

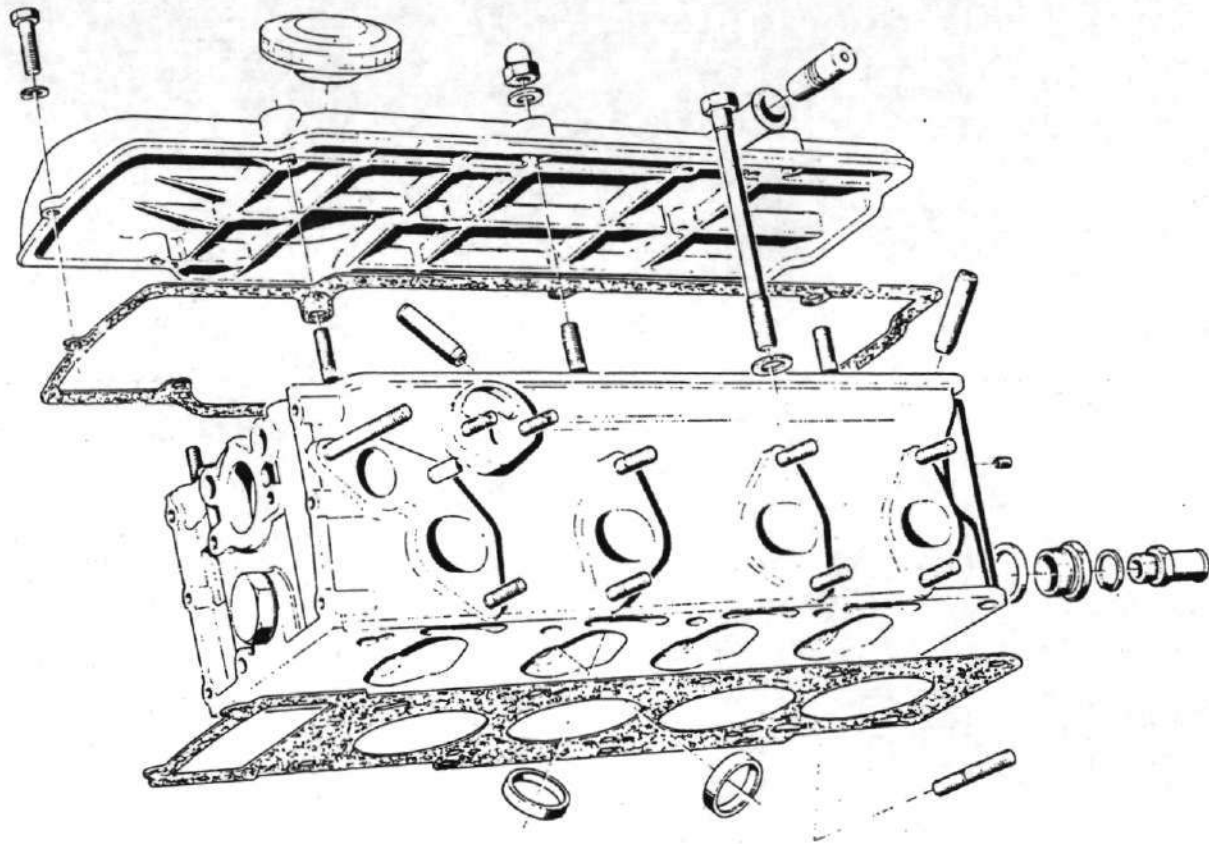
der bayerische

VOL. 7 NO.5

JULY 1977

What Is This?

YOU HAVE 10 SECONDS, THEN TURN TO PAGE 4 FOR ANSWER



**Rally
Ahead**
page 8

**Good
Vibes?**
page 3

**Tire
Woes**
page 5

**Remote
Filters**
page 10

Editor's Notebook

One of the ways this local BMWCCA chapter benefits you is through our service reports -- submitted by and available to our members -- which attempt to size up local dealers, mechanics, body shops and others who service BMWs. One of the most helpful things you can do for your colleagues in this chapter is to spend a few minutes filling out a service report, and then spend 13¢ sending it in.

