



# der bayerische



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BULK RATE  
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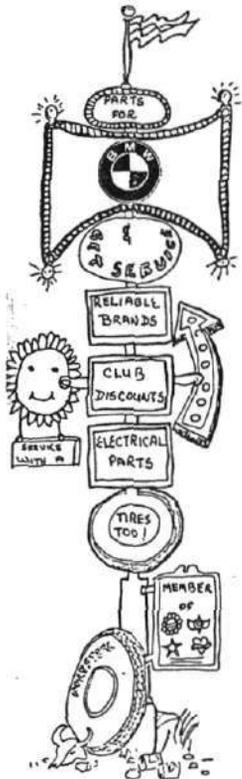
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MR. JAMES A. HANER  
3300 BLACKBERRY WAY  
DAVIDSONVILLE MD 21035

## PARTY TIME!

Friday, March 26th will be our annual Spring bash at Blob's Park, near Fort Meade, Maryland. We will hold our 1982 elections for club officers, enjoy some fine German food, and listen to thousands upon thousands of polkas. The Club will even pay for dinner. You just pay the dollar or two entrance fee. Blob's Park is located on Rt. 175 at the intersection of the Baltimore-Washington Parkway. See you there at 8:30pm.

### NEXT MEETING

Our next meeting will be hosted by Dave Toy of Autowerke/Autoy on Friday, April 2 at 7:30pm. Besides our general meeting, Dave will discuss the preparation of a race car, suspension work, and wheel and tires. See their ad for directions.



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## der bayerische

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Bowie, MD 20716 Arlington, VA 22216

### TECH TIPS REP/ATLANTIC ZONE

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201-322-8654

(7 - 10 p.m.)  
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Winston-Salem, NC 27106  
27106  
919-748-1601

# President's Message

In the last issue, I gave you my tirade on participation. As a result of that one (only one) member called but his point was that he got his newsletter too late to participate in the January 30th meeting. He thought it was in bad taste for me to rant and rave and then not deliver his newsletter on time. Well most of you got your newsletters late last month and I will apologize for that but if just a few more people helped out that would not happen. About six people have done all the work of keeping this club going for the other 644 people for the last two years. If there were 12 people, the work would be a lot easier and newsletters would flow on schedule.

Elections will be held March 26th at Blob's Park in Jessup, Md. This is a social event for you. The club will buy dinner and beer. You will have to pay a \$2 cover to get in and then there will be German food, beer and band (which plays 200 different polkas). There will not be a regular business meeting and the elections will be low key. Nominations will be accepted for any office early in the evening (all nominees must have agreed to run). If you are not going to run for office, please volunteer to help out in some way. The greatest need at present is helping to put on events and helping with the newsletter. We need some professional help also. Anyone with access to a computer on which our membership list and mailing labels could be done, please come forward. We need a doctor, with black bag, as a participant or spectator for our May 8 and 9th driving school. We need a lawyer for a couple hours work doing our federal application for tax exempt status. We need about 6 to 10 people to help out with the party at the driving school.

In case you missed the last issue of the newsletter, we are putting on a driving school at Summit Point, West Virginia on May 8 and 9 and a gigantic party that Saturday night. Summit Point is about 6 miles from Charlestown, West Virginia which is an hour and fifteen minute drive from Washington or Baltimore. If

you need an application or more details, give me a call at (301) 262-0184. If you don't want to enter the driving school, come out and be a spectator and join in the fun at the party. To attend the party, we will need an application and \$8/guest. Tickets will be mailed for the dinner, none later than May 2nd (we have to know how many steaks to buy)

You should have received your ballot for the national election of the BMWCCA. In most years past, there has been no competition for any elective offices. I know this year will be different at least for the office of South Atlantic Zone Governor. I will be contesting that office along with Charles Dickens from the Tidewater chapter and maybe more. I know Charles and I think he would make a good zone governor so if you choose not to vote for me, you will still get a good governor. Do not fail to vote though.

What ever happened to the fund to pave the track at Summit Point. So far we have received one donation. Isn't there anyone else that wants to keep club racing alive in the area? Come on, everyone of you can afford a few dollars. Make checks payable to "BMWCCA-Pave-The-Point-Fun" and mail to me at 12509 Millstream Drive, Bowie, Md. 20715.

