

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



MARCH-APRIL 1985

der bayerische



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Rally Calendar
Cross Country Drive
Grey Market—Pro & Con
Dear DeBbie
Tech Tips

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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

CAR STEREO TECH SESSION—MARCH 27

Time: 6:30 pm

A tech session will be held at Car Stereo Inc., located at 72631 Arlington Blvd., Falls Church, VA. The meeting will be divided into two sessions. The first subject will be cellular telephones. A representative from Cellular Phone Company will give a presentation on the uses and installation of cellular phones. Demonstration calls will be made to highlight the performance of the system. The second portion will provide pointers on shopping and talking to salespersons about the purchase of car stereo equipment. Refreshment will be served.

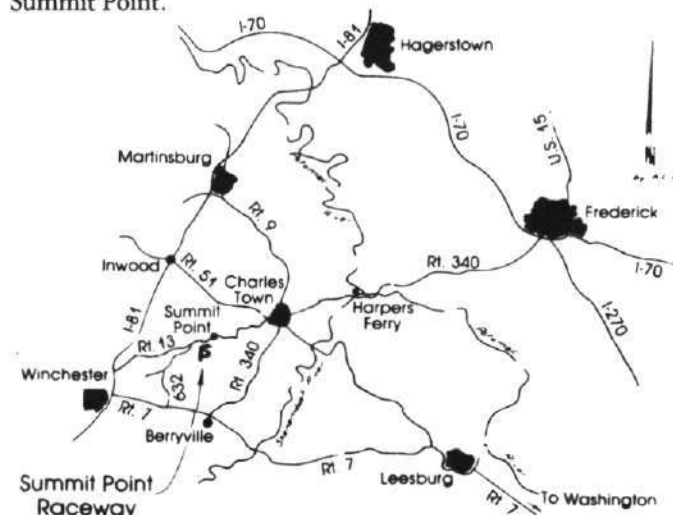
Directions: Take I495 to exit 8 E (Arlington Blvd.—Rt. 50). Go to Loehmann's Plaza, make right into shopping center lot. Car Stereo is located behind Roy Rogers.

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.

SWAP MEET—APRIL 13

Time: 10:00 am–2:00 pm

Need a grill, taillight or something in between? Come to our Swap Meet on April 13, and bring those spare parts you've been collecting to sell or barter. Bill Riblett and Terry Donohue will be on hand to sort things out.

Nick Saridakis, Manager at Heishman BMW and a club member, has graciously allowed us to use the parking lot behind the dealership for the Swap Meet. Heishman's Parts Department offers club discounts (show your card!) and will be open to 12:00 noon, so come early. Call Terry (703-971-7821) or Bill (703-671-2609) evenings with questions.

Directions: Heishman BMW is located at 3154 Jefferson Davis Highway (US Route 1) in Arlington, near the intersection with Glebe Road. Please enter from Glebe Road using the road behind the Heishman Porsche dealership; Heishman BMW is at the end on the left. *From Virginia:* Shirley Highway, Route 1395, north to the Glebe Road exit. East on Glebe to Heishman Porsche-Audi. *From Points North:* George Washington Memorial Parkway south, or 14th Street Bridge south, to 1395 south. Immediate left exit to Route 1 south. Proceed to Heishman Porsche at Glebe Road. *From Alexandria and Points East:* Virginia Beltway exit 1N to Route 1 north to Glebe Road.

AUTOCROSS—APRIL 21

Time: 11:00 Tech Inspection, 12:00 Noon First Heat

The first club autocross of the 1985 season takes place at Landover Mall on April 21. An autocross, for newcomers, is a low speed race around a course, typically in a parking lot, laid out with traffic cones. Mike Vincenty, Kay Heatherly and Terry Forrest, who created three challenging courses last year, are back to do it again. The requirements are: car in good condition (firm brakes, all suspension and steering components in good working order; pump your tires up to 40 pounds before you arrive; empty your trunk at the site); a helmet (required); and \$7 (cheap) to defray the cost of equipment and trophies. Plan to be there by 11:00 to have your car inspected and to walk through the course.

We plan to run two classes as in the past, stock and modified. No, you won't hurt your car and, yes, you will have fun. Please register with Mike (703-979-9200), Kay (301-949-1326), or Terry (202-397-8541).

Directions: Exit from the Beltway onto Maryland Route 202 West (Landover Road); first right into the Mall and proceed to the right halfway around the Mall to the lower parking lot on the right.

TECH INSPECTION—APRIL 27

Time: 9:30 pm–12 noon

Once again Heishman technicians will help us inspect cars signed up for the May driving school. School registrants must have a safety inspection before Summit Point. There is no charge for this inspection, although you are responsible for your own repairs.

Directions: Heishman BMW, 3154 Jefferson Davis Highway (Route 1), Arlington is about 1 mile south of Crystal City. Take Crystal City-Route 1 exit from I-395, head south, report to Heishman's back lot service area.

SUMMIT POINT TOUR—MAY 4

Time: 10:00 am

This is such a good thing we just had to share it. If you've only heard about what goes on at Summit Point during the May driving school, here's your chance to come see for yourself. Bill Via has put together a scenic tour which will get you to "the Point" in time for lunch. Then, spend the afternoon watching the time trials, join us for a steak dinner, the bon fire, tall tales and door prizes. Maybe even hitch a ride with someone who wants to show you the fast way around the track. Please use the driving school application in this issue to sign up for the tour and indicate whether you will join us for lunch (\$5) and dinner (\$8).

Directions: The tour will leave from the Roy Rogers in the Greenbrier Mall on Route 50 in Virginia. To get to Roy's, take I-66 west to route 50 west. Continue 2.6 miles to Roy's on the left. questions to Woody Hair or Les Adams.

DRIVING SCHOOL—MAY 4-5, 1985

Details of this annual Summit Point event and application are elsewhere in the newsletter. Workers arrive 8:00 a.m. Dinner Saturday evening.

Directions: Proceed toward Frederick on I-270 or I-70 to Route 340, west on 340 through Charles Town, W. Va. On far side of town, continue straight on Route 51 for short distance, then keep straight onto Summit Point Road as Route 51 curves to right. Track is several miles on left, ½ mile past town of Summit Point.

TECH SESSION—MAY 11

Time: 10:00 am

There will be a tech session on the finer points of car cleaning, reconditioning, and detailing on Saturday, May 11th at 10:00 am. One of our cars will be used for demonstration purposes. Anyone with faded paint etc., please give me a call at 546-2365, evenings. We may be able to work a deal. In addition, door prizes will be awarded, including a Car Brite Executive cleaning. This gets you a hand wash, vacuum, machine wax and buff, engine steam clean, upholstery and carpet shampoo, and vinyl and rubber dressings. These and other services are available a la carte, or by yearly contract. Coffee and rolls will be provided.

Directions: Car Brite is located at 5605-H General Washington Drive, Alexandria. From 395, take Edsall Road East exit. Take immediate right into the Shirley/Edsall Industrial Park. Go left at Imperial 400 Inn to Gen. Washington Drive, go right, then left at first entrance, to rear of second set of buildings (from Gen. Wash.), left to 5605-H. Telephone number is 256-7663.

BLUE RIDGE RENDEVOUS—MAY 25-27

A very special coming event. This multi-chapter event is run by the Tidewater Chapter every year as a means to get away, enjoy the drive into the mountains and to make new friends in the club. The site is Mountain Lake Hotel, about 275 miles from Washington, featuring full resort accommodations and activities. The flyer elsewhere in this issue contains more information and registration details. You will receive a packet with more information when you send your registration to the Tidewater Chapter. Direct your questions to 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)
 27† **Car Stereo Tech Session**
 (John Sanders)
 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/Tour**
 11† **Car Brite Tech Session**
 (Cory Laws)
 25† **Memorial Day—Blue Ridge
 Rendezvous—Tidewater Chapter**

JUNE

- 1 **Voyager Sound Tech Session**

- 8 **German Car Fest—Shockoe Chapter**
 9 **(Sunday)—Summit Point Corral
 SCCA Nationals**
 15-16 **Landover Mall**
Father's Day Car Show
 23 **(Sunday)—Autocross**
 29* **Charity Event**

JULY

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

AUGUST

- 4 **Tri-Marque Concours**
 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**
 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

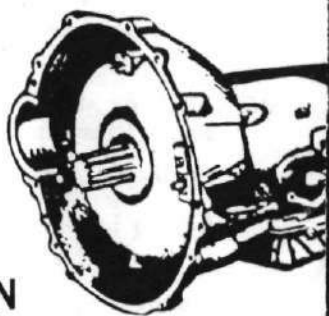
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Fairfax, Va. 2995 Prosperity Ave. (703) 698-7770
Alexandria, Va. 2000 Eisenhower Ave. (703) 683-8660
Gaithersburg, Md. 9025 Compent Ct. (301) 948-3050
Rockville, Md. 12241 Nebel St. (301) 881-6134
Beltsville, Md. 5640 Sunnyside (301) 441-3445
Forestville, Md. 7701 Penn Belt Dr. (301) 420-1155
Columbia, Md. 6810 Oakhall Lane (301) 596-0880
Washington, D.C. 67 K Street, S.W. (202) 554-4605
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President's Message

Numero Uno Congratulations!! Its official—You now belong to the largest of the 51 chapters of the BMWCCA. Thanks to the efforts of people like Bill Ross and Gordon Kimpel, and the individual efforts of you, the members of the National Capital Chapter, we had 1,268 members of December 31, 1984. And do you know what that means? Not just more friends to make, cars to see, events to attend, but also untold riches in the chapter coffers, which pay for all the good times.