Our service reports chairman, Mel Morganstein, was unable to furnish us with a report for last month's newsletter as we had promised in our May issue. But we'll be printing one soon, and meanwhile any chapter member can call Mel at (301)384-5812 with questions about local businesses which service our cars. He'll tell you whether he's heard complaints about any specific businesses and what those complaints have been -- assuming, of course, that enough members have filed reports about the individual or firm.

Had any notably good or bad service lately? You'll find a service report form, and instructions on how to fill it out, elsewhere in this issue.

As Ken Wright notes in his message this month, those of you who live in far-out Maryland or Virginia apparently aren't receiving your newsletters at the optimum time, which is to say before the monthly meeting, so you'll know what's on the agenda. This is a problem caused by 1) our deadline, which unfortunately cannot be changed, and 2) the U.S. Postal Service, which delivers most of our newsletters within 48 hours unless you happen to live in Annapolis, Baltimore, Charlottesville, Waynesboro or other exotic locations.

We've gotten a number of questions about this, but short of giving up our bulk rate permit and using first-class mail, there's no way to

have the newsletters delivered faster. That solution, by the way, is unacceptable, with first-class rates at 24¢ per copy as opposed to the bulk rate charge of 7.5¢ apiece.

Of course, you can always show up at the monthly chapter meeting, pick up a newsletter there and reap the social benefits of your membership at the same time. Why not do it?

J.T.

President's Message

Chapter membership continues to grow steadily, with one to two dozen new members per month. Attendance at our monthly meetings has been good, although not quite at the level we'd like to see. Legitimate suggestions on meeting programs that would attract greater numbers would be appreciated.

We recognize one problem, but are unable to solve it effectively: the Postal Service handles bulk rate mail such as der bayerische in a sometimes haphazard and untimely manner. As a result, some of our members living in the outlying areas do not receive notice of some activities in time to plan for them. We cannot correct the mail delivery problem, but we can try to extend our planning period by one more month, so that at least a suggestion of upcoming events will appear in the newsletter and interested members can contact a chapter officer by telephone or mail to keep track of developments.

Due to some uncertainty about the status of our club's liability insurance, we were forced to postpone our July 10 autocross (see story in this issue). We will attempt to reschedule the event when the possibility presents itself.

see page 8

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.

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Editor: Jane Touzalin (703)527-2694 home
(703)750-2000 work

Advertising: Barry Livingston (703)569-0413

Graphics: Vicki Chritton

CHAPTER OFFICERS

President: Ken Wright (703)560-6224
Vice President: Fred Weinberg (301)654-2138
Secretary: Jerry Hoopert (301)948-8368
Treasurer: Conway Wilson (202)686-5853

COMMITTEE CHAIRMEN

Autocross: Bob Hoey (301)948-8368
Council: Dave Roach (301)593-1875
Membership: Estelle Torpy (301)933-4997
Promotions: Jerry Hoopert (301)948-8368
Racing: Chet Kingsbury (301)464-1946
Service Reports: Mel Morganstein
(301)384-5812
Storekeeper: Bill Riblett (301)652-9013
Technical: Paul Broyles (301)459-2081

Good Vibrations? And What They Mean

A common complaint and often occurring situation is vibration in the car. Sometimes just trying to tell which end of the car it comes from can be a problem.

Vibration is usually in the running gear of the automobile. The following are some of the causes of vibration in the car. Examples given: motor, transmission, drive shaft, rear axle, tires and wheels, front suspension, exhaust system. Usually an imbalance or defect in one or more of these units will be the problem. Some of these may apply to you, and merely require adjustments. If you can think of any more than the following, please let me know:

ENGINE SECTION -- broken brackets for air pump, alternator and/or air conditioner. Motor mounts, loose exhaust manifold or shield, loose air cleaner straps, broken mount points.

