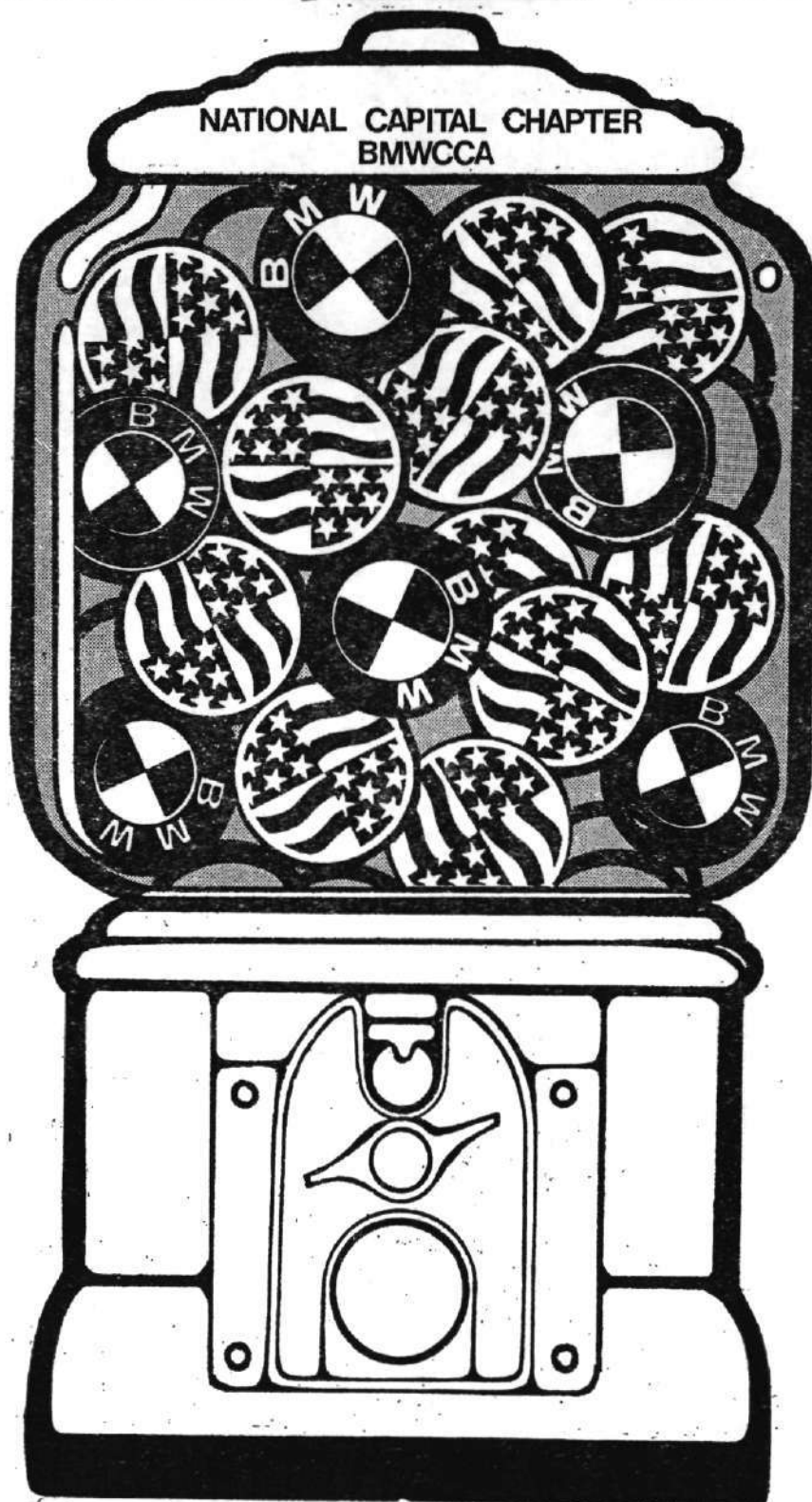


# der bayerische

VOL. 7 NO. 2

APRIL, 1977



## Co-editors' Notes

The response to a request in a recent issue of der bayerische for club members to attend a driving school in Huntington, West Virginia wasn't exactly overwhelming. Well, Huntington is 400 miles away. And the class did cost \$125 for the day. Only Bob Critchlow was interested. We went. The rest of you, eat your hearts out.

The school is taught by the Advanced Institute for Driver Education (AIDE). Chief instructor is Paul Dickinson, the winner of SCCA's National Solo II competition for the past four years. In addition to providing advanced driver training for "civilians," AIDE instructs state police from several states.

