

der bayerische

VOL. 7 NO. 6

AUGUST 1977

Oktoberfest East!

If you can't make it to the West Coast for this year's BMWCCA Oktoberfest, an alternative event a little closer to home will be the "Tarheel Treffen" to be held in Banner Elk, N.C. October 21-23.

The Tarheel Chapter will host the "Treffen," a German noun equivalent to "meet" as in "sports car meet."

Registration deadline is Sept. 23. If you're interested in attending, call Ken Wright at (703)560-6224 because he should be receiving a batch of registration forms from the Tarheels sometime soon.

Planned events will include a concours, a fuel economy run, a beer blast, a driving skills clinic and other components of a good time.

The cost is a \$25 entry fee per adult. Accommodations at the host Banner Elk Holiday Inn will be \$20 for a single room, \$24 for a double.

Banner Elk is in the Moon Valley area just north and west of the Blue Ridge and about 30 minutes from Boone, N.C.

Tripping in Your BMW

It's summer. Time for those weekend jaunts or vacations which often take us and the BMW to out-of-the-way places where it's next to impossible to find someone who can help if things go wrong. And they do! So be prepared.

Have the car checked over several days before you leave. Let your mechanic know you're vacationing so he can check the things which can really bring a vacation to a dead halt: fuel lines, nuts and bolts, coolant and fluid levels, tires, and important mechanicals like linkages and springs. Stock up on a few spare parts which might be tough to find on the road and you can avoid some of the pitfalls which have terrorized some of my past vacations.

On a recent trip to South Dakota I noticed that, upon our entering Indiana, the gas mileage dropped off somewhat to about four miles per gallon. I have this policy that whenever anything goes wrong I open the hood; it convinces others that I know what I'm doing. And to reduce the embarrassment of being disabled in a BMW, it also helps to have a white technician's jacket to slip into as you stand on

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COME TO THE PARTY!

For the second year in a row, rather than have a meeting in August when many members are out of town vacationing (or so the old story goes), BMWCCA is having a wine and cheese party. The date: Friday Aug. 26 (NOT Tuesday the 16th as predicted in last month's newsletter). Club storekeeper Bill Riblett and his wife, Carolyn Eldred, will again be hosts. However,

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Editor's Notebook

Thanks to those of you who contributed letters and articles to the newsletter this month. The level of membership participation in der bayerische seems to be growing, and is much appreciated. You're invited at any time to submit articles about anything you think would interest other club members -- well, almost anything -- or to suggest ideas about items you'd like to see.

Noblesse Oblige Dept. -- Kudos to the owner of the maroon Bavaria recently spotted coming to the aid of a Mercedes, disabled on a Falls Church roadside....hope you recommended he buy the RIGHT kind of car next time. Another tale of BMW owner courtesy appears in the Letters to the Editor, this page.

J.T.

President's Message

News about the BMWCCA's insurance situation: Dick Neville has indicated that the national organization will most likely retain its \$300,000 liability coverage for an increased premium. This will probably result in a small dues increase for all members beginning with the next renewal at the end of the year.

On the local scene, we will be considering a suggestion by Bob Brooks at the next executive meeting. The suggestion, which I feel has a great deal of merit, is to alternate the chapter's meeting place at a location in Maryland (i.e., Diamond Head) with a similar location in Virginia. By having the January, March, May, July, September and November meetings in the Maryland location and the February, April, June, August, October and December meetings in the Virginia location, we will provide convenience to greater numbers of members on the average.

If this proposal is approved and a suitable alternate location can be identified, we could probably initiate this policy at the beginning of the year. More details on this as it develops.

Ken Wright, president

Letters To the Editor

To the editor:

I recently joined the local chapter, and I am writing this letter to publicly acknowledge my gratitude to one of the other members for his concern and unselfish efforts in my behalf.

