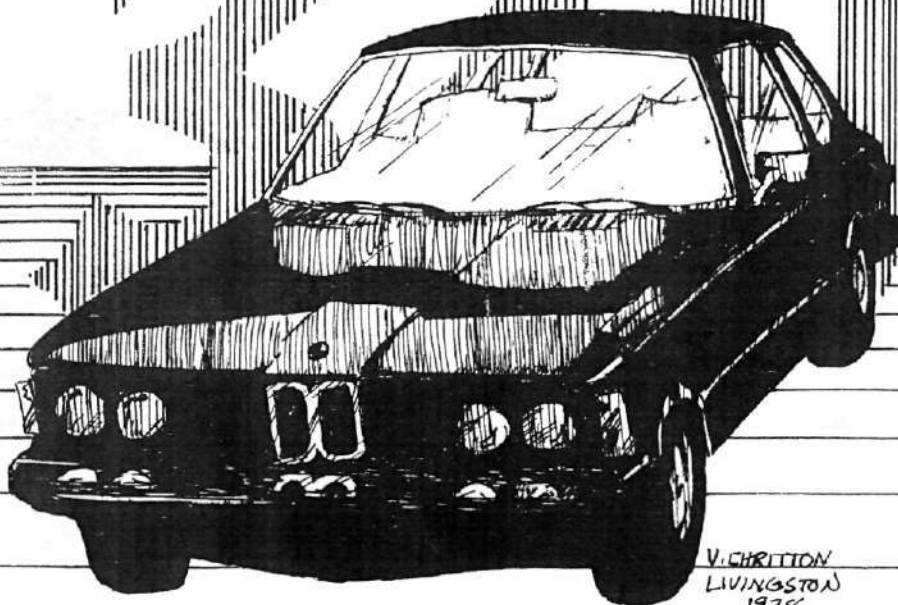

der bayerische

Hol. 8, No. 8

August 1978



EDITOR'S NOTES

Well, it is already August. Where has the summer gone? I hope you have enjoyed the club's schedule of events this past season so far. Chet Kingsbury's "Crab Feast" was certainly just that. If one didn't leave with his fill of the Chesapeake's finest, then he had to be indulging in too much golden liquid.

The next social mix is the Wine and Cheese Party/Disco, at the Community House in Rockville. This highlight party should prove to be a pleasant blend of meet'in and greet'in, sip'in and dip'in. Mike Greenbaum has promised a world-wide selection of cheeses and wines to tantalize anyone's palate. Also, remember there is no regular meeting this month, so see you at the party on the eleventh.

Since there is no meeting this month, we would like you all to give us an idea of what type of programs you'd like to see. One topic which has not been tried for some time is another tech session for exchanging ideas. Another idea is a flea market, for cleaning out your garage for fall. So, let's have more response from the membership on topics of interest.

Barry

LETTERS TO THE EDITOR

Dear Ms. Livingston:

Reference is made to Bill Via's item in the July 1978 issue of "der bayerische" entitled "The 528i: Europe's "530i" Scrutinized."

In this article, Mr. Via implies that BMW may be marking up U.S. BMW's sold through BMWNA based on some figures for 528i's in England. I would respectfully like to dispute both Mr. Via's source figures and his conclusions. I think I have some basis for doing so as I just picked up a 1978 530i in Munich and spent some time in England visiting my in-laws.

First, I think it is way off base to try to compare the price of a 528i delivered in the U.K. with the price of a 530i delivered in the U.S. Much more relevant, I think, is to compare the price of both the 530i and the 528i FOB Munich and exclusive of all taxes of whatever country. That is quite easily done as BMW Concessionaires GB Ltd. publishes an ex-works price list for U.S., Australian, U.K. and regular European BMW's, with prices all listed in Deutsch Marks. On the copy of this list dated 1st March 1978, a U.S. 530i was listed as DM 30,000.—. A 528i is DM 25,882.—, to which must be added electric windows at DM 982.—, electric central locks at DM 315.— and air conditioning/tinted glass at DM 2,698.—, or a total of DM 29,877.— for a 528i essentially identically equipped as a U.S. 530i. That is only DM 123.— less than the ex-works price of a 530i. This would appear to indicate that, if anything, BMW is doing quite the reverse of what Mr. Via seems to imply given what must be a substantial extra cost for U.S. bumpers, smog control gadgetry, etc.

