

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



MAY-JUNE 1985

der bayerische



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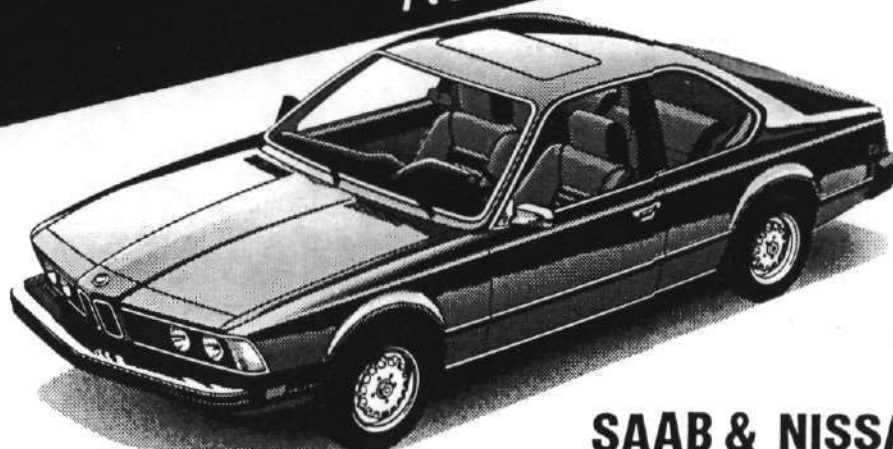
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All copy submitted must be received by the editor by the 5th of even numbered months.

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Cover Photo: *Wet Highway Safety School by Les Adams*

Coming Events

CHARITY AUCTION—MAY 18

Time: 2:00 pm–5:00 pm

Food, entertainment, celebrities and lots of goodies to be auctioned! The National Capital Chapter, BMWCCA, in cooperation with BMW of North America and WBMW Radio in Fairfax, will sponsor a Charity Auction to benefit Children's Hospital National Medical Center. The Auction will be held at the Bullis School in Potomac, Maryland. Club members and the general public are invited.

Over 100 items will be auctioned including: luggage, jewelry, meals at area restaurants, gift certificates from fashionable stores and BMW accessories. All items have been donated by area merchants, WBMW Radio, BMW of NA, and BMW dealers. Successful bidders will make payments (tax deductible) to Children's Hospital.

The price for entry, to defray the cost of food and entertainment, is only \$5.00 for adults and \$2.50 for children 3 to 12 years of age. Area BMW dealers and independent service facilities have discount tickets available for \$4.50 and \$2.00 respectively (available thru 6:00 p.m. 5/17/85).

Come out and bring the family to enjoy this most worthwhile charity event. For more detail or to volunteer your support, contact Bill Ross.

Directions: Bullis School is located at 10601 Falls Road, Potomac, MD. Take I495 to the River Road exit toward Potomac for 4 to 5 miles to a Right onto Falls Road. The spacious campus with ample parking is located on your Left.

BLUE RIDGE RENDEVOUS—MAY 25-27

Join club members from all over Virginia and North Carolina for a Memorial Day Weekend at Mountain Lake Resort. The Tidewater Chapter promises a loosely structured weekend with an Eagle Eye Rally Sunday morning and lots of time to enjoy the resort's tennis, fishing, golf, swimming and horse back riding. Use the application in the March-April *DB* or call Les Adams.

CHARITY TELETHON—JUNE 1 & 2

Time: 9:00 am Sat.—6:00 pm Sun

The Children's Miracle Network Telethon will be broadcast on WDCA—Channel 20. Tune in to see Club members answering the phones, to make *your* pledge, and maybe to see us present to the Hospital the thousands of dollars raised through the Charity Auction. Last year the Chapter donated some 100 hours of support and a modest cash contribution to the Telethon. This year we have planned a fund raiser and, while we may not surpass the \$5,000 to \$6,000—1983 joint effort with the Mercedes Club, we will demonstrate our support of this most worthwhile effort.

This year's Telethon will be on 140 TV stations in the U.S. and Canada and will cover 80% of TV households in America and 50% of Canadian households. Next year this Chapter, in cooperation with BMW-NA, plans to promote a nationwide effort involving the 51 chapters of BMWCCA and the dealer network in support of the Telethon.

If you wish to do more than support the auction, make a pledge and watch the Show, contact Bill Ross in Washington or Karen Fairchild in Baltimore. There may be a role for you either on or off camera at the Telethon.

Directions to WDCA TV: Capital Beltway to the River Road unit, toward Washington, for 4 miles to 5202 River Road, Bethesda, MD. WDCA TV is located behind the Roy Rogers. Contact Karen for directions in Baltimore.

GERMAN CAR FEST—JUNE 8

Time: 9:00 am Departure

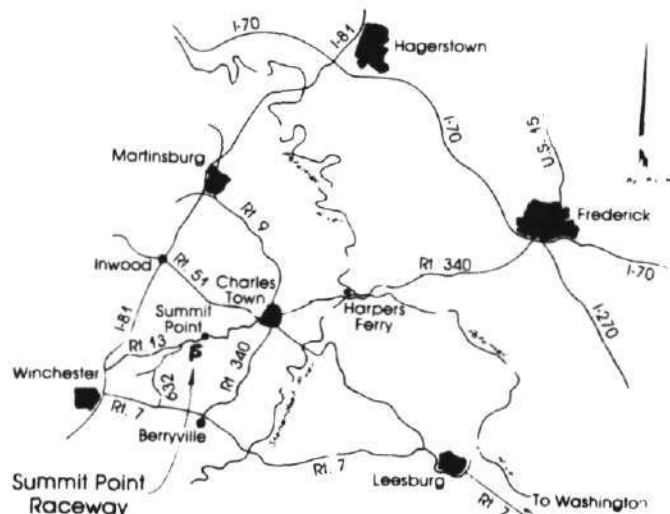
Don't just read about the German Car Fest this year, come to Richmond and see a hundred magnificent cars and enjoy lunch on the club (first 50 registrants to contact Les Adams). Better yet, enter your car. Awards for each of three classes: I—pre-77; II—post 77; and III—Euro, racing, Isetta, etc., Entry fee is \$8 to compete. Popular judging by spectators between noon and 3 p.m. Gates open at 10 a.m. or drive down with the club, leaving Springfield Cinema at 9 a.m. to arrive around 11. Call Les Adams for applications, details or to register for lunch.

Directions: To Springfield Cinema: I 95 south to Springfield exit (the first south of the Beltway), Old Keene Mill Road west through the first light, left into the Cinema parking lot *behind* the theatre. To Richmond: I 95 south to Richmond exit 10A. Right at the light onto Bank Street, left on 13th Street to Shockoe Slip at Carey Street.

SUMMIT POINT CORRAL—JUNE 9

Time:

After you win best in class at Shockoe on Saturday, come to Summit Point on Sunday to show off your car and trophy. We'll be watching the SCCA Nationals, about six to eight races depending on the mix of classes, from our fenced off area (corral, get it?) adjacent to turn 7. Then after a parade lap, the club provides lunch, beer and soda. A great way to meet club members, talk BMW's, and see some great racing. See the map below for directions.



AUTO SHOW LANDOVER MALL—JUNE 15-16

Time: 11 am–6 pm Saturday, Noon–5 pm Sunday

This all BMW show will feature a number of member cars as well as several new models from local dealers as we educate the public about the ultimate driving machine and try to track down owners and entice them into club membership. Drop by and say hi or sign up to display your car or man our display. Contact Dan Lim (301-839-9203) or John Fowler (703-368-7315).

Directions: Landover Mall is just inside the Beltway. Exit at Maryland Route 202 (Landover Road) west; first right into the mall.

AUTOCROSS—JUNE 23 and AUGUST 25

Time: 11 am–4 pm

These are the second and third races in our three part autocross series held at Landover Mall. This is low key, low pressure racing in second gear. The only requirements are: BMW in good condition (brakes, steering, suspension); a helmet and \$7. Pump up your tires to 40 pounds before arriving and empty your trunk at the site. Inspection at 11 am, first heat begins at high noon. Direct your questions to Kay Heatherley (301-949-1326), Terry Forrest (202-397-8541) or Mike Vincenty (703-979-9200).

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

SUMMIT POINT CORRAL—JULY 7

Time: 9: am–Full Day of Racing

This is the year's big race at "The Point"—the Trans Am with national stars and tough racing. The club provides a great vantage point at Turn 7, fenced in parking, a canopy to get out of the sun, plus lunch, beer and soda. And lots of BMW's and owners. See the map above.

CRAB FEAST—JULY 20, 1985

Time: 10:00 am–6:00 pm

The annual National Capital Chapter family picnic will again be held by popular demand in historic Southern Maryland at COSCA REGIONAL PARK, Clinton, Maryland. Due to the large showing of last year, we have reserved the PAVILION this year. The park offers paddle boats, ballfields, horseshoes, volleyball, fishing, childrens' playgrounds, and walking trails.

The picnic is a BYOB (bring your basket-affair), therefore we suggest you pack a cooler with your traditional picnic foods. The CLUB will provide beer, soft drinks and charcoal. We will also have steam crabs at the price of \$6.00 per person. If you wish to have crabs, please send your check in the amount of \$6.00 per person made out to NCC-BWMCCA before July 13, to Mike Diggs, 2046 34th St. S.E. Wash. D.C., 20020.

Directions: From Washington Beltway, exit Route 5 South (Branch Ave.) go approximately 5 miles and make a right at Woodyard Rd., then left at Brandywine Rd. and right at Thrift Rd. the Park is one mile on the right but follow sign to the Pavilion.

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)
 18† **Children's Hospital Charity Auction**
 (Bill Ross)
 25† **Memorial Day—Blue Ridge
 Rendeuous—Tidewater Chapter**

JUNE

- 1-2† **Children's Hospital Telethon**
 (Bill Ross & Karen Fairchild)
 5 **Der Bayerische Deadline for July/August**
 8† **German Car Fest—Shockoe Chapter**
 (Les Adams)

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

- 15-16† **Landover Mall**
 Father's Day Car Show
 (John Fowler)

- 23† **(Sunday)—Autocross**
 (Mike Vincenty)

JULY

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

AUGUST

- 4 **Tri-Marque Concours**
 5 **Der Bayerische deadline for September/October**
 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**
 5 **Der Bayerische deadline for
 November/December**
 13 **(Sunday)—Winery Tour**
 25 **(Friday)—Hotshoe Driving School**

NOVEMBER

- 15 **(Friday)—Election Dinner**
 30 **Do-it-yourself Tech session**

DECEMBER

- 5 **Der Bayerische deadline for
 January/February 1986**
 6 **(Friday) Wine & Cheese Party**

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

Other Events of Interest

June 16 Children's Hospital Benefit Autocross
 7:30 a.m. Landmark Center,
 Alexandria, VA.
 Call Les Adams 202-252-4387 days,
 703-569-2144

October 5 Autoy's Annual OktoberFest
 November 3 Excluservice Bavarian Day

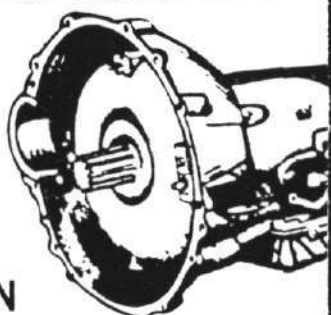
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Newington, Va. 8195 Backlick Rd. (703) 550-7810
Springfield, Va. 3250 Port Royal Rd. (703) 321-7811
Tysons Corner, Va. 524 Springhill Rd. (703) 893-4210
Washington, D.C. 67 K Street, S.W. (202) 554-4605
Beltsville, Md. 5640 Sunnyside (301) 441-3445
Columbia, Md. 6810 Oakhill Lane (301) 596-0880
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Gaithersburg, Md. 9025 Compent Ct. (301) 948-3050
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Please call 770-0700 for an appointment and let us earn your patronage!