What about supporting our club members racing efforts this year. Jim Harrison of this chapter will be racing a 2002 in SCCA GT-2 class. Go out and support him at Summit Point. You should also see Tom Howen, Ray Korman, Ed Ullom and Garth Ullom in 320i's.

Bill Loftin

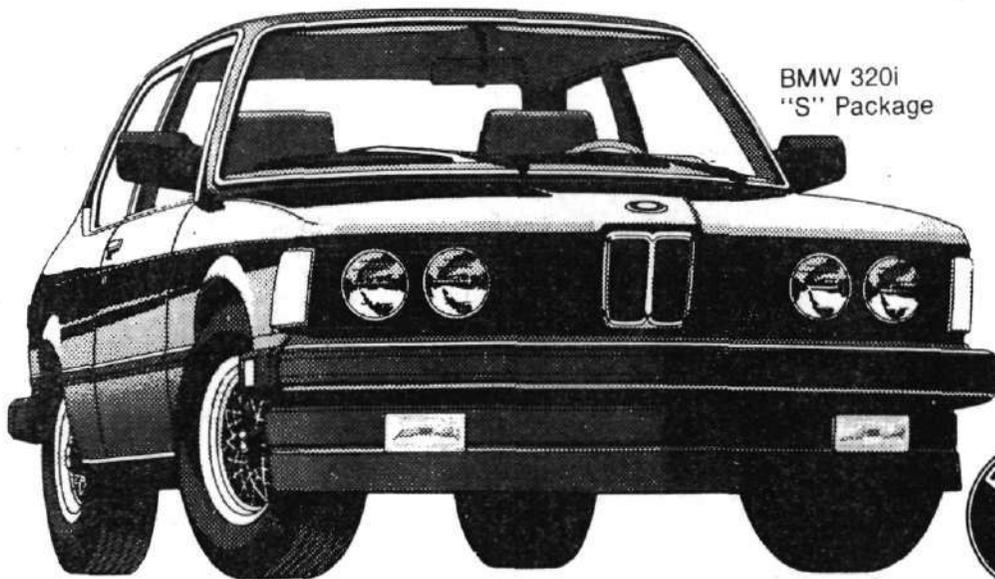
## Tech Session - Rust

The January club activity was a tech session at the London Auto Service on Lee Hi-way in Falls Church. About 35 members attended the session at member Tom Baruch's shop for a very enlightening clinic on everybody's concern.

Tom had three cars on lifts to illustrate his comments which went into the prevention as well as the restoration of rust damage. Tom noted which

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car care products he uses, and generally stressed the better value in higher quality materials. As Tom said, the "car is designed as a rust factory." For those members who keep their car outside, you'll be pleased to hear that Tom does also, and noted the negative side effect of a heated garage.

Rust is primarily regarded as a surface concern, but the point was well made that for those owners who keep cars for more than three years (like many members!) rust is a destructive agent which can weaken structural members. To illustrate the point, Tom cut away a fender on an MGB to reveal the serious structural deterioration that can occur. Another graphic example was a 3.0 CS coupe undergoing major restoration. Like icebergs, rust runs deep and deserves every bit of attention it can be given. Thanks Tom.

Jack Dove1

## Editorial

First, we regret that many of the January newsletters arrived too late for members to attend the January tech session on rust damage and prevention. If there is enough interest, another tech session on the same subject might be held in the D.C., or Baltimore area. Call Bill Loftin if you are interested in attending, or if you know of a shop that would be interested in staging an event.

The tardy January issue finally brought our continuing distribution problem to a head. To publish a newsletter on a regular basis requires volunteers to label, sort, bundle, and even deliver the newsletters to the post office. As you have read countless times in Bill Loftin's columns, we have a severe shortage of help. Luckily, one of our members, Bill Ross, has come forward to assist in solving our problems and has come up with some very creative solutions which will be placed into service next issue. He has also become our new advertising manager, and is already lining up many new advertisers.