What is more interesting, I think, is to look at what General Motors does with their Seville in England. While comparing

(Con't. on pg. 7)

der bayerische

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Editor—Vicki Livingston
1614 Mt. High St.
Woodbridge, VA 22192
(703) 494-6869

Asst. Editor Barry Livingston (703) 494-6869
Advertising Barry Livingston (703) 494-6869
Graphics Vicki Livingston
Circulation Manager Jane Touzalin

CHAPTER OFFICERS

President Jerry Liebes (301) 279-7352
Secretary Chuck Garrish (301) 268-5643
Treasurer Michael C. Greenbaum (703) 525-8835

COMMITTEE CHAIRPERSONS

Autocross Bob Hoey (301) 948-8368
Membership Jane Touzalin (703) 527-2694
Promotions Jerry Hoopert (301) 948-8368
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CALENDAR

AUGUST

- 11 Wine and Cheese Party
(In Lieu of Regular Meeting)
Community House
Rockville, MD
- 22 Der Bayerische Deadline
- 26-27 SCCA Road Races, Summit Point, W. Va.



WINDOW WARNINGS!

On late July I walked out to my car, parked for the day in an office parking lot, and found an unpleasant surprise: two holes smashed through the rear windshield, and the rest of the window subdivided into hundreds of little glass nuggets that somehow were still holding together (possibly through the efforts of my rear window defroster wires).

The culprit was not a juvenile delinquent or a jealous Porsche owner, as I have first suspected, but the heat. My side windows had been rolled up, and even though they do not approach being airtight they apparently kept in enough heat to cause the blowout.

Have you ever tried to find a rear windshield for a 2002? Mine had to be bused in from New Jersey. After I spent five days driving around in a plastic-patched car and praying it wouldn't rain, the new window was installed, complete with new defroster grid. Other BMW owners have warned me the new grid may not work if the installation was faulty, but naturally I won't be able to determine how well it works until about December.

The cost of this demoralizing experience was \$207.05, fortunately paid entirely by my insurance company. But the whole thing could have been prevented. We in the hotter climes can probably avoid similar incidents by remembering to leave a window open just a little. True, a window blowout doesn't happen often, but an old adage applies: better safe than sorry.

Jane Touzalin



SWAP AND/OR SELL

For Sale: '73 Bavaria; maroon w/ tan interior; automatic; power steering; power brakes; air conditioning; AM/FM Blaupunkt; Michelins. Excellent condition, reasonably priced. Also: Rear muffler for '69-'74 2002, \$15. Call (703) 525-8835.



For Sale: If you've been planning to add a 2002tii to your permanent collection of BMW's someday, here's an opportunity to do so. My 73 tii will be available for purchase after July 15.

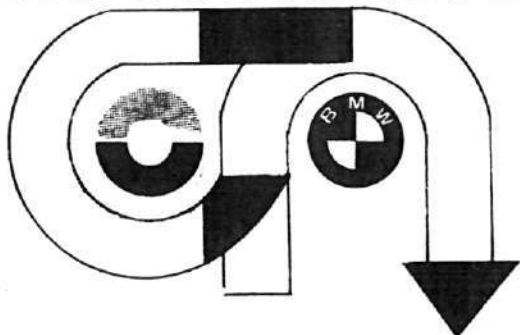
Though this is a high mileage car, it has been carefully maintained mechanically and cosmetically. It is a great performer with a quiet strong engine, and the Riviera paint is in excellent condition with no rust.

Shocks, exhaust, battery, tires, and all fuel lines have been recently replaced through routine maintenance so the buyer can anticipate no major expenses beyond regular service in the near future.

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Spark Ignition Wires. Radio-suppressed, silicone-jacketed, low-loss, solid wires by MSW. Long life and no resistor losses to diminish intensity of sparks to plugs.

