

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



MARCH 1981

der bayerische



INSIDE
PRESIDENT'S MESSAGE
CALENDAR OF EVENTS
FROM THE EDITORS
"LIGHTS"
NEW BMWs

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ATTENTION MEMBERS

MARCH MEETING - FRIDAY, MARCH 20 - 7:30pm

A Wine and Cheese Party will be held at Grosvenor Park, 10500 Rockville Pike, Bethesda, Maryland at 7.30 p.m. on Friday, March 20th. This apartment complex is only a few hundred yards north of the intersection of the Beltway-Rt. 495 and Rockville Pike. The party will be held in the party room on the top floor of the building closest to Rockville Pike. Strictly informal.

▶ Advertising a car related product or service in Der Bayerische may be the best, most selective ad-bargain anywhere. You can reach almost 600 BMW owners. Contact Dave Bowers for charges and details.

▶ YOU are the staff of Der Bayerische. Please write for It. Anything to do with the car, from wax to transmissions, service problems or solutions. Articles sent to the editors by the 15th of the month will be printed in the next issue.

▶ Sell, Swap and Trade, the classified ad section is open and free to all members. Send legible copy to the editors by the 15th of the month. Include name and membership number. Non-members are encouraged to advertise. Contact Dave Bowers for rates.

TECH TIPS REP/ATLANTIC ZONE

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201-322-8654
(7 - 10 p.m.)

Hugh Wells 120 Wicklow Road
Winston-Salem, NC 27106
27106
919-748-1601

COVER PHOTO

This could be you at the Summit Point driving school.

COVER DESIGN

This month's cover was designed by Bob Menaker.

der bayerische

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President's message

Well, here we are only two months away from our May 2nd and 3rd driving school at Summit Point. Since we started putting this together, we have learned that there are a lot of necessary things and frills that can make this event memorable. The watch word of this year's school is safety. We have hired SCCA flag crews to man every flag station around the track. They will provide warning if there is any trouble ahead and assistance to anyone who needs help on the track. There will be a professional paramedic team and ambulance both days. I expect BMW members to help at the flag stations and any doctors in the club who are willing to take their black bags along, please call me soon.

Everyone who enters will get a large packet of information about the weekend. There will be maps, motel information for Charleston and Winchester, camping info, tech inspection sheet for the car, list of recommended items to carry along, and an eight to ten page write up on how to drive and what the school is all about. Each entrant will drive only one day. We suggest that if two drivers are going to share a car, one drive on Saturday and the other on Sunday. The fee is \$70 for each driver (You can postdate your check to April 15th if the need exists).

The club will provide a sandwich and soda set up Saturday and Sunday for \$2.00 for those interested. Saturday night is our party and the club will provide beer, soda, wine and steaks free for all present. The track is in the boonies so if you have some fireworks, etc. bring them along. And one very special plea, bring along as much firewood as possible Saturday so we can have a big campfire at the party.

We are limiting each days school to 40 drivers. So far we have 25 paid entrants so that leaves only 55 openings to be filled in the next 45 days. The school will go on regardless of how many sign up. The clubs ability to put on wine and cheese parties in the future might be at stake however. If you have been putting off sending in your application, get on the ball and send it in now!

Have you checked the schedule yet? Have you made plans to attend the wine and cheese party or the tech session? Why not? What do we have to do to convince you that this is your club and its your money that we are spending. If tech sessions, driving schools and wine and cheese parties are not your bag, what is?

Once again, the BMW club has been invited to join in the fun of an autocross school at Fort Meade on April 4th put on by Annapolis Function Sports Car Club. There will be a small fee (maybe \$1.00 or \$1.50) for the day but unlike our last school this will be a complete autocross lay out on a big parking lot. There will be a number of instructions around to ride with you and explain the different kinds of corners.

At least three times a week I am asked to recommend a dealer or shop for service or body shop or paint shop. I have had a number of personal experiences but I don't think that just one person's experiences should be the conventional wisdom of 550 members. I know a dealer in the Washington area that I would not recommend even if your car broke down on his lot. But is it fair for me to tell people who call me that that opinion represents the club. We have all had good

experiences as well as bad with dealers, paint shops, etc. so why don't each one of you write me a short letter or postcard and let me in on your experiences. And don't leave out the mail order places. If I get ten or more responses to this plea (boy will I be surprised) I will summarize them in a future column.

