Parkway (to the right of and behind the firehouse), approximately 14-miles north of I-495, the Capital Beltway or 8-miles south of I-695, the Baltimore Beltway.

TECH SESSION—MARCH 9

Time: 9:30 am—1:00 pm

A two-part tech session will be held at Excluservice in Rockville. The first session will feature basic electricals/electronics for knowledge and care of your Bimmer. Learn the mystery of your auto's electrical system and some simple things to check if something goes wrong. The second session will feature a look at all types of radar detectors. The discussion will include what to look for in shopping for a detector, where it should and can be installed and what the detector can and can not do for you on the highway. Refreshments available.

Directions: Excluservice is located at 12200 Parklawn Drive, Rockville, MD (231-5400). Take I-495 to I-270 toward Frederick. Exit Montrose Rd. to Rockville. Montrose Rd. becomes Randolph Rd. at Rt. 355. Continue past 355 for 3 lights to Parklawn Drive. Turn left. Proceed past two lights, then watch for 12200 on your left.

HIGHWAY SAFETY—MARCH 29

Time: 8 am

This is the chapter's first Summit Point driving school geared toward highway safety skills with a secondary emphasis on high speed driving skills. A further explanation and the application are elsewhere in this issue. The cost is \$50.

Directions: The Summit Point race track is near 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 the secondary road, Route 13 (Summit Point Road). Use caution on this narrow, winding road. Track is several miles on the left, ½ mile past small town of Summit Point.

HANDS-ON-TECH—APRIL 6

Time: 9:00 am—1:00 pm

We have scheduled 1985's first do-it-yourself tech session at, again, Tischer Autopark in Silver Spring. Again, you will have the opportunity to perform your own *minor* service under the watchful eyes of Bud and Dave, Tischer's lead technicians. Tischer's parts department will be open, offering discounts to club members. Come out to pick up parts, get instructions and/or get your Bimmer ready for spring and summer. Refreshments.

Directions: Tischer Autopark, 3211 Auto Boulevard, in the Montgomery Auto Park in Northern Silver Spring (890-3000). Take MD Route 29 north from the Capital Beltway or south from Columbia/Baltimore to Briggs Chaney Road, then East into Montgomery Auto Sales Park.

President's Message

HAPPY NEW YEAR! As you read this, your new officers have taken up their positions, the Auto Show is history, and we are already into our 1985 calendar of events. Take the time, *now*, as you read *Der Bayerische*, to note the dates that interest you. Don't throw the newsletter under the coffee table or file it in the garage. Put the dates on your *office* calendar. Don't give yourself an excuse for missing those events again. And put a star next to February 23 when we return to Blob's Park. While all our events wind up being very social and a good time is had by all, this is one of the few get-togethers that is purely social. At the other events you can learn how to change your oil or who should rebuild your car or how to drive. Come to Blob's Park and get to know other club members. Come out and hear first hand about the popular events, met people who know more about your car or BMW AG or future models or grey market cars than you thought possible. Meet the people who organize or drive in the driving schools and talk about what really happens at Summit Point. Get a strong start of the season, get psyched up for the year's events, eat some good German food and meet some very interesting people, all at Blob's Park.

Enthusiasm If you have participated in past events, you know the kind of enthusiasm that provides motive power for this club. As your new president, I would like to tell you what plans we have for the National Capital Chapter and give you an opportunity to channel some of your energy and enthusiasm.

In the previous *Der Bayerische*, I introduced the 1985 calendar of events. There are no duds on the schedule! Every one of the events has proven a great time in the past. You *will* learn about engine rebuilding and radial tires at the tech sessions.

You *will* learn to drive faster and more safely at the driving schools. You *will* see immaculate cars and rare models at the concours and car shows. And you can be personally involved in all of it. If enthusiasm is our motive power, the sheer enjoyment and pleasure produced at these events fuels the enthusiasm. Now, for the cynics among you who anticipate a pitch to get you to come out and help, *Wrong!* The truth of the matter is that, with over 1300 members, with a \$38,000 budget and with a lot of people who enjoy what they are doing, the NCC is doing just fine. So come out and *enjoy yourself*. What you will find is that this is a club, not a business (like your health "club") and we are here for the mutual enjoyment, education and benefits banding together can give.

Feedback In the past, I have solicited comments on the calendar of events and offered to respond to questions about the operation of the club. We have also initiated a column, Dear DeBbie, to serve as a reader exchange and offer members the opportunity to share informative tips, to air their gripes or seek assistance. Well, either the letters have all been lost in the mail or the spirit has not moved you to write. Let me extend a personal invitation to you to contact the club officers to offer feedback, ask questions, seek recommendations, solve problems or just shoot the bull. Don't keep DeBbie waiting.

Forum In the same vein, I want to offer some thoughts on the role of the newsletter and the club.

We are trying several devices to heighten your opportunity for involvement in the club. I have already mentioned Dear DeBbie and our solicitation of comments on the calendar and possible events. These are geared to emphasizing the news aspect of our newsletter, making it a vital link for communication among club members. We are also trying to increase interest in the events we have planned. Our objective is purely selfish: the more people who show up and participate, the more fun we have. And more information is exchanged, ideas developed, excitement generated.

The newsletter does more than deliver the news, however. It can also provide a forum to examine hot topics or controversies. For instance, in a recent *DB*, the opinion was expressed that we are too closely associated with the "factory." In a coming issue, will have *sentiment from an esteemed local dealer representative* chiding us for offering encouragement to those who choose to buy cars not recognized by the distributor. I believe that this is a healthy sign, a sign of growth. Use your newsletter to clear your mind and express your opinions. We all benefit from the elaboration of ideas concerning our relationship to our cars, our club, our dealer/distributor/factory network, and if we can clear up misconceptions, or solve problems, our value as a club is enhanced.

Electrodyne. I am happy to report that we have reestablished a working relationship with Electrodyne. Max has explained the arrangement he has worked out with Jeff Harrison, Electrodyne's Sales Manager, elsewhere in this issue, but let me explain here the nature of that relationship. The club buys through a *wholesale* account with Electrodyne. When you buy at the counter, you pay *retail* including a sales commission, and electrodyne does not offer club discounts. When you buy through us, you must bring your problems back to us. When you buy over the counter, you take your problems back to the counter: the wholesale and retail divisions are independent. Even then, Max will act as a representative if you have difficulties. I hope this will clear up past problems. Electrodyne indicates it wants all the business you and the Club Store can give them.

Les Adams

1985 Calendar of Events

JANUARY

2-6 **Auto Show** (Bill Ross)

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

FEBRUARY

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

23† **Blob's Park Beer Hall**
(Terry Forrest)

MARCH

9† **Excluservice Tech Session**
(Terry Forrest)

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

APRIL

6† **Tischer Do-it-yourself Tech**
(Terry Forrest)

13 **Swap Meet**
(Bill Riblet)

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

27 **Driving School Inspection/Heishman**
(John Hartge)

MAY

4-5 **Weekend Driving School**

19 **(Sunday)—Spring Tour**
(Bill Via)

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

JUNE

9 **(Sunday)—Summit Point Corral
SCCA Nationals**

23 **(Sunday)—Autocross**

29* **Charity Event**

JULY

7 **(Sunday)—Summit Point Corral
Trans-Am Races**

13* **Concours**

20 **Crab Feast**

AUGUST

11 **(Sunday)—Polo Match**
(Seu Lim)

11 **(Sunday)—Summit Point Corral**

16-18 **German Festival/Baltimore**

25 **(Sunday)—Autocross**

SEPTEMBER

13 **(Friday)—El Cheapo Driving School**

22 **(Sunday)—Bavarian Inn Tour**

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

OCTOBER

2-8 **Oktoberfest, Monterey, California**

13 **(Sunday)—Winery Tour**

19 **Shockoe Slip-Shockoe Chapter**

25 **(Friday)—Hotshoe Driving School**

NOVEMBER

15 **(Friday)—Election Dinner**

30 **Do-it-yourself Tech session**

DECEMBER

6 **(Friday) Wine & Cheese Party**

† See *COMING EVENTS* on pages 1 & 2
All dates are Saturdays unless indicated

*Tentative Date

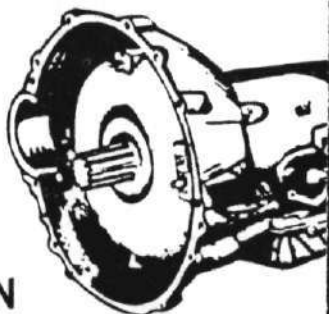
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Gaithersburg, Md. 9025 Comprint Ct. (301) 948-3030
Rockville, Md. 12241 Nobel St. (301) 881-6134
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Autoy Inc. is located in south Rockville behind White Flint Mall. Go east on Nicholson Lane to 4th light, right onto Boiling Brook Pkwy, 2nd stop sign, Right onto Schuylkill Rd, 1st right onto Wyaconda Road then left into 1st parking lot.

