

# der bayerische

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## racing report

### Mixed Results for BMW at Mid-Ohio in August

Two three-hour races were conducted Aug. 28 at the Mid-Ohio road course near Lexington, Ohio. A rather sizeable crowd of BMWCCA members was on hand to observe the RS Sedan and Camel GT events from the BMW corral. The threatening rain never materialized, so spectators and participants enjoyed good, albeit hot and humid, racing weather.

Three BMWs ran in the Executive Motorhomes RS race: the Miller and Norburn 320i piloted by Nick Craw and John Morton, the Performance Tuning 2002tii driven by G.H. Sharp and Joe Peacock, and a 2002 driven by Dave Nicholas.

After a few laps and the field had sorted itself out, it became apparent that Craw would have stiff competition from the megabuck Sun/Moon Datsun B210 run by Don Devendorf. Lap after lap Craw and Devendorf dived for the lead, alternately holding the front spot for several circuits, with Sharp's tii laying back slightly but among the front-runners at all times. It looked as if this would go on for the entire three hours and the spectators were really getting quite a show.

But at the mid-point it was time for fuel, and Craw and Devendorf both shot into the pits on

the same lap. Devendorf was in and out in a flash, but Morton took over the control from Craw and the 320i didn't turn a wheel for more than 45 seconds. As it turned out, this long pit stop probably cost them the win, because Devendorf continued at the same steady pace for the remainder of the race while Morton did likewise, but at a substantial distance behind.

Meanwhile, Joe Peacock took over Sharp's machine and continued at a respectable pace, still in the top five. There was no catching Devendorf, for he just kept on running without major error. The Datsun 710 of Scott Hoerr managed to get past Morton and ran equally well.

The result was a win for Devendorf, second for Hoerr, third for Craw/Morton and fourth, Chet Kingsbury and I figured, for Sharp/Peacock (although Autoweek contradicts us).

The heat definitely took its toll on all the drivers, and three hours is a long period for a racing car to function. So Devendorf had a much-deserved victory and our BMW friends had good fortune, all things considered. The only

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# President's Message

Many of us had been waiting patiently for BMW to reconsider its production and marketing plans and to reopen the possibility of a more suitable replacement for the 2002. The 320i, in its basic form, could never satisfy a true 2002 devotee, for the many reasons we need not reiterate here.

As we all know, the 2002, as it neared the end of its career, became increasingly anemic due to U.S. regulations, but the enthusiast with patience and ingenuity could always recapture the earlier magnificence. Still, many of us hoped that a more performance-oriented replacement than the 320i would become available, one without all the extra weight and complexity that a "luxury" sedan dictates.

But we now know that production of the two-liter, four-cylinder engine ceased in August; the smaller fours are to be continued for European consumption for a while. The smallest engine we will see in this country, therefore, will probably be the small six-cylinder of 2300cc displacement. Residing in a 3-series chassis, it may be expected to have greater output but that will be largely offset by the increased weight that will be introduced. The net result will probably be a smoother-running



## der bayerische

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car (building up BMW's new luxury-car image) but now the cheapest BMW in the U.S. will cost more than \$10K, easily.

Perhaps these conclusions are premature and BMW/NA will surprise us all with a cost-effective car which conjures up the image of the BMW as we once knew it. But based upon the indications of the past year, many of us are going to have to live in the past.

Ken Wright, president

## Letter To the Editor

It would be worthwhile to point out to your readers that one of the vendors advertising in the BMWCCA Roundel is making deceptive and false claims in its advertisements. Karzundpartz of Greensboro, N.C. suggests in an ad on the inside rear cover of the July, 1977 Roundel: "Call or write in your order.... All orders sent via UPS within 24 hours." My recent order was sent from the vendor in Greensboro within 408 hours of my telephone order, not 24, although, as it states, only orders paid for by check may be held up. The actual reason for the 17-day delay was never satisfactorily explained.

The same ad also indicated that the item ordered would "come with all of the parts you need" (their emphasis). My order was missing a number of essential components. The remedy suggested by the vendor when this situation was pointed out was to return the entire order in its original packaging (at my expense) to them so they could return it to their supplier for adjustment. Since the filling of the initial order within 408 hours rather than 24 represents an error of serious proportion, one might expect completion of this adjustment (which they indicated would take "about a

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## Automatics - When Is Extra Cooling Necessary?