David Toy
President, Autoy, Inc. & AutoWerke, Inc.

AutoWerke, Inc. has specialized in the repair, maintenance and improvement of BMW and Porsche automobiles since 1978. Over the years we have built a well equipped independent shop, a highly qualified staff, and a reputation for top quality personal service at very reasonable cost.

Customer service and satisfaction are our prime concerns at AutoWerke. We offer personal service instead of the high volume impersonal treatment that prevails at most "service" establishments. We have built our company on return customers' respect and patronage. We also host our annual Oktoberfest to benefit Children's Hospital on the first Saturday of every October.

Autoy, Inc., next door to AutoWerke, offers top quality parts and accessories for BMWs. From points, plugs & filters for the do-it-yourself home mechanic to the finest european suspensions, aerodynamics and lighting, Autoy stocks the goods at competitive prices.



President's Message

HURRY If we got *DB* written, edited, typed, printed, addressed, and posted on time, then this may not be too late to remind you to grab your checkbook and get out to the club's Children's Hospital Benefit Auction at the Bullis School in Potomac. I've got to hand it to Bill Ross—he really does have a talent for these things. Now, I'm writing this on March 26, (to give you some idea of the lead time required in putting out *DB*) and in the past 36 hours, this brainstorm has gone from idea to approval by Children's Hospital, sponsorship by BMWNA, WBMW radio Fairfax (Does your BMW listen to BMW?) and the ball is just beginning to roll. So if it is not too late, hurry on out. It promises to be some affair.

CHECK IT OUT While we're on the subject of coming events, flip back to the calendar and check out what's going on. During the May-June period of this newsletter alone, we have: the driving school weekend which this year is a multifaceted event (school, tour, dinner and party); Car-Brite tech session; Children's Hospital auction; Blue Ridge Rendezvous;

Children's Hospital Telethon; German Car Fest; Summit Point Corral; Landover Mall auto show; and an autocross!! In July-August we have another autocross; two Summit Point corrals; the Crab Feast; the Tri-Marque Concours (August 4—start cleaning now!); the annual Potomac Polo Match; and the Baltimore German Festival. You say you can't make them all? Well few of us can, so take your best shot, and read *DB* to see what's happening.

HIGHWAY SAFETY SCHOOL Our first Highway Safety School at Summit Point was a bit rough in execution, what with rain, a late start, and cars that arrived *without having been inspected before the school*, (a problem for us but also for the driver who showed up with no brakes) but the reaction of those who attended was positive. One driver reported afterward of a new feeling of confidence. You'll see a write-up elsewhere, but let me tell you here that when *you* attend next year, you will learn things at this school that can keep you out of an accident, even save your life. And we have this way of learning from each event, so next year . . . just wait and see. Start thinking about it now. A trip to the safety school will show you things your high school driver's ed. instructor never dreamed of. We'll make you a faster, smoother, safer driver.

BADD No, my spelling hasn't gone south, BADD stands for Bimmers Against Drunk Drivers. I bring this up because of a concern I have heard voiced about our regular consumption of Germany's best brew at our functions. It would be inconsistent, if not hypocritical, to emphasize our concern for fast, safe driving and not recognize the potential danger of mixing booze and Bimmers. The campaign to catch drunk drivers deserves our whole-hearted support. What's more, it deserves our immediate attention. John Hartge offers some statistics and advice on the effects of drink elsewhere is this issue. Take heed. Also, consider this an open invitation to help me organize, and to participate in, an alco-slalom, a demonstration of the effects of alcohol on driver function. More on this later. In the meantime, be BADD.

CITATION Those of you who don't get to many events may be surprised to learn that not all club members drive BMW's—some are between Bimmers, nursing sick Bimmers, or just enjoy reading *DB* every two months. They are all nonetheless BMW enthusiasts. I want to pay special attention to heretofore unsung Bimmerless heroes:

Bernice and Ira Winthrop—The reason the newsletter looks so good is because Bernice and Ira put so much into it. And believe me, it takes a lot. The Winthrops miss their car so much they are looking for a way to rent one for events. They drove the safety school in their Citation! If you know of a rental, contact them.

Kay Heatherly—Another name you've seen in these pages. Kay is now in a Honda CRX, but you will still see her running the autocrosses and helping at the track. Kay is good people and we are happy to have her.

Rick Foster—Rick parted with his 320i to get into racing with a Renault in which he won his first race! Last year, he ran our driving schools. This year, you will see him out there as an instructor.

Rick, Kay, Bernice, Ira, thank you!

JOHN FOWLER While I'm handing out kudos, I'd like to tell you of all the work that John has quietly done behind the scenes. He put together the auto show display the last two years, and this year, gave up his Christmas week to construct the display panels so the club wouldn't have to buy them. Then he gave up the following week to man the display the entire five days the show was open. Whew! John is now in what must seem like retirement but still acts as our graphic artist and adviser. Thanks John . . . and Kathy.

SCHOOL CANCELLATION POLICY So there are no misunderstandings, let me remind you that there is a cancellation policy for our driving schools. If you cancel no later than ten days before the school, you will receive a refund. If you cancel after that point, you will receive a refund only if your slot is filled by someone else. Now you know. You should also know that if you show up at the track with a car that doesn't pass inspection, no drive and no refund. Enough said.

ENDS AT ODDS A bunch of homeless miscellany looking to go public:

—Interested in a tennis tournament for Bimmer owners? contact Mike Diggs.

—The club needs pictures and slides for our auto show display (and for *DB* for that matter). The display is currently residing at Anton BMW in Masassas. Look for the display in your neighborhood as it makes the rounds of the dealerships.

—Dave Toy, long time NCC member, officer, supporter, has an article elsewhere. Just let me mention that Autoy and Autowerke are very much in business and I am happy to report that Dave is still running the show. Best of luck, Dave!

—*DB* could use some editing help. We have been receiving a lot of material and our editors are getting tired.

—Keep those cards and letters coming in, folks. DeBbie is complaining from the crush of mail, the grey market issue seems to have reached critical mass in these pages and the variety of articles we are getting is gratifying. Nice work!

Les Adams

From the Editors

As I mentioned in the previous issue, it's great to be getting more and more newsletter contributions from club members. But, there's always room for more help. After two years in my current tour of duty at the editor's desk, I intend to retire with the next issue. The help we're looking for now is my replacement. I am confident that someone among our 1,300 members will volunteer to co-edit this newsletter with Ira and Bernice Winthrop. If you're interested in cars (obviously you are or you wouldn't be reading this) and would like to get better acquainted with the diverse people who make up our club, the job is a lot of fun. Here's a little about what a co-editor of DER BAYERISCHE does. The newsletter is published every other month. At deadline time, early in even numbered months, you will have to set aside some time to get everything together. There are several people sharing duties. You will not have to do a lot of writing yourself. Specifically, my replacement is responsible for organizing, collecting, and editing the non-advertising contents of the newsletter. Ira and Bernice handle all of the production, typesetting, layout, photo sizing, ad layout. Knowledge of spelling and grammar is helpful, but the key to this job is organizational: making sure people who promised you things get them to you by the deadline, making sure that club activities are detailed in a timely manner. At one time this job was a "my god it's deadline time, what am I going to fill the newsletter with" type of activity. That is no longer true. Plenty of people will approach you with ideas. The executive board of the club meets just before deadline time to help come up with ideas. The person we need to replace me will be a coordinator, making sure the newsletter submissions are done on time. Typing, or easy access to a typist, would be beneficial, although you certainly don't have to type up the whole newsletter—we pay a typesetter to do that. Rather than go into more detail here, I'll just invite you to call me to discuss the co-editor job in more detail.

Call evenings or weekends (202) 484-3849.

John Hartge

Membership Drive Update

The 1985 Spring Membership Contest is in full swing. This year's contest runs from April 1, through June 30. This year's prizes include an Escort or Passport radar detector, a BMW M-Style Sport Bag (donated by BMW of Fairfax), a pair of Polk Audio ML-1 speakers (donated by Voyager Sound Center) and BMWCCA Beer Steins.

The contest rules appeared in the March-April issue of *DB*. If you have questions, give me a call. *Be sure to print your name in every blank headed 'I heard about BMWCCA from.'* Some applications have two blanks and the national office keeps the top half and sends the chapter the bottom half. If your name is on the portion retained by the national, we are unable to credit the local member. Additionally, if you also wish to enter the national membership drive, be sure to follow their rules (usually name and membership number in the upper right corner). They cut off the corner and place it into a barrel for the drawing. If you don't write your name elsewhere on the form, the chapter will not know who referred the new member.

As you go about twisting the arms (and hopefully not antennas) of prospective new members, don't forget to tell them about the benefits of membership:

- Parts and accessories discounts at dealers and independents (10-15%)
- Club Store for big and small ticket items (engines, detectors, filters, acces.)
- Technical advice on repairs and maintenance (e.g., brake dust)
- Service advice and recommendations
- Wide variety of events, both technical and family (Tech Sessions, Crab Feast, Auto Shows)
- Variety of driving events (driving and safety schools, autocrosses, tours)
- National and local newsletters
- *Friends of BMW* for traveling throughout the country
- National and local member's ombudsman service
- Association with fellow enthusiasts and increased motor-ing enjoyment.

You might find the most fertile recruitment ground in your own neighborhood or company garage. While our membership totals some 1,300, BMW-NA will deliver an estimated 3,500 cars in the Washington/Baltimore area annually and there are an estimated 10,000 to 15,000 BMW registered in this area. Good Luck! Let's penetrate that market. The winners will be announced in the September-October *DB*.

Bill Ross

Club Display Goes on the Road



Photo by John Fowler

To make maximum use of our club display, which was constructed for the D.C. Auto Show, we are circulating it to the local dealers. It is now at Anton BMW in Manassas. The display has been the backdrop for new Bimmers on the showroom floor.