EXTRA DISCOUNTS ON:
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AND AUXILIARY LIGHTS
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10am-7pm M-F
10am-5pm
Saturdays

From the Editors

Welcome to 1985! I hope the holidays were a time of relaxation and enjoyment with family and friends.

This year marks the introduction of two new advertisers, Excluservice and Westlake Motoring Accessories and the return of California Sounds. The Executive Board and the Editors feel that the addition of these advertisers will benefit the membership by providing new outlets for parts, service and accessories. The new ads will increase advertising to 40% of the space in each issue, but the club is committed to keep advertising at or below this level. Since the ads pay a large portion of the production costs of the newsletter, I think this is a fair tradeoff.

While many members enjoyed the concours in Richmond on October 20th, I visited the annual Rockville car show. Approximately 200 antique, vintage and classic cars were proudly shown by their owners. I enjoyed the show because it encompassed the best foreign and American classics. Yes, Virginia, this country has produced many automobiles worthy of the claim "Classic". I must admit, I'm a sucker for a pretty red T-Bird convertible. I didn't find out about the show until the day before the event, obviously too late to include the event in our calendar. I would like to publicize other car related events in *DB*. If you know of such shows in advance of our deadline, please give me a call.

An NCC member, Thomas Michael Montgomery has generously donated a complete set of *ROUNDELS* and *DBs* from 1978 to the present, as well as a new air dam to the club store. The club thanks you. If members desire specific issues to round out their collections, please give me a call.

Each time I drive a car equipped with standard U.S. legal headlights I am amazed at the increase in visibility that can be obtained by replacing them with a set of quartz halogen headlamps (Cibie or Marchal are the best). The difference between regular U.S. legal lights and halogen "Good Stuff" is truly illuminating. A complete set of lights is under \$100 and could possibly provide the margin of safety in a potential accident situation. If you don't know what they are, give me a call and I will send you a previously published *DB* article on lighting.

That's about all for now, see you at Blob's Park.

Ira

First Annual German Carfest

To have feasted your eyes on German metal, your ears on Bavarian brass, and your buds on beer, was to have joined in the First Annual German Carfest. Two dozen Capital Chapter cars and their companions responded, a convoy, to the Shockoe Chapter's invitation to join them on October twentieth for a spectacular celebration of the three German marques of BMW, Mercedes, and Porsche. Thanks go to Peter Evans and the Shockoe Chapter BMWCCA for producing a first class event.

Over forty BMW's were displayed in good company on the cobble stone streets of historic Shockoe Slip in Richmond, Virginia. The special interest BMW class was advantageously arrayed in front of the town square fountain, the band, and the beer. The M1 consistently drew attention. Sharing the glory was a '57 507 roadster. The most novel entry was a 320S tow truck (pictured on the cover of the Jan/Feb '83 *der Bayerische*). After a pleasant lunch provided by the club, members gathered for the awards.



Richmond's German Carfest. Photo by John Foudier

Judging was done by popular vote, (No white-gloved-hid-den-grody-crevace inspectors here.) The first 100 entrants received dash plaques, and trophies were presented to the winners. With over 600 votes cast, these are the results:

BMW, class I: pre-'77 02's, 3.0's, Bavarias, etc.

1st: Charles Richardson
Washington, D.C.

1973 3.0 CS

2nd: Bob Middleton
Richmond, Va
1973 3.0 CSI

BMW, class II: '77 and up 3, 5, 6, and 7 series

1st: Les Adams
Springfield, Va
1984 533i

2nd: Ken Rockwell
Richmond, Va.
1982 320i turbo

BMW, class III: special interest, modified racing, euro models

1st: John Kessler
Richmond, Va.
1957 507

2nd: Richmond, Va.
M1

David Sossamon

Open House at Excluservice

Lothar Schuettler and staff hosted an open house in mid-October at their BMW facility on Parklawn Drive in Rockville. Several hundred auto enthusiasts passed through during the course of the afternoon. They were greeted by a festive array of blue and white balloons (which occasionally popped on the sharp edges of the chain link fence). Picnic tables were decorated in the blue and white diamond pattern of the Bavarian flag. They were also decorated with grilled weisswurst and knochwurst (what else?); available for a nominal charge. There was also light and dark beer on the house. There was also talk with the enthusiasts and experts about . . . what else? . . . BAY-EM-VAYS.

If that wasn't enough, there were the cars . . . from Lothar's 1930's vintage 327 to the 2002 cabriolets to the 745 turbos to the 24-valve M-powered M635CSi (*cover photo Nov-Dec Bayerische*). It all led to a very enjoyable, very German, Oktober afternoon.

Karl Hoffman/John Hartge

Autumn Winery Tour

This year's annual winery tour on October 28 appeared to be quite a success judging from the happy faces of all the BMWCCA members leaving the Oasis Vineyards. The question is were all those happy faces due to the four varieties of wines tasted or because all of us are proud owners of the ultimate driving machine?

The day started out with beautiful sunshine as most of the group departed from Fair Oaks Mall at 10:00 sharp. We were accompanied by Mary Krempasky, president of the Mercedes Benz Club, who drove her 280c like a 2002tii. Our pack of over twenty Bimmers proceeded on a terribly congested I66. We arrived to a warm welcome by Mr. and Mrs. Salahi, the proud owners of Oasis Vineyards in Hume, Virginia. Their vineyard consists of 35 acres of vines and is situated on a rolling hillside much like Epernay's famous vineyards.

The Oasis Vineyard produces 16 varieties of wines and is one of the largest producers of wines on the east coast. After a very informative tour of the wine cellars and the processing center, the club members proceeded to a large sampling room to enjoy 4 of the wines available. All of the wines were quite good but the chardonnay seemed to be the overall favorite.

After the wine tasting, many members meandered to the lovely lake on the grounds to consume picnic lunches, more wine and some of us even devoured Godiva chocolates!

I'm sure everyone enjoyed the day and especially the ride back. You really missed something if you didn't try out the closed section of route 17, a road that allowed my 1602 to preform as J&F Motors prepared it to do. I got no complaints from my navigator, Barbara North, who used to love Porsches.

Karl Schneide

Annual Elections and Awards Dinner

Nearly 100 members and guests turned out for the dinner, wine, beer, door prizes and fun at the Golden Bull Restaurant in Adelphi, Maryland on November 2. The occasion was the election of officers for 1985 and recognition of members and supporters.

Dan Lim, secretary, presented the slate of candidates. With no further nominations from the floor, the ballot was closed and the following were elected:

Les Adams—President

Max Rodriguez—Vice President

Woody Hair—Treasurer

Dan Lim—Secretary

Congratulations and best wishes to the 1985 officers.

Other business matters were taken care of: Woody Hair reported on the financial soundness of the chapter (see the budget elsewhere in this issue); Terry Forrest reported on 1985's proposed activities; and, awards were presented.