TRANSMISSION -- broken rear trans mount, worn shift or bushings, loose shift or bracket, clutch chatter, loose flywheel or clutch assembly.



More New Members

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

M. Blume
E. Turner Coggin
William W. Edmunds
Marjorie A. Fulton
Howard Gobstein
I. Elliot Goldberg
Robert C. Greaves
Michael Griffin
Carey Heckman
Robert L. Henderson
Robert D. Jenkins
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O.L. Shoemaker
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Catonsville, Md.
Arlington, Va.
Greenbelt, Md.
Reston, Va.
Ellicott City, Md.
Wintergreen, Va.
Alexandria, Va.
Baltimore, Md.
Timonium, Md.
Bel Alton, Md.
Potomac, Md.
Woodbridge, Va.
Hanover, Md.
Baltimore, Md.
Bethesda, Md.
Chevy Chase, Md.

DRIVE SHAFT -- broken or badly weakened rubber drive couplings, worn guide bushings in drive shaft, broken or weak center support bearing, worn universal joint, improperly reassembled drive shaft.

REAR AXLE -- Worn or broken half shafts, loose retainer bolts on half shafts, loose mounting bolts on differential, worn axle bearings.

TIRES AND WHEELS -- incorrect tire pressure, defective tire, out-of-balance tire, bent rim, loose lug nuts, loose wheel bearings.

SUSPENSION -- weak shocks, faulty alignment, worn bushings or ball joints, bent parts or loose bolts on cross member or other parts.

EXHAUST SYSTEM -- improper position of exhaust system, usually rubs rear cross member assembly; stretched or broken rubber hangers.

Those are the usual reasons for vibrations in an automobile, though they don't cover every source of vibration or noise in the car. Most vibration is usually caused by bent wheels, out-of-balance tires or incorrect air pressure in tires. A good rule of thumb you can use to determine which tires are out of balance: at 45 mph to 55 mph, the vibration would be in the front of your automobile; at 70 mph to 75 mph, should the rear tires be the problem, you would have a vibration most noticeable at that end of the car.

* * *

Owners of all model BMWs with EGR systems intact: be on the lookout for misses caused by broken vacuum lines.

Paul Broyles

June Meeting Minutes

June 21, 1977
Diamond Head Restaurant

President Ken Wright called the meeting to order at 8:27 p.m. Announcements were made by the various committee chairmen. An upcoming technical session, to be held at Skoda, was announced.

There was no old business. Under new business, there was a discussion of whether the chapter should order patches or grille badges, incorporating the new chapter logo, for sale to the members. That discussion will be continued at the next meeting.

The main program for the evening was presented by the Sports Car Club of America (SCCA) and by Nelson Crozier of Nelson Specialties, McLean.

There being no further business, the meeting was adjourned.

Jerry Hoopert, secretary

GIVE UP?

Then Come To the Meeting...

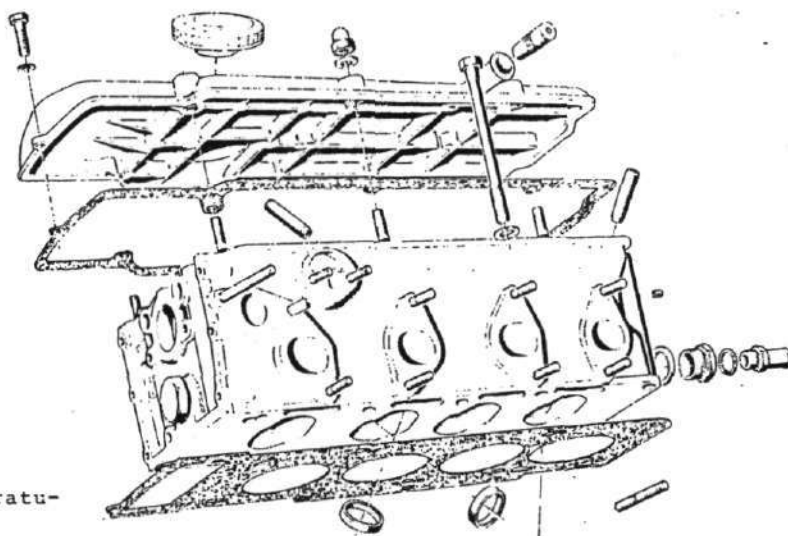
If you decided it's a cylinder head, congratulations.