Second, starting with this issue, we will publish once every two months, 6 newsletters a year. Two reasons for this, the major reason is that we do not receive enough local material from members to justify the cost of a monthly newsletter. Also, postal rates have increased sharply. By publishing less issues, more of your membership dollar can go toward events without seriously compromising the newsletters' ability to be the major means of communications with our members. This issue also includes the calendar of events for 1982. With this complete schedule members can plan in advance to attend our events without having to depend on each new issue for event dates. For your information we are listing our deadlines and anticipated publishing dates.

Deadline for submission.      Printing date

February 10  
April 10  
June 10  
August 10  
October 10  
December 10

March 1  
May 1  
July 1  
September 1  
November 1  
January 1

Continued on page 6



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Our third change involves our advertising policy. Many of our advertisers have been long term supporters of this club, and we welcome their continued support of this newsletter. But there are many other service shops, dealers, accessory stores, etc. out there who should be represented in this newsletter. I had no idea of the extent of services available to members until I became active in the club. I don't think that their existence should be kept a secret, and the only way they can become known is by advertising. To accommodate the widest range of different advertisers, we are now increasing the size of the newsletter to 20 pages. We don't know yet the exact number of ads we will carry, but we will not reduce the amount of news and features from what we have now. I'm confident that these changes will improve the quality of the newsletter, but only you can improve the content.

INA

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Important! All Members

Our hard working President, Bill Loftin, is running for South Atlantic Zone Governor. Bill needs your vote! There are four people who have tossed their hats into the South Atlantic Ring. This makes your vote very important to you and our chapter. Bill has shown his willingness to work and that he will devote the time required to do an excellent job, if his term as President of National Capital is any indication. Bill has had a very impressive term as President. Show your appreciation and return the ballot you received in the mail today.

Gordon M. Kimpel

NOTICE

The club is considering allowing our advertisers to use our mailing list to notify members in selected areas of special promotions, discounts, etc., that could be of interest to them. If you wish to be deleted from this list, or if you have strong feelings about such a list, please notify Bill Ross. Please use the change of address form and label and mark with your comments. Send to P.O. Box 685, Arlington VA 22216

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THIS CIRCUMSTANCE CAN BE AVOIDED BY A NEW ROUTING OF THE PRIMARY CRANKCASE VENTILATION HOSE BETWEEN THE VALVE COVER OUTLET AND A NEW CONNECTION AT THE "CLEAN" SIDE OF THE AIR FILTER HOUSING.	
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ALL DEALERS IN AREAS WHERE THE ABOVE CLIMATIC CONDITIONS EXIST, SHOULD IMMEDIATELY CONTACT THEIR DISTRICT SERVICE MANAGERS OR REGIONAL TECHNICAL MANAGERS FOR AN INTERIM MODIFICATION TO BE USED UNTIL THE RECALL PARTS AND PROCEDURES ARE AVAILABLE. THIS MODIFICATION SHOULD BE PERFORMED PRIOR TO DELIVERY OF ANY NEW 520E AND TO ALL SUCH VEHICLES ALREADY DELIVERED.	
R. E. PEDERSEN TECHNICAL MANAGER	
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## Something New

There are many lessons in history. Christopher Columbus was crazy about a quiet dark eyed lady named Consuela and did everything he could think of to get her to share a few adventures with him. "Come to America with me", he coaxed, "thing are great there, you'll love it. There's, McDonald's freedom of speech, Bruce Springsteen, lots of beautiful places to go and see, and I've got this great little cabin in Western Maryland, what say senorita?"

Well, Consuela, as we know, was not impressed with this drivel and threw Columbus out of the casa. The idea of sailing off the edge of the earth with a guy with a hat fetish did not appeal to her, so she married a bull fighter and had seven children in as many years, one of whom grew up to invent the Spanish omllet. The bull fighter later ran off with a Fiat salesman's wife but thats another story altogether.

Consuela stayed in Spain for the rest of her life wiping little Spanish noses and never gave as much as a thought to Columbus or America and thats the end of the history lesson.

The moral of the story is that some people are content to go about their routine with little desire for new experiences and thats fine. But you just can't help wondering about all those interesting and exciting experiences they will miss out on simply because they hesitate to reach out for something new.

So if you're looking for something new and would like to meet some interesting people, why not come to the next club meeting? Think about it. Everyone in the club bought one of those fascinating cars and ordinary people just don't do that. So make plans right now to come and share a new experience. Might be just what you need.