Several days ago, while driving home in my 320i on I-270 just north of Montrose Road, in heavy traffic, the accelerator pedal lost tension and the car began to travel at a seemingly unalterable 60 miles per hour. After overcoming some initial fright, I shifted to neutral and glided onto the curb. Within the next minute, another BMW stopped without solicitation. From the car emerged a total stranger to me who inquired as to the nature of the problem and quickly determined that the accelerator spring was broken. Although I adore the car, I profess no understanding of its mechanics. Lacking a spare spring, he unhesitatingly volunteered to drive me to a nearby dealer. Apparently this problem has occurred frequently enough that the dealer lacked the original spring, but they did provide us with a substitute. After installing the part for me, he requested only that I buy him a beer at a future club meeting.

Any lingering doubts that I harbored concerning my recent purchase of a BMW were allayed by the uncommon actions of Jerry Hoopert, club secretary. After meeting him, I am proud to be a member of BMWCCA, and upon arriving home that day I immediately placed the club decal,

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der bayerische

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Service Reports Returned on Two Local Firms

(Ken Wright has temporarily assumed the duties of service reports chairman and has compiled and evaluated the following reports sent by our members.)

Heishman BMW Inc.
3154 Jefferson Davis Hwy.
Arlington, Va.

Two reports from National Capital Chapter members were recently submitted. One report was quite favorable; the other expressed a negative attitude toward the BMW establishment and (we think unfairly) toward the dealer in particular. Following the reports are some remarks and opinions about the second report.

*Cort Taylor's 1976 530i was serviced at Heishman during the warranty period for three problems related to the fuel system: 1) defective sending unit at 10,300 mi.; 2) fuel

leak near fuel tank at 11,330 mi.; 3) sticking fuel gauge at 16,250 mi.

The repairs effected were in line with the owner's expectations. In fact, the owner reports that "the last repair was done under warranty even though mileage was in excess of 12,000."

Cort's chief remark on Heishman was: "Have been very impressed by Heishman. Their work to date has been excellent, and though not cheap they compare favorably with other dealers....Only problem is long lead time to schedule appointment into their small shop but it is probably their small size which leads to good service."

*Val and John Tighe's 1977 320i was taken to Heishman for a 12,000-mile major service. The owners feel that one charge on the service was unreasonable, that being a \$14 charge for "additional time to remove oil filter and oil filter bracket." Ms. Tighe questioned the service department as to why such a change was necessary, and produced the report from which the following is excerpted:

"He told me that whoever put on the last oil filter had put it on too tight and it had taken two men 45 minutes to remove same. He said this was happening time and time again, people were not lubricating the filter before putting it in place. I then informed him that the only people who had serviced the car from new were authorized BMW dealers....At this point may I say that to get in touch with the garage who carried out the last service would be a little difficult since it was carried out
see page 7

Zone Congress Held

Mike Greenbaum represented our chapter at the BMWCCA Atlantic Zone Chapter Congress held July 23 and 24 in Norfolk, where the Tidewater Chapter was the host. All but two chapters were represented.

Chapter reps spent time talking about their problems, and the one most frequently mentioned was membership apathy. They said it's hard to get members to work on or participate in a club function.

One suggested solution: chapter activities should be more social! Representatives reported wide attendance at purely social functions, only spotty attendance at technical affairs. And, reps suggested, there should be fewer chapter events but those should be extremely well-planned so they go off without a hitch, thereby encouraging good attendance at the next one.

Representatives learned that BMWCCA is now a corporate member of the BMW International Club. The cost is about 50¢ per member. Mike said this relationship should produce three main advantages: friendly relations with the factory in Munich, improved communications, and more prestige with BMW of North America Inc., the company which imports and distributes BMWs in this country.

The Atlantic Zone governor is Bob Brooks, a National Capital Chapter member.