Outgoing Vice-President incoming President Les Adams presented Bill Ross a handsome plaque honoring two years as president and one as vice-president. Two plaques were presented in absentia: Dave Bowers for his years as treasurer; Carla Harmon, BMW/NA Public Relations, for her long standing interest and support. Gordon Kimpel presented plaques to the key forces behind the driving schools: Rick Foster, officer of the day; Bill Loftin, instructor coordinator; Terry Luxford of Quality Car Service, grid inspector und biermeister. Gordon also presented Spring Membership Contest winner Dan Sherron a \$100 service certificate donated by J&F Motors.

On behalf of all of the newsletter editors, Bernice Winthrop presented BMW writing pens (donated by VOB Auto Sales) to Max Rodriguez, Jim Ryland and Bill Via for consistent contributions to *der Bayerische*.

Les Adams presented BMW shirts (donated by BMW of Fairfax) to those responsible for 1984's successful autocross series: Terry Forrest, Kay Heatherley, and Mike Vincenty. They, in turn, presented plaques to the winners of the 3 auto-crosses: John Fender and Woody Hair, Kay Heatherley and Max Rodriguez, and Kay Heatherley and Mike Vincenty. Plaques also went to fun gymkhana winners Les Adams and Chris Verdi.

Finally came the drawing for the many door prizes. In all, 27 prizes were given away this night alone. Our thanks to our advertisers and supporters for their generosity. Check the list of club contributors published in this newsletter.

Bill Ross

Evergreen Motors

What a great day for a drive. The perfect fall day; brightly colored leaves and clear sunshine. Arrived at Evergreen to a crowd of about 15 cars and 20 people. Much needed coffee and a good assortment of donuts woke everyone up and got conversations started. I was hearing a lot of "Yeah, got in a few bursts to 100 or so," and "This thing really needs a 5-speed. At 80 it's really screaming." With a '75 530i myself, I know what that's all about!

Rick Price, now General Manager of Evergreen, had set up an interesting session for us. We were treated to a study of an '83 533i loaded with such Hardy & Beck goodies as 3-piece wheels, NCT's, a Digiguard alarm system, and a set of headers with a lifetime guarantee (to the original owner). If you intend to keep your Bimmer for several more years like I do, that may be a point worth remembering (especially if my Stahl headers ever fail). After the 533, we in turn huddled around an '84 323i with full Hardy & Beck suspension, and a 325e. The 325 was connected to the BMW Service Test system and a full set of computerized diagnostics were demonstrated, complete with printout. Having recently gone to look at a 530i with Terry Forrest (where such a printout was offered as proof positive of the car's condition), I was better able to relate to the figures it provided.

Highway Safety

Dear Editor,

I want to enjoy my BMW as it was meant to be driven. I also would like to improve my driving skills in a non threatening safe manner. The NCC driving schools seem promising later, but I would like to go one step at a time. My (spouse; special one; baggage; better half) would also like to participate. What should we do?

Leadfoot Potential

Dead Leadfoot Potential,

The National Capital Chapter is pleased to announce its first exclusive *BMW HIGHWAY SAFETY* school on Friday, March 29 at Summit Point Raceway. Bill Scott and staff will present an in depth educational driving experience for only 40 drivers. Similar to last year's Mercedes Benz/BMW school, the highway safety course will feature emergency braking, turning and high speed maneuvering. Emphasis will be on highway safety. By preparing now in a safe environment, you will be able to handle the sudden emergence which *IS* going to occur.

For only \$50/person, which includes a bratwurst lunch, you will make an important investment in your life. The application is enclosed in the newsletter.

Editor

P.S. \$50 is sure cheaper than buying life insurance.

J & F MOTORS LTD.

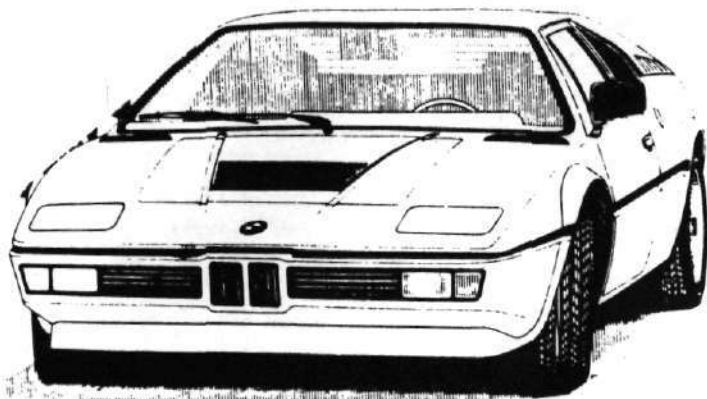
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Gordon Fletcher
Carl Staton**



Evergreen is located about 30 miles north west of the Washington beltway off one of the nicest exit ramps around. I think more than a few of us would jump at the chance to do that one several more times. Their facilities include 5 service bays with two lifts, plus a cleaning and washing bay. There is a good sized parts department, and an appropriate selection of Ultimate Driving Machines in the showroom. There were also many visiting BMWs looking as nice in the lot. Our thanks go out to Service Manager Greg Schubel, Ken Lebherz, Technician, and Richard Kreh, Foreman, for making us feel welcome in their shop. Thanks also to Charlie McCubbins, Parts Manager, who gave us a discount on anything we could take with us. Unfortunately, none of us were able to abscond with any of the three cars we drooled over in the shop.

Cory Laws

October Driving School

The final NCC Driving School of the year was held at Summit Point on October 12. While the morning started out so foggy that even Turn 10 was a memory, it cleared up within hours and turned into a fine day. The day's schedule was similar to previous events this year, but fortunately omitting the dreaded braking seminar. This was a real boon to those of us who are prone to flat-spotting tires when the brakes are cold.

John Weaver had returned with a brand new 2002 (new to us—it was built in 1972), with all the high performance parts transferred from his original green one, and proceeded to set the fastest time ever for a BMW driven to the track. Results like this give one real confidence in the capabilities of these cars, even when they're over a decade old.

Comparing the best times achieved in the time trials with those from the September driving school shows that most participants have made significant improvements, indicating the confidence that comes with practice. Furthermore, for those who don't think that large sedans are suitable for this type of activity, look at Mike Hinkley's time in his 3.0 Bavaria. Similarly, it's possible that Klaus Hirtes' time sets a new mark for Diesel automobiles at Summit Point.

We would like to thank the corner workers essential in running a safe event of this type. They included Ed Buchanan, Kay Heatherley, Raine Mantysalo, Anne Henschel, Pam Hinkley, A.N. Other, Keith Poplar, T.K. Solver, Debbie Hinchshaw and Terry Luxford. Finally, we would like to thank Rick Foster for running all three of this year's driving schools. However, this means he will be returning next year as a driver, ready to challenge John Weaver for FTD!

Terry Donohue

October Driving School—Time Trial Results

John Weaver	2002	1:36.87
Bill Foster	2002	1:38.11
Mike Hinkley	Bavaria	1:39.34
David Bryan	320i Turbo	1:39.70
Steve Henricksen	2002	1:39.80
Steve Dull	2002Ti	1:40.75
Terry Donohue	2002Ti	1:40.88
Max Rodriguez	3.0 CS	1:42.06
Larry Masten	633CSi	1:42.57
Steve White	2002	1:43.37
Cory Laws	530i	1:43.41
Tom Baruch	3.0 CS	1:43.60
Jim Epting	320i	1:43.85

Sue Stouffer	320i(1.8)	
	Turbo	1:44.53
Gordon Kimpel	530i	1:45.26
Dave Johnston	2002	1:46.43
Gary Toyama	2002	1:46.64
Paul Cluck	320i(1.8)	1:48.24
John Luxford	2002Ti	1:48.56
Woody Hair	320i	1:48.78
Glenn Sorensen	2002	1:48.82
Sue Baruch	Sprite	1:50.12
Steve Mayer	2002tii	1:50.15
Dave Calbi	318i	1:50.21
Tom Bowers	320i(1.8)	1:50.72
Dwight Derr	320i	1:51.55
Klaus Hirtes	Merc. 300SD	1:51.97
Martin Zimelis	320i(1.8)	1:52.34
Doug Verner	320i(1.8)	1:55.88
Dave Redman	2002A	1:56.40
Ken Kelly	2002	1:57.44

Club Meeting, BBS Products

Mr. Franz Kammerbauer, President of BBS of America, was the guest speaker at the November 9 chapter meeting at the Dulles Marriott Hotel. He told us about the many BBS products available, which include wheels of course, but also aerodynamic aids and suspension kits. He and Rich Zucchini, BBS America Sales and Distribution Director, brought several road and race wheels, an air dam, and suspension kits for demonstration.