Jim Ryland



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## Calendar of Events

- 3/26 - Blob's Park - Jessup, Md. (intersection of MD 175 and Baltimore Washington Parkway) 8:30 p.m., Elections - The club will buy dinner and beer.
- 4/2 - Autoy (see their Ad for directions) tech session
- 4/24 - Heishman BMW - Alexandria, Va. - mandatory inspection for driving school participants
- 5/8&9 - Driving school - Summit Point, West Virginia \$60  
Steak Dinner and party at the track on Saturday night \$8/person
- 5/16 - BMWCCA Corral at SCCA National Races at Summit Point we will have some beer and soda - see a 2002 wipe them out
- 6/20 - IMSA GTU Race at Summit Point - we will try to regroup
- 8/15 - BMWCCA Corral and Parade Laps at SCCA Summer National Races at Summit Point - this is the big race of the year. Support BMW racers.
- 8/18-22 - National Oktoberfest - Albany, New York
- 9/19 - Fall tour in Virginia-free
- 10/2 - Oktoberfest at Autoy - Rockville - free
- 10/10 - Winery Tour - Merydth Vineyards Middleburg, Virginia \$2 at winery
- 11/12 - Augustfest - ethnic drinking bash - free
- 12/3 - Wine and cheese Christmas party at Grovesnor Apartment Complex 8:00 p.m. free

Possible other events - tech session in April, autocross in July and driving school in October.

## Tips and Pointers

The BMW like certain wines improves with age. Looking back to 1973, acquiring and caring for the tii was a fun but risky experience; the \$5,000 price tag, the negotiations with a poor dealership (now defunct), and the struggle to find just the right place for service - all detracting somewhat from the pleasure of BMW ownership. Today though, things are great; I've got a car that can't be replaced, a great mechanic and no payments. Getting here from there was a struggle, but I picked up a few hard learned pointers along the way which may be of use to current and potential BMW owners.

First, some suggestions for purchasing a BMW. Select a dealership who offers the marque as its main product. Try to avoid those who have only one employee who can tell the difference between a 2002 and a Corvair, and refuse to talk to any salesman wearing a "caveat emptor" T shirt or a tie. If all the salesmen are required to wear a tie, go right to the sales manager and try to deal directly with him. The rationale here is simple, but it is too boring to write about. Also, beware of the salesman who thinks the 320i is BMW's first model to be imported.

The following formula will help you determine if you got a good "deal." If the salesman is still talking specs and telling bad jokes after you sign the order, you should probably feel a bit depressed; if the salesman seems a bit depressed, you should feel happy and start telling your own jokes. After the actual purchase, getting good service is your main concern.

The absolute best way to get good service for your BMW is to be a beautiful girl with a great body. For those of us who cannot pull this off, I offer the following rules of thumb. Never schedule service on Monday - a hung over or depressed mechanic will surely adjust your valves with a hammer, and he will not wrestle with a rusty exhaust clamp when the entire system can be

sawed off. Also, get there early and don't appear to be in a hurry. Make sure your car is clean inside and out and it will get better care and attention. Don't ask too many questions and compromise your image because once they find out how dumb you are its all over. Try leaving a copy of Autoweek or der Bayerische on the front seat to enhance your image - Consumer Reports or Motor Trend will kill you. Also, dress poorly so as to appear impecunious - few people will steal from the poor. And remember, mechanics are people too - just like us - so watch it!

Service is just one aspect of proper BMW care. The real challenge is protecting the Bimmer from those who dedicate their lives to dinging and battering the sides of other cars on parking lots - the dingbats. To protect my car, I observe these few rules in which I have developed great confidence. Keep your car clean - some people still respect clean cars and will be careful to avoid dinging one. Park near 4 door cars - the doors are shorter and lighter. Reduce the odds of doors opening against yours by parking on the passengers side of another car or between two cars already parked. Stay away from 2 door cars, spaces near turns, or cars with the owners name on the license plates, and never, never park near a station wagon with a baby stroller in the back seat. Mom's goal is to get baby and stroller into or out of the car at any cost, and what happens in the process is of little concern to her. Trust me on this one.