On Father's Day weekend (June 15-16), the club and display will be at Landover Mall. If you would like to participate in this event, call Dan Lim (301/839-9203) or myself at 703/368-7315.

To keep our display fresh, we need *your* current photos of club activities. Between our standing display and slide show, we are able to show 102 photos. The club is having a lot of great events this year, so come on out and bring your cameras!

John Fowler

Dealer Relations and Club Ambassadors

This chapter, unlike some other chapters across the country, has an excellent rapport with area sales and service facilities. This is not without some effort on both sides. When a member has a concern which cannot be addressed through normal channels, the chapter contacts the merchant on behalf of the member. Similarly, owners, managers and service personnel, many of whom are members, often contact the club with suggestions, articles and information. There is considerable give and take.

To facilitate the relationship between the club and the area dealers, club ambassadors have been selected for each firm. The ambassadors not only represent member's interests with the firm and vice versa, but supply the firm with membership applications, arrange tours and events, request donations for Club activities and generally provide the Chapter with updates on what's happening (new facility, personnel changes, expanded services, etc.)

Several members have served, often without recognition, in this most important capacity. Now that BMW/NA has recently decided to promote ambassadors/liaisons on a nationwide basis through the dealerships and BMWCCA, we have filled in our ranks. The 1985 club ambassadors are:

Anton BMW—John Fowler, E (703) 368-7315
BMW OF Fairfax—Clayton Klemm, Jr. D (703) 556-9250
E (703) 378-5202
Brooks BMW—Karen Fairchild, D (301) 337-1484
E (301) 665-6491
Brown's Castle BMW—Dwight Derr, E (301) 686-7504
Evergreen BMW—Gordon Kimpel, D (703) 790-8008
Genderson BMW—Chuck Garrish, E (301) 268-6543
Heishman BMW—John Hartge, E (202) 484-3849
Martens BMW—Eddie Dugas, E (202) 363-3512
Russel BMW—Rick Foster, E (301) 788-6253
Schwing BMW—Tim Dougan, E (301) 625-0460
Tischer BMW—Raine Mantysalo, E (301) 621-1540,
D (301) 953-2600
VOB BMW—George Gower, E (301) 774-7878

The Chapter is currently seeking a new ambassador for GW Motors in Winchester, VA. Members interested in serving in this capacity should contact Bill Ross.

Some of you are probably wondering why the independent service facilities are not listed above. The management of all of the independent BMW service facilities are themselves members (e.g., AutoWerke—Dave; Excluservice—Lothar and Don; J&F Motors—Carl, Gordon and Joe; London Auto—Tom; Potomac Motor Works—Paul; and Quality Car—Terry).

Happy motoring!

Bill Ross

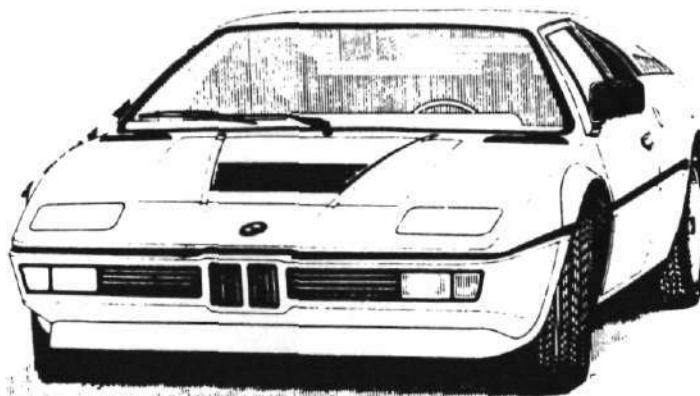
J & F MOTORS LTD. BMW SPECIALIST

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Joe Anderson
Gordon Fletcher
Carl Staton



Tyres of The Radial Round Table!

The radial tire tech session was started promptly at 1:30 p.m., February 16 as we all huddled in the reception area to grab a bit of heat. Sam Fisher, manager of radial tire started out by giving us a short lecture on the history of the radial tire and how radial tire first started. Radial tire company was started in 1975, when radial tires were just being recognized, by Paul Moorcones and Don Heinze. Michelin and Dunlop were the first tire companies to develop the radial tire, but Michelin was the first to put them on the market. Sam told us that the first radial was based on a concept tire experiment called elliptical which is the general shape of a radial tire and is the actual shape of the 50 series tires of today. The concept behind the radial tire is to put more of the tire tread on the ground when cornering, (bias-ply tires tend to lift part of the tire tread off the pavement) less friction for better control and gas mileage, and a stronger sidewall. Tire tread technology has really improved within the last 5 years. Treads have gone from what was known as the running rib tread pattern to the more aggressive block pattern which was developed to channel water more rapidly for today's wider high performance tires. Even now tread patterns are constantly improving; for example, the Yokohama A008 and the Goodyear Gatorbacks. Then we talked about the different tire widths, heights, and diameters, such as the "Plus O" "Plus 1" and the "Plus 2" concepts. For instance a Plus O is a wider than the stock tire for putting more road holding tread to the ground with better control. The Plus 1 takes you to a wheel and tire diameter which is 1 size larger than stock with a lower profile tire to maintain the same or nearly the same as the stock diameter with better control and more road feel. Because of the shorter side wall you get more of an instant feel of maneuverability when the steering wheel is turned. The Plus 2, which is the ultimate in performance, requires the wheel and tire sizes to be 2 sizes larger than stock and uses an even lower profile tire to keep the same diameter. The ride with the Plus 2 is a stiffer ride than the Plus 1, but you get instant steering response, more road feel, and much more control because there is no sidewall flex to contend with. But it is best to do some suspension modification to your car when considering changing to the "Plus 2" concept.



Photo by Raine Mantysalo

During the lecture our beer meister Bill Ross handed out our favorite brew, pretzels, and potato chips (what a guy). After the tire lecture, we were shown a demonstration on how to correctly balance tires on the computerized balancing machine by one of radial's tire experts, Kenny Gatlin. Kenny was very informative and knowledgeable about the proper

way to use this very precise tire balancer. We were also shown how they balance tires directly on the car, which is usually the case with our marque. Lucky Les Adams drew the lucky straw and the demonstration was done on his beloved 'Blitzen' with the monster Goodyear Gatorbacks. I personally have the Plus 2 concept on my Bimmer, and I can tell you from first hand experience. "It is the ultimate!" Radial tire has a large assortment of tire and wheel combinations, one to suit your purpose. Our special thanks to Sam Fisher and Kenny Gatlin for a very educational tech session.

Glenn H. Sims

Blob's Park



Too much partying for young Clayton Klemm at Blob's Park? (That wasn't really his beer.) Photo by Dan & Seu Lim.

Heel and toe.
Spin around.
And have another beer.
But leave your car outside.

Over a hundred members turned up at an Anne Arundel County Bavarian beer hall and polka palace named Blob's Park for an evening of German food, beer, and polkas. The



Bill Loftin, the Marxes and others party at Blob's Park
Photo by Dan & Seu Lim

club picked up the tab for dinner and dessert, leaving members on their own to contend with the bar, a bar offering over two dozen German or European beers in bottles, or Dortmunder Union on tap, light or dark, five bucks a PITCHER!

Phil Marx, the BMWCCA South Atlantic Zone Governor, and his wife Anne, brought greetings from the Blue Ridge Chapter in Charlottesville. Those of you at the German Carfest in Richmond may remember Phil. He was the one with the keys to the M1.

Round Man Racing had a presence, (did someone say party?), with John Harrison taking to the dance floor as if Terry & Neil had set up his shoes. As well as old friends from Baltimore and D.C., many new faces came out.

It was a good time, February 23rd, the second "annual" Blob's Park party.

David Sossamon

Auto Electricals

The perfectly sunny morning of March 9th prompted over fifty club members to meet at Excluservice in Rockville for a two-part tech session. After greetings from Lothar Schuettler and coffee and doughnuts, the gathering divided into three smaller groups, led by Lothar and BMW technicians Steve Zapol and Mike Thorpe.

Lothar spoke about Excluservice's offerings: service and maintenance of both American and Euro-spec BMW's, as well as conversion of non-American BMW's to meet EPA/DOT regulations. They can also perform recommended services during the manufacturer's warranty period.



The crowd gathers to hear Lothar Schuettler discuss auto electricals and radar receivers. Photo by Raine Mantysalo.

Mike Thorpe covered the topic of auto electricals: why your car didn't run during our big chill of January-February. It was comforting to find that 2002's weren't the only models with difficulties this winter! Many topics were covered at other sessions, but briefly:

- Make sure battery connections are tight and clean of corrosion.

- When jump-starting, make the last connection to the negative terminal.

- Remember, a completely dead battery *can freeze*, so be cautious when jump-starting, remove caps and cover with a rag, and stand back!

- Keep the battery clean and serviced—top up with water (enough to cover the plates) and clean the case (with 409) and

terminals (with water-baking soda mixture) as well as the cable ends.

- If the battery is strong but the car still doesn't start, check for a poor groundstrap. Spark plugs could also be the problem and are one of the first things to check. If the choke is not adjusted correctly, flooding could cause starting problems.

- In cold weather, don't try to crank the engine too long; the plugs can become black and wet (fouled). If the weather is warmer and starting problems occur with fuel-injected cars, check for an air leak: oil breather cap off or dipstick pulled out. On 320's, the 16 amp fuel pump fuse could corrode or blow—no gas, no start!

- With electronic fuel injection, some electric power (battery voltage) is needed for the electric fuel pump. Check your fuses and look for loose wires and hoses.

- For owners of 320's with K-Jetronic injection, the fuel pump runs when the engine runs. If the fuel level is low, the car won't start as gas is needed to open the injectors.

After this discussion, Mike was nice enough to entertain individual questions and trouble-shoot members' electrical difficulties.

Excluservice also provides remote installations of radar detectors, including the Whistler Spectrum remote, K40 remote, and the Escort. The Escort is taken apart and the antenna unit is waterproofed and mounted behind the grill, while the detector head is secreted in the cockpit. The Escort seemed to be the best built unit.

Remote installations do have drawbacks, however. There is a loss in sensitivity as the antenna unit is closer to the road compared to placing the unit on the dash or sunvisor. Mounting behind the grill (especially a metal one) or a bumper can limit detector effectiveness. Also, the sensitivity to radar from the rear is reduced as the entire body of the car interferes with the antenna's reception.

Thanks to Lothar and the Excluservice staff for extending their knowledge and hospitality to the National Capital Chapter.