We started the meeting by watching a film showing BBS products as used in combat, i.e. the race track. Franz gave us a running narrative. He explained to us BBS' strong commitment to quality in materials and craftsmanship, and how they go about designing, casting, and spinning their wheels (literally, of course!!) to achieve the ultimate in quality.

For example, he explained how BBS' counter-pressure casting method is superior to low-pressure casting. When BBS casts a wheel center, the molten alloy is poured below the casting mold, and is then forced upwards into the mold. In low-pressure casting, however, the alloy is poured below the casting mold, and is then forced upwards into the mold. In low-pressure casting, however, the alloy is poured directly into the mold, allowing "tongues" of alloy to flow ahead. The alloy cools unevenly, creating imperfections in the casting. Therefore, with the counter-pressure casting method, the wheel is inherently stronger, and in the most important place—where the wheel mounts to the hub.

Franz emphasized the importance of maintaining the stock offset when going to aftermarket wheels, as the chassis engineers design virtually all of the suspension and steering geometries for that offset.

After fielding several questions about wheels, Franz told us about the various aerodynamic aids BBS makes, flexible polyurethane air dams and spoilers.

He went on to describe their suspension systems, consisting of progressive-wound springs (not just progressive rate) and gas-pressure shock dampers, BBS-engineered Bilsteins.

Then came time for the door prizes. BBS donated an air dam and Electrodyned offered special prices on BBS wheels to members attending the meeting. In addition to the long list of firms that make regular donations to the club, club member Thomas Montgomery donated a Kamei air dam for a 2002 (which yours truly won, thank you).

Thank you, Franz, for a most interesting and information talk. Thanks, also, to Rich Zucchini for providing sales and fitment literature, along with posters and decals.

Gary Toyama

Year End Wine and Cheese Party

Gemutlichkeit! That was the theme of the National Capitol Chapter's annual wine and cheese party held on December 7, 1984. Over one hundred smiling club members consumed 6 cases of fine beer and drained a total of 3 cases (that's twelve bottles a case) of the Rhineland's best wine atop the Grovesnor Park Apartment complex in Rockville. Members sipped their favorite spirits while they conversed with one another about Bimmers, wine, women, song and the toys Santa was going to leave under the hood. Some terrific door prizes were also handed out at the party by our club president, Bill Ross. The prizes included everything from tires to tee shirts. Woody Hair provided some excellent slides of BMWs that included a picture of a 320i tow truck! Don Kellam shared his terrific video of Summit Point that got everyone anxious to check their tire pressure to go see Max Rodriguez for some of the goodies he had with him. Everyone had a great time. Let's plan some more of the same.

Karl Schneide

Tischer Auto Tech Session

Saturday, December 1, started with a lovely drive to Tischer's BMW, Porsche-Audi facility, which opened last Memorial Day. By the time I got there, at least 30 bimmers were lined up or on the 17 lifts generously made available to the club by Mr. Tom Weil, General Sales Manager of Tischer.

After parking my sweet, I went into the garage to find doughnuts and coffee and members talking half shafts with the two mechanics volunteering to lend a hand or an ear. Also giving their free time to the club were Steve Buscher and Bob Fisch of the parts department as well as three sales reps. (I didn't have the chance to ask about club discounts on 635s.) I did get a chance to find out that Tischer's parts department has doubled at the new location with over 120,000 goodies for your loved one in stock.



Club members learn/work at Do-It-Yourself Tech.
Photo by Mark Avino

And for those with front end problems. (I wasn't aware that happened to BMWs), Tischer has a \$24,000 front end machine. This coupled with red Porsches and black 325s in a showroom with palm trees was enough to make me forget I was waiting for a lift to open up.

All in all the event was profitable and enjoyable, especially to me. Even though I was the last one on a lift, it was still worthwhile because I found out "the green car" is perfect.

Karl S. Schneide

1985 Budget

The 1985 Budget shown below reflects the ever-increasing activities and growing membership of the National Capital Chapter. The estimated expenses of \$38,060 represent a 72% increase over the original estimate for 1984. To make an unfair comparison, the Genesee Valley Chapter's fiscal year ending June 30, 1984 showed total event expenses of \$247 compared to our '85 estimate of \$19,050. Please note that expenses for the three autocrosses and a possible rally will be covered by entrants' fees.

The actual operating results for 1984 will appear in the next issue. If you have any questions or wish to discuss any items in detail, give me a call.

Woody Hair, Treasurer

NATIONAL CAPITAL CHAPTER—BMWCCA 1985 BUDGET

INCOME

Membership Dues	\$16,875.
Merchandise Sales	2,000.
Newsletter Advertising	7,400.
Insurance Refunds	420.
Event Fees	11,115.
Miscellaneous	750.
Total Income	\$38,560.

EXPENSES

Member Services	\$1,200.
Chapter Promotions	2,800.
Newsletter	9,600.
Events	

Tours (3)	\$1,800.
Summit Point Corral (3)	1,800.
Drivers' Schools (4)	7,800.
Blob's Park Outing	1,000.
Crab Feast	1,000.
Charity Event	1,000.
Polo Match Picnic	250.
Concours	500.
Baltimore German Fest	200.
Annual Election Dinner	3,000.
Wine & Cheese Party	700.

Club Store	19,050.
Business Meetings & Travel	2,000.
Equipment Purchases	1,220.
Insurance (10 driving events)	250.
Office Supplies, Postage, Telephone	840.
Miscellaneous	600.
	500.

Total Expenses	\$38,060.
Income	\$38,560.
Expenses	- 38,060.
Surplus	500.
Expected '84 Carryover	+ 2,000.
Available for contingencies	\$ 2,500.

The Experts Examine 55

As we enter the 12th year of the 55 mph national speed limit, there's a cue for national leaders to consider *some* higher speeds. Late last year, the prestigious National Research Council released a study for Congress and the Department of Transportation, "55—a Decade of Experience." One of the reasons Congress wanted the study was evidence that average speeds have been creeping up—57.6 in 1974, 59.1 mph in 1983.

The panel of experts assembled for this study estimated the 55 mph limit saves 2,000 to 4,000 lives a year. They called the speed limit, which was enacted to save fuel, "one of the most effective highway safety policies ever adopted." The panel members recommended maintaining 55 on *most* major roads, *but* there was disagreement over maintaining 55 on 31,500 miles of "rural Interstates." The failure of the "experts" to agree whether 55 should be continued on certain roads opens a door for lobbyists looking for higher legal speeds. The 55 mph speed limit could become an issue in the 99th Congress.

The higher speed limit discussed was not so high, 65 mph. Most industrialized countries have speed limits equivalent to 70 or 80 mph. Germany allows, in the face of growing opposition, unlimited speeds on some autobahns. The researchers calculated the higher speed on a limited number of America's safest roads would *cost* 500 lives a year, but *save* 445,000,000 hours of travel time.

The researchers considered whether, in exchange for allowing *some* higher speed limits, other measures should be required to improve highway safety. For example, should seat belt use be mandatory? Since 1970, most developed countries have made seat belt use mandatory. New York now requires you to buckle up. Maryland and some other states are considering seat belt laws, and the Triple-A has endorsed such laws. The statisticians could devise no formula to prove whether seat belt laws would, or would not, save the 500 lives they had deduced would be lost annually due to higher speeds on rural Interstates. The panel made no recommendation on seat belt laws, or limited use of higher speed limits.