Consider if you will a final suggestion which if practiced by all of us may eventually improve the state of things. At the gas pumps, regularly ask the attendant why his prices are 4 cents higher than his competition - this could start the gas price war we have all been waiting for.

Next month a few ways to tell if your're getting your moneys worth in the service department.

Jim Ryland

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## Rambling Ruminations

Not in my future - I had the misfortune last summer of having to drive for a week a 1981 Ford Mustang, a four-cylinder version, equipped (most unfortunately) with the jerk-o-matic transmission, the bucket-o-mush, no-feel steering, and the too-low, no support--lateral or otherwise--seats. The brakes pulled, even on moderate application, the body rattled at any speed beyond idle, and the slightest road imperfections caused the car to wander off course. There were 6500 miles on the odometer. Acceleration was so slow that it elicited derisive and sardonic snickers from my teenage sons. We averaged 14.9 miles per gallon for the 150 miles we put on the car, most of which was city driving, with the cooler operating, however. Even so, I wonder how Ford sells any of these cars.

More like it - Also, last summer, I meandered into Heishman Porsche-Audi to laugh at the Porsche sticker prices, following which "Chick" Stanton forced me to drive an Audi Coupe, knowing full well that I am (or have been?) a BMW devotee. He was correct, however, in anticipating that I would be most favorably impressed with the Audi. In this class of car, I would clearly choose the genuine (i.e., 2 litre) 320i, but when the Audi is pitted against the ersatz (i.e., 1.8 litre) 320i that we now get, the issue, for me, is in doubt. Sorry.

Is the "e" for "emasculated" or "eunuch"? - The new 528e is here and is the subject of a road test report in the January issue of Motor Trend. As you doubtlessly have heard, the engine is really a 2.7 litre six--not 2.8--and is derived from the 2.3 litre block used in the European 323i. The

528e develops 121 hp at 4250 rpm and torque of 170 lb-ft at 3250 rpm. The engine is redlined at an unbelievably low 4500 rpm. The car is lighter than its predecessor, weighing in at 2960 lbs, curb. Nonetheless, the power-to-weight ratio is a not-so-hot 24.5 lbs/hp. The car accelerates from rest to 60 mph in 10.39 seconds, and does the standing quarter mile in 17.55 seconds with a terminal speed of 77.20 mph. Top speed is about 115 mph. It's a competent, but not impressive, performer, unless you are a potential Seville buyer. As the Motor Trend writer put it: "Some enthusiastic drivers will lament the passing of traditional Bimmer high-rev power. But of all the people who will seriously look at the 528e, that group, we're sure, will constitute a tiny minority."

The 528e is also the subject of an article in a recent issue of Autoweek and the author, with a fond reference to the 2002 tii of happier times, is less kind to BMW than is the Motor Trend writer. Among other things, he points out that the rear suspension system of the 528e is not as sophisticated as that used in the European version of the new 5-series cars. He sounds like a recently alienated BMW buff, of which I predict there will be many more in the very near future, unless BMWNA improves its product mix.

Good glop for leather - Sometime ago, I purchased a can of stuff called Leather Rejuvenator from J&F Motors Ltd. in Arlington. I think it sells for \$10.95. In any case, unlike many other leather treatment products, it is made from animal fat and contains no water. It is most effective, and made the leather upholstery of my 530i look new and healthy. But don't put it on the door panels--they're vinyl; use Armorall, or a similar product, on them.

Bill Via



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Radar clairvoyance is our term for the ability to receive signals beyond the range of ordinary radar detectors; beyond mere line-of-sight. What may initially seem like magic is actually solid engineering. The result is truly unique—the ESCORT® radar warning receiver.

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Anyone who has used a conventional radar detector knows that they don't work over hills, around corners, or from behind. ESCORT does. Its uncanny sensitivity enables it to pick up radar traps 3 to 5 times farther than common detectors. It detects the thinly scattered residue of a radar beam like the glow of headlights on a dark, foggy road. You don't need to be in the direct beam. Conventional detectors do. Plus, ESCORT's extraordinary range doesn't come at the expense of more false alarms. In fact, ESCORT has fewer types and sources of false alarms than do the lower technology units. Here's how we do it.