We'll do something, now.

Calendar of events

Friday, March 20 - Monthly meeting - Wine and Cheese Party at Grosvenor Park, Bethesda, MD 7.30 p.m. TOPIC - fun and comradery

Thursday, April 9 - Monthly Meeting - Tech Session at Marlow BMW, Marlow Heights, MD 6-9 p.m. TOPIC - Brake Problems

Saturday, April 4 - Autocross School - Annapolis Junction Sports Car Club invites BMW Club to participate at Fort Meade, Operations Bldg. North Parking Lot, 12 Noon

Saturday & Sunday, May 2 & 3 - Driver's School. Also Party on Saturday night at Summit Point, W.Wa. Get your application to Bill now.

Saturday & Sunday, July 25 & 26 - Atlantic Zone Congress, National Capital Chapter hosting

A tech session will be held at Marlow BMW, off Auth Road, Marlow Heights, Maryland from 6-9 p.m. on Thursday, April 9th. This tech session will concentrate on brake problems. Two mechanics will be available for questions (and to help if you screw up). Three to four bays in the service dept. will open. Club members can do brake maintenance on their own cars. Bring your own parts, or you can buy parts at Marlow BMW if you get there early enough.

wine & cheese party

Come One, Come All!!! The National Capital Chapter will be host for a Wine & Cheese Party on Friday, March 20, 1981. The event will be held at Grosvenor Park, 10500 Rockville Pike, Bethesda, Maryland. This apartment complex is only a few hundred yards north of the intersection of the Beltway - Route 495 and Rockville Pike. The party will be held in the top floor of the building closest to Rockville Pike.

The event starts at 7:30 pm and is free, paid for by your chapter dues. Dress is informal.



by heishman



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From the editors

Hi gang. I'm sure you have noticed our new cover design; we hope that it symbolizes an improved newsletter, both in style as well as content.

We appreciate the contributions we are now starting to receive from our members. Bob Menaker submitted the cover design, and Jim Ryland has indicated that he'll be a regular contributor. That's a good start. Hope we can convince more of you to contribute.

I just read that NHTSA has decided to postpone for one year their requirement for airbags. I'm glad. I didn't look forward to 10,000,000 explosive devices being placed on our highways each year. Even worse, how many mechanics do you know who are even capable of tuning a car properly, let alone fool around with a sophisticated device such as an airbag.

We are reprinting an article from AUTOWEEK about the future range of cars that can be expected from BMW. I don't know how many of you subscribe to AUTOWEEK, but I think its probably the best way to keep current with what is going on in the automotive world. It is a weekly newspaper, which means that you don't have to wait three months to get race results. It might not have the style of Road & Track, but it certainly provides a lot of information for the \$23.00 per year subscription.

This month's issue also has a comprehensive article on headlight conversions. Converting to European quartz halogen headlights is the least expensive and most cost effective measure to improve your night driving safety. With regular headlights you are actually outriding the distance in which you can stop, which means that once you see an object on the road, you cannot stop in time to avoid it. The quartz halogen lights provide much greater lighting, even on low beam, and might provide just the extra distance that you need to stop. The European lights are illegal (as opposed to the American sealed beam halogens) because the bulb is not sealed into the unit, and because the lights do not conform to the American lighting pattern. If I had my choice of taking my chances at an inspection station, or taking my chances on a dark road, I would rather argue with an inspector, rather than with the side of a disabled truck in the middle of the road.

My monthly gripe. Glancing through the February "Roundel" I noticed the five or six page description (advertisement) for the 1981 BMW's. Its funny, BMW used to represent the ultimate in performance and handling in an automobile, after reading the descriptions of the cars with their rich woodgrain dashes and plush seating, I thought I had found an ad for a Ford LTD. It bothers me because the BMWCCA used to be an independent club, organized to support its members, and fiercely independant of the importer. I would prefer to see the club, which must have the capacity to exert considerable clout with the importer, actively work to solve some of the inherent problems with the cars, such as the front end shimmy that has persisted for five years, or the paint problems that have been around for even longer, rather than just be the advertising arm of BMW NA.