Of interest is the National Research Council's recognition that great resources are being utilized to penalize motorists going very slightly over the speed limit on very safe highways. In monitoring whether states are enforcing "55," the panel suggested a system that credits states most for catching drivers exceeding 65. The panel said it's more important to catch the exceptionally fast drivers because much of the safety benefit of the speed limit is derived from the more uniform pace of travel induced by the limit.

For the "conscientious" speeder, one of the most useful parts of the 262-page report is the table listing the penalties in each state for exceeding 55. The price for speeding varies considerably. A glance at the chart suggests how carefully you should monitor your speed in each state. For example, in New Mexico, speeding up to 70 mph costs you just a dollar for each mile per hour over 55, no points. In Montana, exceeding 55 in daylight costs you \$5, no points. Wyoming will fine you, but violations between 56 and 74 mph do not mean anything on your driving record. In Nevada, speeding up to 70 costs you \$10, no points, no record. At the other extreme, going 56 to 79 in New York can cost you 3 points and up to \$100. Most states do assign points which could lead to loss of your license. But, the points generally are applied to your record only if the violation is in your home state.

Researchers found little correlation between high penalties and respect for the speed limit. They determined the per-

ceived; risk of being caught for speeding is probably what slows people down. Motorists respond more to the fear of getting caught than the fear of the actual penalty.

Penalties in the National Capital Chapter area are as follows:

State	Speed	Fine	Points
Maryland	56-64	\$30	1
	65-74	\$40	2
	75-84	\$50	2
	85 +	\$500 max	5
Virginia	56-64	\$18 + \$2/ea. mph over 55	2
	65-74	"	4
	75 + charge	is reckless driving	6
West Virginia	56-74	\$100-\$500 max	3
	75 +		6
Washington, D.C. (Highway speed) limits 35-50 mph)	up to 10 mph over	\$15	4 on 2nd violation in 3 year period
	11-15 over	\$25	
	16-20 over	\$50	
	21-25 over	\$75	
	26 + over	\$100	

Remember: radar detectors are illegal in the District of Columbia and Virginia. In Maryland, detectors have reduced effectiveness against pulse radar used by the state police and no effectiveness against vascar-plus, which times you between 1/8 or 1/4 mile markers (usually painted on the highway).

If you do get caught (particularly in your home state where points may count), take your day in court. Actual penalties handed out usually are less than the maximum. A court appearance, even if it is to plead guilty to a radar ticket, is likely to result in a reduced fine, reduced points and possibly probation and no record (if your record is clean).

John Hartge

Rambling Ruminations

The efficacy of the national 55 mph speed limit has again been the object of study by a panel of so-called experts and, for the first time, I believe, there were a few members of the panel who thought a limit higher than 55 would be appropriate for interstate highways in rural areas. The panel also found that more than half the drivers in 39 states regularly exceed 55 mph where that is the posted speed limit. These states would lose their federal highway funds under existing law, according to the panel, but for the fact that they are allowed by the government to make certain fudge-factor adjustments in the compliance data that they must compile and report. This suggests that the 55 mph limit is becoming more unpopular, although opinion survey results still show, I understand, that a majority of drivers say they favor the 55 mph limit. I suspect a little hypocrisy is at work here and, as near as I can judge, the speed of choice on the interstate highways in our bailiwick lies between 65 and 70 mph.



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Perhaps no one can say with certainty what the speed limit on interstate highways ought to be, ideally. We do know, however, that these highways were conceived and designed to be relatively safe with traffic flowing at 70 mph at a time when cars were both far less roadworthy and far less crashworthy than they are today. We weren't particularly concerned about exhausting our fossil fuels in those days, of course, but cars are more fuel efficient today than they were then, and promise to become increasingly so.

I once asked an advocate of the current national speed limit, if so much good flows from the 55 mph limit in the form of lower fuel consumption and fewer severe accidents, why not set the limit even lower, say at 40 mph, and reap even greater benefits? "That would be unreasonable," I was told, because it would take forever to get anywhere." The purpose of my question, as you will have discerned, was to point up that a specific speed limit is not scientifically compelled, but represents a compromise in a range of speeds that are *prima facie* acceptable under a given set of conditions.

If Congress perceives that a clear majority of drivers are unhappy with the 55 mph speed limit, it is likely that the question will be put back in the hands of the states, I think, and Congress can then claim that it is blameless, which is a favorite posture for it. Failing that, is there any chance, do you think, that Congress might be persuaded to return the speed limit authority to any state that enacts and enforces an acceptable mandatory seat belt use law? That is a compromise with which I could live since, having no pretensions to immortality, I always buckle up.

Not many summers ago, I arose one bright Sunday morning and, after expeditiously disposing of routine matters, packed a decent viaticum and set out early, as I had planned, for a day at the Summit Point Raceway in West Virginia. My sons and mate were away, or otherwise occupied, so I commenced the trek alone but in fine fettle. As I left the urban clutter and began to encounter the tranquil beauty of the Virginia countryside that I love so much, my spirits fairly soared. The BMW was flawless and silky-smooth in its performance, and magnificent music poured forth from its speakers surrounding me, which enhanced my sense of well-being. Reflecting on my good fortune and looking forward to an entire glorious day away from the slings and arrows of the normal workaday world, I ultimately turned smartly onto the entrance grounds of Summit Point, where I stopped abruptly and stared ahead, slack jawed. No one else was there. The races I wanted to see, it turned out, were scheduled for the following Sunday. I laughed, albeit sheepishly. How could I have made such a silly mistake, I wondered? But, I quickly resolved to forgive myself and decided to have an enjoyable tour home, exploring a few byways as I went. This I did, and I also stopped in Round Hill, Virginia where I bought a marvelous blueberry pie for later enjoyment. In the process of returning home, I stopped, as well, adjacent to some pasture land, on the side of an obscure road, for a taste of *dolce far niente*. A good cigar, leisurely enjoyed in a lush milieu, and the soothing sound of distant cattle lowing do much to assuage the embarrassment that accompanies the making of a foolish mistake, I was pleased to discover on that fine day.

My experience of being a week early for the races calls to mind that on the Monday following the fall tour of 1983, a member of our group called me to register for "next Sunday's tour." With considerable sympathy, I explained that he had missed the event. Undaunted, he related that he had been looking forward to the tour and to the company of a rather special person for that day, and asked that I mail him a set of route instructions. I, of course, did just that. I assume that he ran his own tour, and successfully so.

Bill Via

Cops and Criminals

Maryland State Police have declared another round of war against the criminals who insist on driving over 55 mph. Beginning October 15, an army of unmarked cars, aerial surveillance craft, new electronic equipment, and God knows what other gadgets were pressed into action against motorists on seven roads where traffic seems to be moving too fast to suit the police.

Seems like blatant fundraising under the guise of public service. The Policeman's Ball was a better idea. Anyway, according to Governor Hughes, the state is pretty well off financially. In 1983, the police issued 130,000 tickets at \$X each. I don't know what the goal is, but we're talking serious revenue here. The speed traps are now manned by so many troopers that they are beginning to set up charcoal grills and Port-a-Potties.

All this is frustrating and unfair to commuters and car enthusiasts who for one reason or another occasionally go a tad over 55—especially when you think of the tax money squandered on high tech goodies and airplanes. Sure, speed limits save lives, but if safety were really the main issue here, we'd be seeing oval wheels instead of round—many of us already have these. Or 55 mph limiters on all vehicles except police cruisers which could go 56 to allow them to eventually overtake civilians without getting anyone unduly anxious. Or they would donate the money to victims of drunk drivers or spend it on driver education.

Unfortunately, safety is not the main goal, it's a game between the cops and the citizens, and the cops have more money and better technology. They are always working on better radar and sneakier hiding places; we are doing little to fight back. Someone should be developing a radar detection device which will return a false reading to the sender and give the operator a migraine headache or diarrhea depending on the type of radar band used. There's got to be a way to fill an unmarked police car with Michael Jackson music at the touch of a button.