All owners of BMW automatics should be aware of the important effect your car's operating temperature has on automatic transmission fluid, which can exhaust itself sooner than you think. This reprint explains:

At one time or another, practically everyone turns a car or camper into a workhorse. Whether it's just a weekend camping trip or a long-distance vacation, the extra weight added is especially hard on the automatic transmission which transmits the engine's power to the wheels.

If you add lots of weight, like towing a trailer or boat, or driving a heavily-loaded camper or motor home up and down hills, you are flirting with very expensive trouble unless you add extra cooling to prevent the excessive heat and wear which are the end results of the extra strain. It's as simple as this -- the more weight the wheels must move, the harder the transmission must work. The harder the transmission works, the more heat is generated and the more heat, the faster the wear-out.

Automatic transmission fluid is intended to give 100,000 miles of service at normal oper-

ating temperatures before enough oxidation occurs to require changing the oil. However, in extreme cases life can be cut to less than 100 miles, and burn-out can occur in minutes.

Tests show that the rate of oxidation doubles for each 20°F increase in temperature above the normal of 175°F. Each doubling of the oxidation rate cuts the useful life of the fluid in half, as indicated in the following:

At 175°F, life is	100,000 miles
At 195°F (20° above 175°), life is	½ of 100,000, or 50,000
At 212°F, life is	25,000 miles
At 235°F, life is	12,500 miles
At 255°F, life is	6,250 miles
At 275°F, life is	3,000 miles
At 295°F, life is	1,500 miles
At 315°F, life is	750 miles

Automatic transmission specialists find that operating temperatures around 300° will result from rocking of a vehicle for a minute or two. If rocking is continued for 20 minutes, temperatures of 500° to 600° may be reached.

Continuing the above table beyond 315°F, we see how very short the fluid life becomes:

At 335°F, life is	325 miles
At 355°F, life is	160 miles
At 375°F, life is	80 miles
At 396°F, life is	40 miles
(at 40 mph this is 60 minutes)	
At 315°F, life is	30 minutes

Temperatures much above 300°F cause the metals in transmissions to warp and twist. These detrimental effects of high temperature are the reasons that rocking a car to get out of snow, mud or sand should not be continued for more than a minute or two.

(From "Extra Cooling Power Saves Money," a booklet published by Hayden Trans-Cooler Inc.)

## If You Can't Go To Oktoberfest The 'Treffen' Will Be 2nd Best

The BMWCCA Tarheel Chapter will conduct a regional "Tarheel Treffen" next month for the sake of those members unable to make it to California for Oktoberfest. Although this is not meant as a substitute for the real thing, it will offer people a chance to get together and have some fun. The dates are Oct. 21-23 and the events include:

1. Clean car contest
2. Predicted economy rally
3. Tech session
4. Dinner party
5. Driving skills school
6. Awards luncheon

The fee is \$25 per adult participant and you must send in a registration form to the Tarheels by Sept. 23! We have a supply of these forms and related documentation, so contact Ken Wright by phone or come to the September chapter meeting to obtain them.

"Treffen" is a German noun equivalent to "meet" as in "sports car meet."

## More New Members

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

Eugene C. Ayres	Annapolis, Md.
Peter Burrous	Charlottesville, Va.
Lester Green	Bethesda, Md.
Jerry Hauber	Crownsville, Md.
James H. Holt	Severn, Md.
Terry Luxford	Springfield, Va.
Patricia Stevens	Washington, D.C.

## English 'Journal' Printed

BMW of North America has announced that an English language edition of the BMW JOURNAL is now being published. The new international edition is being edited in Munich by Ron Wakefield, an American from Texas.

BMW/NA Public Relations Manager Thomas McGurn says the publication "will present a variety of interest areas from topical news about cars and the company to the pursuit of the arts, recreation, leisure and other facets of the BMW lifestyle. The BMW JOURNAL is designed for all BMW owners and will complement, rather than compete with, club publications."

BMWCCA members should already have received subscription forms through the mail. If you haven't got a form but would like to subscribe you should contact Thomas McGurn at BMW/NA, Montvale, N.J. 07645. Publication is bi-monthly and a two-year sub costs \$9, or 75¢ per issue.