Whew. Its about time that was said. Maybe we can provide some of the stuff that the Roundel is lacking. Till next month.

Cont'd

Hi - What's your excuse for not coming to a meeting? At least you can't say you're not getting the time or place soon enough. We got our February newsletter last week - that's 2 weeks notice for the meeting on the 26th and a month's notice for the Wine and Cheese Party. So I guess I'll see you at one of those. If you haven't seen anything to your interest, please drop us a line and let us know what you want. We'll get it, believe you me!

Now for the bunch of you who came to Autoy for our January meeting. Wow - that room was packed! Hope you enjoyed it. For those of you who live far away Bill has written a summary. (see page 7) Many came to the Precision Tech Session, also, wasn't that day gorgeous out in the country - not to mention all the tips we got on breakdowns. Hope it doesn't happen to you!

We have received our first article on granddaddy bimmers. Remember the 100,000 mile club is open to all well used BMW's. On the newsletter cover contest, we've 2 entries the first of which you see on this month's cover. One of the ideas with this type of cover design is that we can sell the back page for advertising. We thank you, Bob Menaker, for your entry. Unless we see some more in a hurry we'll declare a winner.

Remember this is your club, we can best serve you if we know what you like and want. Let us know!

Also the guy who asked for an announcement to be put in the next newsletter-I haven't received anything as yet. If it's not too late for an April 10-14th delivery date, drop us a line. The address is on the inside front cover.

~Bernice

RECAP OF JANUARY MEETING

On January 29th, thirty five club members and guests showed up at the Autoy facility in Rockville. After a short business meeting, Dave Toy addressed us on the subject of suspensions. He explained how the various components function and how they work together. Dave spent some time explaining what can be expected from the stock components and what is available in aftermarket replacements. After Dave's talk, a lot of members who had never considered stiffer shocks and springs were heard muttering thoughts of replacing their stock setup.

Dave and Nadja were the perfect hosts as always, supplying enough beer, wine and sodas to keep every whistle wet. All those who attended the January meeting at Autoy will certainly want to return when next we meet at Dave's.

100,000 Mile Club

I'm proud to say my 1973 tii just passed 160,000 miles this week and is still performing well. Everything is in good shape, no rust, and I've had no major problems except a recent retuning of the whole fuel injection system. Paint and interior are very good, and not a week goes by that someone doesn't offer to buy my car. I really believe the tii is the best all around automobile ever made.

Jim Ryland



4952 Wyaconda Road
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LIGHTS

November 1980 Die Zeitung Conn. Valley Chapter, BMWCCA

Primer on lights (Part I)

At some point in time most of us have considered equipping our cars with quality quartz halogen lights that are available in the accessory after-market. (If you haven't, you really don't know what a great improvement in night driving visibility is possible.) However, many of us have also been put off from purchasing because of our bewilderment as to what type of lighting we should get or a lack of knowledge of what we are really going to get for our money. This article has as its purpose a hopefully simple explanation of what this lighting is all about.

First, there are three key factors that set quality quartz halogen lights apart from the lights that our cars come equipped with:

- **Light source.** Special bulbs are used which consist of a tungsten filament in an iodine or bromine (halogens) atmosphere. The advantage of this construction is bright burning throughout the bulb's lifetime. The presence of the halogen gas causes the ash formed by the tungsten's burning to be redeposited back on the filament. A "normal bulb" contains the tungsten filament in a vacuum, and as a result, the ash formed deposits itself on the glass or reflector, causing the amount of light produced to be reduced as time passes.

- **Reflector accuracy.** This is very important in properly directing the light from the bulb. Proper reflector depth and accuracy are necessary to maximize light effectiveness. The proper depth maximizes reflective area and is obtained by shaping the reflector as a parabola (look it up in your geometry text). Accuracy is ensured by carefully making the reflector free of any distortions. The reflector is also aluminized to maximize reflectivity.