USEFUL IMPEDIMENTA FOR YOUR BMW

by Bill Via

Experienced BMW owners, you may have observed, have a propensity for carrying about in their cars a plethora of supplies and gadgetry, making them ready for nearly any emergency — and, in some cases, fully capable of creating a few, as well. Especially since spares for BMWs are not readily and widely available in this country, it is usually prudent to carry, at minimum, replacement fuses, belts and hoses — and there is all the more reason to do so if you make excursions to remote areas. These, and a goodly number of other potentially critical items — including points, plugs, plug wires, distributor cap, condenser, rotor, oil filter and fuel filter — are available from BMW dealers, either in travel kit form, or otherwise. Of course, you can devise your own kit, using other sources. Recently, Autoy announced the availability of a spares kit, dubbed "The Box", which appears to be quite comprehensive. You may be well-advised to see that your spares include wiper blades, bulbs, and a length of fuel line, and that you have tape, a knife and some hose clamps available.

In addition to such bits and pieces and the necessary tools for coping with mechanical emergencies, there are other items that can prove to be quite useful, if not, indeed, essential. For example, the SCCA rally rules require that contestants have on board, and readily accessible, a first-aid kit (a Johnson & Johnson Auto First-Aid Kit, or the equivalent), a minimum of six 15-minute road flares (and, implicitly, a means for lighting them), a fire extinguisher of at least 2B:C rating, and a tow rope. These, it is suggested, should be high on our list of priority items. If you have owned a fuel injected BMW for any length of time, you may have undergone the caution

breeding experience of having a fuel line rupture as you motored merrily along, innocently humming "Lili Marlene" and reflecting on the sheer genius of Alex von Falkenhausen. Your similarly experienced colleagues will understand if you carry a much larger fire extinguisher than the minimum required by the SCCA and also include in your first-aid kit ample medication for cardiac arrest.

Another item of great utility is a flashlight, or other emergency lighting. And, in the winter, you may wish to carry a set of chains and a small folding shovel of the combat infantry type if, unlike many BMW zealots, you actually drive your machine in the snow. In the alternative, keep a Honda for winter work — they are snow bunnies *par excellence* — but don't try to carry it in your trunk.

Other useful items include: rain gear (preferably of a highly visible color) — otherwise, you are sure to get caught in a downpour; a large towel and a blanket — for emergencies or just horsing around; and a clean cloth or two, and a roll of paper towels — for general cleaning purposes.

Some people carry jumper cables, lubricants, such as WD-40, silicone spray, a battery post brush, emory cloth, brake fluid, a couple of quarts of oil and a pouring spout, antifreeze, distilled water, tire inflator, tire gauge, and other paraphernalia, including teddy bears and rubber ducks.

The problem, as you can see, is to be selective. The principal objective is to be adequately prepared for emergencies that you can reasonably expect to encounter — and to do this without adding weight and occupying space needlessly. In
(Con't. on pg. 7)

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TECH TIPS

A Clutching Tale!

About the time you have the clutch pedal (2002) pushed 2/3rds of the way in, do you hear a sharp click? Pushing the pedal should produce no further auditory torment. To cure this noise, simply lubricate the clutch slave cylinder piston where it contacts the clutch withdrawal arm. WD-40 or CRC will work, but may not be as long lasting as Molykote or white lithium grease. After lubrication, depress the clutch pedal a few times to work the lubricant in and then spray again for good measure. Repeat treatment every 8-12,000 miles will prevent any recurrence.

from Tidewater *Das Kummel*

A Rebuild Kit for Early 1600/2002 Brakes

In preparation for O'fest, I decided to rebuild the front brakes on my 1600. Having been assured that a rebuild kit was available, I proceeded to disassemble them. The kit I received was the wrong size; a recheck of the parts book showed no listing for my early 1600, and it was suggested that I buy complete new calipers. After meditating over my basket of disassembled brake parts and my immobile BMW, I asked for a check at BMWNA. No answer. A telex inquiry to Germany revealed that the kit for a 2800CS would fit. I got the kit and was back in business. In case you ever need a disc brake rebuild kit for an early 1600/2002 single caliper brake system, the part number is 34-11-1-93-723. It fits 1600's up to serial number 1567 863 and 2002's up to number 1664 760.