John R. McWilliams

Car Stereo Tech Session

The session started for some of us at 6:30 p.m. But since it was scheduled for 7:30, some of us got to "browse" around Car Stereo at those audio wares from Alpine, Yamaha, and Craig before the actual session started. For the most part we talked about the Alpine alarm system. Alpine representative Chuck Camelli gave us the lecture about the need to have a good quality alarm system for our Marque, if we were planning on keeping our pride and joys. The Alpine system is a sophisticated but not complicated alarm that features a starter cut-out, Piezo sensors for detecting glass breakage and door tampering, motion detector, hood or trunk switch, siren, and a five digit code for disarming the system. The workmanship of the components is of the highest grade materials. One great feature of the more expensive models is a timer that can be hooked up to your horn, lights, antenna, interior lights, or whatever you prefer to activate one of these components every one to four hours to let would be thieves know that your car does have a very good alarm system. Larry Hunt demonstrated an Alpine alarm system that he installed in a BMW 320iS (in which the owner was recruited by me) to show us

how neatly the system can be installed and how well it works. The highlight of the tech was the demonstration of a '350 watt' Alpine stereo installed in a black 1982 528e. That system won the car stereo loudest sound system contest. Our thanks to Chuck Camelli and the experts at Car Stereo Inc. for an informative tech.

Glenn H. Sims

Spring Hands-On Tech Session

The first do-it-yourself tech session of 1985 was without any doubt a smashing success. Notwithstanding a day which at first was gloomy with high winds (gusting to 40 to 50 knots), a group of "tried and true" club members (about 60) ventured to Tischer Autopark, in Silver Spring, to avail themselves of the facilities offered.



We arrived a few minutes before schedule (9 a.m.) to find an orderly line of cars, mostly 320s with a few 5 series and 2002s. Max Rodriguez was listing drivers and assigning them lifts in the service area. The group, as usual, was orderly and attentive, enjoying Tischer's hospitality treat of doughnuts and coffee. Service Manager Gary Long noted what a well organized group we were, compared to the others (Porsche, Audi owners). Gary was ably assisted by John Manos and Chris Moritz, who were helping with the operation of the lifts. In addition, they helped with various tasks and answered questions.

Tischer Autopark has 18 stalls, 14 of which are equipped with lifts. Skylights supplement the already well illuminated interior. There's a red tile floor. It's a well laid-out, modern, squared-away service area.

The group, upon getting the go signal, filed handsomely one by one and maneuvered their Bimmers into their assigned positions. Everything went like clock work—such precision! Everyone appeared to know his or her individual chores and went about their work reminiscent of well trained crews on aircraft carriers during flight operations.

Here are some random samples of the hands-on work done by club members:

Pete Philips and Clayton Klemm figured they each saved about \$250 installing new shocks all around on their 320is. Karen Fairchild's estimated savings were about \$150 as she learned about and carried out various maintenance chores on her 528i. George Anderson probably saved about \$50 getting his 320i up on the lift so he could change the fuel filter and trans and rear gear lube.

In my opinion, this was a highly successful, most impressive, enjoyable, and cost effective endeavor. As the deadline arrived, we thanked the Tischer Autopark people for their generous hospitality. Then, as we walked into the open, the dreary skies we saw in the morning were blue, with cumulus clouds and a slightly gentle breeze, all capping an extraordinary day. Man the Bimmers . . . then all ahead . . . full!

Bill Mallari

Highway Safety School

March 29th dawned (well, actually it hadn't dawned yet with the prospect of warm, sunny weather. By the time we reached Rockville and Rt. 270 N. the first drops began to fall. Yet, the radio still promised sunny skies. I guess Mr. Barnes and Mr. Ryan were still asleep. Frederick brought a downpour. We drove on through, believe it or not, worsening skies. As we crossed into West Virginia, I wondered what kind of insanity made me want to learn highway safety in the kind of rain that I usually pull off the road and wait out. As we entered Summit Point the skies cleared and the sun began to shine. I guess Messrs. Barnes and Ryan knew something I didn't.

Our day began in a farmhouse with a videotape produced by a local Baltimore T.V. station explaining what a highway safety school was. Then Mr. Bill Scott used another videotape to show us how one should brake on the straight and on a curve. He further explained that we would also brake while driving around a pylon. We carefully listened to tires being sucked off the pavement as cars correctly came to a halt.



Instruction at the Highway Safety School

Photo by Les Adams.

Then off to the track! We did a few parade laps to introduce us to the track. We also had to drive zigzagging around some pylons. It's a shame a Citation is fatter than a BMW. We then lined up and waited our turn at learning the proper technique for stopping a car in a straight line. The idea is to apply maximum braking yet avoid having the tires lock.

On my first attempt I braked too early and came to a halt just past the pylons where I was supposed to start braking. On my second attempt I braked too hard and did a beautiful 180 degree spin and ended up in the grass and rocks that line the racetrack. Well, at least I know what happens when you screw up! By the end of my 6 turns I was able to brake properly listening to the tires being sucked off the pavement just as in

the videotape.

After lunch the instructors decided we didn't want to brake on the curve. Was the glint in the instructors eyes evidence of premeditation? It was decided that we'd learn the line of the track. I was very disappointed because we had come to learn how to brake safely. My turn began just as the skies opened and rain unlike any I had seen earlier in the day came down in torrents! As I drove around the curves between 45 and 55 MPH, I wondered why I was doing this. I was going faster (on a curvey road that I really didn't know) than I usually do on the Beltway in that kind of rain. Actually I was somewhat relieved when I pulled into Pit Row.

Would I do it again? You bet, but I hope next time the school is more organized and we do what I spend my money for.

Bernice Winthrop

Rambling Ruminations

Canada will adopt U.S. standards for motor vehicle exhaust emissions effective with the 1988 model year, according to the *Wall Street Journal*. Given the current similar movement in Europe, led by Germany, the adoption of these U.S. standards may become virtually universal. This, I think, would be a propitious development, boding well for the health of humankind and, at the same time, for better performing vehicles for the U.S. market. We, you see, would no longer be the odd market out, left to cope with vehicles bearing jerry-rigged anti-pollution devices. Put another way, if the Europeans must drive vehicles equipped with engines that are as relatively "clean" as those they send us, then more resources will be devoted by the European manufacturers to developing "clean" engines that are also smooth running, durable, powerful, fuel efficient, and laudable in general. Porsche, incidentally, announced recently that it has learned how to produce engines that lose no power when catalytic converters are fitted. This commendable achievement resulted, I understand, principally from the employment of re-worked exhaust manifold and a larger converter, exemplified in the new Porsche 944 Turbo. Isn't science wonderful?

Moreover, *AUTOWEEK* (3-4-85), in an article on the 944 Turbo, quotes Porsche managing director Peter Schutz as saying, "We took the decision two years ago to stop all development on leaded fuel engines. We felt it was no longer warranted to do parallel programs for two types of engines, now that so many countries are changing to lead-free fuel." Further, Schnutz related that all Porsche models in future will, in phases, adopt U.S. safety related that all Porsche models in future will, in phases, adopt U.S. safety equipment, such as door beams (but probably not bumpers). This policy change resulted, at least in part, from a recent accident in which a Porsche engineer was injured. It was apparent to Schutz and others that the injuries would have been less severe had the engineer's Porsche been equipped with U.S. mandated door beams.

Will it be demonstrated in time, then, that a small group of Americans, although extremely unpopular in certain quarters at the time, were essentially correct when, some two decades ago, they advocated exhaust emission standards and safety standards for motor vehicles? It is difficult not to

wonder what the U.S. auto industry executives, as well as writers Brock Yates, David E. Davis, Jr. and others of that ilk, who bitterly denounced the advocates of such standards, think about current developments. A more meaningful conundrum is whether these developments in fruition will not only make "gray market" imports easier and less expensive in the short run, but will in the long run lead to an approximate parity between European and American prices for European manufactured cars.

The 944 Turbo, by the way, said to be priced at \$29,900 in well equipped form, capable of exceeding 150 mph, accelerating from zero to 60 mph in 6.1 seconds, and running a quarter-mile from rest in under 15 seconds, will probably steal a few sales from its sibling, the 911 (at least until the 911 is upgraded), as well as from other marques, including BMW. I was interested to see, incidentally, that, in discussing the aerodynamics of the 944 Turbo, Porsche personnel said that a passenger door mirror reduces top speed by 3 to 4 mph. And, it is noteworthy that Porsche engineers have provided the 944's turbocharger bearing with a water cooling system (that functions, as needed, after the engine is shut down), to enhance its durability.

The V-12 powered, super fast BMW 747i may appear on the market by 1986, which is sooner than originally planned. This wonder car might bring new excitement to BMW ownership ranks, raising the question whether the cylinder heads will crack in unison or in sequence.

Bill Via

News From Euro Car Magazines

According to the British magazine *Autocar* (March 6, 1985), BMW Motorsports GmbH has introduced the ultimate 5 series. This new model, designated the M5, is equipped with the 286 hp, DOHC, 24 valve engine from the M635 (and M1). Surprisingly, unlike the M535i (single cam, 218 hp), this limited production model comes standard without a large air dam or rear deck spoiler. Even so, *Autocar* recorded a 153 mph 2-way top speed—on the Autobahn! The German base price for the M5 is 80,750 DM versus 50,000 DM for the M535i (\$26,900 vs \$16,600). The article also hinted that the long rumored DOHC 3 series might be designated the M3.

Woody Hair

The German magazine *Auto Motor and Sport* (Feb. 20, 1985) also carries details and photos of the 24-valve M5. This magazine says BMW is aiming for a presentation of the 4-valve per cylinder 3 series at the Frankfurt Auto Show in September. It is to be an M323i. BMW seems to be fooling everyone on the next factory hot rod 3er. In the past, I had heard it was to be a 325i (not e) or an M318i. Guess we'll have to wait to know for sure.

This magazine also carries a 3 page BMW ad for a "325e mit Katalysator." The 325e with lambda oxygen sensor and catalytic converter introduced in the U.S. a year ago is now available to Europeans who care to hunt for the still relatively rare (in Europe) unleaded gas. Judging from the engine specs in the ad, this is the exact same drive train used in the U.S. 325e. The Europeans are still in hot political debate over just when to require the clean air gear on all new cars.

John Hartge

Comprehensive Claims

So, you want to be an instant millionaire. Start replacing broken BMW glass. Eventually, you'd get business from most BMW owners. As a popular target of thieves, BMWs have a very high rate of break ins, generally through side glass. Raine Mantysalo thought his 320 would be safe parked in front of his house in full view of his neighbor's police cruiser (see photo). He was wrong (see other photo).



Photo by Raine Mantysalo

I thought my car would be safe during normal office hours in a well lighted indoor parking garage. I was wrong. Even if the vandal/burglar does not take anything . . . what a mess! It means lots of work with the vacuum cleaner inside. Thousands of bits of broken glass fall inside the door. And worst of all, tiny bits of glass that fall on the outside will chip your paint. If you find a shattered window still largely intact,

use extreme care not to cut yourself and not to scratch the paint. Cover the paint with something thick before knocking out the remains of the window from the frame.

