

der bayerische

VOL.9 NO. 11

DECEMBER '79/JANUARY '80

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Club Activity Survey / German Dinner
Meeting March 21



1980 PLANS

Very bluntly, here's the outlook for your local BMW Chapter in 1980--we need officers, a newsletter staff, and ideas. The 1979 officers devised the survey on the back page of this newsletter. Your response will determine what the chapter does this year, if anything. As you'll learn from reading the back of the survey, your response will qualify you for a drawing for a new set of Marchal Driving Lights from the Club Store.

In addition to ideas about what the club should be doing, some volunteers to do those things will also be needed. Officers are usually selected at the October and November meetings. We're running a bit late. It's January, and here's the situation:

President--No nominees or volunteers

Vice-President--No nominees or volunteers

Secretary--1 volunteer nominee

Treasurer--1 volunteer nominee

Newsletter Editor--NO volunteers (although some production assistance has been offered)

The Chapter can not function in 1980 without people to fill the 3 vacant jobs. In order to remain in the BMW Car Club of America, the chapter MUST: 1)hold an activity and/or business meeting each quarter, 2)publish a newsletter each quarter to publicize chapter activities, and 3)provide certain annual reports to the national office. Those are very easy requirements to meet, if there are some volunteers from among the 500 members of this chapter. If you're interested in helping, please indicate that on your survey. If you have questions, don't hesitate to call one of the officers or the editor. THIS IS THE LAST DER BAYERISCHE UNTIL A NEW EDITOR STEPS FORWARD.

Pay special attention to Page 8. The only activity planned for 1980 (until the surveys are tabulated to determine club interest) is this German dinner meeting at Blob's Park between Washington and Baltimore. The club is paying much of the bill for the dinner. Circle Friday, March 21 on your calendars now. There will not be another reminder. Once 1980 plans for other meetings and activities are made, your'll be notified by mail.

BMW CAR CLUB OF AMERICA, INC. MEMBERSHIP APPLICATION

To apply for membership in the BMW Car Club of America and the local National Capital Chapter, send for an application and additional information about the club to:

BMWCCA
345 Harvard Street
Cambridge, Massachusetts 02138

Applications are also available from the advertisers in DER BAYERISCHE.

Annual dues are \$25. Find out how to improve your BMW experience through the BMW Car Club.

der bayerische

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Be Kind to Your BMW

Paul Broyles of Skoda USA passes along this information from BASS MASTER MAGAZINE (Nov-Dec '79). The article deals with boats, but Paul notes there's not much difference between being stuck in the middle of the Bay with no power or the middle of 495--you still can't get where you want to go, so it pays to take care of your engine. "Reduce Your Odds on Blowing a Powerhead" by Bob Stearns.

"ENGINE MODIFICATIONS--While a few more ponies can be successfully squeezed out of some engines by increasing the compression ratio or altering carburetion, even if the individual making this modification is competent, it still isn't worth the extra cost. Not only are the modifications themselves usually expensive, but the results will burn a lot more gas--particularly at the high end of the throttle range--so you will be forever paying for it. Engine wear will accelerate, too. Two modifications in particular can cause trouble--increasing compression and advancing the spark. To do either means using higher octane gas. Failure to do so will lead to destructive detonation.

"The best route is to leave the engine alone. Use it as it came from the factory. It will last longer that way.

"TUNE UP at REGULAR INTERVALS--Check ups not only keep everything running smoothly--and thereby save gas--but might also head off serious trouble before it occurs."

Paul Broyles has some words to add concerning BMWs. Paul has found that many new BMW owners, apparently new to the car, seem to have the impression that a BMW will take anything--even mistreatment. They will NOT. BMWs give good performance and good reliability, but they need REGULAR MAINTENANCE. Paul also disagrees with the maintenance schedules for new BMWs. 6,000 or 7,500 miles is too long between oil changes. His advice, change the oil AND FILTER every 3,000 miles.

(Editor's note: If you change the oil and filter yourself, each change will cost you about \$6.50, or about \$215 in 100,000 miles. You can consider that expense cheap insurance against major engine work that could cost you 3 to 10 times that much at one time.)

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GENDERSON BMW Gives Special Consideration to BMWCCA Members



by heishman



Buying Guide to a Pre-Owned Bimmer

by Thomas Nast, Puget Sound Chapter BMWACA

The first rule is NEVER BE IN A HURRY. I do NOT mean don't close the deal the same day you learn of it; I DO mean don't take the first car that comes along if it's not exactly right, and never ever buy without a thorough inspection. You are thus required to go in knowing what you want, and at what price. You are going to size up the car, and not its current owner--the more you can ignore the owner, the better, as you are not buying the owner. Take the test drive alone, so you can concentrate on the car, not the owner's distractions. Arrive at your offer without intervention. Be flexible but never fall for his sob story--you will have to live with the car, not his ex-wife, etc.