# Mixed Showing for BMW at Mid-Ohio Raceway

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irritant is IMSA's artificial handicapping which allows trash like the Datsuns to have a significant mechanical edge. But, by making things balance, they do provide entertainment.

The Camel GT race saw the debut of the Group 5 Porsche 935 in IMSA competition. They have been permitted this year in SCCA's TransAm series. A large quantity of high-rollers was on hand for this event, including Icky, Gregg, Holbert, Pollmer, Busby, Ongais, et. al. As usual, an army of Porsches was entered including 935s, 934s, some Carreras, and Detroit iron (Monzas and Corvettes). The lone BMW was the Citicorp McLaren 320 Turbo driven by David Hobbs and Eddie Cheever.

Practice on Saturday made it evident that the 935s would be a force with which to be reckoned. The 320T would be a good match for the 934s and Monzas, so one could hope the 935s would be unreliable over a three-hour race, as

is their wont. Hobbs/Cheever was guaranteed a front-row position for the start of the GT race, due to Hobbs' victory at the June race. This was just as well, because during the afternoon session a tire blew on the 320T and Hobbs investigated the guardrail, necessitating a late-night session for the McLaren crew to assemble a car for Sunday's event.

For the first hour of the race itself Hobbs displayed his usual smooth and proficient driving style. He kept the 320T among the front-runners throughout his driving stint, then pitted for fuel and a driver change. Cheever went out and demonstrated the value of his European driving experience. His consistency and just plain classy driving ability complemented Hobbs' performance.

As other contenders pitted for fuel, Cheever pushed the 320T into first place. But he perhaps pushed a bit too hard, for the car sud-  
see page 5

## Fill Out This Form for Revised 'Friends' Directory

Last year many of us sent our names, phone numbers and other pertinent information to a new project known as "Friends of BMW," a directory of Bimmer owners everywhere whom you can call on if you're in their neck of the woods and have car problems (or just want to socialize).

The first "Friends" booklet is apparently close to becoming a reality and director Holly Lenhardt is already working on a follow-up effort. Here is an open letter from her:

Now that the first edition of "Friends of BMW" is at the printer's, we are collecting names, and more detailed information, for our first revision! As you'll see when you receive the directory, it will be a very useful tool for all of us who travel, and what BMW owner doesn't! So send your completed form to me at the address shown, and we'll be able to offer you even more through affiliation with the national organization.

Holly Lenhardt  
Director, "Friends of BMW"

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My mechanical expertise is Professional ( ), Good ( ), Fair ( ), Nil ( ).

I will welcome other BMW owners traveling in my area for coffee and conversation ( ).

\_\_\_\_\_  
\*Addresses will not be published

Please return this form to Friends of BMW Director Holly Lenhardt, 10 Hibernia Rd., Rockaway, N.J.  
Zip 07866

## Mid-Ohio Racing

from page 4  
denly seemed to be taking a long time to make a circuit. He nursed the car into the pits and the McLaren crew set about fixing the injection problem. Hobbs resumed the race a half-dozen or so laps down on the leaders, but pitted after one time around and the repairs continued. By this time, the BMW was out of contention for any reasonable showing, and ultimately the car had to be parked with a terminal case of the nasties.

Peter Gregg went on to win the race in a Porsche. Although the BMW had mechanical troubles, the McLaren/Hobbs/Cheever combination put on quite a respectable effort, and we spectators were always gratified to watch the BMW blow the doors off its competitors down the back straight, a dozen at a time.

(Relatively) late news: David Hobbs won the Labor Day Camel GT race at Road Atlanta in the Citicorp McLaren 320T. Further details unavailable at press time.

Ken Wright

## Free Classified Ads

FOR SALE: 1972 Bavaria, 78,000 miles. Sun roof, A/C, P/S, P/B. New metallic silver paint by Beacon Auto Body May '77. Dark blue interior. Becker AM/FM. Carellos, air horns, snow tires, factory shop manual. No rust or accidents. Tight, quiet and fast. Immaculate inside and out. \$5,200. Michael Condon, 16511 Kipling Rd., Rockville, Md. 948-6174.

FOR SALE: 1976 2002, mint green w/tan interior. 28,000 carefully driven miles. Seldom driven during winter. All maintenance records. New Michelin Zxs 70-series. This auto has seen nothing but tender loving care. Reason for sale: in heat for a tii. Doug McGrigor (804)361-2137.