You will have noticed in the *Roundel* and my report on the Zone Congress last July that membership is a problem for the club as a whole. Now, problem is a relative term here. BMWCCA has approximately 20,000 members nationwide, but continued growth is necessary to ensure adequate funding, adequate support and a future for the club as the membership mix and BMW's product mix changes. In simpler terms, *Roundel* publishing costs go up and revenues to support club administration and functions stagnate. At the same time, BMW's product mix, at least at the bread and butter four cylinder level where most of us began, is soft on the performance which generated the environment that gave birth to the club. We need to educate the new breed of BMW buyer to the performance possibilities of their investment/status symbol. We also need to locate the hot blooded buyers and offer them an outlet for the performance they bought. Bill Ross describes our next membership contest elsewhere, so do yourself, your club, and that new BMW purchaser a favor: sign 'em up!

Taxes If one of you 1,268 members is a tax lawyer or accountant, we'd like to put your name in print—at the end of an article on the change in the IRS requirements for depreciation and recordkeeping for expense purposes, as they pertain to the aforementioned investments (no one said we couldn't enjoy our investments . . .). Call me or John Hartge.

15 vs 55 Invest \$15 to fight the double nickle, that is. Jim Baxter, a lobbyist in Wisconsin, organized the Citizen's Coalition for Rational Traffic Laws, or CCRTL. You saw his name in the November 1984 *Car and Driver* as having a significant effect in balancing the Transportation Research Board's report on the national speed limit entitled, "55, A Decade of Experience."

In the last *DB*, no fewer than three articles appeared concerning the 55, the TRB report and enforcement. John Hartge gave you an analysis of the report, Bill Via noted the hypocrisy needed to continue to justify the limit in light of widespread nonobservance, and Jim Ryland warned us that Maryland's finest are once more trying to get us in their sights.

I spoke with Jim Baxter and, while he downplays the role he ultimately played in the TRB report, it's clear to me we owe him a debt of gratitude for preventing the TRB from shutting the door on the repeal of the 55. It's also clear that he intends to pursue the repeal until he produces some results. So show him your support by sending your \$15 to CCRTL, 6678 Pertzborn Road, Dane Wisconsin 53529. I would also like to hear from any of you interested in pursuing Bob Roemer's idea for a CARPAC (November 1984 *Roundel*). It seems to me that as the largest chapter, located in the nation's capital, we could perform a unique function on behalf of the club.

Sold Out I have received a number of comments from firms seeking to become advertisers in *DB*. Last month Ira Winthrop mentioned Westlake Motoring Accessories and Ex-

cluservice as new advertisers. California Sounds has since declined to place an ad and we will be filling that space from our list of firms who wish to advertise their services to a select group of purchasers. To those firms seeking to place ads, we appreciate your support and we wish we could accommodate you. We would, in the meantime, offer to run an article about your firm in *DB* and to discuss your presentation of a tech session or open house. For information about ads or articles, contact Mike Diggs, our Ad Manager.

Open House Speaking of which, BMW of Fairfax will be opening their new quarters sometime in April, weather permitting. Phil Jones, Sales Manager, has promised us an open house. The new two story showroom will feature the new corporate image prescribed by BMW NA, a modernistic black, grey and chrome. Watch *DB* for details.

Reston BMW NA has established a new Mid-Atlantic Region and it's headquartered right here in our backyard, Reston, Virginia. Some of us had an opportunity to speak with Don Stephenson, Distribution Manager, at the Auto Show. He spent time discussing the Region's functions and learning about the club. Service to owners should be at an all time high. More in a future *DB*.

Calendar Changes After I told you to commit the calendar in the last issue to home, office, memory and posterity, I have to report some changes. There are bound to be more changes in the future as we add more events, so plan to check your *DB* as soon as it arrives.

Car-Brite will host a tech session on May 11. Check the write-up in Coming Events and learn how to get your BMW squeaky clean.

On June 1, Voyager will host another tech session on sound systems, a not-to-be-missed extravaganza.

The German Car Fest at Sockoe Slip will be on June 8 this year, not in October as indicated last issue. The *Roundel* article didn't, couldn't, show what a glorious day it was! (The fact that I won first place in the late model BMW class has nothing to do with my opinion.)

The NCC will be producing a BMW show at the Landover Mall on June 15 and 16. We will have several new cars and several member cars on display. If you would like to participate, call Dan Lim (301-839-9203) or John Fowler (703-368-7315).

On June 1, Voyager will host another tech session on sound systems, a not-to-be-missed extravaganza.

Due to a scheduling conflict the Tri-Marque Concours has been rescheduled to August 4.

Autocross We have confirmed the dates for this three event series to be run at Landover Mall. Mike Vincenty, Kay Heatherly and Terry Forrest do a hell of a job organizing these races. If you haven't tried it, you're in for a surprise. This is a low key, club-only event; it won't hurt you or your car; you will learn more about your car's capabilities, and you will get an adrenalin rush that should carry you through the summer. See the article and Coming Events in this issue for details.

Just Don't Feed The Bears You'll find a reservation form for the Blue Ridge Rendezvous on Memorial Day Weekend in this issue. The Tidewater Chapter sponsors this annual weekend in the woods as a multi-chapter event. The resort, Mountain Lake Hotel, offers boating, fishing, tennis, golf, horse back riding. In addition, there will be a rally Sunday morning, a welcome party Saturday night and odd goings on throughout the weekend. Lodging includes meals. Joyce and I plan to be there so give me a call if you want more information. It makes a great mini-vacation, start of summer or family outing (baby sitting available). And the drive down is spectacular. Remember, just don't feed the bears. . . .

Les Adams

From the Editors

What a great feeling—no, not from driving the hottest new set up on a BMW, but from the reaction this newsletter finally is getting from the members of the National Capital Chapter. I've had a hand in editing *Der Bayerische* off and on for close to 3 years. It's just been recently that we've been receiving a fair amount of *unsolicited* articles and letters for publication. Our repeated reminders that you, the club members, are our reporters is producing results.

This newsletter is a forum for all of the chapter's members. We have a diverse membership from Northern Virginia to Northern Maryland, from 1600s to M-1s, from official import buyers to grey market buyers. Some of that diversity is apparent in contributions in this edition. We are the largest BMW club chapter in the country, which gives us lots of potential material. Keep up the good writing. As a suggestion, if you have an idea for a lengthy article idea, give Ira or me a call first, so we can discuss how much space is available, deadlines, etc. To help in the editing and typesetting process, we prefer copy typed and double-spaced.

Photos, too, are welcome. We work from prints—color or black and white. We like photos of club events, BMWs, and BMWs in settings that would be of interest to members.

Your increasing participation is making this a better and better publication.

John Hartge

Washington Auto Show Recruits New Members

The Forty-Third National Capital Area International Auto Show, held in early January, attracted almost a third of a million visitors to the D.C. Convention Center. For the second consecutive year, the auto show provided this BMW club chapter a large opportunity to recruit new members.



John Fowler and John Hartge discuss Bimmers at the Chapter's Auto Show booth
Photo by David Sossamon

Through the extraordinary efforts of John Fowler, who designed and assembled our club display and manned the display booth everyday, we know we will far exceed last year's auto show campaign, which recruited 30 new members. During the show alone, we received 13 applications with checks. Results from the national club office show 42 of the 77 new members who joined in January were recruited through the auto show. This effort, the Spring Membership Contest and our ongoing recruitment efforts should ensure our position as

the largest chapter in the country.

Members and guests were greeted by chapter ambassadors who, like John Fowler, donated their time and knowledge of the marque. These members included Les Adams, B.J. and Fern Bagudy, Lewis Baskerville, Mike Diggs, Lionel Fernandez, Terry Forrest, Kevin Gowen, Woody Hair, John Hartge, Karl Hoffman, Gordon Kimpel, Cory Laws, Raine Mantysalo, Jan Paper, Max Rodriguez, Glenn Sims, David Sossamon, Paul Vessels and Curtis Warner.

Thanks to P.R. Manager Raine Mantysalo we got coverage in the *Washington POST's* Auto Show Section. Raine wrote and placed an article entitled "BMW Car Club Aims to Please and Educate." This article heralded the chapter as the nation's largest, described the benefits of membership, recounted events and boasted the results of the charity rally, which raised over \$4,000 for Childrens' Hospital. Raine reports a number of calls and requests for applications since the article appeared.

Last year, I promised you an "Enthusiasts' Row" consisting of the BMW, Mercedes Benz, Volvo and Porsche clubs and Summit Point Raceway. Well, the Automotive Trade Association, the show sponsor, had other ideas. Were it not for the efforts of Mort Zetlin of American Service Center, the show chairman, neither the BMW club nor the Mercedes club would have been exhibitors. Thanks, Mr. Zetlin.

My personal thanks to John Fowler and Les Adams who worked with me to make the show a success. To those who missed it—don't miss next year's show.

Bill Ross

J & F Tech Session

The cold and snow wasn't enough to keep the die-hards away from J & F Motors Ltd. on January 26th. Temperatures in the low 20's (4 degrees below zero wind chill) made the coffee and donuts a welcomed sight, but the two M635CSi's were the real warm-ups for the nearly 100 participants at this tech session. Les Adams opened the day by breaking the crowd into two groups. One would hear Joe Anderson speak on the "federalization" of European BMW's and the other participate in a talk with Carl Staton on roadside repairs and the general maintenance of a Bimmer.

Joe was just completing the federalization of a dark blue M635 and it served as the basis for his walk-through on how to convert a European supercar into an American supercar. He went through a step-by-step explanation of each phase of the conversion process. Bumper reinforcement, fuel system integrity, electronics modifications, light and gauge replacement and exhaust system changes were among the areas covered. Joe emphasized that J & F was not in the conversion business, but the quality of work and his knowledge of the regulations was very impressive.

Meanwhile, Carl was conducting a very informative question and answer session on roadside repairs and general maintenance. Questions from the audience covered subjects from alternators and waterpumps to oil changes and towing. Judging from the number of people who listened to Carl speak and questioned him relentlessly for over two hours, there should be fewer problems for many club members during the coming year.

After the planned session dwindled down, everyone enjoyed sandwiches, beer and more BMW conversation. Special thanks to Joe, Carl and Gordon Fletcher of J & F for the use of their facilities and expertise . . . and the 20% discount on parts purchased after the session.