In order to determine what the car is worth, you must first determine what is wrong with it and how much the cure will cost.

SERVICE RECORDS: Some owners actually keep service records, and these are helpful but not conclusive. They are worth examining. No problem if the dealer hasn't done all the work, just relate what has been done to the potential trouble areas listed. Don't rule out a problem your senses tell you is there just because it has been worked on. The fact that the owner kept the records at all is a good sign, but there are some rare birds (like myself) who keep no records but change the oil and filter at least every 1500 miles.

CRASHES: I have personally reached the stage of life where I will NOT buy a car which has been in a serious accident. They never seem to handle quite the same any more. Furthermore, not only do odd problems seem to keep cropping up, but paint problems, rust patches, etc., often develop causing aesthetic nightmares. The only way to tell if there has been a crash is to carefully examine the car everywhere. Sloppy fitment of panels, mismatch of paint, crumpled or badly refinished metal in those hard to reach spots, paint overspray, etc., are all signs. If you can't spot this sort of thing, cajole or pay a freind who can to come. If the owner told you it was never wrecked and you find that it was, forget the car. You have enough headaches already. But remember, overspray can also be caused by simple (sloppy) repainting, without major body damage. And also remember, that an awful lot of BMWs have been wrecked.

RUST: Rust is expensive and difficult to cure. "Curing," in most cases, is only a lengthy delay in its reappearance. I have seen 2000CSs with rust that cost over \$2500 to cure. Of course, bubbles under the paint are a sure sign. Take off the front turn signal lenses and look at the sheetmetal--this is where the first, most gruesome rust often forms. Check the middle of the front fenders toward the doors, another trouble area. Put the car on jackstands and check the floorpan. Check the lower lip on the front of the car, and the seams (inside) where the front sheet metal is welded to the fenders. Check inside the hood and trunk lid edges where the trim strips fasten. Give everywhere else the once over. Now make an intelligent guess as to the cost of a fix, or take the car to a body shop you trust for an estimate.

PAINT: The paint on BMWs, if not meticulously maintained, has a habit of fading and oxidizing. Rubbing compounds seem to be of little help at this point. Be especially alert if metallic paint is involved--there have been numerous failures of this paint even on new cars, and it is a real hassle to match the paint if (when) a bump, scratch or accident necessitates. For these reasons, I will not own a car with metallic paint, nice as they do look. I have only once in my life seen a paint job which was done at home and was proper, so don't delude yourself on that score. If the car was badly repainted, deduct more (and yet more still if the color was changed) or better yet forget the car, as the cost of stripping off the bad paint will probably exceed what the seller will permit you to deduct.

INTERIOR: Split seats are usually expensive to have repaired. Recarpeting will run \$100-150. Damaged windshields run in the \$180 range, and a cracked dashboard is just an aggravation. Trunks are not too expensive but an aggravation to clean up (figure \$80). Door panels are the biggest problem, as the wrecks usually have ones as bad as yours and new ones are ridiculously expensive.

ENGINE: A fine ear is required here, as the noises and feeling of the engine are as important as what the instruments tell you. Listen for knocking during driving, but the one at idle is probably the chain(s). Take off the valve cover and see if the rocker arms

Continued Next Page

USED or ABUSED CAR?

are the bushed or the unbushed (pre '71) variety. If unbushed, deduct \$200+. See if they wiggle at 90 degrees from their axis of rotation; if they do, they and the shafts need replacement at \$300+. Check the rocker arm pads for looseness. Ask if the new style (post '69) rotary oil pump has been installed; if not, deduct \$130. With the engine warm, check the compression of each cylinder. They should all be within 10 lbs or so of each other, and above a certain minimum level depending on the engine (check the owners' manual). When driving it, check for smoking; if it smokes all the time, deduct \$600-800; but if it only smokes during deceleration, especially from high rpms, deduct only \$200+ (for valve guides and stem seals). If you find no antifreeze in the radiator, deduct at least \$100 or alternatively forget the car (it has been abused). Check the front pulley for breakage; wiggle the fan to see if the water pump is loose. Most everything else requires an experienced ear. Complete engine rebuilds are in the \$1100+ range. If the BMW dealer is the only one who fixes cars in your area, and you don't want to tackle it yourself, double the above figures.