More New Members

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

Richard M. Aronoff	Washington, D.C.
James W. Atwell	Alexandria, Va.
Scott A. Barron	Bethesda, Md.
Dave & Holli Bowers	Manassas, Va.
Mr. & Mrs. G. MacW. Bryan III	
Jane & Michael Burns	Charlottesville, Va.
Dr. William L. Clapp III	Charlottesville, Va.
Keith D. Collins	Chevy Chase, Md.
E. Alexander Dudley, Jr.	Springfield, Va.
Richard S. Ellis	Charlottesville, Va.
Shaun English	Arlington, Va.
Craig Grabowski	Alexandria, Va.
Lawrence J. Hahula	Washington, D.C.
Bruce Hight	Springfield, Va.
Gary C. Hill	Reston, Va.
Dennis B. Hosey	Adelphi, Md.
Bruce E. Kanter	Bowie, Md.
Daniel Kohn, M.D.	Arlington, Va.
Greg Lepock	Washington, D.C.
Jean McCusker	Poolesville, Md.
Molly H. Mills	Baltimore, Md.
Phillip Napp	Potomac, Md.
Mr. & Mrs. William M. Schiebel	Baltimore, Md.
Alex Schwartz	Potomac, Md.
Capt. James E. Service	Reston, Va.
John T. Stevens	Arlington, Va.
John E. Wadle	Silver Spring, Md.
G.C. Whiteley, Jr.	Columbia, Md.
Eleonore Wotherspoon	Springfield, Va.
	Washington, D.C.



Jim Atwell

SALES REPRESENTATIVE

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ARLINGTON, VA 22202

684-8500

Engine Oils Explained, Compared in Series

(This is the final installment of a four-part series on engine oils, synthetic and conventional, and how they compare.)

I was first introduced to synthetic motor oils through articles in Popular Science magazine. After having my BMW 2002tii engine rebuilt as the result, in part, of a lubrication failure,

by bruce cranford

I didn't want to repeat the problem. I discussed the idea of using synthetic oil with Lothar Schuettler of VOB BMW, Bethesda, Md. He told me Quicksilver Racing, Inc. in Rockville, Md. was handling a brand of synthetic oil which they planned to use in two new 530i's. He had no other information, but he was interested in how the oil would do in a BMW.

After discussions with Jim Kerrigan of Quicksilver and with Lothar, a test was set up at VOB using the chassis dynamometer. A chassis dynamometer measures the horsepower developed at the rear wheels -- the horsepower the driver actually feels. An engine dynamometer, on the other hand, measures the horsepower developed at the engine -- the horsepower claimed by the manufacturer. It is not uncommon for the chassis dynamometer horsepower to be as much as 50 percent below that of the engine dynamometer horsepower. The drop in horsepower is the result of accessories and frictional losses in the drive train. Curve 1 of figure IV-1 is the advertised BMW horsepower curve measured with an engine dynamometer.

Lothar suggested that the engine be broken in for 3,000 miles using 40 weight racing mineral

oil; after that, the test would begin. Curve 2 is the horsepower curve for the newly rebuilt engine (not broken in) using 40 weight oil; note the timing. It developed a maximum of 98 horsepower. After the engine was broken in for 3,000 miles the timing was reset because it was running hot. Curve 4 is the horsepower curve using 40 weight mineral oil and the reset timing. The engine developed a maximum of about 85 horsepower at 6100 rpm, the engine oil temperature being about 150°F. The oil was replaced with four quarts of CHEMLUBE 30 weight racing oil, and the filter was changed. Curve 3 is the horsepower developed using the CHEMLUBE synthetic oil. The engine developed a maximum of 87 horsepower at 6400 rpm. The engine oil temperature was about 220°F.

Okay, what have I learned from these tests and curves? The first is the vast differences between the stock horsepower curve and the modified engine horsepower curves! If you want to know more about the modified engine "goodies," talk to Lothar Schuettler at VOB or Jim Kerrigan at Quicksilver. The next thing I noticed was the difference the timing makes on this particular engine. There is about an 11 horsepower increase by advancing the timing from 2200 rpm to 1400 rpm. There is a price, however: the engine runs hotter -- no pun intended. The third thing I noticed was the horsepower increase between curves 3 and 4. I think the increase can be attributed to three things. First, the engine oil is hotter and less viscous. The second is the use of 30 weight oil which is "thinner," and third is the use of synthetic oil.