If you identified our mystery object as a radio, an ice cube tray or a member of the cast of "Star Wars," you're in big trouble and can salvage your tattered human dignity only by attending the July 19 meeting of the National Capital Chapter, BMWCCA.

The program will be: The IInd Annual Symposium on How a Bavarian Motor Works; Subject -- Getting a Head, with moderator and principal speaker Paul Broyles, our technical chairman.

As you have probably guessed by now -- unless you decided the mystery object was an ice cube tray, in which case there's no hope for you -- Paul's presentation will center around the theory and realities of cylinder heads.

The meeting will be held at the Diamond Head Restaurant, 6900 Wisconsin Ave., Bethesda at 8 p.m.



...and Tech Session

Chapter Technical Chairman Paul Broyles will conduct a tech session Saturday, July 30 at 6:30 p.m. Place: Skoda USA, 9541 Smith Ave., Lanham, Md. Subject: "Top Cylinder Inspection," to include valve adjustment, cam inspection, rocker and shaft inspection and eccentric inspection.

A keg of beer will be furnished; however, "...bring your own food, cause I'm gonna be hungry" -- P. Broyles.

We need an estimate of the number of attendees, so please call Paul Broyles at (301)459-2081 or Ken Wright at (703)560-6224 if you plan to attend and/or need further details.

eventscalendareventscalendareventscalendar

(Note: check with sponsoring organization if you plan to attend a rally or autocross. Some or all such events may be cancelled if groups are unable to provide liability insurance.)

July

- 17 Autocross Association championship autocross
- 19 BMW Club meeting, 8 p.m., Diamond Head Restaurant, 6900 Wisconsin Avenue, Chevy Chase.



- 24 Mid-City Motor Club championship rally
- 24 MG Club Cherished Date Autocross
- 30 BMW Club technical session, 6:30 p.m., Skoda USA, 9541 Smith Ave., Lanham, Md., subject is "Top Cylinder Inspection"
- 31 Lotus Club championship autocross

August

- 7 BMW Club championship rally, starting off from Pike 7 Plaza, for info call Dave Roach (301)593-1875 or Ken Wright (703)560-6224
- 16 BMW Club Annual Wine & Cheese Party, 8 p.m. to 11 p.m., 5416 Glenwood Rd., Bethesda
- 19 Branded Club open night rally



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Beware the 'Tire Experts' - One Man's Experience

Let's face it, you do not get that many shots at buying a new set of XASs for your BMW -- three, maybe four times if you take good care of your car -- so it should be a painless, even pleasant experience, right? Not necessarily. Beware the Tire Experts.

At 45,000 miles, I took my tii to take advantage of a special deal offered by a local tire warehouse -- you know, the guys who specialize in import tires, Marchal lights, stopwatches and rallye jackets. The deal was this: I pay for four new XAS radials and Earl the Tire Expert five blocks from the warehouse will mount the tires Absolutely Free. Okay. I pick up the XASs, pay my money and wheel over to Earl's which turns out to be a two-pump gas station in a shopping center.

I am a little suspicious as I approach the place since there are 5,000 cases of Pepsi in the driveway and a million cartons of cigarettes in bay #1. Earl was not there, he was in West Virginia for his sister Donna Mae's

wedding, but the 19-year-old kid he left in charge assured me that bay #2 was for tire work and he had me on the lift in no time. After looking at the bottom of the tii for a few minutes, I settled down on a case of Winstons and watched the kid go to work.