FOR SALE: 2002 for parts, engine completely rebuilt. \$550 for engine, other parts available, call Dave Toy at 428-3930 evenings.



## Come on, Submit To Us!

To submit items for publication in der bayerische, send them -- either written or typed, we're not picky -- to Box 685, Arlington, Va. 22216. Or call Jane Touzalin during working hours at 750-2000, ext. 242 and dictate it.

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# No More Crunched Cows; Or, Improve Your Lights

My friend insists that the completely demolished front end of his T-Bird was the result of a collision with a cow which suddenly leaped into his lane late one Carroll County back road night last fall. I of course do not believe this contrivance because never have I seen a cow leap. In fact, it takes your aver-

by jim ryland

age cow six weeks to cross a road. (My navigator can verify this as we were faced with just such an occurrence on the last leg of a BASCC Monte Carlo rallye some years back.) Nonetheless, the prospect of having a dead cow on my hands and the chilling memory of the crunched T-Bird provided the incentive I needed to upgrade the tii's headlights.

Stock headlights, at least on the 2002 model, really are inadequate for safe nighttime driving, especially on narrow back roads and even at speeds well within the car's capability. The 30 bucks or so you can shell out for a set of Marchal H4 conversion lamps will provide more visible improvement and satisfaction per dollar than any other BMW investment I can think of. What a difference!

Those of you still running stock lights should seriously consider installing conversion lamps. It's very easy to do and, even if you are a mechanical bozo like myself, there are only two things which can possibly go wrong.

The first potential problem is in the first step: removal of the side grille pieces. Nothing looks more like a tar and chip driveway than one of those small Phillips head screws which fasten the grille piece to the bodywork. Do not drop these small screws on your driveway. The ones on my car take 45 minutes to find.

Next, remove the stainless steel rings which hold the headlights in place, unplug the old ugly dull lamps, and plug in the bright, shiny new H4s. Now put everything back the way it was. Easy, huh?

At this point you're ready to go, unless you happen to be very picky like I am and want to adjust your new lights for proper height and direction (using the knurled knobs behind each light).

## Keeping Well-Balanced

When you remove a wheel, always put it back on the hub EXACTLY where it was when you took it off. The easiest way to ensure this is to put a small dab of paint on the end of one threaded stud on each hub, and a matching paint dab on the wheel itself immediately adjacent to the respective stud. That way there is no question of destroying the total balance of the wheel and the brake rotor or drum.

Harmon Fischer  
Bayou Chapter



The owners' manual says you need two things to adjust your headlights: a flat pavement and a wall on which to measure the height and alignment of the light beam. Therein lies the second potential problem. You would be surprised how hard it is to find a flat surface with a wall in front of it.

The only flat surface I could find in my area was the parking lot at the rear of the town bank, the wall in front of that surface being, of course, the bank itself. So, just before dusk, I positioned the tii at the proper distance from the bank wall and began making various yardstick measurements and chalk marks in the light of the powerful new headlamps.

I easily made the necessary adjustments and was interrupted only briefly by a Maryland state trooper who incorrectly interpreted this innocent project as a potential bank robbery and insisted on examining my trunk for the presence of drills, explosives or other such tools. Fortunately, the tii's trunk was immaculately empty and after a brief but serious discussion the trooper went about his appointed rounds. The experience did temporarily cool my enthusiasm for do-it-yourself projects but, all in all, it was well worth the effort.

Once your H4s are installed, check occasionally for condensation which may form inside the lamps. The people who sell you the lights will be able to recommend a latex solution to keep the beams tightly sealed.

For the first few nights you'll be out driving in the dark just for fun -- having discovered one more way to enjoy your BMW!



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## Next Meeting

Interested in helping set up a Fall Tour, like our Spring Tour which was such a popular success? Interested in watching a film of the recent Road Atlanta races? Then come to our next chapter meeting, where both those items will be on the agenda.

The meeting will be held Tuesday, Sept. 20, 8 p.m. at the Diamond Head Restaurant, 6900 Wisconsin Ave., Chevy Chase.

Come on out, and bring a friend. It's easy to get to, and the companionship is the best!