The class consisted of lectures on "vehicle dynamics," films, several hours on a devilishly slippery skid pan, serpentine exercises and emergency evasive maneuvers. Most of the driving was in their police special Plymouths. But at the end of the day we used the 2002s. It was like cheating.

Overall it was a terrific bargain -- and with a little luck, some insurance companies will reduce premiums for attending such classes. It was amazing how many new things Dickinson taught us in one day. As a comparison, the drivers' schools at Summit Point were fun with supervision. The AIDE course was really learning how to drive faster, safer and more efficiently.

You can contact Dickinson at AIDE, P.O. Box 2854, Huntington, West Virginia 25728.

Chris Jensen

Fortune has smiled upon bayerische co-editor Chris Jensen, who leaves this area in two weeks to become a member of the Buckeye Chap-

ter and, secondarily, to begin a new job as a reporter for the Cleveland Plain Dealer.

His departure leaves the bayerische more understaffed than usual. As you might expect, this is a request for eager volunteers.

We need contributions from members who want to write (or phone in) stories: about their cars, about somebody else's car, about racing, about autocrossing, about rallying, about technical matters -- anything that might be of interest to other club members.

On the production end of the bayerische operation, I am perfectly willing to continue doing the necessary typing, page layout and paste-up. But I write for a living, and would rather not have to do it outside of office hours. Barry Livingston has done a great job this month rounding up advertising, but he, too, could use some assistance.

I now expect my telephone to be ringing off the hook with offers of aid from all of you. For those members who can't make it to the monthly meetings, or who don't go in for other types of club activities, working on the bayerische is a fine way to make a regular contribution for the good of the marque.

Jane Touzalin

## Craw Featured on CBS News

Hope everyone saw our chapter's most famous member, Nick Craw, on CBS nationwide news several Sundays ago. The relatively lengthy feature contained footage of Craw both at home and at the track. The reporter contrasted Craw's former "citized" life and job with VISTA to his present rural lifestyle and car racing career. Although Craw's Miller & Norburn-prepared 320i was pictured several times, the name "BMW," alas, was never mentioned.

## der bayerische

is the official publication of the National Capital Chapter of the BMW Car Club of America, Inc., and is not in any way connected with the Bayerische Motoren Werke AG or BMW of North America, Inc. It is provided by and for the club membership only. All ideas, opinions and suggestions expressed in regard to technical or other matters are solely those of the authors and no authentication or factory approval is implied unless specifically stated. The club assumes no liability for any of the information contained herein. Modifications within the warranty period may void the warranty.

der bayerische is published monthly 11 times a year, January through November. The mailing address is Box 685, Arlington, Va. 22216

Articles submitted are subject to editing and slight revision. Contents may not be

reproduced without permission in writing except by the BMWCCA and its chapters.

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## DON'T CHANGE YOUR OIL!

### (If You Want To Join A Very Exclusive Club)

Regular maintenance of oil is a must, no matter what car or model you have. Oil deteriorates in the crankcase from contamination, heat and age.

Contamination? From what? Mostly from combustion byproducts and raw fuel slipping past the piston rings, even in a new car. Head gaskets that seep even a small amount of water also help deteriorate the oil, whether leaking into the combustion chamber or into the oiling system.

A car which is run very long and overheated can burn the oil and thin it out. Oil exposed to air is subject to contamination from condensation, and the detergents in the oil become used up in keeping the bottom of the oil pan clean. Actually, the acids and other contaminants settle to the bottom of the oil pan and the oil absorbs them.

When there is no detergent, dirt builds up in the oil. It does a fine job of gumming up the rings -- plus it has an extra, added feature of acting as a grinding compound, slowly wearing metal away from rings, valves, valve guides and bearings.

Water, on the other hand, does a much better job as a wearing agent. It actually almost

stops lubrication. Mixed together, water and oil become a cutting agent, a brownish-white substance which enlarges cylinder bores, cuts wristpins to undersize and works great at removing wanted metal from bearing surfaces.

The rubber parts in the engine are also a consideration. Clean oil normally keeps them soft and pliable, so they seal around the metal surfaces. Used-up oil which has turned very dark no longer has the authority to do this. Acids and heat help shrivel up the seals and allow oil to seep by them. The rubber seals become very hard and, after a while, even brittle. In some places like front and rear crankshaft seals the rubber begins cutting grooves in the metal from the sealing lips. Now you are working up a real oil leak. The seals will begin pumping oil all over the engine and the clutch can now be easily destroyed. Remember that nice feeling you got the last time the clutch began slipping? Wasn't that fun? Rev rev goes the motor, burn burn goes \$300 worth of clutch, pressure plate and flywheel.