In less than an hour, he had all four tires off the car, stopping only to pump gas and sell Pepsis to two or three dozen of Earl's customers, informing most of them that Donna Mae finally got Ed to the altar. During this hour, I gained a new appreciation for self-service gas stations, and memorized the bottom of the tii. Knowing I just could not bear the agony, and confident the job would really be finished when I got back, I decided to blow the afternoon at the movie a block away and said goodbye to the kid.

Returning to Earl's two hours later, my eyes were systematically eliminating all the places I expected to see the tii when finally they came to rest on the lift in bay #2 and there she was -- still. The kid was drilling the last lug on the last wheel and getting ready to eat a last slice of cold pizza when I stepped in to inspect the job.

I get very excited looking at a fresh, new chunk of expensive rubber mounted on a beautiful piece of work like the tii, and reading the words MICHELIN XAS usually sends chills of power and superiority up and down my spine. Why then did I have an uneasy, empty feeling

see page 6

Classified Ad

FOR SALE: 1972 2002, burgundy with black interior, Michelin XAS, Sanyo AM-FM cassette player (not installed), 70,000 mi., very well maintained, body great, \$3,200 firm, must sell to get money for school. Willing to bring to next meeting or tech session for your inspection. Ann Williams, 356-2275.



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Insurance Problem Forces Cancellation of Autocross

An insurance emergency affecting not only our chapter, but also all BMWCCA chapters and the Autocross Association of Washington, D.C., forced the cancellation of our Cherished Date Autocross which was to be held July 10.

The emergency was caused by the sudden and unexpected news that our -- and the other clubs' -- liability insurance had been cancelled. We therefore dropped all plans for the autocross in the near future.

Later, the insurance company wrote and said they would extend our policy until the end of July. But by that time it was too late to salvage the autocross. The situation at this time is that after July 31 and until we obtain new insurance, this chapter is unable to sponsor autocrossing, rallying or any kind of event where liability insurance is needed. We

Wine & Cheese Party!

Instead of holding a regular August meeting, the chapter has planned its semi-traditional Wine and Cheese Party for Tuesday, Aug. 16. Bill Riblett and Carol Eldred have volunteered their domicile at 5416 Glenwood Rd., Bethesda from 8:04 p.m. until 10:58 p.m.

A brief business session will be conducted at the beginning; the remainder of the evening will be strictly social. Every attempt will be made to provide the finest libations obtainable.

are, however, assuming a solution will be worked out by August 7 when our Championship Rally is scheduled.

Autocross Chairman Bob Hoey said he appreciates the offers of members who volunteered to work at the autocross, and those who had hoped to compete in it.

Beware the 'Tire Experts'

from page 5
in my stomach? I think it was those unfamiliar words imprinted on the sidewall of the first tire I examined: "mount this side facing inward." Oh God!

The kid had mounted all four tires with the wrong side facing out and I began to fight a variety of urges rapidly building in the pits. Keeping cool, I sat down on the Winstons and evaluated my options. Kill the kid -- no. Make him do the whole job over -- oh God! Drive home backwards and come back tomorrow -- ridiculous. Then despair.

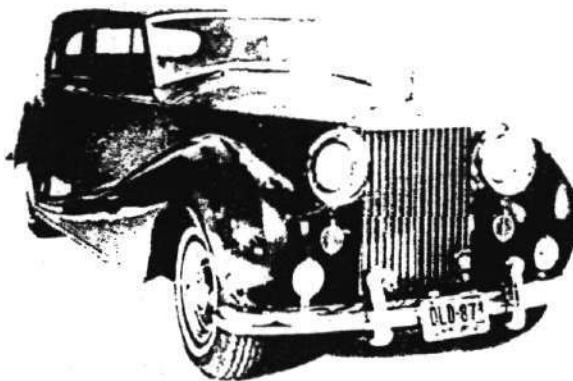
The kid and I talked. For the next hour, he worked on those tires and I pumped gas. My anger diminished after talking to a few of Earl's friends and I even began to wonder what Donna Mae and Ed were doing now.

So do not pass up a good deal on a new set of XASs; but friends, beware the Tire Experts.