CLUTCHES: Clutches don't seem to last much over 80,000 miles, and neither do the throw-out bearings. The pressure plates do somewhat better. Deduct \$100-250 if you have a problem in this area.

TRANSMISSION: Three main problem areas here: 1) leaky seals, 2) bad syncromesh or bearings, 3) bad output shaft and flange. Problem (1) is worth \$60 and a lot of aggravation. Problem (2) requires opening the gearbox if it is bad bearings so figure at least \$150. If it is a bad syncro, determine if you have a Porsche type or the newer (about '72) Borg type. If Porsche, deduct about \$250, if Borg experimentation with gearbox oils may well minimize the problem. Problem (3) is quite common on pre '76 or so cars and costs a minimum of \$300 to fix. Watch for this one.

DRIVETRAIN: Check the rubber guibo joints (about \$20 each) and the webbing on the center support bearing. Check the U-joints and CV joints for slop, likewise the differential flanges. Check the rubber boots for breakage (\$35/axle). The differentials almost all leak, so just keep an eye on the

fluid level--but listen for whines while driving, a sign that it was too low at some point requiring new gears or bearings or both, at \$100-450).

BRAKES: Nothing in the braking system costs over \$50 unless bought or installed by the dealer, so don't worry about it unless it obviously doesn't work. Exception: the Vacuum booster. These, if defective, must either be replaced with used units or at great expense, so keep an eye on them. They fail quite a bit more often than we deserve.

STEERING AND TIRES: Check the tires and figure about \$200 for the set if pretty worn, otherwise prorate. Check the wheels for distortion. Add an appropriate amount for alloy wheels--if in good shape, the extra \$100 is well spent. Check the steering system for problems, basically centered on the drag link and lower control arms. Also be alert to the condition of the tower bearings, as badly stretched rubber supports require replacement at \$150 for the pair, installed. A notch in the steering may also be caused by defective bearings.

SUSPENSION: This area is my pet peeve. You see, a stock BMW really has more power than the suspensions (especially after 20,000 miles) can handle. If a long live shock absorber (e.g. Koni, Bilstein, Mulholland) set has not been installed, deduct at least \$250. If the springs are tired, deduct about \$150 (including installation). If there is no rear sway bar, deduct \$60 plus aggravation; ditto the front bar, but much less aggravation.

EXHAUST: If stock and too noisy, figure about \$120 uninstalled for a lifetime replacement. The stock system usually gets noisy before it finally rusts through, giving its condition away. When new, it is very quiet considering its lack of restriction. A new stock system isn't much less expensive than a lifetime replacement, but if you like the extra quiet, it is worth it. Figure \$100.

ELECTRICS: The stock electrical system is pretty trouble free. Problem areas are the temp gauge running too high, erratic (bouncy) gas gauge, bad reverse light switch, leaky oil pressure sending unit, etc, which is nickel and dime stuff. Figure \$60 if the battery is weak. Be willing to add a couple

bucks for a good quality CD and/or breakerless ignition, as BMWs tend to eat points voraciously. Check the distributor cam for wobble and wear, and the high tension wires for tiredness. These are about \$90 and \$15 respectively. Check the wiper motor.

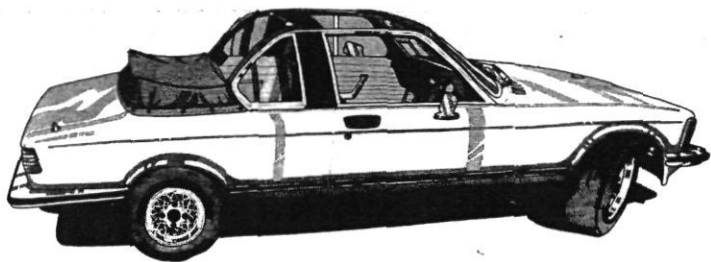
ETCETERA: Trim pieces tend to be overpriced so adjust your accordingly. Fuel injection either works or it doesn't, so no problem. Front end shimmies (you know, the one from 52 to 62 mph) are hell to get rid of but if all else is right, buy the car, deducting about \$300 (and make yourself a promise to fix it). Deduct something if there is no tool kit or jackstand or owner's manual. Figure at least \$50 per side for the rubber door gaskets. If the radiator is leaking, \$20 for soldering or \$80 for recoring, and figure \$20 if the thermostat is leaking or not functioning correctly.