So remember, if you want a car that doesn't run well, creates oil slicks and smoke screens as well as a whole lot of expensive repair bills, join the Don't-Change-Your-Oil Club. And be sure to leave that dirty, contaminated oil filter on your car. The oil filter is important because it's full of acids and corrosives which will quickly use up detergents and new oil just in case some dumb jerk puts new oil in your motor, or even changes it.

There's only one problem with the club: the dues are high. If you can't afford them, follow these rules: change your oil whenever it gets dark. To check the color, drip some oil onto your finger from the dipstick. You'll also want to keep in mind the condition your motor is in and the way you drive. Generally, changing the oil twice as much as the manufacturer recommends is a good idea.

### Five New Friends

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

Margaret Ann Ball	Fairfax, Va.
Stanley B. Goldberg	Baltimore, Md.
Buck Knister	Springfield, Va.
Roger B. Langston	Baltimore, Md.
Thomas E. Walden M.D.	Hyattsville, Md.

### March Meeting Minutes

March 15, 1977  
Diamond Head Restaurant

President Ken Wright called the meeting to order at 8:30 p.m. The first order of business was a presentation by Trooper Etheridge of the Maryland State Police. He gave a candid and entertaining presentation based primarily on questions from members.

The business portion of the meeting consisted of reports from officers and committee chairmen. Bob Hoey was introduced as the new auto-cross chairman, and Secretary Jerry Hoopert was introduced as the new promotions chairman.

A marathon announcement/buy-and-sell session followed, and the meeting was adjourned.

Jerry Hoopert, secretary



# Synthetic Oils - Should You Or Shouldn't You?

Synthetic motor oils -- what are they, what do they do, how well do they do it? When I first posed these and similar questions I was told "What!," "It's the greatest thing since sex!," or "####(RUINED ENGINE)\$\$\$!" There seemed to be quite a lack of knowledge and some differences of opinion.

With this in mind, and because I had to rebuild my 2002tii engine due to lubrication failure, I looked into the synthetic oil controversy. This is the first in a series of articles to describe what I found.

---

**by bruce cranford**

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This first article covers the reasons for the investigation and how it was accomplished. The second will discuss the functions of oils in the engine's lubricating system. It will also introduce and define some of the concepts and terminology used in the remaining articles.

The third article will cover what a synthetic oil does and does not do. It will also try to explain how the synthetic oil does its "thing." As much information as possible will also be included on the various types of commercially available synthetic oils. The fourth article will describe my personal and

intimate experiences with synthetic oils now being used in my BMW and Reindeer (Dasher).

If additional information becomes available, it will be passed along. If club members report their experiences with synthetic oils by brand name a summary will be prepared for another article.

In amassing the voluminous amounts of information on synthetic oils, I contacted 24 manufacturers by letter and asked for facts about: types of synthetic lubricants they manufacture; what the lubricant will and will not do; how the lubricant achieves the desired characteristics and properties; oil filter and gasket compatibility; types and kinds of effective oil filters; recommended oil change intervals for BMW-type engines; ways of analyzing used lubricants; user evaluations; local vendors.

The list included manufacturers of synthetic  
see page 8

## Got A Radar Detector? Wanna Tell Us About It?

Der bayerische is still compiling reports on radar detectors. If you own a Snooper, Fuzzbuster or other brand please call immediately. Check with Jane Touzalin or Chris Jensen at 750-2000 during working hours.

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# Classified Ads - A Free Service To Club Members

WANTED: 2002, in trade for slightly used Leicaflex SL2-MT with motor. Lenses available for camera. John Williamson, 588-7705.

FOR SALE: 14-inch alloy wheels at \$120 each or make offer. Contact Dale Boswel, 5108 Chowan Ave., Alexandria, 256-6931.

FOR SALE: 2002 Alpina. 180 DIN hp top Alpina street engine, Getrag 5-speed, full Alpina fender flares, complete Alpina Bilstein suspension with ventilated discs, 8" BBS three-piece and magnesium racing wheels, 205/60VR13 Goodyear GT radials, Scheel model 201 front seats, Blaupunkt 4-speaker AM-FM auto reverse cassette stereo, Behr air conditioner, 19,000

miles, concours winner, chamonix with blue interior, \$10,750. No expense was spared to build this as the ultimate two-liter street car. Fast and stable. Immaculate. Pictures and complete description available. Delivery can be arranged. Contact: Dave Andrews, 4504 Valley Forge Dr., Rockville, Md. 20853, phone (202)426-0935 or (301)774-7929 evenings.