But what's the use, the cops would surely counter with a new radar beam to render us sterile or unable to perform simple math. Big brother is out to save us from ourselves no matter what, and 55 is an easy number to remember. All I can suggest is dust off the ole radar detector, renew your Valium prescription, and drive carefully. They're taking no prisoners.

Jim Ryland

Thanks

On August 10, I was in a traffic accident which put my Bimmer out of commission for *two months!*

I would like to thank Jon Hartwell, who stopped at the accident, stayed with me in the pouring rain, and followed me home.

I'd like to thank Bill Ross and all the other club members who offered a fender to cry on.

A big thanks goes to John Estep of E&E Auto Body, who almost literally resurrected my 2002. All the sheet metal was replaced except for the left front fender, nosepanel, roof, and the section between the tail lights.

Thanks goes to Quality Car Service for all their guidance and mechanical help.

Last but not least, thanks to my wife Kathy, who had to put up with me being Bimmerless for so long.

John Fowler

Tischer Autopark

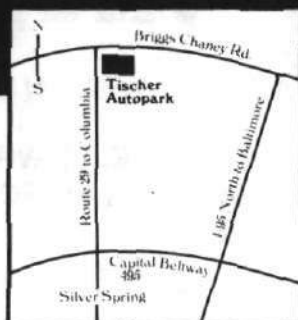
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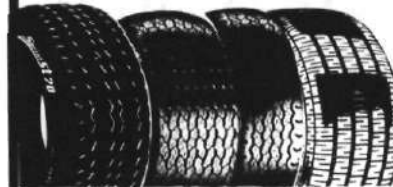
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The following firms, in addition to supporting the club throughout the year, made generous door prize contributions for our year-end meeting and partying. Remember them next time you have Bimmer business.

ANTON BMW—assorted BMW drinking glasses, key cases, pens

BILL SCOTT RACING—free enrollment in refrigerator bowl

BMW of FAIRFAX—Osram lights, compasses, tires guages, tote bags

BROWN'S CASTLE BMW—passes for service discounts and free oil for life of the car

EVERGREEN BMW—First Aid kit, coffee mugs, T-shirt

EXCLUSERVICE—oil & filter changes, 4 wheel alignments

HEISHMAN BMW—2 hours free mechanical analysis

J & F—1 Dozen Eagle One Wheel Cleaners

MASTERCRAFTERS—\$100 reconditioning work

NTW—wheel balancing, alignments, a full set of tires

QUALITY CAR SERVICES—additives, 1 minor service, 1 major service, \$50 service certificate

RADIAL TIRE—halogen light sets

TISCHER BMW—BMW umbrella

VOB BMW—BMW shirts, flashlights, key fobs, oil filters, auto shampoos

Thinking of You

Here we are again in January, wishing that Spring would come around soon so we can start again participating in club events such as 'Spring Tour, Autocrosses, Driving schools or just driving around Georgetown in your recently cleaned and polished beauty.

But, winters can be fun. This is the time when you can begin preparing your car (and your savings account) to start buying all those nice accessories which you were unable to buy last year (remember the rear window alligator).

It always seems that we can think of something to buy for our Bimmers while our wives or girlfriends continue to wait patiently on the sidelines for that beautiful Mink Coat promised her last year and the year before.

This story is to honor those ladies and men who have supported our little kinks and desires and who have stood beside us during every event cheering us on or making jokes about. . . Gordon Kimple's attire for driving schools (same pair of shorts for the past three years) or my famous off-road recoveries at Summit Point in turn #1 or just cleaning our cars in the middle of the night getting ready for an event (Bill Ross).

In all we owe you a lot. Remember we are just little kids in adult clothes and we need all the love, affection and support so we may continue in pursuit of excellence.

When you own the best there is only one thing left, HAVING FUN with YOU by our side.

Max Rodriguez

Dear DeBbie

Wherein our heroine answers all your questions:

Dear DeBbie:

Who are you? Is it true you posed for the Weds ad in the *Roundel*? And who are the "boys back in the shop?" I think I want to join them.

*Rocky B.
College Park*

Dear Rocky:

Good questions, you cheeky devil, but a little mystery spices things up, don't you think? Keep guessing.

DeB

Dear DeBbie:

In the last *DB*, Bill Ross advertised the club beer steins. They were also awarded in *two* membership contests, but I'm still drinking out of a can. Has Bill absconded with the funds?

*Reginald T. Biermeister
Potomac*

Dear Reggie:

The steins are in and they look great. Bill did a nice job. If you haven't received yours, or you want to order one, contact Bill.

DeB

Dear DeBbie:

I'm new to the club and need help in restoring my 2002. Do you have any suggestions on a shop to cut out the rust and do a first rate paint job?

*Rusty Carr
S.W. D.C.*

Dear Rusty:

First place to look is right here in the newsletter. Mastercrafters is an advertiser which ran a tech session on restoration last year. Their work is impressive. London Auto in Falls Church is another reputable shop whose ad appears in these pages. Max Rodriguez' coupe displays Tom Baruch's handiwork. E&E Autobody in Broadway, VA (seriously) is run by member John Estep. John Fowler's 2002 was just refinished there and John has written about their work in the past. It pays to read *DB*.

DeB

Dear DeBbie:

Who were those rowdy folks at the election dinner?

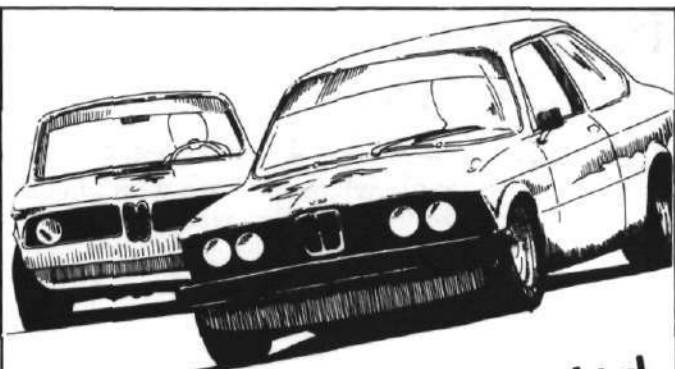
*Annoyed
Annandale*

Dear Stuffed shirt:

I think Dee Ross was entirely justified in celebrating the return of Bill after two years of indenture running the club. The wailing was Joyce Adams saying good-bye to Les.

DeB

Got a problem? Feeling incorrect? Mad as Hell and won't take it any more? Write Dear DeBbie at P.O. Box 685, Arlington Virginia 22216. Don't keep DeBbie waiting.



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*First BMW Corral? Woody Hair's 1600-2 at Daytona, November 1967.
 Photo by Woody Hair*

American Road Race of Champions. In the vast infield of the Daytona Speedway three 1600-2s found it convenient to park side-by-side and compare notes. Can I claim I was part of the first BMW corral? When people asked the make of car, "BMW" brought blank stares or an occasional "Oh sure—British Motors!"

Performance seemed the equal of my ex-TR4 and the car ran comfortably on Florida's Sunshine State Parkway at 95 mph for hours on end. The car brought me an autocross class trophy at the old Marlboro Raceway and 10th out of 98 in the all night Halloween Holocaust rally. In addition to the Florida trip the 1600 never had a mechanical problem on any of the many trips it made to Bridgehampton, Watkins Glen, St. Jovite, Bryar, Lime Rock and Nags Head.

Alas—the '67 1600-2 was not without faults. It had an obsolete 6 volt electrical system and would *never* start after sitting overnight in the Arctic conditions at Blue Knob, Pa. Since no one else seemed to have a 6 volt system it was either a push-start on snow covered roads or, on two occasions, a drag start by the bulldozer. Rumor had it that Volkswagen sold their 6 volt equipment inventory to BMW when they went to 12 volts for '67. Proper front wheel alignment became more and more difficult to achieve and apparently Max Hoffman thought a huge clock would be more informative than a tachometer. A 4.11 rear end caused a lot of revs during high-speed cruising, but at least the 1967 model was not burdened with any anti-smog equipment.