Scott Hughes
NJ Bulletin

530i Brake Failure Light

So your 530i is a year old and you've decided to flush the brake fluid. Don't be surprised when the brake warning light won't go out after you've bled the system. There's an electrical switch, not discussed in either the owners manual or the hard to find 530i repair manual (p/n 0151 9 699 001), which must be reset after the hydraulic pressure in the separate circuits has been unbalanced. Due to BMW's famous engine compartment space utilization, it is difficult to get a clear view of this switch (at least on '75 and '76 models). By reaching below and behind the brake pressure booster on these models, you should be able to identify the brake lines and two housings in the hydraulic circuit. Concentrate on the (forward) housing with the wire connectors. Between the electrical jacks, you'll find a small rubber cone which is a dust cover for the reset "button". Spread the jacks apart, if necessary, so you can push-in the "button", a .06" dia. stem that will release from its extended position with a distinct movement. If you removed the dust cover, which is not necessary, you will find the stem extended .090" from its support before being reset and flush after. If the brake fluid level is correct and the parking brake released, the brake warning light should extinguish itself when the seat belt light does. If the light goes out but re-lights after depressing the foot brake, you may have air in one of the hydraulic lines, which must be purged by bleeding.

Edward Brady
Conn. Valley Chapter

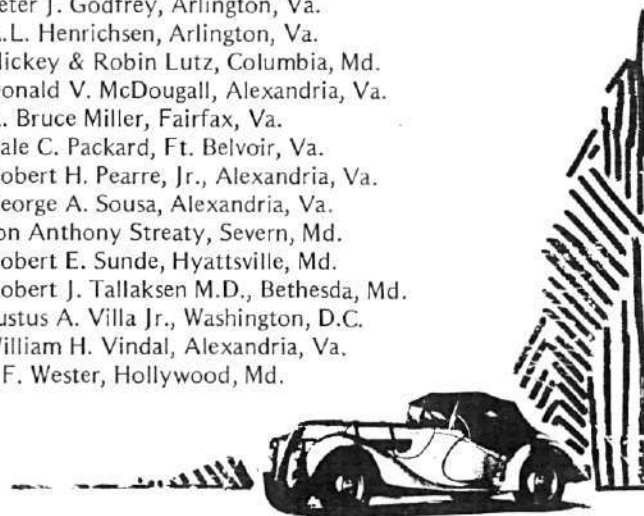
(Tech. Ed. Note: This reset switch is also found on '76 2002s.)

(Con't. on pg. 8)

NEW MEMBERS

Welcome to these new members of BMWCCA and the National Capital Chapter:

Larry R. Ammerman, Lexington Park, Md.
George J. Bluso, Baltimore, Md.
N. Kenyon Brown, Columbia, Md.
Joseph G. Dahlem Jr., Pikesville, Md.
Serge P.C. Demyanenko, Burke, Va.
Mark Evenson, Alexandria, Va.
Dr. Thomas J. Flavin, Bethesda, Md.
Gregory A. Floyd, Seabrook, Md.
Thomas Furlong, Wheaton, Md.
Peter J. Godfrey, Arlington, Va.
A.L. Henrichsen, Arlington, Va.
Mickey & Robin Lutz, Columbia, Md.
Donald V. McDougall, Alexandria, Va.
K. Bruce Miller, Fairfax, Va.
Dale C. Packard, Ft. Belvoir, Va.
Robert H. Pearre, Jr., Alexandria, Va.
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Jon Anthony Streaty, Severn, Md.
Robert E. Sunde, Hyattsville, Md.
Robert J. Tallaksen M.D., Bethesda, Md.
Justus A. Villa Jr., Washington, D.C.
William H. Vindal, Alexandria, Va.
J.F. Wester, Hollywood, Md.



Letters, con't.