FOR SALE: Radials, cocoa floor mats - Set of four steel German Goodyears 175 SR 14, blk, t/s, avg. one-half worn, \$59; 1 new ww t/s steel TS 771 Continental, \$29; new in box blk cocoa mat set front and rear for 2002, \$12; ask only for A1 at 245-0779 (office) or 966-1752 (home).



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 074 4 cyl., 6 cyl. \$1.00  
 208 rev. limiter type \$8.75

## IGNITION POINTS

006 4 cyl. before '69 \$1.00  
 061 2 bbl carb 2002 \$1.50  
 044 6 cyl., tii,  
 4 cyl '69-'72 \$1.25

## CONDENSERS

056 4 cyl. before '69 \$1.25  
 116 all other \$2.75

## OIL FILTERS

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 4 cyl. spin-on \$2.25  
 6 cyl. \$2.50

## AIR FILTERS

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 PM-1137 2 bbl carb 2002 \$5.50  
 PM-166 tii, ti, 2000CS \$3.75

## GAS FILTER

add-on in-line \$1.50

## GASKETS

valve cover 4 cyl. \$ 2.75

head set - 2002 \$29.00  
 head set - 2800 \$28.75  
 exhaust manifold,  
 headpipe \$ .75

## RADIATOR HOSES - 4 cyl.

upper radiator \$2.00  
 lower radiator \$1.50  
 bypass \$2.75  
 thermostat \$ .75

THERMOSTAT - 4 cyl. \$11.50

WATER PUMP - 4 cyl. \$13.75

## BRAKE LININGS

'69 on 2002 front pads \$ 8.00  
 rear linings  
 tii/6 cyl. front pads \$12.50

## MUFFLERS - 4 cyl.

front (resonator) \$27.00  
 rear (muffler) \$29.50  
 chrome tailpipe \$ 1.75  
 rubber hanger \$ 1.25  
 clamps \$ .25

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FAN BELTS 4 cyl \$1.75

## STEERING WHEEL GLOVE

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## BMWCCA

decals \$ .60  
 large decal \$1.75  
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 patch \$1.25  
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key fob \$1.00  
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 button \$ .25



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# Club Store Supplies Parts At Fair Prices

The chapter's club store is a good source of commonly replaced parts for your BMW at prices much lower than the dealer's. As a low-volume operation dependent on my spare time and storage space, the inventory has some limitations. However, my philosophy is to carry as many of the parts people usually replace themselves as I can.

These include ignition parts, filters, brake pads, mufflers and radiator hoses. I carry some well-known brands such as Bosch and Puro-lator as well as some European aftermarket suppliers. I do tend more toward parts for

2002s because they are more popular, but I can supply tune-up parts for most BMWs since 1965.

I can get good prices on group purchases (usually three or more) of such things as Super-sprint exhaust systems, Bilstein shocks and Snoopers. Let me know about the sorts of things you are interested in. If you are planning ahead, I can get good prices on items such as engine rebuild parts, clutch and hydraulic parts and Boge (OEM) shocks. These items require prepayment and about two weeks for shipping.

My name is Bill Riblett and I attend the meetings, but you can contact me at home, too. Please call at reasonable hours, preferably before 9 evenings. My phone is 652-9013 and I live in Bethesda, off Old Georgetown Road, just a few miles inside the Beltway.

Bill Riblett



SOME FUN, HUH? THAT'S WHAT I LIKE ABOUT THESE RALLIES -- YOU JUST NEVER KNOW WHAT TO EXPECT!!

## How To Find Your Hydroplaning Speed

As you motor along in the rain next time there is a way to figure out at exactly what speed you will be entirely out of contact with the road -- or hydroplaning.

If the water appears to be about as deep as your treads, take the square root of your front tire pressure and multiply it by 10.13. For example, if you have 25 pounds per square inch you would multiply 10.13 by five to discover that the magic speed is about 51 mph.

If you want to squeeze a few extra miles per hour out of the trip, stop and pump up the front tires. You get added grip, and the water will minimize the resulting heat and friction from the abnormally high pressure.

This information comes courtesy of the National Aeronautics and Space Administration (NASA) and Paul Dickinson of the Advanced Institute of Driver Education.