In March of 1971 the lure of the 2002's extra power was too much and my first BMW, with 57,435 enjoyable miles, was traded on a Malaga 2002—but that's another story.

Woody Hair

For the Price of That 633's Wheels and Tires . . . My First BMW

The TR-4 was a bit impractical for trips any more and the *Car and Driver* article did heap a lot of praise on this new down-sized 2 door BMW 1600. Having been stationed in Germany for 2 years, I was familiar with the larger 4 door sedans (1500, 1600, 1800, 1800TI, and 2000) that all seemed happy at 100 mph plus on the Autobahn. I had witnessed Charlie Kolb and Chick Dietrich drive 1800TIs in sedan races. But this 1600-2 wasn't a "sports-car" . . . was it?

One test drive at Fowler Motors in Rosslyn convinced me, and on August 14, 1967 I took delivery of a new bright red, 96 hp BMW 1600-2 (The 1602 designation came into being sometime after the 200s was an established model). Base price was \$2,497! Mandatory options required by Max Hoffman, the U.S. distributor, were radial tires (\$45), Vinyl upholstery (\$45), wheel covers (\$10), chrome exhaust tip (\$2) and "bumperettes" (\$8). I opted for an \$80 AM radio. Total delivered price was \$2,717 plus tax. Now compare that to the price of a set of premium after-market wheels and tires for a 6 or 7 series Bimmer.

On a recent 15 mile drive from home to Tysons Corner and back my son and I counted 31 BMWs. In 1967, I could go a month without seeing another. Headlight flashers were a rare item in the U.S. at that time and we *all* "flashed" each other. In November of 1967, Marylee and I took our first trip in our new sedan—Alexandria to Fort Lauderdale, the Keys and back to Daytona for the SCCA runoffs—then known as the

A Comparison of Race Schools: BMW Club, Skip Barber, SCCA, Bill Scott

Here are some of my impressions on the area racing schools that I have experienced, from the club school in your own BMW to the Skip Barber race school in a Crossle Formula Ford.

On intensity and depth of instruction, the Skip Barber school is not for the weak of fortitude. One must become acclimated quickly to a formula car, trail braking, heel and toeing, double clutching, threshold braking and relatively high speeds for the car. The school's class activity covers every facet of racing from

tips on preparing your car to the evolution of racing as perceived by the experience of the instructors. Nothing is left unanalyzed or uncritiqued by the instructors. It's 27-hours of constant learning with about 13 hours of track time.

Of course, one disadvantage is that in Skip Barber the instructor obviously can not be in the car with you as in the other schools. I personally felt that the instruction I received from Ed Ullom at one of our BMW driving schools was more realistic than Skip Barber's method. Mr. Ullom, being of renown racing experience himself, did not pressure the student into a six-level mastery at once. Nor did anyone at the BMW school leave you with a sense of failure. We worked personally on one skill at a time and accomplished proficiency at that skill before rushing on to new levels. For a personal semi-professional approach to driving, a BMW Club school is excellent for the cost (if you don't damage your car).

In the Bill Scott school, I was fortunate to have acquaintances who were accomplished drivers as instructors. Unfortunately, the instruction was often vague and too diffused to be useful in building racing skills. Also, the instructors drove my car for so many laps that I began to wonder who was doing the learning. I left this school depressed with no progress and lots of used up tires.

At the recent SCCA school, I was impressed by the high level of concise critique done for each driver. The students were in relatively small groups and the instructors were plentiful. There seemed to be plenty of lap time and I noticed the instructors cleared out of the student cars soon enough for lots of solo experience. A key difference between SCCA and Skip Barber is that Skip Barber made no competitive demands, whereas SCCA had a closely controlled five lap race at its conclusion. Omitting competition is a good move in the Skip Barber school, because so many new skills are taught in such a short time. SCCA does not put heavy emphasis on particular skills. This school concentrates more on analyzing the driver's performance in traffic. To sum that up, Skip Barber builds long term racing skills and SCCA promotes short term on-track experience for "right now" racing.

The Skip Barber school costs \$974 for 3-days and use of their car, a driving suit and helmet. The other 3 schools are under \$100 for 1 to 2 days—you supply the car and gear.

If you are really serious about racing, try Skip Barber. If you're already feeling experience, go for SCCA. If you like to race as a hobby but would like professional advice, try BMW club schools. If you just want to drive the track without concentrating on technique, try Bill Scott Racing.

See you at the races.

Amanda Kay Heatherley

BMW Proves To Be No. 1 Once Again!

Recently *Road & Track* performed a "Fastest Sedan in the World" comparison test at the Volkswagen test track at Ehra-Lessen, near Wolfsburg, Germany. You fellow members will be pleased to know that the **Alpina B7 Turbo** (5 series) beat out the competition with a **top speed of 163.9 mph**, with the AMG Mercedes 500 SEL coming in second at 158.3 mph. The Alpina B6 2.8 (3 series) came in third with a **top speed of 143.7 mph**, and the 745i (turbo) pulled in a strong fourth place at 143.5 mph. The rest of the pack included the Jaguar XJ12 and the Mercedes 190E 2.3-16 at 141.7 mph, the Audi 500 Turbo at 141.1 mph, the Bitter SC at 140.6 mph, and the Maserati Quattroporte at 139.0.

Glenn H. Sims

Club Store & Tech News

During the past year, we all have been buying many parts to do our own repairs or have someone else do them for us. Regardless of which, you have used the club store to its fullest.

In 1984 the club store supplied over \$8,000 worth of parts and accessories. This includes items such as Weber carburetors, Schrick Cams, wheels and tires cylinder heads etc. . . The list can go for a while.

In the previous newsletter, I stated the plans to have an additional member responsible for the Northern Virginia area, so folks would not have to travel too far to get parts. By the time you read this, someone should have come forward and been selected for the job. We'll let you know in the next issue.

Now lets talk about the club store philosophy. For starters the store carries an inventory of the basic tune-up items. This consists of air, oil, fuel filters, spark plugs, points, rotors, condensers, etc. For other parts or accessories I would have to special order but this normally would only take 3 to 7 days. Discounts are possible on Escort or Passport radar detectors if we get a minimum of 12 orders for one model or the other. Contact me if you are interested. There is a backlog of several months on Passports.

With respect to purchases from Electrodyne: The store policy is discounts are only available thru the Club Store. We will place the orders and take care of any problems directly with them. They will *not* provide members with over-the-counter discounts. So please do not insist or argue with the sales staff about it.

Now lets talk about complaints. Some of you have complaints about Electrodyne. I can not promise that the club will be able to take care of all of them but we would like to try. If you have a complaint, please send me a description of the problem and I will try to have it resolved. My address is 18601 Pier Point Place, Gaithersburg, Md. 20879.

Tech News: In December we had an excellent Do-it-Yourself tech session at Tischer Autopark. The turnout was incredible. I will not go into details of the event (described elsewhere), but I will give you an idea about how it may be organized in the future.

We will set up teams. As you arrive you will be asked the type of work you are planning to perform and you will be placed on the list and given a lift assignment. The purpose for this is to allow the people which require extensive work to be able to perform all the work. At the same time there may be people who may only want to have an oil change, yet they have to wait two hours to get in. There will be three categories: major repairs (1 hr or more), oil changes (30 minutes) and minor work (engine diagnostics, tune-ups which will require one hour or less).

As mentioned before this is just an idea and it may change by the time the next tech session comes around. If you have any suggestions please come forward and speak up.

Until the next time. . .

Max Rodriguez

Insurance Settlements

The following story from Changing Times, the Kiplinger organization's magazine for consumers, appeared in the Boston Globe.

DETROIT—An automobile's true worth, like beauty, may be in the eye of the beholder. But if your car is totaled in an accident, it's in the eye of the insurance adjuster.