Doug Vernor

Spring Membership Contest

Having attained the position as the largest of the 51 chapters of BMWCCA, the National Capital Chapter can NOT rest on its laurels. Through the efforts of many of you, we have reached this plateau—now the fight to stay here!

The 1985 Spring Membership Drive allows us to close ranks around this objective. This year's contest will run from April 1 to June 30. Through the chapter and the support of our advertisers, we have even more prizes this year.

The Grand Prize (10 or more new members) is either an Escort or Passport radar detector. Second prize (second highest number of new members) is a BMW M-Style Sport Bag (carry-all bag), donated by BMW of Fairfax (retail value \$93). Third prize (third highest number of new members) is a pair of Polk Audio ML-I speakers, donated by Voyager Sound Center (retail value \$80). Fourth prize (those recruiting 3 or more members) is a BMWCCA Beer Stein (retail value \$12.50).

Winners will be announced in the September/October issue of *Der Bayerische*. Look for progress reports in the meantime.

Eligibility:

- 1) Contest will be based on applications received by the national office in the months of April, May, June.
- 2) Your name must be legible on the application (i.e. on the "heard about" line).
- 3) The minimum 10 recruits must be met before the grand prize will be awarded. With the exception of the fourth prize, ties will be decided by lot.
- 4) Dealerships/independent facilities are NOT eligible in the company name, however employees may use their in-

dividual names on the applications.

Applications will be available at all club activities, or call me at home. Let's show Boston and the rest of the country how it is done! Happy hunting.

Bill Ross

Recalls:

1984 BMW 318i Cars

MONTVALE, NJ., Dec. 13—BMW of North America Inc. has recalled 5,245 318i cars built in the 1984 model year for a possible defect in the electronic heating system.

BMW said it is possible for a heater control valve on the cars to bind, causing excessive electrical current to flow through the wiring. Smoke or smoldering could occur within the cars' instrument panels near the left side of the transmission tunnel, a company spokesman said.

The problem could occur when the rotary temperature-control knob is at or within a 20-degree range of the "Full Cold" position.

BMW said it has received reports of two incidents, including one that resulted in minor injuries.

Owners are asked to contact dealers or one of six regional customer relations offices to arrange for free repairs.

United Press International

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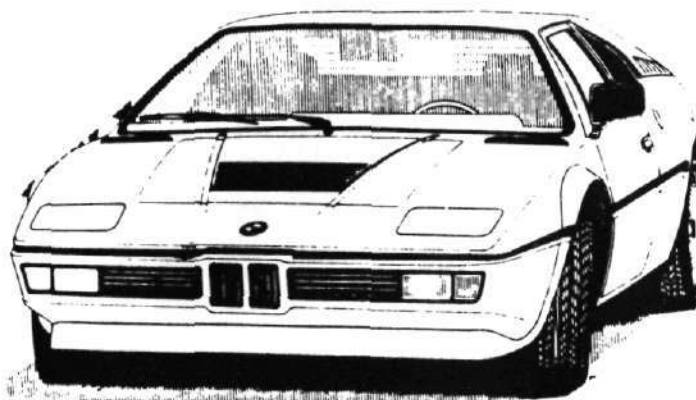
BMW SPECIALIST

4076 S. FOUR MILE RUN DR.
ARLINGTON

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

Joe Anderson
Gordon Fletcher
Carl Staton

703-671-7757



Rambling Ruminations

As a temporary expedient for coping with the environmental damage that is caused in part by motor vehicle exhaust emissions, Germany is considering imposing a 62 mph speed limit on autobahn traffic, according to Georg Kacher (*CAR* 12-84). This measure presumably would be repealed sometime after January 1989 when cars registered in Germany will be required to be equipped with catalytic converters, according to current plans. The Black Forest, you see, is turning yellow and dying. One ultimate fear for advocates of swift motoring is, of course, that the autobahn speed limit, while easy to impose, will be difficult, if not impossible, to repeal. But, to my considerable surprise, Kacher points out that one argument in favor of the temporary speed limit is that the "average" autobahn speed recorded throughout Germany is a mere 70 mph, or only eight mph above the proposed limit. Exactly what is meant by "average" in this context is not explained and I wonder if the meaning intended isn't in fact the one conveyed by the term "mode" (*i.e.*, the most frequent value in a frequency distribution) as used in the argot of statisticians. Even so, it has been my understanding for years that if you are only moving at 70 mph on the autobahn, you are usually in some danger of being over run although proceeding in the "slow" lane.

Two and a half cheers for VW for making the regular 1985 Golf a better performer than even the 1984 Rabbit GTI, while also offering improvements in virtually every other area (except, arguably, cosmetics).

Ads for used cars need to be read with great care, as most of us know. Every once in a while I see one that says "ash tray never used". Don't jump to the conclusion that smoking was not permitted in the car. The smokers simply may have been sloppy, neglecting to use the ash tray. Similarly, the representation that a car for sale is "owned by a nonsmoker" doesn't preclude the possibility that others, who may have been passengers or even drivers of the car, smoked in it regularly, like chimneys. Beware also of the claim, "low miles, not used for commuting to work, driven almost exclusively on weekends". That description fits an SCCA Showroom Stock race car.

An ad of some months ago by Volvo that I appreciate for its boldness states that "while Mercedes claims to be 'engineered like no other car in the world', the truth is it's simply priced like no other car in the world".

One reason we see so few Audi Quattro Turbos in the U.S., I suspect, is the \$35,000 asking price. This car sells in England for under \$23,000, and that figure includes the rather heavy English taxes.

I was sorry to learn that the BMW 735i carries a \$600 gas guzzler tax.

The 1985 BMW 635CSi gets less than a rave review by *Car & Driver* (2-85). In fact, writer Larry Griffin seems delighted to have the opportunity to criticize the new coupe in particular and BMW in general, although he does manage to say a few positive things (inspired I suspect by the magazine's dependency on advertising revenues). Taking umbrage at this generally negative appraisal of the legendary flagship from Bavaria, I decided to convince myself of the true superiority of the world-beater 635CSi by checking its acceleration performance against the 1984 Volvo 760 Turbo, a 2.3 litre, four-cylinder, upright, roomy sedan that was the subject of a *Car & Driver* "Short Take" test last July. The BMW managed a 0-60 mph time of 8.2 seconds, only two-tenths of a second slower than the Volvo. In the quarter-mile run, the BMW

took only 16.0 seconds and attained a speed of 85 mph, a mere one-tenth of a second, and one mph, slower than the darling of the Chablis and Brie set. Moreover, the BMW reached 100 mph from rest in a flat 24 seconds, a full half second quicker than the Volvo, and also recorded a significantly higher top speed—performance that really counts in our everyday driving routine. The 1985 Volvo gets a small boost in horsepower and torque and should perform slightly better in these tests than last year's model, but we don't care. We know that acceleration and speed are not the only measures of automobile excellence. The 635CSi must be wonderful overall, for it costs some \$20,000 more than the Volvo which therefore can't be nearly as good, right?

Bill Via

The Grey Market— Good News:

A Rocket Ride To Paradise

We all feel euphoric at times, don't we? I had that sensation for 2 hours on a beautiful Saturday in early December.

Max Rodriguez (crazy Four Ball Rally Max) and I had the opportunity to experience an M635, courtesy of Lothar Schuettler, owner of Excluservice. Lothar's shop helps enthusiasts who want to import and certify so called "Grey Market" BMW's. He arranged to have a beautiful M635 available for a "test".

Not to offend anyone, but this car is orgasmic. The power, handling and overall balance combine to form the best overall automobile in the world. How's that for a low key statement?

I drove first and motored up Rt. 270 toward Frederick, MD at 100-110 mph. I was being conservative as we just had an Escort (mounted in the ashtray!) but no C.B. and I was afraid of police in airplanes. The car is a dream—I had the same sensation as a passenger in Jim Harrison's racecar at Summit Point—a detached aura of power and control. The rest of the cars on the highway seemed like pylons on an autocross course.

The suspension is damn near perfect—firm but not harsh; bumps are hardly noticed. A feeling of confidence is transmitted to the driver. On the way back to D.C. with Max driving, he took the ramp from Rt. 340 to Rt. 270 at 95 mph. There was no fuss, squealing, etc., just an average turn. The sign at the ramp "suggests" 45 mph.

We drove toward Charlestown, W. Va. on Rt 340 with visions of Summit Point dancing in our heads. Responsibility prevailed and I upped my speed to approximately 120 mph. A few beeps on the Escort slowed us down and allowed a Charger 2.2 to catch up and stick on our bumper. I'm always amazed at the great driving etiquette of American drivers. Once we were free of the radar, one quick shift to third brought on an explosion of power that left the Dodge literally standing still. I really enjoyed watching the rear view mirror as the Dodge became a fly speck.

I tried some of West Virginia's finer country roads and continued to be impressed with the handling and smooth power of the 24 valve, 286 HP engine.

Max had been very patient as a passenger but I could tell he thought it was "his time". Old Four Ball drove ½ mile and came to the top of a large hill with a roller coaster view—down and way up. He grins and nails the loud pedal

with conviction and we started to fly. I anxiously glanced over and saw 140 on this two lane country road! Plus, when Mad Max finally backed off there was still power to spare. We could feel "the force" on our cheeks. Simply an incredible life experience! Max said his heart was pounding! (Jealous Lori?) Returning on 270, I had an opportunity to observe the interior, at 110 mph, which felt like 80. The engine was turning only 4200 in 5th. Max blew by a Porsche 928 at 120, much to their great dismay.

In talking with Lothar, a Grey Market car is not for most BMW buyers. problems with financing, insurance, warranty (1 yr. unlimited vs. 3 yr, 36,000 miles) and certification all present potential pitfalls. Most *dealers* perceive grey market cars and buyers as having the Black Plague. Luckily, there are excellent repair shops in this area to take care of these unique BMW's. For the true speed and handling junkie (you know who you are), throw away your drugs and buy an M635.