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# Synthetic Oils Investigated in Four-Part Series

from page 4

and conventional oils, American auto makers, BMW of North America, and Bayerische Motoren Werke AG, Munchen, West Germany. The articles read and, I hope, understood came from Popular Science, Scientific American, the American Petroleum Institute, the Society of Automotive Engineers, several books, and automotive and engineering magazines. If anyone is interested I will send a list of companies contacted and references used, provided you send me a self-addressed, stamped envelope at least nine inches wide. If anyone knows of articles I may have missed, please let me know.

Many of you have probably heard some of the claims about synthetic oils. Some claim improved mileage (by up to 20-30%), little or no engine wear, 50,000-mile oil change intervals, 10-20% more horsepower, reduced oil consumption, easier starting, cooler-running engines, economy. Some also say it runs races and is good for the country. On the flip side of the record, claims have been made that synthetic oils ruin engines, are not compatible with conventional oils, increase wear, are not compatible with conventional engine gaskets, are not compatible with oil filters, and are bad for the country. You name it and someone will claim synthetic engine oils are responsible.

To find out the truth, stay tuned for the next month's exciting episode and learn the meaning of viscosity index modifiers, Saybolt Universal Seconds, inhibitors, and Oldsmobile Sequence Test. Also learn in future articles that there is some truth to all the claims!

Bruce Cranford

## Keep Keyed Up

The Bayou Chapter newsletter recently contained a small but significant item about BMW keys. The first point is that the keys may develop hairline cracks from fatigue. Check them periodically, or you may end up with half a key in your hand and the other half stuck in the ignition or door.

The second, and equally important aspect about your BMW keys is that they may NOT be purchased anywhere except through BMW of North America. If you should lose your key, and you don't have an extra, you'll either have to go without the use of your car for some time or will have to fork over money for a new ignition switch which comes with new keys. Buy a spare key blank or two now from your dealer!

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SPOKES & NIPPLES  
STARTERS (NEW & REBUILT)  
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STEERING DAMPERS  
STEERING JOINTS  
SUN VISORS  
TAILPIPES  
THERMOSTATS  
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TIMING CHAINS  
TIMING GEARS  
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# eventscalendar eventscalendar eventscalendar

## April

- 2-10 Auto Expo/New York Car Show, New York Coliseum, NYC, New York
- 10 Japanese Grand Prix, Fuji, Japan
- 16-17 WERA Motorcycle Races, Summit Point, West Virginia
- 17 Road Atlanta IMSA RS and GT, Flowery Branch, Georgia
- 17 The Autocross Association Championship Autocross
- 19 BMW Club meeting, 8 p.m., Diamond Head Restaurant, 6900 Wisconsin Ave., Chevy Chase, Md.
- 23-24 SCCA Regional Races, Summit Point, West Virginia
- 24 Branded Club Cherished Date Rally
- 24 Group Corvair Championship Autocross
- 31 Go-Kart Races, Summit Point, West Virginia

## May

- 1 Go-Kart Races, Summit Point, West Virginia

## 1 Alfa Romeo Owners' Club Autocross

Send events calendar items to Virginia Van Poole, 2219 N. Roosevelt St., Arlington, Va. 22205.

## Spring Cleaning

Someone asked me what worked well for cleaning the interior of BMWs. I've tried them all and Malco Leather and Plastic Cleaner is the best for cleaning the seats and door panels. My Sahara tan interior looked like new after just a few minutes' work. Use a small scrub brush for the soiled areas.

Armorall does wonders in preserving the dash, and cuts down on the dust. Use it on all the rubber weather stripping as well, as it will help prevent rotting and drying out.

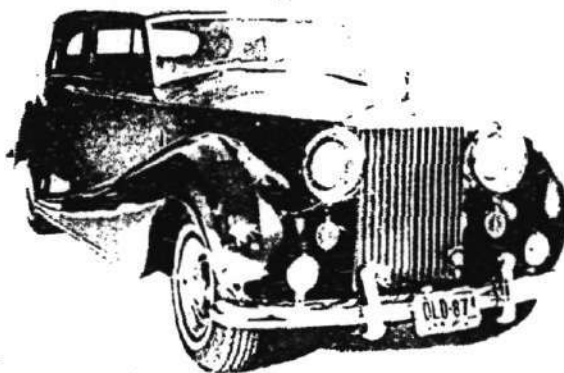
Bob Brown  
Iowa Chapter

## Treasurer's Statement

Club Treasurer Conway Wilson reports we now have about \$1,500 in the bank. Wilson said that is largely due to membership renewals and a little help from advertising in der bayerische.

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NATIONAL CAPITAL CHAPTER  
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Please accept this application for membership  
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Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Please Print

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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:

December-February	\$18.50
March-May	\$14.50
June-August	\$10.50
September-November	\$ 6.50

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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