Jim Ryland

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SAT. 9:00 a.m. - 1:00 p.m.

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Watch Out for 'Weathergard,' Chapter Member Cautions

Chapter member Dennis Perham has written to report an unhappy experience with a Haan "Weathergard" car cover he bought for his 1976 Polaris silver 2002 last August.

Dennis says the cover is nowhere near watertight and has virtually ruined portions of his metallic paint. Not only do the seams leak, he reports, but pinholes appear in every area. The estimate to repaint his car: \$800 to \$1,000.

Dennis has written to the manufacturer to complain. At this time we haven't heard whether he's received a reply.

A Clarification

Subsequent to the publication of the June issue of der bayerische it was pointed out that one item printed in the Mid-Ohio racing report could be subject to misinterpretation. Specifically, the reference to the 2002tii driven by G.H. Sharp as "aging." In actuality, it is not the particular chassis (built up only this past winter) which is aging, but the model of BMW, the 2002, which has outlived its usefulness -- or has it? Owners of the 2002 and its variants can take some consolation (which was the intent of the statement) in the fact that the obsolete design can, under certain conditions, outperform its successor.

Ken Wright



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President's Message

from page 2

It is not clear at this time how we will deal with the insurance problem itself. This chapter obtains its coverage through the BMWCCA national organization. Both Gordon Medenica and Bob Brooks are working on solutions, so we do not expect that our activities will be hindered over the long term. We do expect to have something definite in time for the August 7 rally.

On another subject, our chapter's incorporation in the state of Virginia is now a reality, thanks to the efforts of Bob Brooks. This will effectively limit the liability of members in case of any legal problems.

An Atlantic Zone Chapter Congress will be held in Norfolk, Va. on July 23 and 24. Chet Kingsbury has offered to attend to represent our chapter. A few other chapter members in attendance would be desirable. Contact Chet or me if you are interested in participating.

Ken Wright, president

President's Postscript

Members who attended the June meeting were treated to a rare display of the most imbecilic and outrageous behavior ever witnessed at a chapter meeting within living memory. As a chapter official was making a presentation, a member interrupted (out of order) to disagree with the point being made.

Constructive debate is encouraged at our meetings, but self-serving rhetoric is not. The use of non-standard and abusive language is strictly forbidden at functions open to the general membership. Any future behavior of this sort at our meetings will result in the instant removal of the offender(s), as provided for in the rules of conduct. Apologies to any members who were put off by my not interrupting, but at the time I could not believe it was actually happening.

K.W.

Who We Are

As of this month we are mailing der bayerische to 381 paid members. Because many of our membership households probably include two people who are members, our total ranks could be well over 400! And growing all the time.

Most of us -- 188, to be exact -- live in Maryland. Virginia houses the second highest number of members -- 145 -- and there are 48 in Washington, D.C.

The mailing addresses which have the most members are: Alexandria, 29; Arlington, 29; Bethesda, 24; Baltimore, 23; Silver Spring, 20; Rockville, 14; Reston, 13; Springfield, 12; Charlottesville, 10.

According to our mailing list addresses, most of our members are men, although some of their spouses might also be members. Twelve newsletters are sent to couples, twelve are sent to women and 20 are sent to people whose sex we couldn't determine because they use initials or have names which could belong to someone of either sex (like Chris or Leslie). Just in case you wanted to know.

Rally Planned Aug. 7

The National Capital Chapter, BMWCCA will conduct a Championship Rally sanctioned by the Metropolitan Washington Council of Sports Car Clubs on August 7.

The starting point will be the Pike 7 Plaza, near Tysons Corner on Rt. 7. Naturally, your cooperation and participation will be necessary for this event to be a successful one.

Members who wish to help in the conduct of the rally as checkpoint workers, registrars, organizers, etc. should contact Dave Roach at (301)593-1875 or Ken Wright at (703)560-6224.