### The technical elements

ESCORT's secret weapon is its superheterodyne receiving circuitry. The technique was invented by Signal Corps Capt. Edwin H. Armstrong in the military's quest for more sensitive receiving equipment. ESCORT's Varactor-Tuned Gunn Oscillator singles out X and K band (10.525 and 24.150GHz) radar frequencies for close, careful, and timely examination. Only ESCORT uses this costly, exacting component.

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ESCORT also gives you an important insight that others don't. Smooth, accurate signal strength information. A soothing, variable rate beep reacts to radar like a Geiger counter while an illuminated meter registers fine gradations. In order to match the depth of ESCORT's range, their smooth and precise actions can express a faint glimmer as well as an intense radar beam. At the instant of contact you'll know if the radar is miles away or right next to you. You'll also hear a different sound depending on the radar band being received. K band doesn't travel as far, so its sound is more urgent. Only ESCORT lets you know.

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distractions from radar burglar alarms that share the police frequency.

### Made in Cincinnati

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Microwave . . . is still the most sensitive, versatile detector of the lot."

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### HOW TO GET ONE

Order thru the National Capital Chapter club store and save 10% off the regular price of \$245.00. This is the only discount available on ESCORT detectors.

Call our club store manager, Allan Price, or see our club store ad in this issue.

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### Corroborating evidence

**CAR and DRIVER . . .** "Ranked according to performance, the ESCORT is first choice . . . it looks like precision equipment, has a convenient visor mount, and has the most informative warning system of any unit on the market . . . the ESCORT boasts the most careful and clever planning, the most pleasing packaging, and the most solid construction of the lot."

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**PENTHOUSE . . .** "ESCORT's performance stood out like an F-15 in a covey of Sabrejets."

**AUTOWEEK . . .** "The ESCORT detector by Cincinnati

# Club Store

As you can see from the accompanying listing, the Club Store is really beginning to get stocked up with many of the everyday items you people should need. And I think you will have to admit that the prices are exceptional!

In addition to what I have listed, by the time you read this we will have on hand a complete set of electrical tune-up parts (points, condensers, caps, rotors, etc.).

Store activity has picked up tremendously recently so I guess we must be doing something right. We sold close to \$100.00 worth at the January meeting at London Auto, and calls are coming in every day. We may not have everything in stock, but we are gradually getting there and like to hear from you.

Cincinnati Microwave has offered our club a 10% discount on ESCORT radar detectors. This is based on a group purchase, and the discount applies to the regular price of \$245.00.

It's a great offer for by far the best radar equipment available - so let's take advantage of it. We already have almost enough deposits for an initial order so hurry if you're in need of one fairly soon. (I don't know about you, but I save myself at least two tickets a week!)

The ordering procedure is to send a \$50.00 check/money order to me - Allan Price - at 8125A Lawson Loop, Ft. Meade, Md. 20755. Be sure to include your name, address, and phone number and if you would like a visor clip.

Till next issue, keep those orders coming!

Allan Price

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# Medical Report

--by J. Richard Mansfield, B.S.

## BUCKEYE CHAPTER

"I'm a fanatic when it comes to cars." How many times have you heard that said by (or about) someone? Sounds harmless, doesn't it? Well, it isn't. In fact, medical science has recently discovered a rather serious psychosis which has been named automobilicus nervosa, (car craziness). It is identifiable, in its early stages, by certain symptoms, such as increased heart rate in the presence of sports cars, sweating palms as they come into contact with MOMO steering wheels, glazed eyeballs when gazing on gold-centered BBS-Mahle wheels, heaving lungs when panting after Phoenix Stahlflex 205/60 VR 13 tires, and so on.

As the disease advances, other bizarre behavior patterns become evident. In the interest of our members' health and well-being, we have listed below some of the things to watch out for in yourself, or those you care for.