How much did each item increase the horsepower? I don't know, but I am fairly certain that each helped. Also note the shape of curve 3. More horsepower is developed over a
see page 6

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Storekeeper's Report

Several people have asked me about the possibility of getting Repco brake pads. These pads have a good "underground" reputation and claim to be squeal-free and good for 40,000 miles. While I cannot substantiate these claims, I now have a source for these pads at reasonable prices: \$14.50 for 69-76 1600s and 2002s (two piston calipers) and \$17.75 for tii's and six-cylinder cars. I need to find at least eight more orders for sets of pads. If you are interested, give me a call at (301) 652-9013.

My order of BMWCCA grille badges and decals finally arrived. I'll have them at the wine

and cheese party and at the next meeting.

Bill Riblett

Hot Weather Tips

Remember, during hot weather: At least once a week, after your car is warm, turn the heater control to the HOT position for at least two minutes. Why? So the water will regularly circulate through the valve, hoses and heater. If you don't? When a cold day comes, you might not be able to move a crudded-up heater control.

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Synthetic, Conventional Engine Oils Compared

from page 4

greater horsepower range; it doesn't fall off as quickly. At 6700 rpm there is about a 5 horsepower difference. This means more torque. Also note the rpm range in which the increase is seen; it's above 5600 rpm. There is no detectable increase in the horsepower below that! CHEMLUBE also makes a synthetic manual transmission oil. It was tried, but no detectable difference in horsepower was observed. One final note about the curves: the accuracy of the curves is - about two horsepower.

Well, I have been using synthetic oil for more than a year and have had some good and some bad experiences. I will try to cover each as objectively as possible.

Prior to the use of CHEMLUBE 30 weight racing synthetic oil, the engine had been running hot. Using the synthetic oil dropped the oil temperature about 10° F but did not lower the engine operating temperature. Adding a remote oil filter decreased the oil temperature under hard driving in 95°+ weather; the oil temperature has yet to go much over 210° F, yet the engine still runs hot. The only thing that has helped is setting the timing to 2200 rpm, losing all that power!

When Jim Kerrigan sold me the 30 weight CHEMLUBE, he said not to use leaded gasoline because the oil would leach out the lead from the unburned gas. This didn't present any problem, since I normally use unleaded gaso-

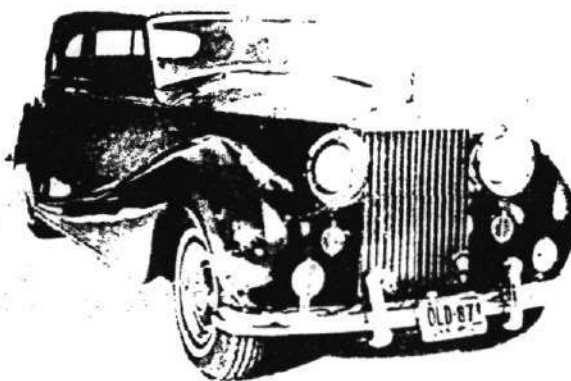
line. During this same period two 530i's were run with the same oil, but the drivers used leaded gasoline. The oil did exactly as predicted, leaching out lead from the unburned gasoline and depositing it in the engine oil channels and filter. The deposits restricted oil flow to the cam area, resulting in a wiped cam! I was told that, when the engines were disassembled, the internal parts were covered with a silvery lead deposit. I noticed that, on my engine, the engine oil channels were being stained black. Jim Kerrigan recommended I switch to CHEMLUBE 10W-40 synthetic oil since it would remove this deposit. I did that in November; however, the stain has not been removed by the 10W-40 CHEMLUBE.

Prior to November, using the 30 weight oil, the oil consumption was about one quart every 2,700 miles. Using the 10W-40, oil consumption is about the same. No difference in oil temperature, oil pressure or engine performance has been observed while using the 10W-40 oil. Jim indicated the 30 weight oil has been reformulated and is recommended for racing purposes only. Some of the earlier containers of the 30 weight oil were contaminated with dust. I have been assured by Mr. Magnella of Ultrachem that this is no longer the case. The claim of mileage cannot be verified since there are so many, many variables that can affect the results. My current mileage to and from work, driving on I-270, is 23-25 mpg in the summer. On a trip, I've gotten 27 mpg. There it is, for what it's worth.