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CLEAR FUEL LINE	NUTS & BOLTS	VOLKSWAGEN REPLACEMENT PARTS
CLUTCHES (NEW & EXCH)	OIL FILTERS	VOLTAGE REGULATORS
DRAG LINKS	OIL SEALS	WATER PUMPS
DRIVING LIGHTS	PATCHES	WHEELS
ELECTRIC FUEL PUMPS	PIN BUSHINGS	WHEEL CYLINDERS
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ENGINE MOUNTS	RADIATOR CAPS	WIPER BLADES & ARMS
EXHAUST PIPES	RADIATOR HOSE	WORKSHOP MANUALS
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FLEXIBLE DRIVE JOINTS	REUPHOLSTERY KITS	

BUSINESS HOURS

MONDAY THRU FRIDAY: 8:30 A.M. - 7:00 P.M.

SATURDAY 9:00 A.M. - 1:30 P.M.

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Installing A Remote Oil Filter - The Easy Way

(Bruce Cranford was on vacation and unable to complete the fourth installment of his opus on the qualities of synthetic and conventional engine oils. Instead, he has sent an article on oil filtration, and will complete his series in next month's newsletter.)

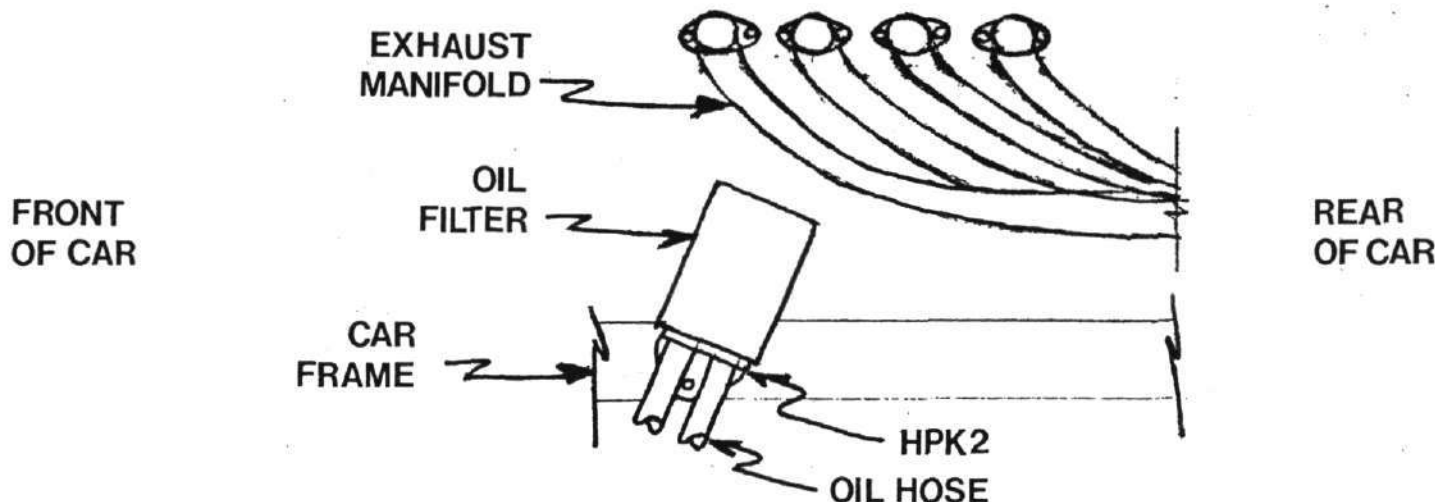
The July, 1976 bayerische had a very good article on "Oil Filtration for Your Bimmer." After reading it I decided to install a remote oil filter on my 2002tii to improve oil filtration and cooling. But, being somewhat lazy, I tried an easier method. The battery is not touched, nothing is moved.