## Bavaria Upholstery

Help for the Bavaria with the upholstery on the top of the back panel of the front seats coming out, as mine and others' have done:

The panel is quite simple to get out to work on. There are three small Phillips head screws at the bottom which you need to unscrew, then pull the panel in an out-and-down motion to remove. Re-staple with short staples, and then use duct tape to hold the staples and upholstery in place. Replace panel. No problems now and it doesn't look sloppy! Ten minutes' work!

Gary Kaufmann  
Kansas City Chapter, BMWCA



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# KEEP IT CLEAN & LOOKIN' GOOD

## Both Outside ....

Most BMW owners will agree that the outside appearance of their car is very important, not only for their self-esteem but also in retaining the car's value. Since it is almost impossible to get the same quality of paint job as your car had originally from the factory, you'll want to make your first paint job last as long as possible.

Since I assume that most people wash their cars regularly, the next subject is how to keep that paint job looking like new.

Most automotive painters recommend that you don't wax your paint. This is because paint is like your skin and has to breathe. Wax will seal the paint and, in some cases, may cause premature fading or discoloring. If your paint does become a little dull after a while, use a fine grade of rubbing compound. If you must use a wax, use one with a low abrasive content.

For those people with nice metallic paint jobs which fade, crack or craze, I can offer only two suggestions: don't get metallic paint to begin with, or get a car cover and use it all the time. Metallic paint lacks the necessary pigments which block the sun's destructive ultraviolet rays. This problem is worsened when the last several coats of paint are clear. Clear acrylic enamels are notorious for crazing when given constant sun exposure. Those people who are thinking of repainting their metallic paint jobs might consider using a clear polyurethane instead of the acrylic enamel. Clear polyurethanes are supposed to hold up much better to the sun.

### Repainting

BMW's are painted exclusively with acrylic enamels. Acrylic enamels dry much faster than synthetic enamels, which can take as long as six months to dry fully. Most people considering repainting their cars will want to use acrylic enamel.

Since lacquers are not compatible with being painted over enamel, the only other type of paint a person might consider is a polyurethane. Polyurethanes are well-known in the aviation industry for their durability and high gloss. Unfortunately, they don't have as wide a selection of colors. They are also more expensive, and require more precise controls when being sprayed -- so are therefore more likely to be botched. Also, few automotive painters have had experience with them.

Despite what many people think, most automotive paints are not made by the car manufacturer. Your BMW's repainted color may have been made by any one of a half-dozen different paint manufacturers. Each painter has a brand of preference.

If you are considering a new paint job, remember one thing. Paint jobs are like anything else: you get what you pay for. If you're looking for a first-rate job, you'll have to pay for it.

I recommend repainting a car the same color.

Color changes not only are more expensive, but also few shops are going to spend the time necessary to do a good job on your doorjambs, trunk, engine compartment and under the hood.

Before taking your car down to the shop, it's a good idea to mark all those little dents and dings you want repaired. This is best done by washing your car thoroughly and putting it in a shaded area where all those imperfections can be easily seen. It's best to stand back about 10 feet and mark each dent with a small piece of masking tape. This procedure will prevent any later misunderstandings when you go to pick up your car and see all those little dents no one noticed before.

I recommend not preparing the car yourself. The painter not only will probably have to do  
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## .... And Under the Hood

A really super-clean engine has always been one of my less kinky fetishes. It is so easy to achieve, yet one sees so many carefully polished cars that are Grunge City under that gleaming hood.

There are a number of good degreasers on the market. I've tried most of them at one time or another, but still have favorites.

Let's assume your engine has never been cleaned and has a liberal coating of built-up grease and grime. The weapon of choice is Super Concentrate GUNK. Yes, that's a trade name, not an epithet. It's available at most auto outlets and some discount outlets. Do not confuse this with the spray cans of the same name. These are not up to really dirty engines.

You will need a coffee or similar-size can and a brush -- a stiff paintbrush will do. 1" - 1½" best is a parts cleaning brush obtainable at the same outlet. This is a round bristle brush with a longer handle.

Mix the concentrate with five parts of KEROSENE, not gasoline. Start the engine and get it warm, not hot. Warm is when you can put your hand on it without needing a skin graft. If the car has been running, let it cool to this point.