If you really want to be a millionaire, design a thin, lightweight, cheap, bullet-proof glass for BMWs. You'd get my business.

John Hartge

Autocrossing

Presenting the second installment of Kay Heatherley's thoughts on autocrossing:

PHILOSOPHICAL AUTOCROSS

A day of the utmost in giving and activity, for oneself . . . to oneself.

A time of solitude, concentration and challenge.

A dedication to car preparation.

A time of challenge, straddling the fence of self doubt and positive thinking.

A moment of fear and anticipation on the line.

An eternity on the course, dealing with the realities and consequences of direct action.

A dedication to finish with pride what didn't quite go right.

A reflection on the possibilities of improvement with no regret for what has past.

An inner glow of satisfaction for a fear conquered and hope of greater learning.

Knowing yourself a little better.

AUTOCROSS COURSE INTERPRETATION

Some suggestions on autocrossing and course interpretation. . .

It is important to first view an autocross course within realistic perspectives. As abstract as those pylons appear, remember that the course is usually no more than sixty seconds and several hundred yards long; considerably less life threatening than being lost in a tropical jungle!

For the person who has never analyzed their reactions or their inputs in their street driving, the first few autocrosses can conjure up the same feelings that the monster hiding under the bed did when we were all little sprouts. Imagined fears can keep anyone immobilized, so get under there and see if there is a monster! The odds of there being one are about the same as for injuring yourself in an autocross. Look at the course as simply a puzzle in which there are different segments to be mastered. Study the course drawing and walk through the course when permitted. You could even try what some weirdo in the D.C. series used to do: carry a lawn chair all around the safety perimeters and sit at different spots to observe the way others are taking the course (who was that nut, anyway?). Next, try drawing the course on paper, or if your car payments don't allow paper, use a stick in the dirt. Get to know the shape and contours of the course.

After doing all the above, try viewing the course from the standpoint of identifying those elements which will appear

confusing or deceiving while negotiating the course at speed. If there is a row of pylons behind a gate that will be difficult to comprehend on the course, get a mental picture of how to approach that spot. In other words, learn to anticipate what could be visually misread when your blood pressure has tripled. Also, be aware of spots where even Garth Ullom wouldn't go 20 m.p.h. You'll handle it if you've planned it.

After several runs, course reading will become easier. The driver can then concentrate on smoothness of line and looking ahead toward the gates, but that's another whole topic.

As you think about autocrossing, always remember the immortal words of our infamous colleague, Gordon Kimpel: "Today will be a great experience."

Kay Heatherley

Autoy's Tenth Anniversary Approaches

Autoy and Autowerke have specialized in BMW parts and service since 1975 and 1978, respectively. Both companies were started and are still owned and operated by me, Dave Toy. I have been a BMWCCA member since 1973, and in 1976, was chapter vice president and director of the national Oktoberfest hosted by our chapter. Autoy and Autowerke have supported the car club over the years with activities and discounts for members.

Autoy is the parts and accessories store with the prime focus on BMW goodies. Quality is our first concern, then competitive pricing. Autowerke specializes in all levels of repair and maintenance on BMW's including all factory recommended services during and after the warranty. Honest personal service at a fair price—that is Autowerke's hallmark. I invite all BMWCCA members to call or stop by to see our showroom and shop. 9:30–6:00 weekdays, 10:00–2:00 Saturdays.

Dave Toy

Bimmer By-ways

In years past, *Road & Track* had a series of articles entitled "Sports Car Country" which described a road or network of roads that combined scenery, minimum traffic and enough curves to encourage enthusiastic motoring. Not having the time or means to travel around the country looking for such 200 mile long Nurburgrings, I usually had to make do with what was available locally. Here are a few:

GEORGETOWN PIKE—in 1959 I had an MG-TF. It didn't have much power but compared to other cars of that era, it could go around corners. At that time suburban-sprawl did not extend much beyond Falls Church. Georgetown Pike (Rt. 193) was not the commuter route to Reston, Sterling, etc. it has become today. Any time after 10 p.m. it was possible to cover the 8 miles from Langley to Old Dominion Drive without encountering another vehicle. The road is mostly through the woods with many turns, blind crests and two narrow bridges. As traffic has increased over the years there have been proposals to straighten, widen, and even provide shoulders for this former 18th Century wagon trail between Chain Bridge and points west. Fortunately the efforts of preservationists have kept every dip and curve in place. The

bridge over Difficult Run was replaced with a modern structure several years ago. Don't expect to drive this road today without being held up by other cars. Passing is not permitted or recommended. However, for old times sake, I still get a kick out of driving the section between the Beltway and Old Dominion Drive, and if I hang back enough, I can still *drive* through the more interesting curves.

SKYLINE DRIVE—I'm sure everyone is acquainted with this 90 mile engineering marvel between Front Royal and Waynesboro. Just don't attempt it on a Sunday afternoon in October. If driving fun and not scenery is your goal, I recommend early or late in the day, mid-week, between November and March. An interesting addition to this trip is the US 211 "hill-climb" from Sperryville up to Skyline Drive. See how many cars you can pass. I'll leave coverage of the 400 mile extension of Skyline Drive (the Blue Ridge Parkway) to someone else.

HARPERS FERRY ROAD—this 20 mile roller coaster was introduced to me by Bill Via on one of our Fall Tours. I have since driven it perhaps a dozen times (including leading the '83 Spring Tour over this same road). I am still surprised by some of the blind crests and turns. Some friends that have a week-end cottage near Boonsboro told me they used this road one time and will never do it again. To me it's Heaven. Someday I'll take the time to stop and explore the imposing lime kiln ruins near the three-arched stone bridge over Antietam Creek—evidence of a once thriving industry at that spot in the road. Getting on Harpers Ferry Road is somewhat tricky. I'll just say that it starts alongside the C&O Canal across the Potomac from Harpers Ferry and ends at the Antietam Battlefield (Sharpsburg). Give it a try. Turn around and do it in the other direction—its a whole new experience.

I know all of you have your own favorite (and maybe secret) roads. How about sharing them with us in *der Bayerische*?

Woody Hair

The Grey Market— An Owners Perspective

After reading the grey market piece in the previous issue by Nick Saridakis (sales manager Heishman BMW Inc.), I feel an accurate response is required.

Clearly, any BMW dealer is best served by venting his frustration with the grey market phenomenon by attacking the problem at its cause. I believe there is no justification for the enormous price differential for the Euro vs. U.S. models particularly given the cars' relative performance and the value of the U.S. dollar. The dealers should be pressuring for much more realistic U.S. prices if they really want to solve this problem. My concern with the comments that he does make is that he misrepresents the facts for those considering the purchase of a grey market car.

I have owned a 323i for 2 years and I do feel that the grey market generally is not for everyone. However Nick's letter illustrates why anyone considering a grey market buy, shouldn't ask a dealer for advice. Lets look at a few of his comments.

Warranty: Nick doesn't bother to mention that even a grey market car is covered by BMW's world wide warranty. It is a one year warranty and in my case took care of replacing transmission, front brake rotors, interior door panels, clock, and a differential oil seal. If the failure had been in a component related to certification, there would be a risk of no warranty coverage. This is a risk I judged to be small.

Parts and Service: Here Nick is on an extended lunch break. He jokes about the "unassuming owner of a 323i assuming a dealer would have his gizmo lying around collecting dust in his parts department." In two years I have replaced the following items: front fender, windshield, door mirror, horn, fender splash panel, bumper, water pump, disk rotor, brake pads, coolant level sensor, alloy wheel, and all filters (oil, air, and gas). Every one of these parts, except the bumper, was an off the shelf item because they're the very same parts as used in the 318/325. It took only three days to get the Euro-style bumper from one of a dozen grey market parts houses. Service is also not a problem. I don't know any BMW dealer or independent who will not service a grey market car. Some independent shops actually specialize in servicing Euro-models.

Here-today-gone-tomorrow grey marketeers: In my case I was there—yesterday—here-today, as I bought my car while in Boston from a local importer and then moved to DC where I took delivery. Who cares? As long as you check the quality of work being done by the certifier in advance (references etc.), and then check yours closely before taking delivery you should be alright. As for post warranty problems, any of us who owned a 530i learned quickly where the dealer stood when the head cracked. Dealers do not necessarily have "client welfare . . . at the top of their business plan."

Lending institution: I didn't check further than my local bank to obtain financing. The fact that it was a grey market buy never was raised.

Certification fraud: I'm sure this happens but the EPA certification process has become absolutely trivial thanks to the Bosch injection systems being easily adaptable for Lambda sensor input with a catalytic converter. DOT certification with a 2½ MPH bumper standard now is also easier. For DOT, door beams are the big item with side marker lights, headlight conversion to sealed beams, seat belt buzzers, and MPH speedometers also being required. This is not a tough process. Again, I feel research on the grey marketer's previous work should provide reasonable protection.

Today the percentage of grey market cars is very small. It is interesting to speculate what will happen when the Germans go over to catalytic converters for their domestic cars. Will there still be a \$12,000+ difference between a Euro 323i and a US 325e? You can bet there will, and either the import regs will be changed due to lobbying, or we'll have to listen to more motherhood arguments from the authorized dealers.

I don't know how much longer the grey market will be a viable channel, thanks to the lobbying power of BMW and Mercedes of Montvale, but this owner has had a good experience. I will buy another when the time and money permit.

Adrian Abineri

Bimmer Tax Facts Update

Here we go again—another change in the tax laws as to how we can use some of those well spent after tax dollars to provide deductions and tax savings. The concept remains the same; but the tax breaks tougher to get: Should you buy a nice car for business use, you can deduct some of the costs as a reward (?) for presumably enriching our economy (and Uncle Sam's coffers). Without pulling any punches, Congress has now decided that the deductions on cars placed in service before June 18, 1984 were too generous. Also the IRS audit agents didn't have enough "light reading" so now more detailed business mileage logs are insisted upon. In a nut-

shell, here are the changes that have affected business car use; Warning!! Enter at your own risk!

DEDUCTIONS: For autos placed in service *after* June 18, 1984 to enable you to get full deductions for a personally owned business car, qualified business use *must exceed 50 percent*. This will allow you to claim a 6% investment tax credit (ITC) and 3 year accelerated depreciation. The maximum ITC on a car will be \$1000; Depreciation can be no greater than \$4000 in the first year and \$6000 in each succeeding year. If business use is below 50% you get *no ITC* and you'll have to settle for 5 year straight-line depreciation. Now the kicker—both ITC and depreciation are reduced by the amount of personal use. Thus if your new Bimmer's cost qualifies it for \$1000 ITC and \$4000 depreciation, but you use the car 60% for business, then your ITC deduction would be \$600 and your depreciation deduction \$2400. Ah—now we begin to see the importance of the mileage log. . . .

Incidentally—if your Bavarian Beauty was placed in service early last year prior to June 18, 1984 you can still claim 6% ITC and 3 year accelerated depreciation even if personal use was less than 50%.