You very likely have the disease if you:

Armorall your spare tire,

Inspect the image of your freshly-washed car in plate glass windows,

Back into your parking slot at work because the car looks really fine that way,

Dust the dash while waiting at traffic lights,

Adjust the antenna for that "sleek sports car look,"

Wax the underside of your hood,

Tune the engine weekly,

Put old floor mats on top of your good floor mats in foul weather,

Keep two or three accessory catalogs on your bedside table in case inspiration should strike while you are asleep,

Close the door for your passengers so they won't slam it, (or worse, get fingerprints on the window)

Take the long way home from work because the curves are better on that road,

Observe casually that you'd never take your car out on a "day like this" as your neighbor chips ice from his new Omega's windshield,

Armorall the side strip inserts,

"Forget" to turn off your Bamberg deck so the Bose quads will energize your passengers half-way through the sunroof when you hit the ignition switch,

Change brake pads for the fun of it,

Struggle to avoid looking superior when the Camaro in front of you runs into the berm in a vain effort to stay ahead of you on a twisting road,

Park so far out in the shopping mall parking lot that you have to take the shuttle bus to get back to your car,

Armorall the plastic valve stem caps on your tires,

Roll the sunroof back on the first warm day in February, even though you have to turn the heater on full blast, just to stay lukewarm,

Wish fervently for a 12 gauge to blast all the frisbees in the world out of the skies before they carom off your trunk lid,

Time your second-to-third upshift so it occurs just as you pass a racing-striped Mustang Cobra coming the other way,

Suggest that the four of you take your friend's 911 to the theater ("or we could take the BMW"),

Tailgate Audi 5000's just for the sheer hell of it,

Sneak frequent peeks out to the parking lot during the day to see how your car's doing.

Periodically throw away four or five of the least-used wax cans in your vast collection.

Replace perfectly good OEM parts with other perfectly good, but much more expensive parts on the theory that they must work better because they cost so much,

Cast coldly-bored sideways glances at Firebirds you overtake from the right-hand lane at 85mph,

Find excuses to raise your hood at gas stations, so the pump-jocks can admire your stainless steel valve cover acorn nuts.

Take your wife's car to the grocery store if it looks like rain,

Put on your most convincing "can't everybody corner like this?" expression while zooming up behind other cars on freeway ramps,

feel physically ill when your car is not running right, or down for repairs (this symptom is especially dangerous, as it indicates the final stages of the disease.)

This is only a partial list, but it should prove helpful in spotting car-craziness. Although there is no known cure for the disease, there are some treatments that have provided temporary relief: buy a chevrolet, hang around with environmentalists, cancel all your car magazine subscriptions and read only Consumer Reports, install a hot tub and "get into laid-back living." If these fail, your only recourse is to renew your membership to BMWCCA, where you will get all the sympathy you need to sustain you from here out.



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# Six Cylinder

## 530i Door Brake Replacement

PEACHTREE PIT/FALL, 1981

If you own a BMW long enough, the door brake will break. Without it, an open car door will exhibit bad manners by banging into the car parked next to you and impertinence by banging into you as you get in and out of the car. Since this kind of behavior doesn't appeal to me, I decided the door brake had to be replaced. In case you need to do the same, the following may be helpful.

Before you start, be sure to paint the exposed part of the brake with touch-up paint. Also, grease the track of the brake before installation. There are two steps to replacing the door brake. The first step is removal of the interior trim panel. The second step is removal of the door brake. The details are as follows:

### Trim Panel Removal:

- 1) Remove the door catch button.
- 2) Remove the window winder by prying off the vinyl cover and removing the exposed screw. I got the vinyl cover off by using a small screwdriver and starting at the widest end.
- 3) Remove the arm rest. This is accomplished by first removing the screw underneath the top of the handle that holds the chrome cover on. Then remove the exposed screw. Next, remove the two screws underneath the lower part of the arm rest. These screws are not of equal length.
- 4) Remove the front door handle by removing the vinyl cover and removing the screw.
- 5) Remove the screws located at the front and rear of the top of the trim panel.
- 6) Remove the panel by pulling out and up from the bottom.
- 7) Loosen the plastic cover from the bottom of the door and pull it up about one-fourth of the door.

### Door Brake Removal:

- 1) Remove the rivet holding the door brake to the body of the car. This is done by using a punch to drive the rivet up from the bottom.
- 2) Remove the two screws holding the brake to the door.

Installation is the reverse of the above steps. The spring associated with the window winder is installed with the large end facing the interior of the car. Before installing the trim panel, take advantage of this opportunity to grease the window tracks.