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**Jim Atwell**

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# Degreasing That Grungy Engine With GUNK

from page 8

Begin as low as you can reach, around the bell housing, starter, lower body panels. Work your way up, doing everything you can get the brush to. Take off the air cleaner and cover carb intakes with aluminum foil; then you can get carb bodies and the left side of the block. Do all body panels under the hood and inside the engine compartment. It is probably a good idea to cover the distributor with foil or plastic. If there are any cracks or if the distributor cap is defective, you could have trouble starting wet.

After brushing GUNK liberally on all surfaces you can reach, wait 10-15 minutes and then hose off the entire compartment with the spray nozzle on the hose. This is the real fun part. Before your astonished eyes, the grunge will literally emulsify and melt away, and your triumph of modern engineering will emerge sparkling and fresh. How happy those little dwarfs in the Black Forest will be!

GUNK will turn milky white as the water hits it, and it is easy to tell when things are clean. Start the engine as soon as you rinse and run several minutes (at least to operating temperature). The engine will not only look clean, it will smell clean.

Once you have the engine to this condition, or if you have a new car with no substantial accretion, the spray cans will work well if used at intervals of six to eight weeks under average conditions.

Aside from the sheer aesthetic pleasure, there are some important advantages to a clean engine. A clean engine will run cooler; a thick layer of grease inhibits heat transfer. It is much easier to spot any oil leaks around seals or gaskets, also any coolant leaks at hoses and clamps. If you do your own tuning, you'll find it easier and more enjoyable. If a good shop does your work, they will not only bless you but are much more likely to do a better job as they can see you appreciate your car and expect things to be done right.

Reid Pepin  
Boston Chapter

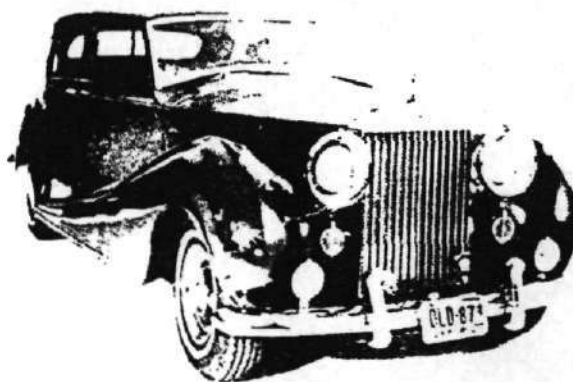
## Local Body Shop Endorsed

A lot of people have occasion to repaint newer cars which have the metallic-type or two-stage paint. But for those of us who still own older BMWs with the old-fashioned and quite durable enamel paint, let me recommend a paint and auto body shop which, in my opinion, does satisfactory work. This place took great care in preparing the surface, and left me with the opinion that their paint work is par excellence. Even though enamel is hard to work with, they were able to achieve showroom results and a luster common only to new cars. I can highly recommend Pope's Auto Body & Paint Shop for high-quality and reliable service. They're located at 3170 Draper Drive, Fairfax.

Barry Livingston

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# Caring for Your Bimmer's Paint and Body

from page 8  
the work over again, but also will not guarantee the finished paint job. However, it is a good idea to take off as many of the exterior moldings, lights, grilles and bumpers as possible. This will give you a better finished job and will prevent possible damage from over-zealous sanding. Just be careful not to scratch the paint when putting everything back on.

## Body Work

First of all, for those who have had the misfortune of wrecking their BMWs, you have my sincerest sympathy. I know what you're going through because I recently wrecked mine. If your car is badly damaged I recommend taking it to a shop experienced with BMWs. If the car has only minor damage, any good shop is fine.

Some people have had bad experiences with body shops, but there's another factor to consider before blaming the shop.

Many people complain bitterly about body shops which have butchered their cars. In many cases these claims are justified, but remember that it was an insurance company which paid for the work done. Unfortunately, insurance companies are not always willing to pay to fix your car the way you would have liked. Next time you're unhappy about the way your car was repaired, it might be a good idea to complain to the insurance company. Maybe if it had given more money to have your car fixed, you would have had a better job done.



Now a word on that product everyone hates to hear about: Bondo! Bondo is here to stay and you might as well get used to it. Today you have only two choices in repairing sheet metal damage: replace the panel, or use a plastic filler.