Adjusters are under pressure to limit loss payments and help protect the company's financial position. Most car owners aren't attuned to the local auto marketplace and may put an artificially high worth on their vehicles because of emotional attachments.

No magic formula determines what renders a car totaled. Some companies call a vehicle totaled if repairs would equal to exceed 80 percent of its cash value.

State Farm, the largest automobile insurer in the United States, writes off an auto if the cost to repair it exceeds the car's cash value minus its salvage value.

For example, if a wrecked vehicle is worth \$500 as salvage and was valued at \$2000 before the accident, the firm would pay for repairs only up to \$1500. If repairs cost more than \$1500, the car would be considered totaled and a settlement of \$2000 (less deductibles and prior damage costs) would be offered to the owner.

Adjusters arrive at what they consider to be a fair settlement figure usually through a combination of ways. They employ used-car guidebooks, such as the National Automobile Dealers Association's "Official Used Car Guide," the Kelley Auto Market Reports' "Blue Book," National Auto Research's "Black Book" and National Market Reports' "Red Book."

These books list prices currently commanded by cars in average condition. Price adjustments depend on a car's equipment and general condition. Adjusters also seek vehicles comparable to the one declared a total loss and check their prices on the local market. They normally consult auto dealers.

Settlement offers, almost without exception, are reduced for rust, previous damage or other defects. Your policy's deductibles are also subtracted.

The National Insurance Consumer Organization offers these tips to help increase your chances for a favorable outcome in a total-loss case:

- Immediately after any accident, set up a file and keep it well organized. It should include any information you can gather pertaining to your case, such as policy reports, repair estimates, hospital bills and copies of claims submitted. If you can show your insurance company you have a comprehensive file, you stand a better chance of being handled quickly and paid properly.

- Document everything you possibly can in writing. If you are contacted about any aspect of your claim by telephone, write a follow-up letter confirming whom you talked with, what was discussed and the date of the call. Keep a copy.

- If you think the company is dragging its feet on a reasonable settlement, check your policy to see whether your coverage includes use of a rental car. If it does, rent one. Spending the firm's money may help speed things up.

- You have the option to reject any settlement offer and make a counterproposal. If negotiations fail, you have other options.

First, ask the agent or office that services your policies to arrange to have your claim reviewed at a higher level in the company. If you don't get satisfaction there, try going through the firm's consumer affairs or customer relations division.

One company reports that it will reconsider its settlement price if the owner of a totaled car locates a comparable vehicle that's selling for a higher amount on the open market.

When you've exhausted all incompany options, your next step could be formal arbitration. Most auto policies contain an arbitration provision whereby a neutral third party is called in to referee the dispute. Normally, you'll share the cost of the proceedings with your insurance company.

Another alternative is to appeal to your state's insurance regulatory body. Most likely it will be the department of insurance, insurance commission or board of insurance. If you can convince such an agency you are being treated unfairly, it can exert pressure on the company to settle with you as quickly and fairly as possible.

If all fails and you're still adamant that you're being treated unfairly, you can always seek legal counsel and take your case to court.



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New Members

Mark Lisle	1971 2002	John C. Pam	1984 325e
Liz McKenna	1984 533i	Comeq, Inc.	1982 528e
L.W. "Bill" Johnson	1984 533i	Martha B. Stephens	1984 528e
John M. Hayes	1984 733i	Scott P. Rodenhuis	1974 2002
Merril Srock	1984 533i	Andy Sung	1978 733i
Richard J. Eichhorn	1984 528e	Mark Reiter	1984 325e
Charles T. Akre, Jr	— —	J. Michael Farren	1984 318i
Matt Liberty	1984 318i	Martha C. Ulken	1975 530i
Sharon L. Miller	1982 320i	Cary D. Gibson	1984 318i
C.R. Poncia	1982 320i	Mohammed Ali Jabir	1982 320i
Peter L. Jakab	1972 2002	Julia Domingo	1982 320i
Matthew A. Morris	1979 528i	T.J. Bell	1971 2002
Ted Stewart	— —	Charles W. Calkins	1974 Bavaria
Bryan L. Grimmer	1976 530i	Chris A. Scitti	1984 318i
Charles R. Allen	1984 318i	Jack McCaig	1972 200Z
Keith Alan Ward	1981 320i	Robert E. Johnson, Jr.	1984 318i
James E. Verity	1984 318i	Daniel Cada	1978 320i
Geoffrey Piker/Paula Desio	— —	Gary Boisen	1984 325e
Paul & Lynn Juliano	1984 325e	Shepard Doniger	1982 320s
Jeffrey & Dawn Rush	1980 320i	Steven P. Hannes	1984 318i
Richard & Peggy Dresser	1984 325e	Burton Pines	1982 320i
Randy & Audrie Miller	1981 320i	Christine S. Williams	1984 528e
Robert & Patricia Goff	1983 633CSi	Gordon E. Hallock	1984 325e
Jack & Debroah Wadle	1979 733i	Gary Klepper	1974 2002Tii
Brent & Barbara Bingham	1984 318i	Pamela Anne Mason	1982 320i
Joseph & Jean Razmus	1981 528i	Joan D. Hart	1984 325e
Frank & Michele Kenlon	1984 325e	W.B. McWorkman	1984 325e
John & Vicki Estep	1972 2002tii	G. Scott Norris	1976 2002
Caroll & Bonnie Ripley	1980 320i	Bart P. Hogar	1973 200Z
Wesley & Ai Caine	1984 528e	Mitch Collins	1984 325e
Alan & M. Peters	1973 3.0S	Jimie Davis	1982 320i
Kevin & Priscilla Kehoe	1972 2002	Arthur & Marta Titcomb	1984 318i
Stephen & Wilma Sieger	1984 318i	Gerald & Kay Palmer	1983 320i
Jim & Ginny Webster	1984 318i	Bill & Caroline Purdy	1984 318i
Carl & Jean Hand	1984 528e	William Ritchie &	— —
Larry & Patsy Carroll	1984 528e	Andrea Balthello	1972 Bavaria
J. Wayne & Wanda Tomlinson	— —	1979 635CSi	— —
Jacqueline & Donald Parkman	— —	1984 633 CSi	— —
Gary W. Meyer	— —	1980 320i	1972 3.0S
Gary & Paula Green	— —	1979 320i	1969 2002
James & Carol Bruce	— —	1976 200Z	1977 530i
Robert & Seena Kling	— —	1984 633csi	1978 530i
Barbara & Clarence Braddock	— —	1984 325e	1978 320i
Jack & Candis Richardson	— —	1982 320i	1980 528i
James Bryant/Kathy Flesham	— —	1984 325e	1982 320i
Robert D. Cook	(New York)	Leslie D. Sari	(North Carolina)
William A. Buzzell	(Colorado)	Mark J. Yaworski	(Pennsylvania)
William G. Sylvester	(Virginia)	Steven M. Samowich	(Pennsylvania)
J. Lavetta Gramblin	(New York)	Constance Martin	(Pennsylvania)
George B. Peterson	(Texas)	CDR James Staub	(California)
Eric J. Yoshihashi	(New York)		

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Marketplace

For Sale: Konig Berlin 110 driver's side seat, Beige, Like new, Paid \$450, sell \$225 or b/offer. Stephen Robinson 445-6886.

To Trade: New Schnick 304 camshaft for 4 cyl for either a 284 or a 316 in similar condition. Call Terry Donohue at 971-7721 (nights).

Wanted: Still looking for a set (or two) of used 318i/325e wheels/tires. Also have many used parts for older 4 cyl. models for sale. Terry Donohue, 5917 Valley View Dr., Alexandria, VA 22310. (703) 971-7721.

For Sale: 1981 528i. Rare Find. Graphite Gray, Tan Leather, 5-spd, alloys, sunroof, pwr windows, cruise, Michelins. VIRTUALLY SHOWROOM. Spare parts, new car cover incl. Only 55,000 miles. Maryland inspected. MUST SEE AND DRIVE. Asking \$16,900. Mr. Miller, M-F/8-6 301/577-5775.



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