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Arlington, Baltimore BMW Mechanics Critiqued

from page 3

in Vancouver, British Columbia....Until this incident I have been very satisfied with the service provided from Heishman Inc. but in view of the above do feel obligated to take the car elsewhere."

COMMENTARY: In our opinion, one cannot reasonably expect Heishman to absorb the labor cost of an error they did not in fact commit. It is equally incorrect to think that the owners

are responsible for and should pay for the error, but there is no procedure whereby Heishman could recover the labor cost they incurred (by carrying out this service) from the dealer in Vancouver. Evidently, the burden of obtaining justice in this case rests with the owners. The service manager at Heishman has no control over the actions of mechanics at the Vancouver dealer. If it were possible to demonstrate that a Heishman employee were at fault, one would prefer to think that the charge would not have appeared on the service ticket in the first place. However, the evidence shown thus far encourages, in our opinion, a "guilty" verdict for the Vancouver dealer. We hope BMWCCA Ombudsman Bence Boelcskev (to whose attention this matter has been brought) will be able to obtain satisfaction from the responsible party; but, because dealers operate autonomously, no guarantee can be made that this will happen.

This raises a more general issue. How rigorous are the standards by which BMW of North America judges the fitness of services and repairs performed by its affiliates, the dealers? If such variance in reliable service from "authorized BMW dealers" (as the above report suggests) can exist, then the answer must be: not rigorous enough, if at all. The next question, of course, is: how long will the inequality in the quality of service be

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EMISSIONS

Chapter member BARRY LIVINGSTON will marry VICKI CHRITTON in early September. Barry is the advertising manager for der bayerische. Vicki contributes graphics to the newsletter. They'll be a five-car family, for a while, at least. Anybody wanna buy two Fiats and a Volvo?....Another chapter member tying the knot is MIKE GREENBAUM, who'll follow it up with a trip to Europe in September....Chapter Secretary JERRY HOOPERT, who recently totalled his beloved 1600, has found a replacement. It's a '69 2002....BOB HOEY has been turning his car into a lethal weapon with the installation of high-compression pistons and other modifications.

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Trouble-Free Summer Tripping in Your Bimmer

from page 1
the shoulder of the interstate feeling stupid. Anyway, upon close investigation I discovered a small split in the rubber fuel line. (This discovery was made easier by the high-pressure flow of gasoline reaching about 11 feet above the top of the tii's open hood.) My companion marveled as I proudly announced I had discovered the problem and began to think about a fix. Child's play, I thought. Simply cut out the split section of the hose and continue onward. It takes no great intelligence to realize this action results only in a much larger hole. So, in the end, I was left with two four-inch rubber fuel lines to connect a five-inch span.

In South Dakota (yes, we made it) a loose alternator bracket bolt hitting the fan blade convinced me a valve was shot. The very thought of getting a valve job in a state where buffalo still outnumber people sent me into a fit of silent hysteria. It was at this point that my companion and I parted company; she joined up with a trucker flaunting a complete tool kit and boasting of 400,000 miles of trouble-free driving. (I like to think it was his rig which hit the Alaska pipeline recently.)

Little did my erstwhile companion realize she

would miss the most exciting part of the whole trip. Returning home, a rusty accelerator linkage on the tii took me through the entire city of Schenectady, N.Y. in just under eight seconds.

These annoyances and their related fines and court costs can be avoided with just a little preparation. (This year, I've got a great mechanic and don't expect a bit of trouble on vacation.) So plan ahead, be prepared and enjoy tripping this summer.

Jim Ryland



Road Atlanta Corral

I'm happy to announce that the fledgling Atlanta Chapter will be hosting a corral at the Labor Day Road Atlanta races. While all plans are not yet final, we can assure you of a corral tent, suds and a general high time.

BMWCCA headquarters will be the Davis Bros. Quality Inn, I-85 at U.S. 441, Commerce, Ga. Ms. Carson, of the above, has extended preferred rates to club members and guests despite the holiday, but I encourage you to make reservations immediately at (404)335-5581 (paid in advance). A room for two with two double beds goes for \$18.88; \$4 more for each additional person.