Prices between countries does not allow really accurate observation, the May 13, 1978, issue of "The Economist" has an advertisement for a Seville priced at 15,865.— and the May 1978 issue of "The Tatler" has an advertisement for a 633csi at 14,799.—. Given the rather large difference between these two vehicles, it should be obvious which firm is putting it to someone "... just a tad ..." and which firm really wants to sell cars in an export market!

I am just as frustrated as Mr. Via about the constantly rising BMW prices. I would suggest, however, that his wrath be aimed at the most responsible for this situation — the bureaucrats in the U.S. Treasury Department who see no point in defending the international value of the U.S. dollar and the politicians in the current and previous administrations who keep swallowing this sort of advice. Classical economists generally hold that a devaluation makes one's efforts cheaper and that is good for the domestic economy. I think a very strong case can be made that in the U.S., because of our sheer size, large domestic marketplace, large imports of all manner of goods not manufactured domestically, an unwillingness of U.S. manufacturer's to work at exporting the way the Germans and Japanese do, and the ability of big labor/big business to pass on cost increases to the public virtually without restraint, all we get from a devaluation of the dollar is more domestic inflation. It happened following Mr. Nixon's two official devaluations and it is happening now following the unofficial devaluation of the past six months.

My experience is that most importers, BMWNA included, try their damndest not to panic at every little change in international exchange rates — presumably hoping that the U.S. dollar will go up sometimes instead of going down. Typically, I have found that there is about a six month lag in prices going up in the U.S. compared to the dollar's fall in the currency markets. For example, in March of this year when the 530i was being quoted ex-factory in Europe at DM 30,000.—, BMWNA's ex-factory price was \$12,700.00. They may not be saints up in Montvale, but I think they are being pretty decent about it on prices. My suggestion is to write your Congressman, not knock BMWNA.

Sincerely,
A. L. Henrichsen

Dear Editor,

In the June 1978 issue of *Der Bayerische* in the section, "Tech tips from other chapters", I came across a note about Steering Boxes on 1974 2002s. This notice referred to such steering

boxes which leak. I have such a steering box on my 1974 2002, in fact I have filled the steering box numerous times, only to find it empty the next time I opened it.

I was not aware of the fact that this problem was common to '74 2002s, however, the notice that you printed from Paul Williamson of the Tarheel Chapter gave me little information beyond this. Obviously, this problem was neither caught, nor corrected at the 600 mile service check.

I would gratefully appreciate it if you could provide me with further information regarding how to correct this problem. It would also be helpful to know if this is the responsibility of the dealer from whom I purchased the car or BMW of North America.

Thank you very much for your time and efforts.

Sincerely,
Stuart H. Goldberg
2410 Rockwood Ave.
Baltimore, Md. 21209

Impedimenta, con't.

making your choices, give primary consideration to the age and condition of your car, your driving requirements and habits, and the locale of your excursions. If you are contemplating hiring a U-Jerk-It, or leaving one or more members of your family at home, because you want the room for all the gear you think you ought to carry, that's a fairly good sign that you have exceeded the bounds of reasonableness. On the other hand, don't assume that you are somehow assured of trouble-free motoring and do nothing. As the old Air Force types are fond of saying, "if you fly enough missions, you are bound to catch a little flak." If you take proper care of your BMW and drive carefully (albeit, a bit briskly on occasion), your troubles should, indeed, be few — but be realistic, and be prepared.



"Let's face it, pal, all the king's horses and all the king's men won't put yer buggy ..."





Jim Atwell
SALES REPRESENTATIVE

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THE 323i: BMW'S LITTLE TIGER IS BACK—IN EUROPE, AT LEAST

by Bill Via

The long awaited 323i has been unleashed in Europe and the U.K., and examples have been tested by British automotive journalists, reports having appeared in *Car* (April 1978) and *Motor* (May 27, 1978), among other places. The car, you may recall from your readings elsewhere, has a 2.3 litre six-cylinder engine, Bosch K-Jetronic fuel injection, and a belt-driven overhead cam. And, according to the reviews I have read, the performance of this little machine will gladden the hearts of all devotees of the late and much lamented 2002tii. For example, there is unanimous agreement that the factory-claimed top speed of 118 mph is conservative, with 122-25 being more like it. Similarly, the 0-60 mph factory figure of 9.2 is high by a full second, at least. See the table for selected data.