SPEED MODIFICATIONS: It is hard to louse up suspension and wheel-tire modifications as long as known brands were intelligently used; otherwise beware. Engine mods require greater buyer perception, as there are good ones and bad ones, and the quality of course determines desirability. If in doubt, bring some-

one you know and trust along, even if you have to pay him. As an aside, the 2 barrel Solex used from mid '72 through '76 was wanting in a number of ways, and its replacement with a better unit should cause an upward adjustment in your offer.

This brings us to the nub of the article, overall price for the car. This is quite a regional affair, and defies generalization. Around the Puget Sound area, a used BMW seems to be worth what it cost new, if it is still in new condition. The exception is the 6-cylinder BMW, which is worth what the same year same condition 4-banger is worth plus \$1000-\$2000. By deducting the amounts above from the new price to remedy shortcomings, you should arrive at a fair price. The meticulous reader is no doubt musing that a used car, by this formula, may be worth less than nothing, and he is pretty much correct--a number of tired BMWs out there are worth less than \$150 and don't pay more. The used BMW market is inflated in price, keep in mind, though with care you can do far better than in the new car market. But if the economics work against you, don't buy. There are other marques.

RAG TOP BMW?



Thanks to Howard Fong of Baltimore for passing along the following article from the October issue of the British magazine HARPERS & QUEEN.

CAR TEST by Stirling Moss

In recent years the actual joy of motoring has diminished. Of course, overcrowded roads and often needless speed limits are largely to blame, but somehow I can't help thinking that today's family car, for all its advanced technology, offers less enjoyment than one might expect. The performance is often sporty, but the experience of driving can be far from it.

The reason for this, I think, lies in the fact that a saloon car, however quick it may be, is not open. And even a sports car can seem a bit boring if it has a solid roof. Get rid of the roof and even the most pedestrian of vehicles suddenly becomes fun to drive--ask any lucky owner of a Morris Minor convertible. But where are the convertibles of the 70's, or rather '80s? The number of convertibles on the market is very small indeed, and few of these have more than two seats.

BMW dealer Sytner of Nottingham is now trying to fill this gap in the market. In a deal with the German coachbuilders Baur, open-air motoring for the whole family is once again available, providing you are prepared to pay an extra \$7,500 for the privilege. For this sum any 3 series BMW can be converted to Cabriolet specification, all the work being carried out by Baur in Stuttgart. Take your saloon into Sytner's and a month or so later you take delivery of a sporty four-seater convertible. The conversion can be carried out on any 3 series model, old or new.

WHAT?

To kick-off 1980 National Capital Chapter Activities, the club pays for your meal and beer, you pay the \$1 admission and for hard liquor. Come enjoy German food (hamburgers to Wiener Schnitzel) and music and talk BMWs and offer ideas for 1980 chapter activities. Just show up at 8pm (tell them your with the BMW club.).

BMW

CAR CLUB

DINNER MEETING

blob's park
german beer garden
jessup, md

FRIDAY
MARCH 21
8pm

This is your FINAL NOTICE.
Mark your Calender TODAY.

WHERE?

Blob's Park is located mid-way between Washington and Baltimore on Route 175 just east of the Baltimore-Washington Parkway. From Washington area, take Parkway north, from Baltimore area, take Parkway south. At Route 175 go east to first traffic light (A flashing amber light). Turn RIGHT at FLASHING LIGHT. Road winds you past a firehouse and makes sharp right and takes you to BLOB'S PARK.

1980 BMWs Boost MPGs

The 1980 BMWs are on the road in the USA with the new advertising slogan "BMW-THE CAR COMPANY THAT HAS REFUSED TO BE LEGISLATED INTO MEDIOCRITY." Externally the '80's are virtually identical to the '79's, but BMW boasts dramatic gas mileage improvements, largely because the 3-way catalyst with Lambda sensors is used in place of ALL other emission control gear. (This system was used on the '79 528i.) The "3" and "5" series also come with a 5 speed overdrive as the standard transmission. The catalyst system does, of course, require unleaded fuel, but BMW is considerate enough to place the required UNLEADED FUEL ONLY label inside the fuel filler flap instead of plastering it over the quarter panel.

I had a chance to drive a 1980 320i and it was a real joy. I knew the car was really a 318i (the 2-litre engine is gone, replaced by the 1.8 used in Europe all along) and I expected it to be a little dull. I was wrong. There isn't the slightest trace of stumble or surge. The 1.8 litre is smooth, strong, and quiet through all five gears. Thankfully, the shift pattern is the same as the 4-speed, with 5th forward to the right. The shifter is smooth and precise--no mistaking 5th for 3rd as with some 5 speeds.