As a final and perhaps confusing note, the "expensing" option has *not* been repealed for new car purchases. If you are entitled to depreciation deductions you can take an immediate write off for up to \$5000. If you take this, though, you forget the ITC and depreciation on the expensed amount. You'll have to do some numbers crunching (or your accountant will) to determine which way to go. But Wait!! There is one last monkey-wrench to throw into this bird's nest of legislative debris: If you take the \$5000 write off you still have to decide how to treat the rest of the cost, assuming your car cost more than \$5000. (A very *safe* assumption for the Bimmer Buyer). If you take a 6% ITC, you must reduce your depreciation basis by ½ of that ITC amount. Or—you can take a 4% ITC and full depreciation.

As a rule of thumb—if your tax bracket is below 30% you'll probably be better off if you take the maximum ITC on the full purchase price. That is, don't take the \$5000 expensing. Remember—ITC is a direct deduction from your tax liability, expensing and depreciation are deductions from taxable income.

RECORD KEEPING: The key word here is "contemporaneous." You can't get depreciation deductions without contemporaneous records. This means you should have *daily* entries. This will work best if the log stays in your Bimmer rather than your pocket. Your daily entries should show starting mileage, ending mileage and business purpose. Basically a who—what—when—where—why will ensure your deductions. Beginning with your 1985 return you'll have to certify to your tax preparer, in writing, that you have such a dairy. Even if you do your own taxes you'll have to indicate on your return whether the required records have been kept. If you claim deductions and an audit reveals inadequate records, you'll be treated to a non-deductible 5% negligence penalty *on the underpayment*.

These new rules basically require more time and effort to allow you to conduct your business in the comfort of your Bavarian Bomber. However, there is one bright note in all this paperwork—It appears as though the all powerful Uncle may repeal the new record keeping rule for autos!! There has been a huge out pouring of complaints from businesses and individuals. An Arkansas Democrat on the Senate Finance Committee admitted that they goofed.* The IRS has conceded that one entry will do for one business trip or one series of trips whereas they originally had required a separate entry



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for "each business use of a car." Write your congressman and let him know how you feel—write me and I'll try to help you out. After all—although there was a class in college known as Creative Writing 101, the IRS will more than likely question those deductions for studying the sound and film quality of your *limited partnership's latest release at the local drive-in*. Or your ITC for a complete Bose system because you must listen to motivational cassettes to conduct your business . . . or your 100% business use deduction because the magnetic sign on your 635 says "Realty" and you are constantly checking out real estate in the most efficient, wonderful way possible.

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**Editor's Note:* At press time, the House and Senate had approved measures to go back to old record keeping rules, but the two houses had not yet agreed on the same language.

Car Restorations and Custom Cleaning

We have many members of our chapter who have come to me for recommendations on qualified body shops and restoration facilities to take care of the disease on early BMW's known as RUST.

During the past year there has been a lot of talk and advertising about a company in New Jersey known as AIR. These folks have recently moved to Allentown, Pa.

The following report is based on a tour that was taken by one of our members (name withheld) in the search for a restoration facility which will satisfy his demands.

Based on the report, AIR currently is very disorganized. A factor that could be attributed to the growing pains of the new facility. It is also very loosely run.

The advertised quality was now shown on the models they had on display which showed traces of surface rust which shows the poor quality of the preparation.

It was also stated that panels are not replaced as advertised, instead they patch the rusted panels.

I can't say any more.

My suggestion to all of you is to look around, talk to people, and do it in a location which is near your area.

Once you decide on the shop, draw out a contract specifying the type of work that was discussed and the agreed cost. Have your eyes completely open and ask questions. Remember, it's your car, your money and your piece of mind. Do not jeopardize the quality of work only to save \$500 or even thousand.

Believe me; I know, when I decided to restore my coupe I made certain that the everything was in writing and cost was no object because I wanted it done right.

Now, you all have heard of those wonderful beauty shops for cars. Some of you attended the Tech Session at CAR BRITE and are probably thinking of getting the treatment performed on your baby.

Recently, I decided to do the same (my mistress wanted it done) and to no surprise the results were fantastic.

Even though I am one of those individuals who every Saturday or Sunday washes the car, nothing can get the car cleaner than a good rubdown.

I had noticed that the finish on TUNDRA has become a little scratched and that she needed help. I left her for the day

at a new place called CUSTOM CAR CLEANING which transformed my beauty into a shinning princess.

I recommend that at least once per year you treat your car to have this type of service performed. It's worth it. . . .

Max Rodriguez

Tundra's New Heart Part II

You all remember that in Part One of this story (last issue), my mistress TUNDRA had recently received a new heart. Since at the time of last writing I was unable to give you the full details, the following will summarize them.

The coupe is very fast and smooth. After running the car at different RPM's as recommended by Terry of Quality Cars during a brake-in of 500 miles, the head was retorqued and valves adjusted. Fuel economy is about the same as before. The faster I go the better it gets.

At idle the car is very sweet, at cruising speed on the highway, power comes on upon request and leaves you breathless.

In all, the workmanship of Quality Cars and the quality of the end product was outstanding.

If I ever decide to do it again, I'll let the same guys do it again.

PS . . . Watch out for some 2002's that have come out of there. They are very fast.

Max Rodriguez

Life in the Left Lane

I recently spent three weeks in Ireland, where my driving skills were really put to the test. Try driving (and shifting) a right-hand drive car while remembering to stay in the left-hand lane! *It's enough to drive you out of your right mind!*



While in Shannon, I snapped this photo of a 2002. How would you like to have *this* come up behind you at night—talk about close encounters! On the rear glass, it had a sticker that read "The Unbeatable BMW." Need I say more?

John Fowler

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Salt and Batteries

It was a cold, snowy, salty winter in these here parts and cold weather is murder on car systems—especially batteries. How many times did you see someone staring in anger at a dead battery as if there were something wrong with it and not them. Bad batteries can cause incredible amounts of aggravation and expense but usually are the result of owner neglect.

The thing is that batteries go bad a long time before they go dead, but you never know when the final gasp will happen. The solution is simple. If your battery is over 3 years old, go out and buy a new one, period. Look for sales and get a good high amp cracker at a low price before you get caught dead in your tracks.

Jim Ryland

Club Store News: Brand Names

GUCCI, PIERRE CARDIN, ROLEX, BBS, etc. they are all brand names by which we can identify the product, quality and, of course, price.

As owners of BMW's, we always look at the best products to equip our babies, and many times we opt for a particular brand name and completely forego the price structure for such products.

One example is wheels. In this category many of the club members want to get only the best. For one reason or another, it seems that the best wheel around happens to be BBS.

One reason is advertising. This medium of reaching people to buy a particular product works very well and after sales ZOOM this type advertising decreases and another more important one takes place. "WORD OF MOUTH."

This is perhaps the biggest weapon manufactures have against any form of competition. After a while the reputation of such products becomes so good that the economies of scale takes over and the demand many times exceeds the supply, which means higher prices for the consumer. Such is the case on RECARO seats and the new radar detector from Cincinnati Microwave.

What about all those other products which are not very well known? An example of these are: MSW, CONCHI wheels, PADDI HOPKIRK seats, CARELLO lights, etc. All of these product are of excellent quality and are a good value. They are in many respects as good as or better than those well known brands.

For example, according to the manufacturer, MSW wheels are put thru rigorous testing to pass the tough European standards. Also they give a two year warranty on the finish, which from my knowledge no other wheel in the market gives. CONCHI and other brand wheels which are made in Japan must pass a more rigorous test than the European counterparts which is enforced by the government.

Now what does all of this mean? You may say, well Max talks about MSW wheels because he uses them in the coupe. That is a true statement and it follows the "WORD OF MOUTH" advertising concept described earlier. Those of you, such as Les Adams our club President, who have bought these products are very happy. The same applies to the Whistler Spectrum Radar detector. I believe it's the best. (ROAD & TRACK AGREES WITH ME)

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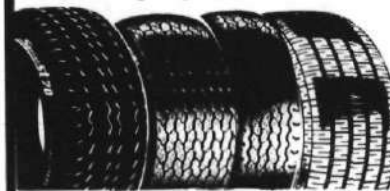
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My comments here in no way are saying that the brand name products are of inferior quality. What I am trying to say is that there are many products out there that are of less, same or superior quality.

To close, you can very well save a lot of money by comparison shopping. The way I see it, the more I save the more I can buy. Who knows after all my spending I may still have some money left for a REAR WINDOW ALLIGATOR or a GUCCI designed BMW. . . (I hope not).

Until next time. . .

More Club Store News:

Sunglasses: Alpina MI. Great looking, available in silver w/gold screws or black with gold or black screws.

Porsche design sunglasses. All styles available. 40% off.

Double Nickel Enforcement

Having completed a winter time 4,000-mile road trip to the southwest and back, driving through several states with a variety of terrain and road quality, I'd like to share with BMW enthusiasts my observations on how vigorous the double nickel is enforced in the far flung reaches of this great country.

Unbelievably, the most vigorous enforcement of this abomination occurred in Texas, equally by the state highway patrol and local city police. A favorite tactic used by the state highway patrol involves the use of specially equipped Mustangs (manned by two officers, one operating radar)—approaching from the opposite direction. As soon as they read you, the one driving executes a cowboy-like maneuver across the grass median fishtailing through the grass and mud. I'm sure everyone else using the road has some thoughts about the police and public safety, all the while watching the police cut their dados across the medians . . . whew!

Anyway, for the most part, we drove at 70 mph on the Interstates through Virginia, Tennessee, Arkansas, Louisiana, Mississippi, Alabama, Georgia and the Carolinas. Throughout the trip, an Escort detector was in constant use and saved my hide several times in Texas.

As an aside, the further south you drive in the winter, the less likely the state and local governments will be able to cope with snow or ice. While visiting San Antonio, an ice and snow storm arrived. Guess what happened . . . they shut everything down!

There's much to recommend an extended road trip in this beautiful country, the 55 mph speed limit notwithstanding.

Dick Chichester

Double Nickle Days May Be Numbered

What do Road & Track and Joan Claybrook have in common? Nothing that I could discern when both appeared at the first Congressional hearing concerning the National Maximum Speed Limit (NMSL—rhymes with imbecile, sort of). John Tomerlin, Highway Affairs Analyst at *Road and Track*, and Joan Claybrook, currently the President of Public Citizen (but known among auto enthusiasts as former director of the National Highway Traffic Safety Administration, who gave us multi-million dollar experimental safety cocoons) were among the witnesses at the 99th Congress's first hearing on the possible modification of the NMSL.