P.S. Max didn't think of smoking a cigarette the whole road test!

Auto Motor und Sport Specs

M635CSi

Horsepower: 286 (DIN) @6500 rpm

Torque: 252 Ft. lb. @ 4500 rpm

Compression ratio: 10.5:1

Performance: 0-100km/h (62 mph) = 6.5 seconds
top speed = 159 mph

Gordon M. Kimpel

The Grey Market— Bad News

Count me as a BMW aficionado (I own a completely restored '73 2002 and have owned several other BMW's during the past twelve years). Count me as someone who manages the sales department of a prominent new car dealership—Heishman BMW, Inc. Count me also as a club member. Wearing all these different hats puts me in a unique position to address the subject of grey market BMW's in a way the club heretofore has not: the less-than-pleasant realities of owning a grey market BMW.

Since one of the primary reasons that the club exists is to provide objective and useful advice to its members concerning both the joys and sorrows of owning a BMW, I am at least slightly incredulous that the following has never been made clear in articles extolling the virtues of grey market BMW's: 1) Parts and service are still generally difficult to obtain. 2) They are frequently sold by here-today-gone-tomorrow entrepreneurs for whom client welfare in the coming years isn't at the top of their business plan. 3) Some of these self-same entrepreneurs have allegedly performed incompetent and/or fraudulent compliance work which if discovered, puts both BMW owner and entrepreneur at great legal risk. 4) Grey market BMW's (and Mercedes and Ferrari's, et al.) are difficult to resell and have notoriously poor resale value, which generally negates the savings one may have realized in purchasing the "grey market" model over the "official import" counterpart. 5) Lending institutions have poorly defined but ultimately conservative lending policies towards all grey market cars and leasing companies will usually refuse to lease them. 6) What warranties one can purchase for grey market BMW's are limited in scope at best and just cannot compare to the regular US warranty.

I couldn't keep a straight face and say that commerce in

grey market BMW's is threatening to splash red ink all over the ledgers of BMW/NA and its dealer body. We are selling cars in ever increasing numbers. We are successful and because we are it seems plausible for the unassuming owner of a 323i, let's say, to assume that we would have his gizmo lying around collecting dust in our parts dept. and that we should be happy to try to fix his car and, by the way, couldn't we warranty the repair because, after all, this is a new car he just bought?

Surely readers of *Der Bayerische* are more sophisticated than the unassuming 323i owner described above. My point to the readers of this publication is a different one. The BMW dealers in the Washington, D.C. metro area unanimously support the club in a variety of ways: 1) Dealer dollars provide substantial advertising revenue. 2) BMW dealers are constantly recruiting new club members. 3) We provide generous parts discounts to club members. 4) We provide free facility use for tech inspections and seminars. In point of fact then, if the club's editorial positions or any of its members (especially prominent members) encourage the purchase of a grey market BMW, they have (albeit unwittingly) also encouraged one instance of the disenfranchisement of the dealer body from which it seeks support and without whose support the club would suffer. After all, how would the club like it if area dealers got together and began promoting the establishment of another BMW club—one that was cheaper to join, would only hold meetings very occasionally, which were thought to be "more fun" and "more valuable" than the regular club's meetings, and which was of course "better" because it was more exclusive? I even have a name for have a name for its newsletter—*Der Greyerische*!

Nick Saridakis

Autocross

Last summer, NCC ran an autocross series. Autocross, for newcomers, is racing in a parking lot, one lap of a tight, twisting course against the clock. The winner is the competitor with the lowest elapsed time for the designated class. If you came to any of the events, you know Kay Heatherly, driving a 320i S, finished at the top in one session and placed high in the others. While most of us were smoking tires, Kay showed us the fast way around the course on technique. In a series of articles, Kay shares her thoughts on the pleasures and virtues of autocross. After you've read the articles, come out on April 21 and watch, or better yet, drive in our first autocross of the season.

Why Autocross?

Consider what a large part of one's life is spent behind the wheel of a car. Then consider all the trillions of instant decisions every driver must make behind the wheel each day. If you think about all the variables that can have an effect at any time, i.e., car functions, state of mind, road conditions, etc., driving can become a mind-bending task!

Autocross separates the "Oh yeah, I can drive backroads fast" driver from the individual who has taken the time to explore what they would do in any given situation: when driving behind an experienced autocrosser, I know that we share a kindred understanding of the realities and courtesies of skilled driving. This is a learned response, not an ego, test your nerve risk.

To begin and improve at autocrossing, one must have an

understanding of this concept of skilled driving. Self confidence and respect for the degree of skill involved will see you through many a trial on the autocross course and on the road.

In autocrossing, one must never assume that a heavy foot and expensive equipment guarantee the win. I've seen many people drop out quickly due to lack of instant gratification in this respect. Of course, we don't all aspire to be Indy qualifiers or James Bonds, but as important as driving is to all our lives we should all be aware of, and seek to improve, our driving ability.

My three years of autocrossing have saved my life twice that I'm sure of. For this knowledge, and the thrill of autocrossing, I have never paid through related car problems. Well, okay, maybe I have bought some tires. My contention is that you get what you pay for in handling. I bought a premium car, I use a premium tire. Why ride around on "rolling rocks" and "skid-mores" and risk your life and your ride?

Autocrossing Subjectively

To begin with—

Careful preparation of your car is important both to competing and to an overall positive feeling of confidence in your car. By prep, I mean such simple tasks as topping off fluids, hose and belt checks, oil changing, high quality fuel, no strange noises and a tune-up. A clean car is also an ego boost.

I begin my morning by thinking positively, by thinking of how I can outdo my past efforts in the day's runs. I try to schedule other activities to free my mind for autocrossing. When at the site, I have a ritual for unloading and readying my car and my mind. My first priority is to clear the way for concentration on the course. I walk the course as much as possible, preferably with no one in the way. I then draw out the course and plot logical lines. By this point, my mind is totally committed to the subject at hand. I like to sit in or near the car and concentrate. It's a very exciting and endearing feeling, a rewarding relationship between myself and my car. I can't describe the oneness I feel, my trust in this machine. I've learned what she can and can't do. When we pull up to the line, we are ready to give all we have got to sixty seconds of test. She's seen me through many tedious miles; now we're about to attempt a higher limit of trust and feedback.

When we pull off the line, accelerating as fast as possible, I know we can do it all. As we careen through the course, my blood is pulsing faster than the speed we are trying to achieve. She growls and I chastise myself because it is my fault we took the turn incorrectly—but when it's right, what a feeling!! My car communicates through the perfection of movement she was designed for. Then, to the stop gate. I want to bring her in as balanced and fast as she has been for the last sixty seconds. After we drive off the course, I like to reflect on what we accomplished. What we achieve isn't usually the fastest time (Ed: Sure, Kay) or flashiest performance. My reward is knowledge and a better understanding of myself and my car.

Autocrossing is a safe, controlled sport and a ——— of a lot of fun. We welcome everyone to come out and discover the wonders of your car at our next autocross. It will introduce you to that secret voice inside that says you're a good driver.

Amanda Kay Heatherly

May Driving School

Come to our annual driving school on May 4 & 5 at Summit Point Raceway, Summit Point, West Virginia. This year's event will be the biggest and best in National Capital's history. Sign up for the school as a driver, helper or attend socially. Arrive at 8:00 a.m. to help as a corner worker, or enjoy the chapter's rally on Saturday and arrive in time for lunch. You will be able to be a passenger and observe in the afternoon and feast on steak in the evening.

Our driving schools are an educational session to teach you how to handle and appreciate your BMW as the car was meant to be originally driven. You progress at your own pace in a safe controlled environment with only 20 cars at the track at once.

Please fill out the application now for driving, working or socializing. You must fill out the application so the club can mail your lunch/dinner tickets.

Gordon Kimpel

List of Accommodations Near Summit Point

Camping at the track: Friday and Saturday nights. No camping Sunday night.

Charles Town, West Virginia: (about 6 miles from track)

The Turf Motel, U.S. Rt. 340, 304/725-2081

*The Town House, U.S. Rt. 340, 304/725-8441

The Sportsmen, U.S. Rt. 340, 304/725-2041

* *Best price & accommodations*

Winchester, Virginia: (about 13 miles from track)

Holiday Inn (East), U.S. 50 @ I-81, 703/667-3300

Holiday Inn (South), U.S. 11, 703/667-1200

2 miles south of I-81, Exit 79

2951 Valley Avenue

Quality Courts Motel, 703/662-2521

(Boxwood South) 3 miles South on U.S. 11

2 miles North of I-81, Exit 79

2649 Valley Avenue

Quality Courts Motel, 703/667-2250

(East)

2 miles East on U.S. 50 @ I-81

Exit 80 603 Millwood Avenue

The Elms Motel, 703/662-2567

1 ¼ miles South on U.S. 11

3 ½ miles North of I-81, Exit 79

2011 Valley Avenue

Howard Johnson's, 703/667-3802

U.S. 11 @ I-81, Exit 82

(Closest to Track)

National Capital Chapter Driving School

WHERE: Summit Point, W.Va.—only 1½ hours from Washington

WHEN: Saturday, May 4 and Sunday, May 5, 1985

HOW MUCH: \$70 per driver per day

HOW MANY: Maximum 40 drivers each day—BMW's only

----- IMPORTANT -----

This is the Apple Blossom Festival Weekend in Winchester, VA. Make your hotel reservations NOW! List of accommodations and directions to Summit Point elsewhere in the newsletter. Camping available at track.

DRIVERS: Please Check

_____ Saturday Driving School \$70 per driver { Includes Bratwurst lunch
_____ Sunday Driving School \$70 per driver {

_____ Steak dinners at \$8 per person includes complete dinner with beer, wine & soft drinks

NOTE—If two drivers are sharing the same BMW, on the same day, one must be an experienced driver—more than 3 previous schools.