- **Lens fluting.** The fluting of the glass controls the refraction and distribution of the direct and reflected light. The pattern of the fluting is done to suit the purpose of the lamp. Lead crystal is utilized, cut and polished to exacting standards.

There are three general types of beam patterns, one for each lamp purpose. These patterns are spot (pencil), driving and fog.

- **Spot (pencil).** The spot light is designed for maximum distance visibility. It projects a narrow, oval-shaped pattern with minimum peripheral or side light. Spot lights are intended for very high-speed driving on long straight roads where maximum vision is needed. (Cibie calls these lights "pencil beams.")

- **Driving.** Driving lights concentrate a large portion of light down the road for distance. They also spread a good deal of light to both sides to combine peripheral light with distance. They are designed for the best combination of moderate- to high-speed driving on straight, twisting or hilly roads.

- **Fog.** The fog light produces a very wide, flat beam with sharp cut-off at the top and bottom. It projects a moderate distance with extremely wide angle peripheral light. This type of light is designed for low visibility conditions.

Driving lights come in the form of headlight replacements (they drop in the existing headlight sockets) or auxiliary lights (they bolt on the bumper). Fog lights are available only as auxiliary (bolt-on-the-bumper) units. Spot lights are generally available only as auxiliary units. However, on cars with quad (four) headlights, the high-only light has a spot pattern.

Replacement headlights generally fit into the stock headlight receptacles, although there are some special types that require some receptacle modification in some cars.

The 7-inch replacement lights for two (dual) headlight cars are available in two different design approaches. The Marchal Ampilux, which is the most powerful on the market (and which may require some receptacle modification), uses two bulbs. An H1 type bulb is used for low beam and is mounted in a special, separate reflector. The other approach (all other 7-inch headlight conversion units) uses an H4 dual filament type bulb in one reflector **for both low and high beams, a compromise because one reflector cannot be optimum for both.**

5¾-inch (quad) replacements are used for four-headlight cars. All use the H1 bulb for the high-beam light in one reflector. An H4 dual-filament bulb is used for the low-high beam unit; both are in a single reflector.

Auxiliary lights come in two shapes: round and rectangular. The round shape is preferred by many because the capability for 100 percent reflectivity makes it the most efficient. However, rectangular lights do offer high reflectivity along with easy over or under bumper mounting via a reversible lens/reflector unit. Reflectivity compromise relative to round/rectangular lights for fog light is nil because of the unique light cut-off pattern of this type of lens. Generally, choice between round and rectangular ends up to be the personal appearance preference of the car's owner.

The quartz halogen bulbs come in two wattages: 55 and 100. The 100-watt is normally left to the night racer or rallyist because of high electrical system power drain. As mentioned earlier, there are different bulb types for the different lights. H1, H2 and H3 bulbs are all single-filament bulbs, differing in lengths and shapes to match the variety of desired reflector depths and shapes. As stated before, the H4 bulb is a dual filament.

Fog lights are available in two lens colors: amber and white. Amber projects colored light, and is useful only in restricted visibility conditions. The amber color helps to

protect the eyes of oncoming drivers. White lenses project light which is also very good in restricted visibility conditions and which is excellent for cornering or edge-of-the-road visibility under normal conditions.

Installation of your lights can be handled by you, provided you plan ahead and allow adequate time to complete the job.

Installation of headlight replacements is easy and generally obvious when you have studied the problem. Once you have removed your stock headlights, simply follow the same procedure in reverse. If your headlights were properly aimed to start with, you may not have to make an adjustment, but it's important to check.

The installation of auxiliary lights takes more planning and effort. Wiring instructions come with the lights. Study them carefully in conjunction with your car's wiring diagram, then lay out the job by looking specifically at your car. Determine what you need to buy in the process. Although universal wiring kits are available from the light manufacturer, it is cheaper to buy wire, connectors and a switch at a store like Radio Shack. Do, however, buy a relay and spare bulb and fuse (good relays generally are fused) from the manufacturer. The types of wire required are specified in the light instructions. A two-position toggle switch mounted on the steering column or somewhere else close at hand is suggested. The use of a relay is strongly recommended to prevent the momentary dimming of your other lights during the switching on of your auxiliary lights and to provide fusing for the circuit since the relay incorporates a fuse. Some of the later BMW models already have the wiring circuitry for auxiliary lights, which makes their installation job considerably easier. Also, many models have provisions for the mounting of the lights. If no provision exists, then you must drill the necessary holes in your bumper or design some form of mounting bracket. Aiming instructions also come with the light.