Sheet metal in today's cars lacks the temper and thickness necessary to be metal-finished and leaded. Lead not only is more expensive and weighs more, but also is impractical to use on today's thin-skinned, flat-paneled cars. This is because the heat alone of applying lead to the door of your BMW would severely warp it. Plastic fillers, if used properly, shouldn't crack or peel off and generally shouldn't be more than 1/8" thick.

After deciding where to have your car repaired and getting an estimate, it's a good idea to read the estimate thoroughly. Find out which parts are going to be repaired and which will be replaced. You may, in some cases, want to pay the difference for new parts instead of having them repaired.

It should also be noted that, in some cases, parts such as quarter panels will be spliced in. Splicing means that the panel, as it comes from the factory, is not put in completely but is spot-welded over the old panel. This is because insurance companies are not willing to pay for the removal of trim, interior parts and glass which is necessary to put in the complete panel.

Understanding what will be done to your car will prevent later misunderstandings. The best advice is: drive carefully, and maybe you won't have to worry about all the things I've talked about.

Craig Sllkar  
Southern California Chapter

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## A Word on 'Idiots'

When you turn your ignition key to "start," the instrument panel shows, among other activity, an orange or red light, which hopefully will go away a few seconds after the engine starts. This is the oil pressure warning light; its job is to warn the driver that the oil pressure is low. Sounds comforting, doesn't it? Well, let me scare the hell out of you.

Idiot lights are utilized because they are less expensive than indicated measure gauges, which regrettably have been replaced in too many cars. Design engineers probably also rationalize that the average driver will not frequently monitor a group of engine performance gauges, but might be awakened if a light some two feet in front of his eyes suddenly comes to life.

Friends, if you are blasting down the road at 55 mph (blasting??) and the orange or red light comes on, it is quite possibly too late.

Why? Well, at 55, with the engine at normal temperature, the oil pressure in your car should be some 60 to 70 pounds per square inch (psi). However, the sensor which actuates the oil pressure warning light, according to all information available to me, is set to trigger at from 7 to 10 psi. This means that, if your warning light appears at 55 mph, your oil pressure has dropped to less than 20 percent of what it should be. At that level, damage to the major moving parts of your engine might already have occurred.

What can you do? My answer was to install a supplemental VDO gauge console, which includes oil pressure gauge, oil temperature gauge and voltmeter. It cost me \$120 for parts, and the labor was mine.

What should you do? I would strongly suggest you consider installing an oil pressure gauge to supplant your idiot light, which might not light up until it is too late.

Harmon Fischer  
Bayou Chapter

## Cocoa Mat Care

Cocoa mats faded and sun-bleached? If they don't have any holes worn in them, you can make them look brand-new again with just a couple of hours' effort.

Dissolve two packages of Rit dye in a container large enough to accommodate one mat at a time. Be sure the water is as hot as you can get it, and use rubber gloves or tongs so your hands won't be dyed, too.

Leave each mat in the solution about 20 minutes, then pull it out and squirt it off with a hose until all the water coming out is clear. Hang the mats on a clothesline and the next day you can probably put them back in your car.

It is best to select a dye as dark as, or darker than, the original color of the mats.

Ginny Schiebel

## Antenna Maintenance

Have you ever extended or compressed your radio antenna after washing your car and been sprayed by a fountain of water? Yes, it does fill up and, thus, can rust after a while.

Run a thin film of Vaseline or other light grease over your antenna before you compress it. Extend the thicker portions first, allowing a generous overlap -- less chance of bending it if you hit a butterfly at speed. You may wish to undo the Phillips screw at the base of your antenna, which slips off the knurled projection, and drill a small hole about a half-inch or so above the crimp mark. This will allow drainage and evaporation of any water inside the antenna base. Clean the knurled knob before assembling and be careful not to overtighten it.

Robert Yohe  
Connecticut Valley Chapter

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# Driver's Report on Rain-X Windshield Treatment

The use of a coating to change the manner in which water wets the windshield can alter visibility and affect the requirements for the proper functions of windshield wipers. I discovered how this might occur from my attempts to obtain maximum visibility under all driving conditions, and principally since being introduced to the product Rain-X.