Hope to see you there!

Don Bower
Atlanta Chapter



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Synthetic, Conventional Engine Oils Compared

from page 6

I am currently using CHEMLUBE synthetic oil in my reindeer (VW Dasher). I used the 30 weight oil for about 8,000 miles, then switched to the 10W-40. The engine was broken in for 1,000 miles on mineral oil prior to the use of the synthetic oil. The mileage did not increase as the engine continued to break in for the next 6,000 miles. It apparently took that long to break in using the synthetic oil. I speculate that, had I been using mineral oil, the engine would have been broken in faster due to the increased wear rate.

What can I conclude after driving more than 30,000 miles using CHEMLUBE synthetic oil? Nothing definite, just the following observations:

1. CHEMLUBE synthetic oil costs more than mineral oil, \$4 to \$7 per quart, but this is true of any synthetic oil.
2. It may last longer. I am currently looking into commercial oil analysis.
3. It may provide a slight increase in horsepower.

4. Some problems exist in formulation; it still may need some perfecting.
5. It can reduce engine oil operating temperature.
6. Whether CHEMLUBE synthetic oil reduces wear, only time will tell.
7. There is no problem with the oil filter.
8. It may not cure or even help a sick engine.

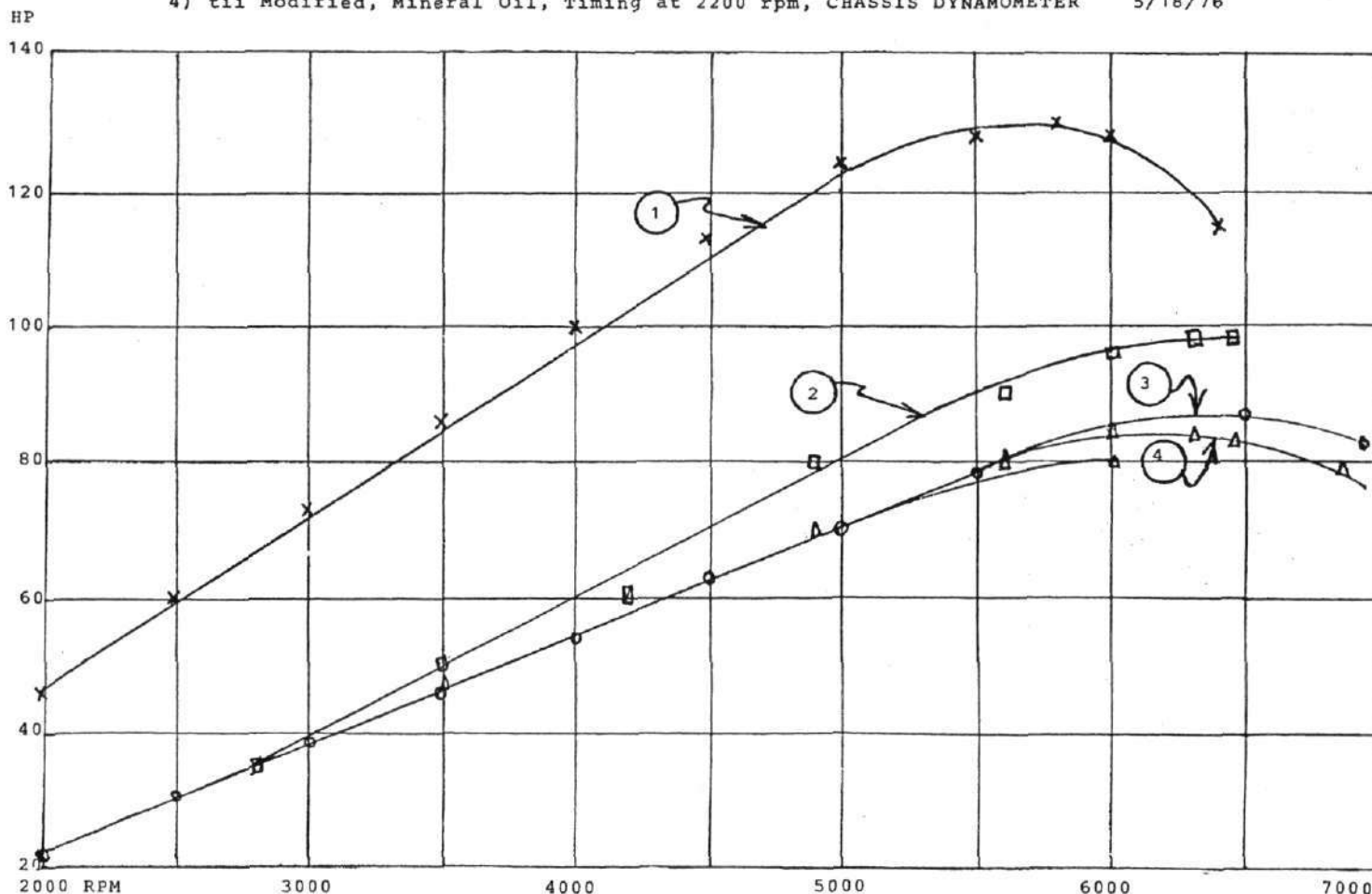
I will continue to use CHEMLUBE 10W-40 synthetic oil in my BMW and reindeer and will observe the long-term effects.