Name (1) _____ Club _____

Address _____

City _____ State _____ ZIP _____

Phone: Work _____ Home _____

BMW Year _____ Model _____ Color _____ Membership No. _____

Name (2) _____ Club _____

Address _____

City _____ State _____ ZIP _____

Phone: Work _____ Home _____

BMW Year _____ Model _____ Color _____ Membership No. _____

PREVIOUS DRIVING SCHOOLS:

Driver No. 1: _____

Driver No. 2: _____

NON DRIVERS, HELPERS, GROUPIES: Please check and fill in information above

_____ I will help Saturday { I'll arrive at 8 am to help and will enjoy a free lunch
_____ I will help Sunday {

_____ Steak Dinner at \$8 per person includes complete dinner with beer, wine & soft drinks.

_____ I plan to participate in the tour and will arrive around lunch time.

_____ lunches at \$5 per person.

MAKE CHECK PAYABLE TO: National Capital Chapter and mail to:

KAY HEATHERLEY, 12732 Viers Mill Road #204, Rockville, MD 20853

A legal-sized, self-addressed envelope with 39 cents postage should accompany your check and application so you will receive your tech sheet (for drivers) or meal tickets (for helpers).

----- NOTICE -----

Tech Inspection: Saturday, April 27, 1985 9:30-12 noon, Heishman BMW, Arlington, VA.

Due to festive party Saturday night, camping or a motel room is recommended.

A Winter Drive

The suggestion that two retired people should drive from the Washington suburbs to San Diego, Calif. to visit their daughter for Christmas gave rise to a wide range of reactions. Those looking forward to retirement thought it marvellous but insane; those happy in their work wondered how anyone could spend three weeks on such an enterprise.

In fact, the idea was not so silly as it might seem at first sight. There was, after all, a son in college in New Orleans who had also to go to California for Christmas, and the oldsters were interested in the Nature Conservancy's work in southern Arizona. Finally, there was an invitation to visit Tucson, Arizona, from the Director of Tourism there. With such temptations, it was relatively easy to decide to drive rather than fly, or even to take the train. Our vehicle was a 1973 Bavaria with 140,000 miles on the odometer.



So, in mid-December, with the trunk loaded with Christmas gifts, sleeping bags and pads, AAA snow shovels, and chains, we set out from Washington for New Orleans. The weather was so fine and the journey so easy that we reached Birmingham, Alabama, the first night and New Orleans the next afternoon. A precautionary stop in Tuscaloosa, Alabama, gave us an opportunity to see a spacious and agreeable town basking in the southern sun, to eat breakfast in a cafe distinguished for having been patronized by the legendary coach Bear Bryant for twenty years, and to receive great courtesy from the service station staff, who interrupted their work to attend to us because we were passing through.

New Orleans has been so extensively described that our visit can add little to the world's knowledge of a town with an extraordinary history, located in an extraordinary place. We did, however eat oysters that cost less shucked in a restaurant than they do in the shell in Washington. One attractive feature of New Orleans is that much of the French Quarter is closed to motor traffic on weekend afternoons. As the weather was pleasantly warm without the humidity for which the city is notorious, sightseeing was a real pleasure, although we were foiled from entering the cathedral by the arrival of a motorcade, led by the police force on motorcycles, which deposited a bride with matching bridesmaids at the very doors for the ceremony within.

Easterners often talk with humorous resignation of the flatness of Kansas, which they have certainly encountered on Interstate 70. But they don't know what flatness is till they drive west from New Orleans. If you rise 20 feet because the highway passes over a road or a canal, you are on an

eminence.

Dark soon fell, leaving us to tackle the outskirts of Houston in the rush hour, and another three hours drive seeing little till we reached the outskirts of San Antonio, our stop for the night.

For the visitor San Antonio has three distinct attractions: the Alamo, the riverside development, and the reconstructed Old Town. The Alamo is far more impressive than we expected, not so much for the buildings themselves but for the descriptions of the lives of the individuals who found themselves besieged there, for the gardens and memorials, including some superb trees, and for the atmosphere carefully protected by the Ladies' Clubs of San Antonio. The riverside development is town planning at its most interesting. The river is lined with cafes, bookshops, and places to sit in the shade. At one point it passes right under the Hyatt Hotel, which has filled the space with large trees and flowering plants. Even in the cool weather of mid-December there were plenty of people strolling along the banks and creating a holiday atmosphere. The Old Town, near the San Antonio river, has been rebuilt in the form that it had in the late nineteenth century, and the buildings have been devoted to artisan's activities. Thus, we came across a man who was making figurines from glass tubes—technically known as lamp work—or blowing the tubes into Christmas tree ornaments. He charges a small entrance fee and gives a good explanation of his trade. We bought a few ornaments and carried them off the the Christmas tree that awaited us in California.

From San Antonio, Texas, to El Paso, Texas, is a good six hundred miles, and that is of course nowhere near as far as one can travel in a straight line while remaining the state. The six hundred miles were not at all memorable, except perhaps for the extraordinary lack of traffic by eastern standards, so that it was easy to maintain about 70 m.p.h. and arrive just in time to get into the motel dining room before it closed. We were often trying to beat the clock to the dining room door before closing time at 9 or 10 p.m.

We only stayed in El Paso till the sun got up, which it did about 8 o'clock, and then departed for New Mexico and Arizona. We had thought that in the high country the road would become more twisting; but this was not so. The straight stretches ran for 11 or 12 miles at a time, and even the Continental Divide was crossed on a perfectly straight, and flat, stretch of road at something over 4,000 feet above the sea. This is of course low compared with the 12,000 feet of the Loveland Pass in Colorado, which is also the Continental Divide.

Deming, New Mexico, advertises that it offers 360 days of sun each year. We had the misfortune of being there on one of the other five or six. It was raining hard, and the rain was cold. However, we were able to buy food for our stay with The Nature Conservancy in the Chiricahua Mountains in southern Arizona.

The Chiricahua Mountains stand at the very southern limits of Arizona, where it adjoins Mexico, and part of them is in the Coronado National Forest. The Nature Conservancy has acquired a small number of sites in the area to protect either the flora or the fauna, and in one of them—Ramsey Canyon—it was bequeathed six wooden chalets which it lets to visitors at reasonable rates. All that is required is that the visitors bring their own food and that they leave everything tidy. Our chalet was by the side of a stream that normally trickles in the bottom of a gully. However, the rain, which continued all night, had turned the stream into a roaring torrent that threatened to prevent the departure of other visitors who needed to leave before the downpour ceased. By morn-

ing the weather improved and we were able to walk partway up the canyon, where we saw many birds, plenty of deer—which even enter the office compound unbidden—and splendid upland scenery.

We were fortunate in Tucson in having an introduction to Patti Spaulding, Director of Tourism for the city, and an enthusiast for every thing connected with the area. She not only took the time to give us a personal tour of the old part of the town; she loaded us with information and encouraged us to go skiing on Mount Lemmon, one of the more extraordinary phenomena in the area. Ms. Spaulding's most interesting story has to do with the day at the turn of the century when the legislators of Arizona had to allocate the university, the prison, and the home for the insane among the leading towns. The representative for Tucson argued in vain to be given the lunatic asylum; when he returned with the university, he was promptly unseated by the electors.



Photo by John Kay

Tucson is of course the center of ranching country, and we ate truly superb meat at a restaurant, part of a chain, called Pinnacle Peak. The gimmick of the place is to cut off the ties of anybody so bold as to enter wearing one, and the ceiling is decorated with the supposedly despicable remains.

The telescopes on Kitt Peak, 56 miles west of Tucson, plus 12 miles of private access road, are among the largest in the world. They probably also constitute the biggest agglomeration of telescopes in one place—seventeen, soon to become nineteen. They are financed through the National Science Council and a group of participating universities, and they are open to astronomers from all over the world, who have to show a "need to use", but thereafter pay only for their accommodation, not for the use of the 'scopes. The difficulties of assuring stability in the telescopes were vividly described by an admirable lecturer, together with the improvements brought about by the introduction of computers and electronics in general. The telescopes are more or less self-

focussing, and the astronomers no longer have to spend their nights freezing, with their eye glued to the optic. They sit in comfort in an airconditioned roosee what they are looking for on a TV screen. Less romantic but far more efficient than in the past. Unfortunately, the clouds were low and the wind cold at the 7,000 foot peak, which is, incidentally, on Indian territory and therefore required delicate negotiations before the telescopes could be established there.

We set off on the final 600 miles to San Diego, Calif., only pausing to ensure that we had sufficient food and drink to see us across the real desert (i.e. with bare sand) that we knew was to come. The main points of interest on that road were a Dodge-Phelps copper smelter at Ajo, apparently since closed down as the result of the fall in copper prices and competition from abroad, and the colonies of motor homes (or RVs) scattered about in what seemed to be completely isolated spots with no particular charm.

In California we traversed the Imperial Valley, famous for having started life as desert and being now one of the most fertile agricultural areas in the United States. It is also completely flat, and some of it is below sea level. It seems quite odd to drive along, with "Sea Level" signs painted on silos some forty feet or so above the road. As California writers point out, the state is remarkable because it contains not only the lowest spot in the United States but also one of the highest, all within a few miles. Soon after passing the "Sea Level" signs we began to see quite other signs, like "Radiator Water Here", as we started to climb directly from the desert to the top of the Laguna Range, the last barrier before reaching the sea. But what a barrier! In twelve miles the road reaches a height of nearly 5,000 feet. It then stays there, with ups and downs, for nearly forty miles, until it descends in seven miles or so to the suburbs of San Diego. We were fortunate in encountering a true California sunset, with the most glorious purples and reds of the sort that make photographs seem quite unreal. It lasted until we were most of the way through the mountains; but when we stopped for gasoline in the lower hills, the temperature was just on freezing. Including the detour through New Orleans we had covered 4,000 miles since leaving Washington.

We reached Cardiff-by-the-Sea, a northern suburb of San Diego, on a Sunday evening, and left it the following Sunday morning, not too early, bound for Flagstaff, Arizona, and home. We did have an encounter with the authorities on the way. An aircraft patrol of the California Highway Patrol claimed that we had been traveling at 70 m.p.h. on a straight stretch through the desert, and that we should telephone the number given on the ticket to discover our punishment (which we did on return home, to discover that we were \$67.00 poorer).