You will need the following tools:

- 1) drill and drill bits
- 2) screwdriver
- 3) knife
- 4) pair of hands

You will need the following parts, most of which can be purchased at Penn Jersey-type stores:

- 3) Secure HPK2 to frame with three sheet metal screws
- 4) Wrap the pipe thread of the hose fitting with one layer of Teflon tape
- 5) Install and tighten two hose fittings into HPK2
- 6) Install oil filter on HPK2
- 7) Remove BMW oil filter
- 8) Install HPK5 in place of BMW filter, following Fram instructions
- 9) Install hose fittings into HPK5
- 10) Apply a small amount of oil to hose fittings
- 11) Install hoses from HPK2 to HPK5. Place hose in front of engine and behind sheet metal in front of car. Follow Fram instructions for proper hose orientation.
- 12) "Loosely" clamp hoses to front anti-roll bar with 2" hose screw clamp. This will support the centers of the hoses and keep them out of harm's way.
- 13) Secure hoses to hose fittings with 1" hose screw clamps.



- 1) Fram HPK5 engine oil filter adaptor. Cost: \$7.95
 - 2) Fram HPK2 remote mounted spin-on oil filter adaptor kit. Cost: \$9.75
 - 3) hose fittings -- $\frac{1}{4}$ " pipe thread to $\frac{1}{2}$ " hose, 4 each. Total cost: \$4.52
 - 4) high-quality oil hose -- $\frac{1}{2}$ " inside diameter, 8 ft. (example, Aeroquip 2555, 250 psi operating pressure). Cost: \$10.40
 - 5) 1" hose screw clamp, 4 each, total cost: approx. \$2
 - 6) 2" hose screw clamp, 1 each, cost: approximately 50¢
 - 7) $\frac{1}{4}$ " or $\frac{3}{8}$ " sheet metal screws, 3 each, cost: 45¢
 - 8) Teflon pipe thread tape
 - 9) Oil filter (Fram HP-1 or PH8A, Purolator Per-1, Lee Maxi-Filter, etc.), cost: \$4
 - 10) BMW 2002. Cost: ∞
- Total cost: about \$40.

- 14) Add one additional quart of oil to engine. This installation increases the oil capacity by about one quart.
- 15) Start engine and check for leaks.

With this arrangement you can use any filter that will fit Ford-Lincoln-Mercury (except Pinto and Capri). I have found the oil is 10-15°F cooler and the oil capacity is increased by one quart, all of which is good for the engine.

Bruce Cranford

The following is the step-by-step procedure:

- 1) Locate HPK2 on car frame under exhaust manifold. Put oil filter on HPK2 and ensure there is sufficient room between filter and exhaust manifold to remove filter.
- 2) Mark and drill three holes to mount HPK2



Jim Atwell

SALES REPRESENTATIVE

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ARLINGTON, VA 22202

684-8500

SERVICE REPORT FORM

Please print or type the information requested below. For each repair item, answer questions 1 through 9; if your car had more than one thing wrong with it, use another piece of paper (no need to write down the questions). Send completed form to National Capital Chapter, BMWCCA, P.O. Box 685, Arlington, Va. 22216

Your name _____ Phone # _____

Address _____ ZIP _____

Type, model & year of car _____

When, where & how did you obtain car? _____

If used, give mileage at date of purchase _____

When you got it, did it have any faults? _____ If so, what? _____

During the warranty period -- if new -- did the car develop any faults? Please give mileage _____

Service firm (include address and phone # if possible) _____

Date of servicing or repair _____ Mileage & age of car at time of service or repair _____

1. What do you think was wrong with the car? _____

2. Did the dealer or service manager agree with you? If not, what did they think was wrong with the car? _____

3. Was the car repaired properly? _____ 4. If not, why do you think not? _____

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5. What do you think they should have done differently (if applicable) _____

6. Cost (break down parts & labor if possible) _____

7. Was cost reasonable? If you felt the work should have been done on warranty but wasn't, please explain _____

8. Any unnecessary parts or excess labor? Explain _____

9. Was everything ultimately done to your satisfaction? Explain _____

10. What was your overall impression of the firm? Write down any other comments you have _____



Box 685
Arlington, Va.
22216

James A. Miner Jr.
1909 Everglade Ct.
Crofton, Md. 21113

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