Performance:		Specifications:	
Max speed, mph	124	BHP/rpm	143/6000 (DIN)
0-60 mph, sec	8.2	Torque, lb ft/rpm	140/4500
0-100 mph, sec	25.2	Comp ratio	9.5 to 1
1/4 mi, sec	16.1	Final drive ratio	3.45 to 1
1/4 mi, term spd	84	Curb weight, lb	2575
Mpg (U.S. gal.)	16.7	Test weight, lb	2745

The figures are impressive enough in any case, but it should be noted that the test car carried the additional weight of

optional air conditioning and electric windows. The test car was also fitted with a four-speed manual transmission, but a Getrag five-speed is optional, at least in Europe and the U.K. Other optional equipment includes power steering and Mahle wheels.

The suspension of the 323i is reportedly firmer than that of the other 3-series models, the 323i utilizing stronger shock absorbers and stiffer anti-sway bars at both the front and rear. In addition, the new model has 10.0 inch diameter disc brakes at the rear, as well as a pair of 10.2 inch diameter ventilated discs in front. The resulting package, I discern from the reports, is a splendid road machine in the best BMW tradition. There are, however, a few criticisms. The six-cylinder engine is reportedly noisy compared to the larger BMW sixes — but quite acceptable when compared to the fours. The heater can't be fine tuned and the ventilation system is lacking, according to the reports.

In basic trim, the price of the 323i in the U.K. is \$9774, and the Special Car Tax and Value Added Tax put the figure that the Englishman pays at \$11,436. Very pricey, the English say.

Will we get the 323i and, if so, when? We had better, and soon, if BMW wants to retain its performance minded clientele. But, only the gnomes of Bavaria know for sure.

Tech Tips, con't.

Electronic Ignition

I have recently installed an "opto-electric" ignition system in my '71 2002. The unit is sold by Allison Automotive and has operated flawlessly for 3 months. The detector unit uses an infrared sensor to trigger the spark plugs at precisely the correct interval regardless of any dust, moisture, or distributor shaft wear — all of which influence the sensitive operation of ordinary ignition points. Additionally, this optical system has no effect on tachometers and should outlast any vehicle as there are no wearing surfaces or moving parts. As a matter of fact, the system is guaranteed for as long as you own it and for a modest fee (\$2.00) it can be adapted to an engine with a different number of cylinders.

The installation takes about an hour with easy to follow instructions. Two of the three pieces fit inside the distributor and the third can be attached either inside the engine compartment (as I did) or just inside the passenger compartment. Reinstallation of the points requires only a screwdriver and a few minutes time; however, I don't believe I'll ever go back to points and condenser.

This system requires no maintenance. Simply install it, set the timing, and go. Think of the time and trouble you'll save to say nothing of the expense of points and condensers over the life of your car.

Allison's "opto-electric" system is \$39.95 and includes shipping UPS. On a per mile basis, I consider the increased performance and low maintenance a good investment for the BMW enthusiast.

Bill Proffitt
Smoky Mountain Chapter

Squeaking Front Brakes?

If your 2002's front brakes squeak excessively, try BMW part number 34-11-1-116-007 at \$1.09 each (4 req'd). If all components are in good shape these should quiet things down considerably. These shims do not stick to the brake pads, they do not melt and disintegrate like Teflon or other materials, so they can be used over again.

Mike Yaskin
Del. Valley Chapter

(Con't. on pg. 11)



HE JUST CALLED HIS WIFE TO ASK IF HE COULD BUY A NEW 530i, AND ALL THAT SHE SAID WAS "DON'T ORDER YELLOW!"

(From the Madison Chap. Newsletter)

TEST DRIVE THE LUXURY COUPE THAT'S AS EXCITING TO DRIVE AS IT IS TO SIT IN.