How much did such a trip cost, and what equipment did we take? We used roughly two tanks of gasoline daily at \$20.00 per tank on the highway. Nights for three varied from \$14.00 for dinner plus \$27.00 for the night, plus \$9.00 for breakfast at Cordes Junction/Arcosanti (i.e. \$50.00 altogether) to \$119.00 for dinner plus sleep plus breakfast in a good motel. As for equipment, we had AAA snow shovels, plastic chains (which we did not get to use), a pair of emergency plastic chains that broke about as soon as we put them on, a CB, a radar detector (which did us a lot of good, but did not save us from the California Highway Patrol), and some flashlights. We were very lucky. After our trip, San Antonio, Texas, was paralysed by snow, and Interstate 70 west of Kansas City was shut down for 270 miles, also by snow. All-in-all, it was a most feasible and enjoyable journey.

John Kay

Blue Ridge Rendezvous

Memorial Day Weekend ★ May 25, 26, 27, 1985

Mountain Lake Hotel ★ Mountain Lake, VA 24136 ★ 703-626-7121

Mountain Lake Resort, located in the heart of the Allegheny Mountains 4,000 feet above sea level, offers the entire family a truly memorable vacation experience. As a guest, a number of activities will be available to you, whether you choose accommodations in a charming 200-year-old hotel, a rustic cottage, or a modern lodge.

Sporting Facilities. Boating, Fishing, Tennis, Golf, Croquet and Swimming; *all free of charge*, including equipment. Horseback riding is available at \$7.00 per hour.

Dining Facilities. Lodging rates include three meals per day—a breakfast buffet, lunch and dinner from the menu. Jackets are requested after 7:00 PM in the dining room.

Miscellaneous Features. Besides the 250-acre lake and 3,000 acres of scenic land, Mountain Lake Resort offers everything for a great BMW get-together for the entire family. Even child care articles and babysitting are available. There's also a small commissary for forgotten necessities.

Lodging Rates, including meals: (One night deposit required in advance.)

Reservations should be made directly with the resort before May 1.

Indicate that you're with the BMWCCA for preferred treatment.

Pets are permitted *only* in the cottages. BYOB—setups will be provided. Call direct or contact Krist Jani at 804-489-7997 for details.

	Single	Double
Hotel	\$52-\$68	\$82-\$112
Lodge	\$80	\$112
Cottage	2-6 persons	\$92-\$208

BLUE RIDGE RENDEZVOUS CALENDAR OF EVENTS

Saturday, May 25:

3 pm Initial Rendezvous at Mountain Lake Hotel

8 pm Welcome Party. Refreshments and mixers provided

Sunday, May 26:

10 am Eagle-Eye Rallye. Rallyemaster Tom Fawcett from the Tarheel Chapter

3 pm Parking Lot Social. See the cars and meet the owners

Monday, May 27

10 am Group photos and presentations

Noon After lunch we head for home

The rest of the time enjoy the wonderful accommodations and facilities of Mountain Lake Hotel, as well as ad lib activities such as BMW movies, Trivial Pursuit, etc.

Mountain Lake Hotel Reservation Request

Please reserve a _____ accommodation for arrival _____, 1985.

We will be departing on _____, 1985. There will be _____ persons in my party.

Number of children & ages _____
1-3 4-8 9 & up

Signature _____ Group or Club _____

Address _____

City _____ State _____ ZIP _____

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Dear DeBbie

More trials and tribulations in the NCC . . .

Dear DeB:

I keep getting hassled by club members who put flyers under my wiper because I don't have a decal on my window. Will you tell them to bug off.

Bugged in Beltsville

Dear Bugger:

You don't have a what in your what?! Is it something I said? Something I did? (1) If you have a beef with the club, write me! Pour it all out, fella, let me know where I've gone wrong. (2) The decal won't damage the window. And when you get your next BMW, if you decide to sell your current joy, it'll peel right off. (3) It improves the resale value of your car when you do sell it! Why? Because everyone knows that club members are fanatics: they take care of their cars, they know the best places for service, and they make sure their cars improve with age. (4) Wear your colors, damn it! Where else in town do you get to take your car to the track and learn ultimate driving techniques, get to compete in car shows, get taken out in the country for a free lunch, get educated by first rate paint and repair shops in the care of your car and participate in other great events: polo, autocross, winery tours.

So don't make DeB angry (she plants a few applications too, you know). You know where to stick it, honey.

DeB

Dear DeB

Joyce and I have a dispute over a BMW license plate we saw recently. I hope you can help solve it. On Sunday, January 27, we saw a black 320i S with the plate JST BMW. Joyce said, "Isn't that cute, 'Just a BMW.'" I said, "Nobody would say *just* a BMW, they would say GRT BMW or WOW BMW but they would never use a deprecating diminutive (Ed: ?) like 'just.' It must be somebody's initials, like Johann Sebastian Tach'". So please DeB, get Johann to come forward.

Les Adams

Dear Les

With a trillion dollar debt, a nuclear arms race and the grey market to worry about, DeB thinks you and Joyce could find something more constructive to discuss! JST BMW, please contact us and there will be one less conflict in the nation's capital.

DeB

Dear DeB

Do you have any recommendations on batteries? Mine left me and my 2002 flat.

John Fowler

Dear John:

DeB gets that same feeling sometimes, but what turns DeB on won't work for your car. *Consumer Reports* recently rated low maintenance and maintenance free batteries, and the winner was, (blieve it or not) the Delco Freedom, which exceeded the manufacturer's claimed cold cranking power and reserve capacity (DeB loves that kind of talk). They noted that the Chloride Torque Starter didn't quite meet its claimed capacity, but, because it carries its electrolyte in envelopes inside the battery, the acid won't spill out—a safety factor. DeB

uses a Die Hard, keeps the terminals clean, the water level up and replaces it every five years. All these units have tremendous capacity and will spin your 2002, even with 20-50 Valvoline in the sump.

DeB

Dear DeB

I can't take it anymore! Snow, rain, work, work, work, big business, big government. I need to get away. HELP!

Exasperated in Alexandria

Dear Al:

Remember these three words: Blue Ridge Rendezvous—a cool blue lake at 4000 feet in the mountains of southern Virginia near the Appalachian Trail. Just hold on until Memorial Day.

DeB

NCC—BMWCCA Income and Expense Statement Twelve Months Ending Dec. 31, 1984

INCOME	Actual	Budget
Membership Dues	\$16,405.00	\$16,250.00
Merchandise Sales	5,267.16	1,500.00
Newsletter Advertising	6,940.00	7,400.00
Insurance Refunds	413.00	—
Event Fees	10,027.13	7,575.00
Miscellaneous	538.85	—
Total Income	\$39,591.14	\$32,725.00
EXPENSES		
Member Services	\$1,838.87	\$1,500.00
Chapter Promotions	2,788.45 (1)	2,000.00
Newsletter	9,000.31	7,400.00
Events	13,250.84	10,400.00
Annual Events	2,546.71	3,000.00
Club Store Purchases	6,894.19 (2)	1,500.00
Travel	339.62	450.00
Equipment Purchases	388.06	500.00
Insurance	918.00	500.00
Office Supplies, Postage Telephone	819.71	550.00
Miscellaneous	289.80	750.00
Total Expenses	\$39,075.56	\$28,550.00
NET OPERATING INCOME	\$ 515.58	\$ 4,175.00
Beginning Balance—Dec. 31, 1983	\$1,466.47	
Net Operating Income	\$ 515.58	
Ending Balance—Dec. 31, 1984	\$1,982.05	

NOTES:

- (1) Chapter Promotion expenses include \$1,490 expended in December 1984 for Jan. '85 D.C. Auto Show. Budgeted allowance for Auto Show in 1985 is \$1,000.
- (2) Club Store Purchases include \$2,260 for 200 beer steins which were received in December 1984. Twenty one had been pre-sold as of Dec. 31, 1984. The actual Club Store operation showed sales of \$5,004.66 and purchases of \$4,634.19.

Tischer Autopark

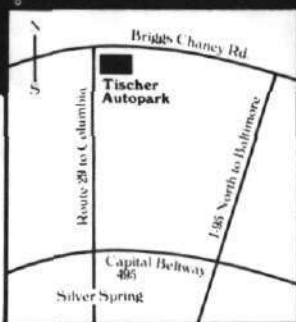
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MWCSCC '85 Events

Please note the calendar of the Metropolitan Washington Council of Sports Car Clubs (MWCSCC). The schedule is somewhat tentative since there is a problem in this area finding available autocross sites. Last year several autocrosses never took place for lack of a parking lot. Fortunately the MWCSCC maintains a 24-hour hotline for the latest information—681-5612.

Beginners are welcomed at these events—they even have beginner and/or novice classes. The first two rallies by the Washington Rally Club are the 3rd and 4th of a series for beginners. Likewise, the first four rallies put on by the Branded Club are an instructional series aimed at beginners. The March 24 Stopwatch Rally is an easy Monte-Carlo type (no Time-speed-Distance calculations are necessary). In fact it is so easy I won the Beginners' Class two years running (first as navigator, then as driver).

Combined with our BMW club autocrosses participation in these events is a great way for us to build up the necessary expertise to put on our own events as the NCC did many years ago.