The hearing was held before the Subcommittee on Transportation, Aviation and Materials of the House Committee on Science and Technology. Other witnesses were Senator Chic Hecht (R. NV) members of Congress Barbara Vucanovich (R. NV), Bill Richardson (D. NM), Joe Skeen (R. NM), Jim Hansen (R. UT), Philip Haseltine, Deputy Assistant Secretary of Transportation; Alan Altshuler and Thomas Dean, Chairman and Executive Director of the Transportation Research Board of the National Research Council which produced the report on the NMSL; state representatives from Arizona and Nevada; Katherine Hall, Center for Auto Safety; and Jim Baxter, President of Citizen's Coalition for Rational Traffic Laws. There were additionally statements from members of the subcommittee including chairman Dan Glickman (D. KS), and by four members of the full committee. Now why I have given you this extensive laundry list? To tell you that, with the exception of Katherine Hall and Joan Claybrook, *everyone who testified favored amendment of the NMSL and four bills are currently pending to do just that.*

The hearing lasted four and one half hours, and I hasten to add, this subcommittee doesn't even have jurisdiction over the pending bills, which will be reviewed by the House Public Works Committee. We will have to wait until those hearings for the real fireworks, but the necessary players were there. Apparently, Glickman wanted to put some momentum behind the pending bills, and get the ball rolling he did. Some highlights:

The heavy bias of southwestern states testifying was no accident. The Transportation Research Board (TRB) Report "55, A Decade of Experience," concluded that 55 saves lives and recommended its continuance. The TRB was unable to conclude what should be done on "rural interstates" which have the lowest fatality rate in the world. Three of the pending bills would raise the limit on these roads to 65 or 70. The southwestern states emphasized the need for "fairness." Because of the low population density and the long empty roads, it takes longer to get from point A to B at 55, while posing no increase in risk. Furthermore, two of these states, Arizona and Nevada, are among the three which have been notified that they will lose ten per cent of their federal highway funds for failing to get fifty per cent compliance with the NMSL (Ahem, Maryland was the third). Their interest in modification is perhaps more emphatic because of the hardship in traveling long distances at low speeds.

The role of energy conservation, which gave us the 55, was downplayed while the safety aspect did receive attention. No one (especially if your job depends on an election) wants to appear in favor of increased risks or fatalities, but the consensus was clearly that there is a significant cost in travel time, productivity and enforcement for the marginal increase in safety that a lower limit may provide.

My favorite analogy from the hearing is from Doug Todd, Arizona state representative:

For a Navajo living on the reservation in northeastern Arizona who had a 350 mile drive to Phoenix to get to the necessities there, including use of the Phoenix Indian Hospital, that drive is the equivalent to a trip from Washington DC through Baltimore, Philadelphia, New York City to Hartford, Connecticut. However, the largest city on the 310 miles of interstate highway from Window Rock, the Navajo tribal capital, to Phoenix, is Flagstaff with a population of 35,000. On the drive from Washington DC to Hartford, there are more people in the first ten miles than there are on the entire route in Arizona.

My Award for Dedicated Public Servant goes to those legislators (Packwood, Hansen, et al.) who admitted to exceeding the 55 as a test of its effectiveness and the role of enforcement.

My Tourism Award goes to the states on the south Atlantic seaboard: Senator Bob Packwood (R. OR) testified that, when he asked the Congressmen from those states what he should look for on a trip south to Florida, they answered, to a person, "the police won't stop you if you keep it under ____."

The Damn the Torpedoes Award goes to Representative Robert Walker (R. PA.) who "collects" Corvettes. He "feels strongly that the 55 makes no sense." "Proper tire pressure would save as much gas as enforcing the 55." "Fewer traffic deaths occur during a recession but you don't hear advocacy for recessions as safety policy despite the more rational connection between recessions and fatalities." And finally, "If everyone did 55, it would cause economic havoc and personal upheaval."

The Full Statistical Analysis Award goes to Jim Baxter who pointed out that in determining the costs and benefits of the 55, the cost of supporting those lives ostensibly saved on social security and disability through later years should be factored in.

And finally, the Deja Vu Award goes to Joan Claybrook: It was 1970 all over again! Some of her points were: Increased speed equals increased deaths; the number of deaths at 55 are still too many (the fallacy of the acceptable death rate); because her experimental safety vehicles survive 50 mph crashes, we should buy ESV's and drive slower; higher interstate speeds spill over on local routes; there is broad public support for the 55; and, "There is no dispute that the law has virtually eliminated the very high speed drivers from the highways." All I can say is that Ms. Claybrook must live in a time warp.

On the serious side, the facts and policies that stand out are:

—37 states would have lost some federal aid because over half their drivers exceeded 55, if it were not for the statistical gerrymandering invented by the states to adjust their average speeds down.

—the NMSL requires the states to divert law enforcement from high risk roads and crime prevention to high volume roads posted at 55 to protect federal funding.

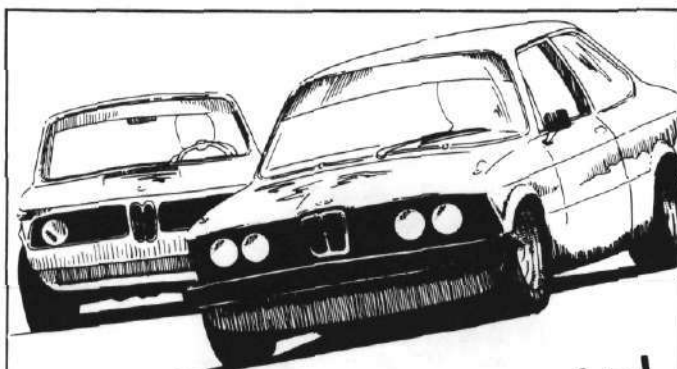
—the fatality rate has continued downward while speeds have continued upward since 1974. The actual number of fatalities decreased in the 1980-83 period, despite the increase in speeds.

—the basic states' rights question—the exercise and enforcement of the police power in the name of public safety has traditionally been reserved to the states.

—An estimated one billion hours of productivity are lost to the double nickle annually. . .

Oh . . . Barbara Vucanovich's bill, H.R. 1086, is the one bill which will repeal the 55 and get the feds out of the national speed limit business altogether. Write your representative today.

Les Adams



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Don't DUI in your BMW

There's been lots of publicity lately about the menace of drunk drivers. At least half of all fatal accidents in the United States are blamed on alcohol. Some studies suggest the percentage is much higher, but medical and police records are not well enough coordinated to show the full extent of drinking and driving.

Most BMW drivers have too much respect for themselves (and their cars) to slip behind the wheel staggering drunk. *But, you don't have to be staggering to be "under the influence."* Just two drinks could impair your ability to drive. Europeans have very tough penalties for drunk drivers. I am told it's customary in Germany for a group of people out for drinks to choose one person to abstain . . . for the safe drive home.

The state of Maryland sends its licensed drivers a convenient wallet card containing a guide for how much alcohol is too much for driving. You may be surprised at how few drinks can put you over the legal limit. Find your limit on the chart and keep it in mind the next time you go out for drinks and dinner, crabs and beer, happy hour, or just some beer at a BMW club tech session. Knowing when to stop drinking could save your license . . . your life . . . somebody else's . . . or . . . it could save your Bimmer.

Body Weight	Number of Drinks Consumed					
	1	2	3	4	5	6
	Wait the following number of hours after drinking and before driving					
100 lbs.	0	3	6	9 ½	12 ½	15 ½
120 lbs.	0	2	4 ½	7 ½	9 ½	12
140 lbs.	0	1 ½	3 ½	5 ½	8	10
160 lbs.	0	½	2 ½	4 ½	6 ½	8 ½
180 lbs.	0	0	2	3 ½	5 ½	7
200 lbs.	0	0	1 ½	3	4 ½	6
220 lbs.	0	0	1	2 ½	3 ½	5 ½

1 Drink = 1 ½ oz. 86 proof whiskey, gin, vodka, etc. or 1 12 oz. beer or 1 5 oz. glass wine

Maryland says, in general, following the above chart should keep your blood-alcohol-level below .05%. "At slightly above .05%, the risk of causing a crash doubles. Some persons (especially inexperienced drinkers) can not drive safely even below .05%. The body eliminates alcohol at a constant rate that cannot be changed. A heavier person has more blood in his system to dilute the alcohol. Therefore, a lighter person will be more affected if he or she drinks the same amount as the heavier person."

Only time sobers you up: not coffee, food, cold showers, or any other gimmicks.

John Hartge

Dear DebBie

Of rims polished and protected . . . and the grey market. . .

Dear DeBbie:

I've received a number of inquiries on the fire extinguisher I just installed in my 733i. I purchased the factory bracket and rechargeable fire extinguisher at Excluservice at a club discounted price of \$109 (normally \$122). And I installed it MYSELF—just drill two holes in the seat frame and fasten. Tell members to call me if they have questions.

Bill Ross

Dear Bill:

DeB likes to see people who keep their cool in heated situations, but DeB wants proof you installed it YOURSELF.

DeB

Dear DeB

In the 1st issue of *DB*, Nick Saridakis wrote about the bad news of grey market ownership. I feel Nick went one paragraph too far. The *Roundel* and *DB* have always written about the pros and the cons of owning those cars, most recently in the March issue of the *Roundel*.

The club is an independent body and is for "all BMW's." The implication that dealers should withdraw support from the club because a few members are proud owners of and write about their grey market Bimmers is an unjustified stand. As a club member, and owner of a US spec BMW, I do appreciate the support from the dealers, but I am no fool. We are an excellent advertising market. Dealers don't do all these great things for nothing; they know that tech sessions, ads, door prizes and discounts keep their dealership in the members' minds when it comes to parts, service and, of course, a new car. A withdrawal of support would only cut their own throats. I think we are doing just fine and should keep telling it like it is.

A Non-prominent member

Dear Non

Thanks for the thoughts on what promises to become a hotter topic. See below and the article elsewhere in this issue.

DeB

Dear DeBbie

Der Greyerische? Is Nick Saridakis kidding? If BMWNA were smart, they would not just be importing M635's, they'd still be making 2002's! I didn't join the club to hear from "the factory" and I wouldn't read "DG."

A Grey Panther

Dear Mr. Panther

Wow. Very heavy stuff. But really, all things in moderation, right? The responsible "grey marketeers" will tell you that their cars are not for everyone and the enthusiast dealerships would probably like to sell you a 323i. So let's remember, Mr. Panther, Mr. Saridakis, that we are a membership of BMW owners and enthusiasts. We welcome owners of old and new Bimmers, we enjoy our 318i's as much as our M-1's; there ought to be room for all of us.

DeB

Dear DeB

A lot of people have asked me where I had the lips of my wheels polished. I've gotten a lot of compliments on them so I thought I'd share my source. I took my wheels to a guy named Mike. His company is called . . . "The Metal Finisher" and is affiliated with Chem-Strip. Mike will polish your valve covers, wheels, manifolds, and all aluminum, brass, copper, bronze and stainless steel. He does very good quality work! He is at 8157 Penn Randall Place, Upper Marlboro, Maryland 20772; 301-420-9112. The shop is behind the Murry's Steak warehouse at the Beltway and Pennsylvania Avenue (Rt. 4).