As to which type and model of light to buy, it's up to you. Get a Marchal or Cibie catalogue, and read it. Otherwise, a general rule of thumb for auxiliary lights is as follows: The higher the model number is, the physically larger the light, the more light is projected, the greater distance light is projected, and the higher the price.

Finally, when considering a purchase, there are some special types of lights available. The uniqueness of the Marchal 7-inch Ampilux replacement headlights has already been described. Cibie makes a unique 7-inch replacement headlight called the Z beam which uses an H4 bulb, a single reflector, and a very special lens fluting pattern to provide a very sharp light cut-off for maximum visibility without offending oncoming drivers' eyes. Cibie also makes an auxiliary light called the Bi-Oscar which combines a driving and fog light in a special unit using two H2 bulbs, two reflectors, and very special lens fluting to obtain the two types of beam pattern. John Bisset

Glastonbury Ct

Some additional thoughts on improving your car's light output and some recommendations.

Q. Enough with the technical already. What should I do?

A. First, buy the low-high headlight conversions. Second, fog lights. Third, driving lights or the high-only headlight conversions if you have quad (5¼-inch) headlights.

Q. Recommend some specific lights.

A. Okay, for the headlights: Cibie Z-beams if you have a 2002 or other car with the big (7-inch) headlights. It's Cibie's best 7-incher. Marchal's best, the Ampilux, may be a tad better, but it may require minor modifications to bolt it in. You want simplicity, right?

If it's a current BMW or other car with quad (5¼-inch) headlights, get either the Cibie or Marchal low-high conversions. Take your pick. (There is no Z-beam or Ampilux in 5¼-inch size.) They all drop right in and plug into the wiring harnesses. You need make no wiring modifications, add no relays. The switch that turns on and off your headlights now turns on and off your quartz headlights.

For the fog lamps, Cibie 95s with clear lenses, mounted under the bumper. (Just a tad bigger than the OEM BMW/Bosch fog lamps on some BMWs.) Or Marchals of about the same size.

Third and last, install the Cibie or Marchal high-beam drop-in conversions on a quad light car.

Q. How about a recommendation from somebody else, somebody who knows what they're talking about?

A. Sure. Quoting from the March 1979 *Car and Driver* issue on car lighting:

The ideal compromise for most of us combines a set of headlight conversions, a single or a pair of driving lights with a fairly wide pattern, and a single or a pair of fog/cornering lights with a clear lens, a sharp cutoff and a very wide, even spread.

Q. Given a choice between amber and white fogs, which should you take?

A. Amber may have some additional penetrative effect in fog. Then again, it may not.

White fog lights, however, may put out a bit more light because the yellow lenses absorb some of the output. (Cibie says 15 percent more.)

To sum up: yellow may penetrate fog better and idiots perceive yellow fog lights as fog lights. Clear may have a bit more distance and it renders color better. Personally, I'd take clear. More people do.

Q. Where do I mount the lamps?

A. On the bumper. Above for driving lamps and below for fog lamps. The manufacturers generally recommend it that way.

Q. Do you have to buy a special fog lamp if you plan to mount it upside down?

A. Nah. Just take out the crystal and turn it upside down. You have to remove two screws. Takes five, 10 minutes.

You know you have the thing set up right when the words Marchal or Cibie, or the Marchal pussycat, or the word Top, is right-side up.

Incidentally, most all rectangular units can be mounted above or below the bumper and the lens reversed. Not all round units can.

Q. If the manufacturers recommend mounting fog lights below the bumper, meaning you have to turn them upside down, why don't they install the lenses upside down so when you put them on, they're right-side up?