What makes the BMW 633CSi so rare among the world's luxury coupes is that while all affect the racy lines and the trappings of the true GT car, the BMW 633CSi truly is one.

In proclaiming the BMW Coupe the best GT car in the world, Town & Country magazine's automotive authority put it this way: "Before advertising people learned that you can apply any name to any

kind of car, GT stood for Grand Touring, which, simply stated, means a closed, two-door car with considerable style and considerable performance... I can't think of a better expression of the GT idea than this car."

If the thought of owning such a car intrigues you, call us and we'll arrange a thorough test drive for you.



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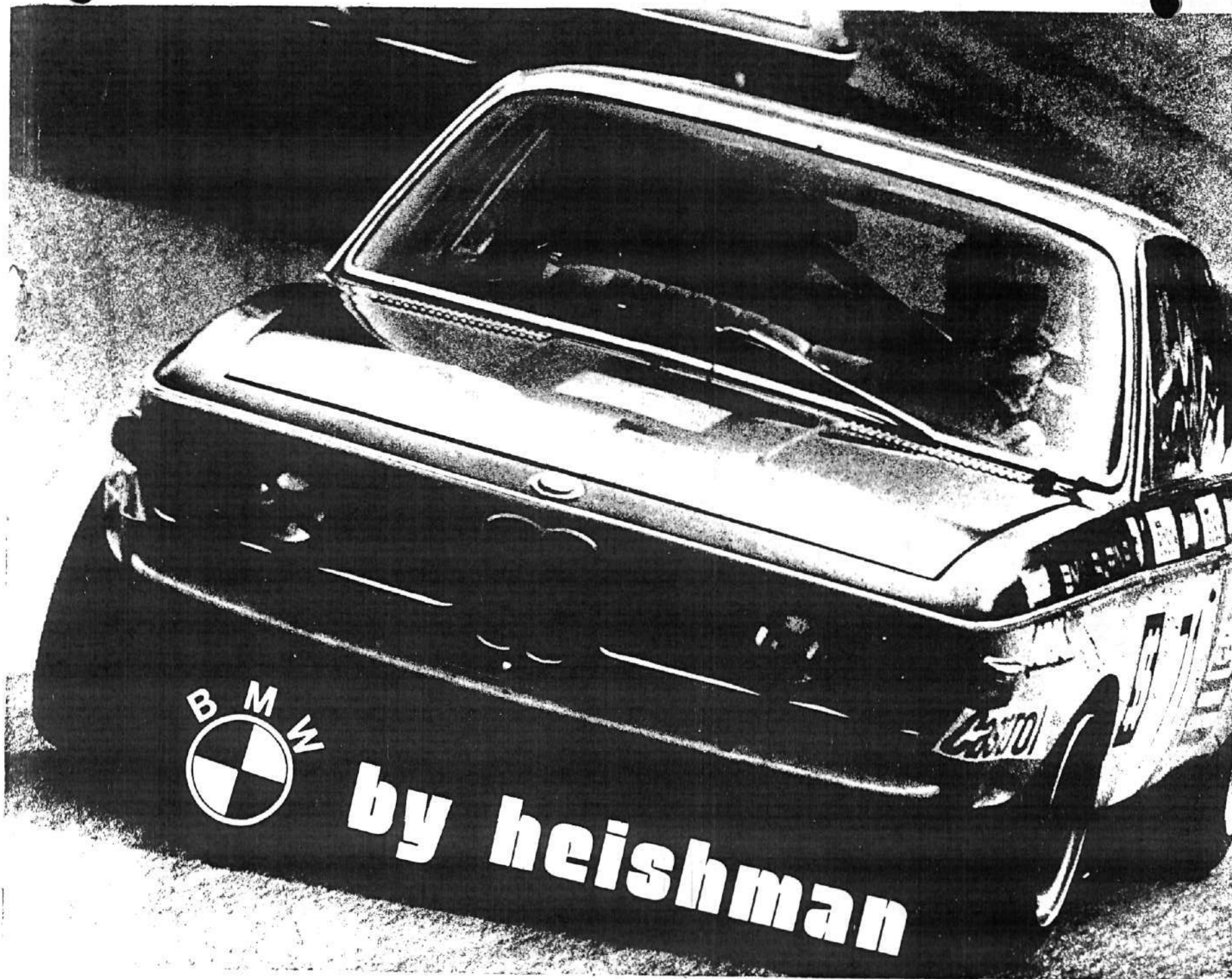
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Tech Tips, con't.