Woody Hair

Autocrosses

Date	Sponsor	Location (if known)
Feb. 17	Annapolis Junction Sports & Touring Club (AJSTC) and University Sports Car Club (USCC)	NSA Lot, Fort Meade
Mar. 3	AJSTC & USCC	Univ. of Md, Lot #4
Mar. 17	AJSTC & USCC	Univ. of Md., Lot #4
Mar. 31	AJSTC & USCC	NSA Lot, Ft. Meade
Apr. 21	Southeast Sports Car Club (SESCA)	
May 5	AJSTC	
May 26	Lotus Club	
June 16	? (Children's Hospital Benefit)	
June 30	Sports Car Club of America (SCCA)	
Sept. 8	USCC	
Sept. 22	Porsche Club of America (PCA)	
Sept. 29	AJSTC	
Oct. 6	SCCA	
Oct. 27	Saab Club	

Rallies

Feb. 24	Washington Rally Club (WRC)
Mar. 10	Washington Rally Club
Mar. 24	Stopwatch Magazine
May 17	Branded Club
(Fri. eve.)	
May 19	Morgan Club
June 2	SESCA
June 23	Branded Club
Jul 26	Branded Club
(Fri)	
Aug. 25	Branded Club
Sept. 15	Branded Club
Sept. 29	Washington Rally Club
Oct. 13	SESCA

Club Store News

In the last issue, I stated that I was close in selecting a club store representative in Virginia, so that those of you in that neck of the woods would not need to travel far to get the items in need.

Because of some unforeseen events, I have scrapped the idea, and have come up with a solution for continued support.

I have recently made arrangements with a local distributor of BMW parts, so that I no longer require to order things from out-of-area dealers and have to wait few days for delivery. Now I will be able to give you a faster service without a sacrifice in cost or quality.

However, there will still be items which I will need to get from out-of-town. These items are such things as Weber Carburetors, Cams etc. . .

I would also suggest that you always keep in your own stock, points, plugs, filters, so that you do not need to rush to get these types of items. This type of investment will save you money and problems if you happen to need these items when you are on the road.

In addition, I can ship to you, if it is more convenient and do not mind the added cost of postage which usually runs about 5% of the total cost.

If any of you have any suggestions, please let me know.

Now for some goodies.

I can offer members the following specials.

30-35% off on all Raid/Oggi/Dino Steering Wheels. All hubs are \$22.00

Prima Flow Headers.

320I—\$125.00

Headercraft Headers

320I—\$169.00

1600-2002—\$159.00

6 cyl early—\$255.00

6 cyl 79 on—\$290.00

Sunroof Wind Defectors—\$35.00

P21S Wheel Cleaner—\$8.75

Recaro Seats—20% off

Konig Seats—30% off

Ignition wire sets

4 cyl < 80—\$16.75

6 cyl < 80—\$23.00

Covercraft Car Covers—30% off

Prima Flow Exhaust

2002 early—\$115.00

2002 late—\$128.00

320 early/late—\$130.00

Bavaria—\$205.00

3.0CS—\$210.00

5 & 6 Series late—\$230.00

528I—\$265.00

If you are interested in any of these items, get in touch with me. Some items must be pre-paid.

Until next time . . .

Max Rodriguez

New Heart for Tundra

You all remember, the story I wrote about my mistress, "My Mistress My Coupe" where I stated 'She gets anything she wants', well to keep everyone informed (I also like to brag), by the time you read this, she would have undergone a heart transplant to bring out the real beast in her.

This not to say that she was sluggish before, on the contrary, she was well fit considering the hard driving miles she took upon herself to please me.

You are all probably wondering, why? After the last driving school, I noticed that the top end performance was not as good as it was. Not knowing exactly what was happening, I asked the folks at Quality Cars to look into it. To my surprise, the compression was low, which meant that at the very least it

would require new rings. But this was an assumption and therefore it could not be verified until we took the pistons out.

Well, to make a long story short, I decided, since the engine was out, lets go all the way and put new pistons, re-do the head with all new parts, including a brand new BMW 300 degree cam etc. etc. etc.

Our estimates on the final power output should be between 260-275 HP, that would be an increase of 10 to 25 more than before.

Since I don't have my baby as of this writing, I can not share with you the results. But there are no doubts in my mind as to what the final results would be. That is to say "much better than expected".

I know TUNDRA will be very happy and so will I. The craftsmanship at QCS and the dedication given to the engine rebuild has been outstanding to the last detail.

In the next issue, the results of our new "heart"
Max Rodriguez

To Be or Not To Be

I remember back during my high school years, during one my required literature courses, we were asked a question about Shakespeare. The question had to do with his identity, where was he born?

Of course as we were all very knowledgeable on this famous person (HA HA!), we began to give out answers as if we really knew. Some said he was German, some Dutch, some English. Well his identity or origins were not revealed to us and we were forced to do some research to find the answer.

This brings us to the question of where do BMW's come from?

BMW's in this country were sort of an unknown machine for many years, and people didn't really care to know its origins. So the few of us that admired these fine automobiles, soon became very involved and a CULT was formed.

It was back in 1972 and at the age of 17 that I became one of the enchanted few with these machines. I remember being driven in a 2800 for the very first time. It was like your first love. Instant passion which you always remember. Then came 1973. An article in *Road & Track* on the 3.0 CS made me fall in love all over again. Those were very vulnerable days in my young life. I also knew that some day I would be the owner of such a car.

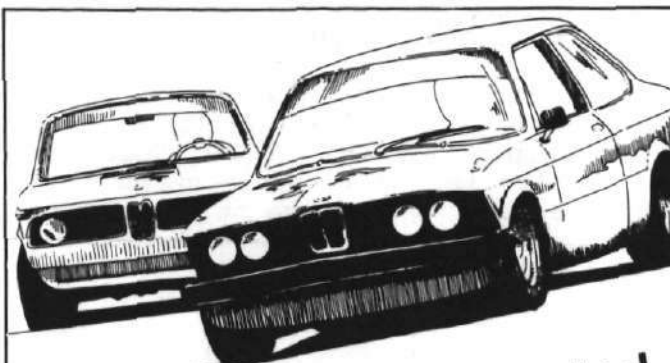
BMW's have retained the same identity and character they started out with. Thru the years, the technology might have taken some of the fun out of the cars (not as easy do-it-yourself), but they have remained a drivers car.

TO BE OR NOT TO BE. BMW's are German, they are practical, they are exciting, they are very well engineered, etc. etc. etc. but most of all they are FUN.

The great works of Shakespeare and BMW will remain in our history forever and only the chosen few will ever experience them. We should consider ourselves fortunate that we get to drive one of them.

About my research on Shakespeare, I didn't get the right answer and I got a 'C' during the semester, but again the way I see it, that 'C' got me an 'A' with the BIMMER.

Max Rodriguez



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Brake Pads—Green Fade

Since the driving school season is rapidly approaching, I thought I would share with you something I learned last October at Summit Point. As many of you know, I spent a lot of time and effort (not to mention money) on the mechanicals of my 530i last year. I had hoped to get it to the Point before the "el cheapo" driving school, but things just didn't work out. As it was, I ended up replacing the disk rotors and pads the week before the school. Knowing that it takes time for the new pads to "seat", I drove as much as practical in that week's time.

I arrived at the track having tested the new brakes as well as I could on the public roads, and felt that all was well. Things went smoothly until late morning. I was approaching turn 1 in excess of 115 mph, hit the brakes, and had to apply more pressure than I thought was usual. The next time around, I took it easier down the straight, and started braking earlier. Just as I suspected, my brakes had faded, and I (correctly) continued straight off the track without even attempting to make the turn. A quick shout to the corner workers that my brakes had faded, and I returned to the pits for a look.

In the pits I found Mike Carroll, as one of the instructors, and told him what had happened. As soon as I mentioned the new disk pads, he told me about "green fade." Standard brake pads are made from highly compressed asbestos with some sort of binding agent to hold them together. When heated, this binding material will vaporize, and can create a vapor barrier between the pad and the disk surface, thus severely affecting brake performance. The problem eventually disappears, as all gasses are released during normal use. Mike's advice was to let the brakes cool off for a few minutes, then to get back on the track and heat them up again. The point was to heat them to below the critical temperature I had reached, but high enough to release the remaining gasses. I did as instructed, and had no problems the rest of the day.

If you intend to change brake pads before a driving school, my advice is to allow at least 400–500 miles for them to "burn in." You should then enjoy your day without experiencing the problems I did. As another option, buy a pair (or set) of semi-metallic pads. These have three favorable points; they withstand heat much better, they don't get your wheels nearly as dirty, and they last longer. It's not hard to wear out the front pads in a day at the track, but the semi-metallics will last through a few schools. The downside is that they need to reach a certain temperature before they reach peak efficiency, and will sometimes squeal in normal use. Cost is usually in the \$15 to \$20 range per axle. If you haven't tried them, do yourself a favor. Who knows, you may even take a second or two off your time.

Cory Laws

Kiddee Safety

For those people who have a four door six cylinder car, 530i, 733, Bavaria, 3.0, etc., there is a safety lock on the rear doors. This lock is a lever located underneath the latch on the door. When locked, the back door cannot be opened from inside, but can be opened from outside as normal.

This lever is up for normal operation and down for safety lock. The normal button door lock should be up or unlocked. This is a good way to keep kids inside the car and not falling out by accidentally opening the back doors.

Portland Area Chapter BMWACA

Auto Theft

Ten Habits Car Thieves Hate

1. Always park in a well-lighted, busy area.
2. Close all car windows tightly.
3. Never leave an unattended car running.
4. Never leave valuables in sight inside the car.
5. Lock the car and take the key with you.
6. Don't hide a spare key anywhere in the car.
7. Don't keep the car title or your driver's license in the glove compartment.
8. If you park on the street every day, don't park in the same place.
10. Take your claim check with you when you leave your car in a public lot.

Five Measures Car Thieves Hate Even More

(Approximate cost given in parentheses)

1. Replace standard door lock buttons with the slim, tapered kind. (\$3)
2. Install special locks, including separate locks for the ignition, doors and trunk. (\$65–100)
3. Install an ignition-kill switch that will immobilize your car at your command. (\$10–60)
4. Install an anti-tampering alarm. (\$30–100)
5. Install a fuel switch which prevents fuel from reaching the carburetor and leaves a would-be thief "out of gas." (\$40 +)

Reprinted from Washington DC Chapter Mercedes Car Club

Grille Paint

Tired of the chipping black paint on your 2002 grille? a product that really works is now on the market. DUPLI-COLOR makes a paint called Flexible Black Bumper Coating. This product is designed for rubber bumper strips, etc., but works exceptionally well on metal grilles as well. Grilles should be lightly sanded prior to painting—two or three coats works best. Due to the flexible nature of this paint it is very chip resistant. Touchups, if required, are simple and do not show. I highly recommend this product to anyone thinking of painting their grilles black or contemplating redoing chipped ones.