A. Because that would make sense.

Q. What about regular vs. pencil (spot) driving lamps?

A. The pencil beams throw a long, narrow spread, say from here to Montana, while the driving lamps give up a bit of range in favor of more light to the left and right. Pencil beams are best on arrow-straight roads, say a mile and a half of straight road, which around here means expressways, which means you'll never get to use them much because expressways are so heavily traveled. Stick with the driving lamps.

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Turbo-diesels will power next-generation BMWs

By Georg Kacher

At BMW in Munich, engineers and marketing men have their hands full throwing the switches for the next three decisive years. Lately, there has been a bit of sand in the gear box though, as slow sales and an overly cautious model policy have thinned the earnings and convinced the board that it may be wiser to let some departments run in bottom gear.

One of the branches hit is BMW Motorsport AG, which did eventually manage to homologate the company's prestigious problem child, the overpriced and slow-selling M1 sports car.

But there are already new problems gathering on the horizon. Goodyear's withdrawal from F1 and F2 racing, the endless hassles between FISA and FOCA chief Bernie Ecclestone (whose BMW-engined Brabham team is facing a rather gloomy season) and the still uncertain future of the one-man March-BMW F2 team give race boss Dieter Stappert quite a headache.

On the production-car front, the Bavarians are currently laying the final touches on the successor to the 5-series models which will be launched at the Frankfurt show this fall.

The 7-series BMW equipped with a turbo-diesel got 18.1 MPG at a constant 113 MPH.

After last-minute red-crayon calculations had canceled the first prototype (which was too big, too heavy and above all too expensive to produce), the engineers had to restrict themselves in their second attempt to an extensive facelift of the current model. A more aerodynamic nose, a higher and more spacious rear end with larger taillights, bigger plastic-covered bumpers and a roomier interior with revised seats and an even more sophisticated dashboard sum up the main changes.

THE NEW MODELS will cost about 10 percent more than their predecessors. This price increase is largely due to the introduction of two new injection-engined versions and of an in-dash maintenance display, which computes the service intervals individually according to the car's particular operating conditions and thus renders the conventional regular service checks superfluous.

BMW will offer five different models, ranging from the 518i with a fuel-injected 105-HP 1.8-liter four to the 535i, with an injected 218-HP 3.5-liter six, plus spoilers front and aft. Also, a new 524D, with a 115 HP 2.4-liter turbocharged diesel will be launched late in 1982.

FOR 1982, BMW plans to facelift the 3-series models. A slightly modified grille will improve aerodynamics, and cosmetics to the rear (including bigger lights and a redesigned deck lid) should give the baby BeeEms a more up-to-date appearance.

The all-new 3-series cars will not see the light before 1983; more likely not until 1984. Contrary to previous information, BMW for cost reasons has ditched the front-wheel-drive concept in favor of an updated, conventional lightweight design.

The decision for or against the more advanced front-drive car was reportedly on razor's edge. After all, BMW had already hired a top FWD man from Audi, and spies had long spotted compact front-drive cars on and around the BMW proving ground.

WHILE PLANS FOR a sixth German assembly plant have been put into cold storage, BMW's cooperation with the Austrian firm Steyr-Daimler-Puch AG is now in full swing.

The BMW-Steyr Engine Co., which is run by BMW board member Volker Doppelfeld, will from 1982 on produce at least 200,000 diesel and gas engines per year. BMW and Steyr each hold 50 percent of the joint venture's original capital and plan to invest about \$450 million in the next three years in the new plant, which is situated near Steyr/Upper Austria.

Doppelfeld, 43, hopes the first BMW-Steyr gas engines will leave the assembly line in the fall of 1982. From the spring of 1983 on, diesel-engine production will begin with the 2.4-liter unit that is derived from the 323i gas engine.

BY 1984, THE range will be complete with three different diesel engines:

A turbocharged 2.4-liter six, code-named M105, 115 HP; a turbocharged 2.0-liter four, code-named M1, 100 HP, and a turbocharged 3.2-liter six, 150 HP, (not derived from the 732i unit).