I would like to thank Lothar Schuettler of VOB and Jim Kerrigan of Quicksilver for the time, effort and assistance they gave in providing technical information and practical experience. I would also like to thank my wife for her sympathy, understanding, typing and editing.

Unless I get feedback from club members on their experiences, this will be the last article in the series.

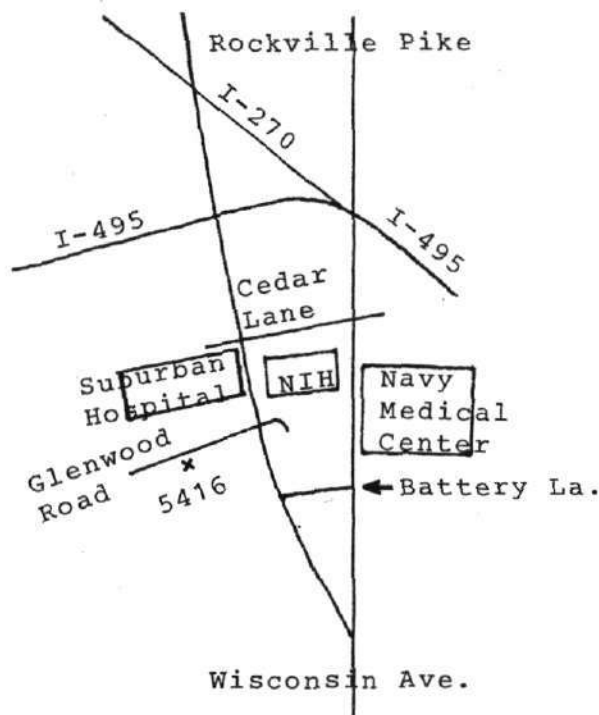
FIGURE IV-1

- | | |
|---|---------|
| 1) tii Stock, Mineral Oil, Timing at 2500 rpm, ENGINE DYNAMOMETER | 1972 |
| 2) tii Modified, Mineral Oil, Timing at 1400 rpm, CHASSIS DYNAMOMETER | 4/12/76 |
| 3) tii Modified, Synthetic Oil, Timing at 2200 rpm, CHASSIS DYNAMOMETER | 5/18/76 |
| 4) tii Modified, Mineral Oil, Timing at 2200 rpm, CHASSIS DYNAMOMETER | 5/18/76 |



How To Get To Annual Wine & Cheese Party

from page 1



5416 GLENWOOD ROAD
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there are a couple of changes from last year. First, it's FREE --the club is buying -- so you won't have to pay even the mere pittance of last year. President Ken Wright says that, since the treasury is flush, he's buying the best. For those who don't fancy wine, we'll find something. Second, Carolyn and Bill have moved since last year's party, so those of you who mastered last year's directions are going to have to learn a new route. Actually, it's not difficult to find -- see map.