Glowing tales were presented concerning its use, but I discovered it can turn against you under certain conditions. The most disastrous appears to occur under moderate drizzle, with oncoming traffic at night. A few weeks after

applying Rain-X; you can just barely see through the small bubbles on the windshield. I checked with the manufacturer, got some advice and after another 30,000 km I have found:

The normal windshield wiper works best on a hydrophilic (water-loving) surface, one which wets well with water and/or promotes low surface tension for water. All this contributes to providing a continuous thin film of water on the windshield. This is in contrast with the hydrophobic (water-hating) surface which is produced by Rain-X. With this, the water beads up on the surface because water will not wet the applied polymer. As the coating ages (and it takes only a few weeks) the size of the water beads seems to get progressively smaller. These smaller beads do not blow off as easily and seem to create a misty film.

## Letter To the Editor

from page 2  
week") sometime this winter.

The most compelling aspect of this transaction was that it turned out to be a misrepresentation. In the telephone conversation during which the order was placed, the vendor was asked if the dimensions of the item were such that it would fit without modification into a particular model and chassis. Their answer was, "Yes, no problem." This claim turned out to be entirely false.

Fortunately, I was able to obtain the help of Mr. Broyles at Skoda in fabricating the missing parts and modifying and installing the equipment so it would operate; and quite effectively, at that.

The point is that the BAP/GEON Weber carburetor package sold by Karzundpartz ends up costing significantly more than you would at first think, both in time and money. If you are interested in making such a modification, I can suggest more cost-effective ways.

Ken Wright

What happens is this: when driving at night, or into a high light source, the diffusion of the light from the small beads creates a white-out which one can't see through. I tried several compounds to dissolve or remove the film (acetone, methy-ethyl-ketone, lacquer thinner, kerosene and others) but nothing worked. Still the damnable mist. Bon-Ami was also to no avail.

What does work is to change the windshield back to a hydrophilic surface by using a wetting compound to drop the surface tension of the water. The strongest commercial product for this is Fantastik cleaner. Being available in a finger-pump container, it now goes with me at all times. A couple of squirts when stopped is usually enough for the initial wetting and seems to last for an entire drive from Seattle to the tri-cities. It is definitely worth the price of a dollar for good vision. Its major drawbacks are that it always seems to be lying around on the floor, and that it is not an anti-freeze.

John O. Jacobson  
Puget Sound Chapter  
BMWCA



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# How To Install A Cruise Control in Your 530i

So you are one of those proud BMW 530i owners who wishes you had one of those new-fangled cruise controls more commonly found on American cars. Not that you don't enjoy that smooth surge of power and immediate response you can get from the ever-so-gentle application of your own foot to the accelerator. But on long trips, when you're trying to keep a tight schedule, a couple of hours' freedom from those joys are not altogether unwelcome.

Well, weep no more. The Montgomery Ward-sold Pacesetter II is easy to install and works surprisingly well.

The manufacturer's instructions are written clearly and amusingly. All the connections are as indicated in the instruction booklet. Just ignore that part about carburetors and substitute throttle linkage instead. You will have to run the cruise control servo cable alongside the engine throttle linkage through a space between intake manifold ports, which requires some ingenuity in shaping a soft metal brace to hold the servo cable secure and parallel to the throttle linkage. The four-inch metal brace which comes with the unit is insufficient, so another piece will have to be obtained from a local hardware store.

The biggest problem is finding space under the hood to mount the small servo unit. I settled on connecting it to the thermal reactor by

means of an improvised metal brace which places it in the vicinity of the battery.

In short, the system is simple to install. It works well, though not as well as those on the opulent hunks-of-junk out of Detroit. You can hide the control unit so BMW purists will not know that you have stooped to such an unforgivable corruption; and your legs will be grateful on long trips, especially if you are 6'5" and have two adult-sized passengers in the rear seat.

William S. King

## Warning To All Owners

Annual warning to all owners: if you wish to remain the proud owner of your car, we strongly suggest you inspect your fuel line hoses periodically, and perhaps change all of them at two-year intervals. There have been far too many hose failures, not to mention fires, to let this warning go unheeded! There are five hoses: two in the rear (leaving the fuel pump on either side) and three in front (two coming off the fuel filter, another going from the injection pump to the start-up valve).

Southern California Chapter Freeway Flyer

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# 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? \_\_\_\_\_

from page 15

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 \_\_\_\_\_



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