The last two engines are particularly interesting as far performance and fuel economy are concerned. According to Doppelfeld, these units (which were co-developed by the Graz-based AVL

Institute that is run by the ingenious Austrian professor Hans List) use up to 20 percent less fuel than comparable turbocharged powerplants.

In still-undisclosed economy tests, a 7-series BMW powered by the big 3.2-liter turbo-diesel six not only sprinted in less than 13 seconds from 0 to 60 MPH, it also returned 34.5 MPG at a steady 60 MPH and an even more astonishing 18.1 MPG at a constant 113 MPH.

The secret behind these figures is a revolutionary engineering concept based on three novel parameters:

1. Direct fuel injection; no central injection pump, but individual injection jets for each cylinder.
2. Monoblock layout; engine block and cylinder head are cast in one piece and thus can do without the temperature- and pressure-sensitive head gasket.
3. Fully encapsuled engine compartment, a measure which not only reduces the noise level, but provides better thermodynamic efficiency as well.

WITH THESE super-economy engines, BMW and Steyr hold two trump cards which should warrant the survival of the big family sedan way into the 1990s. One of the first auto makers to benefit from this technology will be Ford, which will buy up to 100,000 BMW-Steyr diesels per year from 1983 on. In the beginning, the Americans can only obtain the 2.4-liter units (reportedly for the Lincoln), but from 1984 on, the 2.0-liter four will constitute the lion's share of the BMW-Steyr-Ford deal.

Ford plans to install the smaller Austro-German engines in the Thunderbird and Cougar models. Diesel units for even smaller Ford models like the Escort/Lynx will either come from Klockner-Humboldt-Deutz, which last year developed a compact fuel-oil economy unit based on the Kent block, or from Tokyo Kogo (Mazda), which is to supply Dearborn with up to 150,000 low-price, low-capacity four-cylinder diesels from 1983 on.

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Tech Tip

REQUIRED READING

This is an article for those of our members who are not quite sure how to open the hood, and for everyone else. During the nearly six years of Bayou Chapter, I have written on the subject maybe four times. It's now time to do it again.

You have invested from \$2,000 (used 2002) to \$33,000 (new 733i or 633i) and you annually spend from \$200 to Lord knows what on insurance. Another \$30 to \$100 investment could save you a couple of hundred in cash outlay and maybe ten grand in aggravation. Regardless of your mechanical aptitude, continue reading.

BMW builds a good automobile. If properly maintained, it will rarely fail you - get in, turn the key, and go. When it does screw up, it will happen in the worst place, and usually at the worst time. The problem will often be failure of a simple component - one which every dealer has at least a dozen in stock. When it happens, either the nearest dealer is a hundred miles away, or it is 5:30 PM on Friday. If you haven't already guessed, the purpose of this diatribe is to try to convince all owners to buy and place in the trunk a select group of spare parts, regardless of the owner's mechanical ability. Then, when

component failure occurs, almost any gas station mechanic or friendly truck driver can fix the car - without waiting for the part.

My personal list of required spares:

- 1 each of every water hose (both radiator and heater, and hose clamps)
- 1 each of every belt (fan, A/C, etc.)
- 1 gallon water in old antifreeze jug
- 1 quart oil
- 1 pint brake fluid
- rotor
- condensor
- ignition points
- spark plug connector
- distributor cap
- water pump
- fuel pump
- 10 dimes (for telephone)

As some of you know, I have more than this. For instance, somewhere under the rear seat are a couple of 3" hose clamps. Not at all needed in a BMW. One Sunday, I gave one to a driver of an 18-wheeler who desperately needed it. He almost cried in thanks. I told him to never pass a stranded BMW. He agreed.