As parking on Glenwood Road is somewhat limited, we hope early arrivals will fill up the driveway first and that those of you who park on the street will please stay off the neighbors' grass.

Ken Wright is buying, so if you can make firm plans please let him know ahead of time so he will have some idea of how much to get. However, even if you can't make plans ahead of time, please try to attend. Everyone there last year had a good time and this year will be even better!

July Meeting Minutes

President Ken Wright called the meeting to order at 8:27 p.m. Reports were given by the chairs of the various committees.

The business portion of the meeting concerned a motion to change the bylaws of the Metropolitan Washington Council of Sports Car Clubs to no longer require liability insurance coverage for rallies. A great deal of discussion was aired and the motion was defeated.

Announcements were made and a buy-and-sell session was conducted. The main program for the evening was presented by Technical Chairman Paul Broyles and concerned the upper cylinder and valve assembly for BMWs.

There being no further business, the meeting was adjourned.

Jerry Hoopert, secretary

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WANTED: I'm interested in getting a car or two to part out, to start a source of used parts. I'm looking for 1600s or 2002s to start and I would appreciate any leads I can get. Bill Riblett, (301) 652-9013.

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Letters To the Editor

from page 2

which I had received only a few days before, in my rear window. In the future, if the opportunity arises, I will offer to help a fellow BMW owner in distress.

I hope that the spirit and comradeship displayed by Jerry characterizes other BMW owners, because only those rare human qualities will ultimately distinguish BMW from other cars. I applaud the Jerry Hooperts of this world.

Alan Kramer, M.D.

To the editor:

Since our chapter president has chosen to make additional comments on the discussion at the June meeting, I hope I might be allowed to do the same. Those of us involved regret the language used, but I believe it is the chairman's duty to silence those out of order immediately. In fact, had this been done, control of the meeting would have been maintained, tempers cooled and a meaningful discussion could have ensued. What resulted was as much the chairman's fault as anyone's.

At the same time, one must realize how difficult it was to remain quiet, considering the points being made by the chapter official. It is safe to say that emission controls do very little to improve engine performance or life. Virtually all devices used in emission control degrade engine performance to some extent. Their removal can make a surprising difference in any automobile. The removal of air pump, EGR, spark retard, etc. is up to the individual, but to advocate that a car will not run properly if they are removed is entirely false and misleading! I was surprised to hear the chapter official take the position that he did.

My credentials, if it makes any difference: I am a mechanical engineer having spent three years in automotive fuel injection research for the Army.

I am not advocating that everyone remove emission controls, only that they be given freedom of choice and the proper information to make that decision.

Steve Tenney

Service Reports

from page 7

permitted to continue? In light of the prices paid for such service, the answer must be: not very long.

Martin Motors
Baltimore, Md.

*William Adler has had his 1972 2002tii routinely serviced by three dealers since arriving in the Baltimore area, but indicated a strong preference for the work done by Martin Motors. Compared with the quality of service in England, where the car resided during its first year of existence, the work done by Martin has been remarkable, according to Mr. Adler. The owner remarked that "The only problem might be that since there is little to compare with his expertise in Baltimore he is busy and may refuse to service your car.... Dealing with Martin means that you have to know your car."

He comments that "Overall Martin Motors is the source of the best service I've had on any car. He is honest, knowledgeable and he cares about his work. His prices are fair."

MORE REPORTS NEEDED. Thanks to Cort Taylor, the Tighes and William Adler for taking the time to fill out report forms. Member comments are necessary to help other members decide on where to have service performed if they are uncertain. Help out by sending a report to BMWCCA National Capital Chapter, Box 685, Arlington, Va. 22216. Document your claims, where possible, and try to report in an objective manner. A report form was printed in the July newsletter; if you need one, call Ken Wright and we'll send you one. His number is (703)560-6224.

Power Antenna

If you always wanted the luxury of a power antenna but didn't like the BMW price tag of about \$40, J.C. Whitney has a power antenna for \$16.98, part #89-4164U. I put it in my '72 Bavaria and it fits and works great. It will fit in 2500s and 2800s also.

Kevin J. Hahn
New Jersey Chapter



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