*Glenn McConnell
Armadillo Chapter*

BMW Rental

Are there any local establishments that rent BMWs on a daily basis? If you know of one, please give me a call. Ira Winthrop 275-6789 days, 249-5813 evenings.

New Members

Howard L. Sullivan	1983	320i	Robin Allison	1985	325e
A. Peter Ciesko, Jr.	—	—	Lenn E. Robinson	1979	320i
Jeffrey V. Jackson	1982	320s	Edward Fitzgerald	1983	733i
William S. Shackelford	1977	320i	Roy E. Bands, Sr.	1979	320i
Marshall W. Nichols	1971	2800 CS	Michael W. Liikula	—	—
Michael J. Rauinskas	1984	318i	Edwin H. Dugas	1976	2002
ARnie Levin	1976	2002	Kevin R. Bainum	1976	2002
William S. Boucher	1971	2002	Mike Grabill	1972	2002tii
Jeffrey Coman	1984	318i	Neil H. Cohen	1980	528i
William N. Molock, Jr.	1980	320i	Deepak Kaul	1982	320i
W.C. Stephen Palmer	1984	325e	P.C. Jenkins	1981	—
David F. Bohn	—	—	John G. Berg	1971	2002
Peter West	1980	320i	Antony Tourart, III	1981	633CSi
Carlin O. Stewart, Sr.	1983	633CSi	Lou Campoli	1984	318i
Robert W. Muir	1980	320i	Michael D. Williams	—	—
Paul B. Smyth	1977	320i	James G. Lianos	1969	2002
Spencer Davis	1983	533i	Dorothy R. Vossler	1980	633CSi
Chuck Griesser	1973	2002Tii	Donald Dinan	—	—
Sterling Nichols, Jr.	1973	2002	William B. Toland	1984	325e
William V. White	1984	325e	Deborah A. Fisher	1984	325e
Peter J. Kang	1983	320i	Robert John Recco	1984	528e
Anthony L. Young	1978	320i	Douglas H. Dolton	1979	733i
Christopher Scaptiya	1973	2002	Carla LaGrassa	1983	320i

Dr. J.J. McCarthy	(New York)
Lt. B.A. Bayma	(New York)
Vic P. Gilliland	(Alabama)
E.B. Johnson	(New Jersey)
Walt Morrisette Jr.	(Georgia)
Margaret L. Young	(Nebraska)
George H. Peck	(Ohio)
J. Lavetta Gramblin	(New York)
George B. Peterson	(Texas)
Eric J. Yoshihashi	(New York)
Scott B. Mexic	(Massachusetts)

Richard & Sandy Zitzer	1984	318i
William & Patricia Laver	1983	633CSi
John Donaldson & Eileen Kowalski	1980	320i
Cary & Helen Green	1984	533i
Andrew & Elizabeth Gilchrist	1984	318i
John & Kathleen Kay	1973	Bavaria
Dan & Catherine Roland	1984	733i
Gilbert & Kathleen Page	1968	2002
Elmer & Patricia Clegg	1984	325e
Larry & Haescok Song	1979	733i
David & Miu Lee	1983	320i
B. Ray & Jean Ann Shipley	1982	528e
William & Lindsey Hooper	1984	318i
Herbert & Lynn Cantor	1984	528e
Larry & Elaine Williams	1971	3.0CSi
Donald & Carol Hilderbrandt	1984	528e
Thomas & Donna Driscoll	1977	530i
Gerald & Jackie Chlebda	1983	528e
Edward & Virginia Kildoye	1984	733i
Nancy & Scott Lynn	1984	325e
Patricia & Leslie Adams	1984	528e
Jack & Karen Kristy	1974	2002
James & Mary Coffman	1984	325e
Ken & Maria McKeithan	1976	2002
James & Ruth Tweeny	1984	318i
Alan & Marilyn Kleuit	1984	528e
Kenneth & Gweneth Bach	1984	633CSi
Randolph B. Sese	1972	1802

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Marketplace

For Sale: 4 alloy wheels from 633i. Will fit 5, 6, or 7 series cars. Perfect condition. Includes Dunlop 205-14 tires with 7,000 miles. Must sell. \$550.00/offer. Jack Koson (w) 364-1555 (h) 966-1211

For Sale: From 1978 530i. 2 Thermal reactors—almost new—\$150 each. 1 alternator—\$150. 1 rear bumper. Front Sway Bar 22 mm, rear Sway Bar 17 mm. 1 driveshaft—balanced—\$150/offer. 4 trim rings to steel wheels. 4 radial snow chains. Motorola remote C.B. with am/fm cb antennae. 2 front 700 seats—restored—\$100/seat. Gordon M. Kimpel 790-8008 (work), 527-3274 (home)

For Sale: Locking Wheel Bolts. Protect those alloy wheels. Look neat and deter thieves. One (1) set of unused BMW Key-locking wheel bolts (yes, genuine Bimmer bolts) for only \$45.00, including shipping. Mark Yaworski, Day (301) 229-7406, Eve (703) 280-1857.

For Sale: Tires: one Uniroyal "Rallye 180" type in 185/70 x 13 size for 320i. One Michelin XVS 195/70 x 14 size for 528i. Both were spare tires, on the ground for less than 500 miles. John Nitzke, (703) 437-5709 evenings.

For Sale: Four (4) alloy 13" x 6" VIAL Alpina-style wheels with mounted Goodyear NCT's; used on a 2002, may fit others. Well-used but in pretty fair shape. \$350/offer. McLean, VA 821-3074."

For Sale: 1973 BMW 2002tii, by original owner, strong engine, new brakes, mechanically sound, some body rust, Riviera blue, Becker Europa am/fm stereo, Md. inspected. \$2,800 or best offer. Jim Ryland (301) 594-6005 (D), (301) 795-7072 (E)



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For Sale: 1971 2002, 4 speed, Florida car, body almost perfect, Sahara/tan with alloy wheels. \$3500/offer. Also: 1967 1800Ti 4 door Dinosaur w/o engine, cheap. Call 340-8688

For Sale: Set of 4 alloy wheels from 1982 320i, \$250.00. Call Doug Verner, Rockville, MD (w) 443-1480, (h) 294-3109.

Parts for Sale: Set of 4 BMW factory steel wheels to fit 528, 530 and 533 models, \$50/pair; BMW steering wheel from 528, \$40.00; BMW wooden shift knob with emblem \$5. Jerry Rich (703) 560-0312.

For Sale: Stereo radio, brand new original equipment. Alpine unit from 1984 633 csi, signal seeking, Dolby sound with cassette, dealer cost \$570, will sell for \$250; floor mats, plush type, black with BMW logo. Front & rear, fits 3 series. 6 months old and in excellent condition \$30 for entire set. Alan Miller 455-0079

For Sale: 1979 BMW 320i original owner, the last year without a catalytic convertor, only 43,000 miles, sunroof, alloy wheels, Sierra beige, \$8,300, available immediately. Myles Denny-Brown at 377-4466 days, 824-0237 evenings.

For Sale: 1972 2002 Tii, Inca, street stock, 60,000 miles on rebuilt motor (200,000 total), usual fender rust, turbo fuel tank, all original, as is, new tires, Behr a/c, ripe for restoration. \$3,500/firm. Rob Brooks, Deltaville, VA (804) 776-9203

For Sale: 1985 318i, Baur convertible, European model federalized, new car never titled, alpine white, a/c, power steering, various sport options, Blaupunkt stereo. Call Eben Block 363-8262 (d), 293-7810 (n)

For Sale: 1981 320i. Safari beige w/tan cloth interior. 5-speed, a/c, alloy wheels, Blaupunkt 2001 AM/FM/cassette, RH mirror, trunk light, drivability kit. Recent 205/60 Eagle NCT's. Conti snows mounted on factory alloys. Body, interior, and mechanics all perfect. Oil & filter changed every 3500 miles. No shimmy, no ping. 53,000 (mostly highway) miles. I am reluctantly selling my pride and joy to finance a venture into Sports Renault racing. \$9,995 or best offer. Rick Foster, 27 Overhill Road, Catonsville, Maryland 21228. Eves: 301-788-6253.

For Sale: Unique 1975 2002 (Rolled after complete upgrade) Rolled (1 day after major 5-month upgrade) with no damage to mechanical parts. Terrific engine: Quicksilver Racengines' (Rockville, Md.) highest performance streetable upgrades, modified and rebuilt top to bottom. Includes 292 Schrick cam, new valves, guides, chains, pistons, rings, bearings, dual side-draft Weber, Headercraft header, and all other associated parts. Bosch ignition. 4-speed. transmission rebuilt with new clutch & tii flywheel. New H&B tii struts, suspension and brakes, with Ferodo pads. New Bilstein Sport shocks. BBS 14" wheels w/Goodyear NCT's (1 tire bad + wheel scratched). Sway bars: 19mm (F), 17mm (R). Momo steering wheel. Halogen headlights. Interior is black and perfect. Engine has about 150 miles on it—broken in by Quicksilver. Body: top badly damaged (I have a replacement top with a sunroof); LF fender and nose panel crunched; all but left windows broken; dents and scratches on other sections. No rust, great Ziebart. Body fixable, but costly, or spectacular upgrade parts for another body. My cost for the modifications was \$7,000. \$4,700 or best offer. Also, Weber carb—single down-draft complete w/5,000 miles on it: \$75. Four Rial N6 14" wheels with mounted new Pirelli P6's—195/60VR14, \$750/offer. Call Doug Wachholz (off) 202/293-5900 or (home) 703/759-5666.

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