Handy Tap for Instrument Lighting

If you need a tap into the instrument lighting circuit so that you can vary the brightness of auxiliary gauge illumination or put a small lamp that shines on the ignition lock (as on Bavarias) on the steering column, it's easy.

Under the driver's side dash, right above the steering column tube, is an unused quick-disconnect plug with two or three gray-blue wires going into it. It's taped to one of the factory wiring harnesses. If you have an automatic transmission, a wire will be plugged in here to supply variable voltage to your shift quadrant light. At any rate, the circuit will handle a couple more instrument lamps without problems.

from New Jersey
Bulletin

Those Infamous Output Flanges

In the September *Roundel*, E.R. Goza of the Central Florida Chapter requested owners of 2002s and Tiis to tell him when they experienced output shaft and flange failure. The first 30 replies established the mean failure mileage at 48,763, and the average repair cost: \$417. Better take a look.

Rain Roof

You say you never really did trust that silly metal panel to be watertight, eh? Well, if your sun-roof has turned into a rain-roof, as mine did this summer, here's what to check.

Under each front fender well there is a small (7-9 mm) hose with a dangling open end, this nose *must* be in a vertical position (open end pointing down). Clear of all debris, road dirt, moths, etc., etc. This hose goes through the window pillar and connects to the two drain troughs in the corners of the roof opening. Clean the hose with a coat hanger to remove accumulated debris (the right hose was packed solid for the last 4 mm with debris). Check by carefully pouring water in each drain trough and watching it run unrestricted out the tubes.

Dry Sailing!!!

Mike Yaskin
Del. Valley Chapter



Dick Chichester

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Not for Oil Burners

The use of synthetic oil in transmission was also suggested by Bence Boeleskev in his *Roundel* article. Bence told me it will help shifting problems experienced in the later, post-1974 non-Porsche synchro, 2002 transmissions. A few members have told me that they have experienced shifting problems when they changed their transmission lube using the heavy 80 straight weight non-hypoid stuff Bob Yohe has been selling. These problems have been particularly noticeable on cold mornings. Changing to a thinner synthetic lubricant may solve your problems. Please report on any results.

Eric Schoenholtz
Connecticut Valley Chapter



BMW ISETTA TURBO

SPORTS CAR CLUB OF AMERICA 1978 RACING SCHEDULE SUMMIT POINT RACEWAY

Rain or Shine

June 24, 25	USRRCT†
July 22, 23	MARRS*
Aug. 26, 27	USRRCT†
Sept. 16, 17	MARRS*
Oct. 14, 15	MARRS*

*Mid-Atlantic Road Racing Series

†United States Road Racing
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MEMBERSHIP APPLICATION

Please accept this application for membership in the BMW Car Club of America and the National Capital Chapter.

Signature: _____

Date: _____

Name: _____

Address: _____

City: _____

State: _____ Zip _____

Model of BMW: _____

Year: _____ Ser. No. _____

Model of BMW: _____

Year: _____ Ser. No. _____

Your check payable to BMWCCA must accompany this application.

Joining during:

NOV—FEB 23.50; MAR—MAY 19.00; JUN—OCT 14.50

This covers your initiation fee of \$2.50 plus both National Capital Chapter and National dues to the end of the current calendar year.



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NEXT MEETING:

DATE: FRIDAY, AUGUST 11, 1978

TIME: 8:00 P.M.

PLACE: ROCKVILLE COMMUNITY CENTER

PROGRAM: WINE & CHEESE PARTY

(In lieu of regular meeting)

NOTE: Map Not Drawn to Scale....