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 Crystal Ash Tray
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 Ceramic Vase w Munich Scene
 Ceramic Dish w Munich Scene
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 Women's Motorsport Jacket (S, M, L, XL)
 BMW Velour V-Neck (Unisex) (S, M, L, XL)
 BMW Hooded Sweatshirt (S, M, L, XL)
 BMW S/S Knit Shirt (S, M, L)
 Men's White Fashion T-Shirt (S, M, L, XL)
 Men's Blue Fashion T-Shirt (S, M, L, XL)
 Women's White Fashion T-Shirt (S, M, L)
 Women's Blue Fashion T-Shirt (S, M, L)
 Racing Jacket w Piping (Unisex) (S, M, L, XL)
 Motorsport Anorak (Down) (S, M, L)
 Motorsport Pullover (Blue) (S, M, L, XL)
 Motorsport Pullover (White) (S, M, L, XL)
 Motorsport Cardigan Jacket (White)
 (S, M, L, XL)
 Cap, Blue (100% Wool) Adjustable
 Cap, White (100% Wool) Adjustable

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A Pleasure Drive In The BMW

My cousin's wife is constantly making disparaging remarks about my "boxy, bouncy foreign car," and suggesting that if I really insist on owning a foreign car why don't I get a VW beetle like Harold's-- that's her husband, my cousin the wimp--because the German's make better foreign cars than the British anyway. I've tolerated years of these unintelligent comments and snide remarks despite many honest efforts to explain the virtues and merits of the BMW. This has always been particularly aggravating because Harold's wife doesn't talk, she gnaws away at the BMW in a high squeaky voice and bears a striking physical resemblance to a rodent. Her attitude is just one more reason why she will never receive as much as a Christmas card from me, or ever be mentioned in a sentence which does not also contain the name of Ayatollah Khomeini.

Last month, a rare opportunity arose to strike back at cousin Harold and his squeaky wife. Harold's car was in the garage for a \$500 exhaust system repair, and he and his wife needed a ride to her mother's house. I call this place Rat Central. This is where her family gathers once a week to have high frequency discussion about how foolish Harold's relatives are. Anyway, I decided it was time to show both these souls the difference between a 2002 tii and a foreign economy car.

Normally, I'm a conservative driver, rarely exceeding the posted limit by more than 15 mph, and never going beyond the safe limits of road conditions. I'm also kind to the engine, drivetrain, tires, shocks, etc., but on Sunday, October 5, I was determined to give Harold and his wife a ride to mother's which would forever imprint upon their memories, the name British Motor Works.

Rat Central is eight miles from Harold's place where I picked them up at 12:05. In between are eight miles of twisting turning 35 mph two lane which is real driver's delight. With Harold and wife belted safely in, I pushed the tachometer up to 5000 and torqued off to Rat Central in a screaming frenzy.

The tii screamed to a halt at Rat Central at 12:13, just under eight minutes later. Harold set comatose in the back seat with a death grip on both his knees. Mouse face was groping through watery eyes for the door handle which she can never find, hardly noticing she had totally destroyed the loaf of Italian bread on her lap. I, of course, was at peace with God and myself, and inquired politely as to what time I might pick them up later that day. Harold promised in a broken voice to call me later, but I've heard nothing from either of them since then.

Sometimes you just get pushed too far--know what I mean? That's the time to take a pleasure drive in the BMW.

Jim Ryland

APPLICATION FOR MAY 2 & 3 1981 SUMMIT POINT WEEKEND

Name		Membership #	
Address			
Phones - Work	Home -	Age	Sat _____ or Sun _____
Codriver's name			is my preference for
Address			participating in the
Phones - Work	Home -	Age	driving school

Total number in party ____

I am not planning to attend the school _____ but I will be there to party and help out.

Count on my help at least _____ 1/2 day, _____ day _____ 2 days

I have attended _____ previous driving schools and my Codriver has attended _____ previous schools.

My BMW is a _____ model of _____ year and _____ color

I have the following non stock equipment:

Suspension
Engine
Tires
Other

At the party Saturday night my party will eat _____ steaks; _____ beers, _____ glasses of wine, _____ sodas and we would also like you to provide free _____.

I plan to camp at the track _____ Friday _____ Saturday.

I will try a motel in _____ Charlestown; _____ Winchester.

I am crazy enough to drive home after the Saturday night party _____ (Ha!)

_____ Enclosed is my check for \$70 per driver made payable to BMWCCA
(you may postdate your check to April 1st.)

_____ I forgot to enclose the check so I don't get to go to the drivers school.

Mail to Bill Loftin, 12509 Millstream Drive, Bowie, Maryland 20715