Glenn Sims

Dear Glenn:

DeB has had her eyes on your lips for a long time. Thanks for the tip!

DeB

Got a problem? Feeling incorrect? Mad as Hell, etc.? Write Dear DeBbie at P.O. Box 685, Arlington, VA 22216

New Members

Stanley Polhill	1984 325e	Joshua H. Brooks, Jr.	1984 528e
Patrick Lockwood	1976 2002	Edmund J. Brooks	1984 325e
John Scardino	1970 2002	Ronald W. Ringler	1984 318i
Christ Osborn	1980 528i	Eason Simmons	1973 Bavaria
Ray F. Mitchell	1984 318i	Jussara M. Kanis	1984 318i
Chris Girolamo	1984 318i	Michael W. Schneider	1983 528e
Steven D. Ford	1981 320i	Harry Moore	1974 2002
Elizabeth E. Elom	1981 320i	S.G. Wilkes	1984 528e
Michael S. Gilchrist	1979 528i	Marc P. Joyne	1975 2002
Gary A. Boswell	1984 318i	Mark S. Barth	1984 325e

Guido vander Ven	1972 2002	Stephen Tenney	1977 320i
Chris Kincaid	1984 318i	Carol A. Johnson	1978 320i
Thomas Curtis Giovanelli	1970 2500	Babajide Ogun	1984 325e
E.B. Green III	—	Nick Piscatelli	1984 318i
David Wolsk	—	Walter E. Daich III	1985 318i
William E. Toms, Jr.	1983 320i	Alan S. Graeff	1983 320i
Leslie (Mike) Roger	1980 633csi	Gregory E. Kybasik	1980 320i
Dean Wooden	1984 318i	M.K. Pilgrim	1979 633 csi 1974 2002
Tangelia D. Rowe	1984 318i	T. Paul Bassett	1980 635 csi 1970 2800
J. William Poole	1985 528e	Euro-Tech	1976 2002A 1974 3.0S
Paul A. Muller	1969 2002	Burdette & Jud. Short	1984 528e 1983 320i
Floyd Sheahan	1984 318i	Barry Pollard	1980 320i
John Lafreniere	1970 2800CS	Tim Costello	1976 2002
Harold D. Baines	1985 325e	Rainer Altmann	1984 325e
Victor M. Solomon	1985 325e	Jacquelyn Shell	—
F. Robert vander Linden	1984 325e	John J. Seidel, Jr.	1985 528e
D. Pete Ostergren Jr.	1985 318i	Kevin W. Cox	1976 2002
Frank Hum, Jr.	1974 2002	Martin M. Lagoy	1984 325e
Ben White, III	1984 325e	J.P. Ellis, Jr.	1984 325e
Connie E. Mandes	1984 318i	Butch Cantrell	1983 320s
Jeff Fox	1973 2002	Meredith A. Griggs	1975 2002
Robert Phillips	1985 318i	Peter Schwartz	1983 320i
Tawana M. Tibbs	1984 318i	Joseph Fitzgerald	1971 2002
Mitchell J. Edelman	1985 325e	Peter Hryskoci	1984 325e
Keith Sakelhide	1977 320i	David W. Byers	1984 318i
Joe Perszyk	1982 320i	Paul R. Awalt	1984 318i
Thomas E Van Gorder	1984 325e	Doug Armstrong	1984 325e
Edwardo Loayza	1969 1602	John Namors	1985 318i
Neubar & Margaret Kamalian	1984 732i	Richard & Charlyle Kowalchuk	1984 325e
Michael Trujillo & Pal Yeager	1982 320i	William & Mary Flangen	1970 2002
Dawn Rennie & William Beale	1984 325e	Bryce & Joanne Sadler	1984 318i
Gilbert & Mignall Kraine	1978 320i	David & Deborah Knotts	1984 318i
Lewis & Carnita Dawkins	1975 3.0S	Warren & Claire Cox	1980 528i
Beverly & William Elder	1984 318i	Dianne & Robert Dost	1980 320i
Rodney & Janelle Inder	1983 528i	Khalil & Sakinah Munir	1973 3.0S
William & Florence Hall	1984 528e	Robert & Joanne Burns	1984 733i
Henry & Janet Riecks	1973 Bavaria	Bob & Barb Krouberger	1979 320s
Janice & Lloyd Kendall	1984 528e	Mark & Catherine Hanson	1976 2002
David & Holly Reidy	1976 2002	Charlotte & Nicholas Falvai	1980 320i
David & Althea Franklin	1984 318i	Thomas & Karen Overocker	1984 318i
Donald & Carol Piper	1984 533i	Richard & Leah Schroeder	1984 528e
Mark Menelee & Stephanie Wade	1975 530i	Kenneth & Mary Rivett	1974 2002
Joseph & Paula Carlozo	1985 325e	Mike & Deana Dever	1982 733i
Chuck & Aurora Schmincke	1980 320i	Braxton & LaVerne Toler	1978 320i
Robert & Joyce Hundley	1976 530i	Al & Gloria Barsanto	1979 528i
A. Bradley & Susan Lewis	1978 320i	Reba & Mark Immergut	1974 3.0CS
Thomas & Nancy Griffin	1985 318i	Darryl & Michelle Erby	1983 320i
Erwin & Sarah Klinkon	1984 533i	Gregory & Mary Gorniak	1983 320i
Gregory & Bridget Garback	1980 320i	Edmund & Lolita Huang	1978 320i
Benjamin & Jeanne Hacker	1984 528e	Paul & Stacy Krogh	1974 2002
Lawrence & Cindy Nicholas	(Iowa)	Greg & Bibi Booth	1975 2002
Scott Bleier	(New Jersey)	Guillermo & Dian Rubiera	1984 325e
A. Sidney Hartman III	(Arkansas)	John & Barbara Epps	1984 528e 1984 325e
		Gordon C. Straughn	(North Carolina)
		Jerry Culik	(Pennsylvania)

Members enrolled by the following supporters and advertising media: Auto Show 46; Road & Track 5; BMW of Fairfax 3; J&F Motors 3; Dan Sherron 3; Excluservice 2; Genderson BMW 2; and Paul Vessels 2.

Marketplace

Wanted: A commercial photographer seeks antique, classic & exotic cars to photograph in studio and location settings; all expenses covered and will provide owner with prints from shooting. Cars must be of the highest restored condition. Owners who are interested in collaborating please call Keith Macdonald at 836-2910 for more details.

Wanted: Front end body parts for a 1970 2000 automatic. Contact Dick Schiavone (301) 423-8400 x53 days.

For Sale: 1985 BMW 535i, new (raffle winner), \$31,000 retail, priced to sell at \$26,000, 5 speed, Roanoke, VA. Mickey Dowling, (703) 387-1111 x202 (days), (703) 774-9301 (eves)

!NEWS UPDATE!

Rumor has it that Autoy & AutoWerke changed ownership and that Dave Toy sailed off into the sunset somewhere around Annapolis—**NOT SO!**

Dave Toy is still at the helm of Autoy and AutoWerke and is pleased to announce. . .

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For Sale: 1968 BMW 1600, new fenders, interior good, engine overhauled 30,000 miles ago, some new parts, Webbers. \$2,000/offer. Jon Clunies, Mt. Airy, MD, (301) 831-5285.

For Sale: Missed the swap meet! *Please* buy my 200/60 VR 390 TRX tires and wheels and glass sunroof for a 2002. Best offers. Call Les Adams, 202-252-4387 work, 703-569-2144 home.

For Sale: 1984 323i 4 door. Silver w/blue velour interior, 9,000 miles, 150 HP, sport suspension, Alpina 15 x 17 alloys w/50 series Fulda Y2000, sunroof, electric windows/mirrors, front and rear spoilers, sport seats, limited slip dif., Kenwood hi-fi, cloth snap-out floor mats. \$25,000. Doug Wachholz, 703-759-5666.

For Sale: 4 gold 13 x 6 Exim wheels with 215/60 x 13 NCT tires. \$450. Call Raine, 301-621-1540 home, 301-953-2600 work.

For Sale: 1973 2002tii, VIN #2592934. Iberia Red with Black interior, sunroof. Just restored 1/85. Rebuilt engine & transmission. All new: Brake components, suspension, shocks, tires, carpet, chrome, bumpers, lenses, etc. A.C. ready. Mike Early, Baltimore, MD, EVENINGS & WEEKENDS, (301) 244-0173.

For Sale: 1977 320i, VIN 5426680. Light blue w/blue & black cloth, 4-speed, factory A/C and sunroof, Blaupunkt AM/FM stereo/cassette, BMW alloys w/Eagle NCT 215/60-13's, Kagei front air dag, Autoy sport suspension w/Eilsteins. Desmogged engine (passes state emissions test) w/rebuilt head. Many new parts; 122K mostly highway miles w/careful and loving maintenance. Looks great, runs better than new. \$6500. Jeff Randall (#3313), 9554 Briar Glenn Way, Gaithersburg, MD 20879. 301-921-8255 eves (6:30-10) and weekends.

For Sale: 1982 320i, white, company owned car, alloy wheels, air conditioning, sunroof with windscreen, snow tires, AM/FM with tape deck, 5 speed, detailed frequently, serviced precisely, excellent condition with service record. \$11,000/offer. Call Dave Wallace (703) 237-4800.

For Sale: Four TRX factory alloy rims from a 1983 533i, excellent condition, \$600/offer. Call Dave Wallace (703) 237-4800.

Parts for Sale: (or trade for parts wanted—see below)

—Stock distributor for '76 2002, good condition, approx 120K miles, with points and fairly new cap and rotor. \$20.

—Sears/Penske ignition timing light, non-inductive type, includes spark plug adaptor clips. Works perfectly. \$20.

—Cibie 7 x 6 (200mm) rectangular headlights, with 55/60W H-4 bulbs. \$20 pair.

—hella 7 x 6 (200mm) rectangular headlights, with 55/60W H-4 bulbs. \$20 pair.

—4 BFG Euro T/A 205/60 HR13 tires, tread approx 2/3 worn—great "expendable" tires for drivers' schools! \$80.

Parts Wanted

—4 steel 2002 or 320i wheels, 13 x 4.5 or 13 x 5 or 13 x 5, fair-to-good condition. Will buy, or negotiate trade for any combination of above items.





Contact Gary Toyama 694-0409 M-F 7:30-4:00, or 978-8703 after 5 and weekends (both numbers are DC metro area)

Parts For Sale: New locking gas cap for 320i (1983) sold car. \$7.00.

Shop repair manual for BMW 320i complete. \$90.00 retail value. Will sell \$25.00.

Call Kay at 301-949-1326 8:00 a.m. to 1:00

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