--Bob King

## A REAL PISSER

After struggling to repair the VDO windshield washer motors on my '69 1600 and '74 2002, I thought my troubles were over when I saw the washer motor location on my '78 320i. However, after two years of infrequent use the motor would not run. After first checking the electrical connection with a test light to make certain the motor was getting electric current, I removed the reservoir and motor by disconnecting the electric connection and the water line, removing the 10 mm bolt and carefully working the reservoir loose from the adhesive that holds it to the inner fender.

After draining the reservoir contents, I worked the motor out of the black rubber grommet, leaving the grommet in the reservoir. The bottom of the motor assembly has a probe which extends into the reservoir. This will come apart from the motor casing at the point where the washer hose connection is. Carefully work this connection apart and place the lower portion aside. You should now see the metal shaft from the motor. Take a long-nose pliers and carefully try to turn the metal shaft. Don't use much pressure or try to force it to turn. If you can work the shaft back and forth to the point where it will turn freely, hook it up to a 12-volt power source (watch the positive and negative) and let it run for a few minutes to loosen it up. Then reassemble as described below and reinstall.

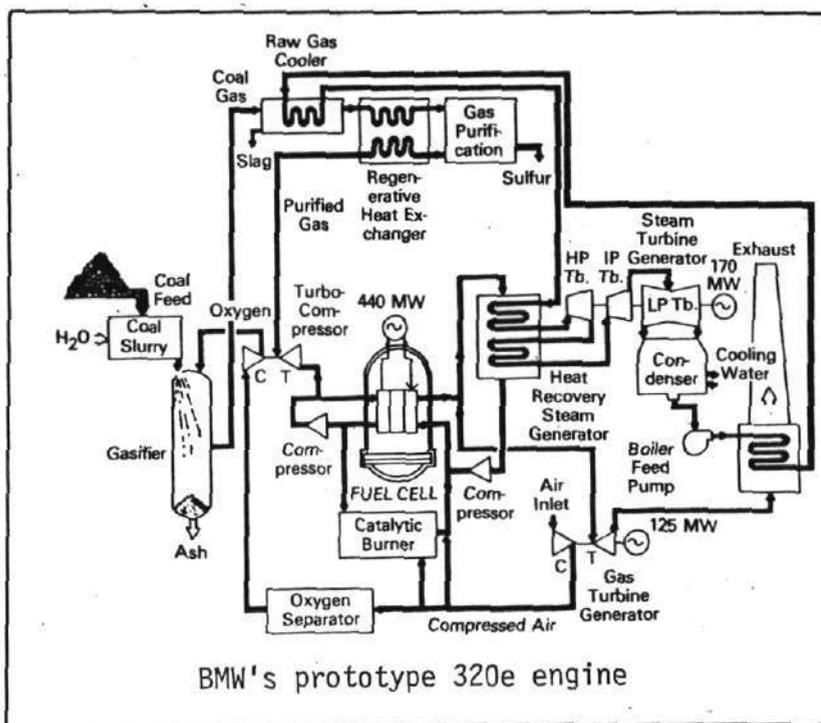
If the motor won't free up, take a drill and make a hole in the top of the motor housing on the opposite side from the electrical connectors. Drill a hole just big enough to insert the probe on a can of WD-40 or similar product. Be careful not to let your drill bit penetrate too far.

Spray some WD-40 in the hole and set the motor in an upright position for a few minutes. Then try moving the motor shaft again with the pliers. If it still sticks, put in some more WD-40 and let it stand some more. If the motor is not too far gone, the WD-40 will loosen it to the point where you can turn it with the pliers. Once you work it to where it turns, shake the excess WD-40 out and hook the motor up to a 12-volt source and let it run a few minutes. Don't let the motor run continuously for a long period of time as it will overheat.

To reassemble, seal the drill hole with GE silicon adhesive and reconnect the lower shaft, sealing it with silicon. Let the silicon dry and then slide the motor back into the grommet in the reservoir and replace the unit in the car.

I won't guarantee that this will work in every instance, but for what one of those motors cost, it is worth a try. To avoid going through this, remember to run your washer motor briefly each time you wash your car.

Paul Fitzsimmons  
Iowa Chapter



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Ed. note: This is our April fools issue. Can you find our little attempt at humor?

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