Although the engine is smaller and less powerful it feels very peppy, undoubtedly because of the lower rear end (3.91 instead of 3.64) and the more European-like tune allowed by the 3-way catalyst emission control system. The compression ratio is up to 8.8:1. All that makes the 1980 320i very responsive--feeling very much like the pre-emission controlled, pre-EGR, pre-surgings days of the '60's and early '70's. Unfortunately the tach did not work in the car I drove, but I understand cruising at 60 in 5th gear turns the engine at just 2700 rpm, a quieter and more fuel efficient range.

The 1979 320i was rated at 19 MPG city, 28 highway. The EPA says the 1980 delivers 25 city and 36 highway--an improvement that more than saves you the extra cost of unleaded fuel and extends your per tank driving range considerably. One of my biggest surprises was looking under the hood--it's nearly empty--free of all the anti-pollu-

tion plumbing. There's also a new intake manifold that's less space consuming. The 1.8 litre will be a real dream for the home mechanic--if that oxygen sensor in the exhaust manifold does what it's supposed to, because repairing it will certainly require sophisticated equipment and mechanics. The 1980's also have electronic ignitions.

Another major improvement is in the ventilation system. Air conditioners are factory installed and A/C air comes from vents at the outside and inside of the dashboard--not the console. To facilitate the new vents, some control knobs have been moved. There's also the new federally required speedometer with an orange "55" and top speed of 90.

How do you know you're looking at a 1980? The only external change I noticed was the black outside rear view mirror--an electric job.

There's also a limited edition 320i "S" this year. For several thousand dollars this car comes (in just 3 colors) with 2 electric outside mirrors, fog lamps, front spoiler, BBS wheels, sunroof, Recaro seats, sports steering wheel, limited slip differential, heavier front and rear anti-roll bars, and a big trunk tool kit. The "S" will probably go for around \$17,000. The base for the regular 320i is \$11,400. You can also expect to find the Luxus Touring package on all the cars. That's about \$1,500 for A/C, fog lamps, and Blaupunkt AM-FM Stereo with Dolby Cassette and 4 speakers.

Any complaints? A BMW should have more gauges. I could do without the electric mirrors and Dolby cassette and digital LED clock, but in its price class, the 320i has clearly become a luxury car, and BMW/NA knows what many Americans expect in such cars. Thank goodness it still feels like a BMW. After all, that's what we're really paying for. You can certainly argue acceleration is a fraction of a second down. Many would like a firmer handler, but in the driving most of us encounter everyday, the 320i is superb.

J.H.

(Specifications on next page.)

MORE 1980 INFO

	(4 spd) '79 320i	(5 spd) '80 320i
Displacement	1990cc/ 121 cu. in.	1766 cc/ 107.8 cu. in.
Horsepower	110 @ 5800 rpm	101 @ 5800 rpm
Torque	112 @ 3750 rpm	100 @ 4500 rpm
MPG: City	19	25
Hiway	28	35.9
Avg.	23.5	29
Empty Wt.	2590 lb.	2500 lb.
Acceleration		
0-50	8.0 sec.	8.1 sec.
$\frac{1}{4}$ mile		18.4 sec.
Top Speed	106 mph	105 mph
Final Drive	3.64:1	3:91:1
High Gear	1.0:1 (4th)	0.81:1 (5th)

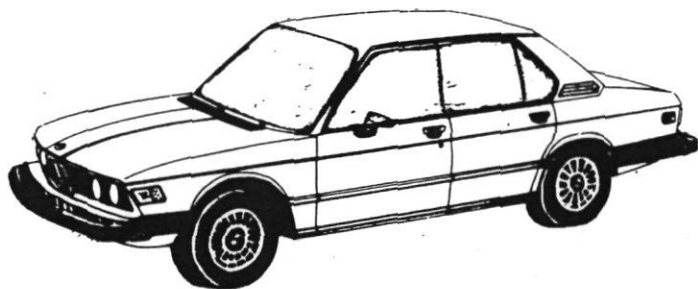
Changes for 1980 Six Cylinder BMWs:

528i

5-Speed overdrive now standard, boosting highway MPG's to over 30. Outside there's a one-piece black mirror, like the 320i's. Like the 320i, there's a digital clock and speedometer limited to 90 MPH with an orange 55. The fuel injection control box has been changed and the distributor vacuum line is for advance only.

633i & 733i

These big bimmers also get the 3-way Lambda-Sond catalyst emission control system, requiring unleaded fuel. New shaped pistons reduce the compression ratio to 8:0:1. There are shock absorber mounts on both sides of the engine, not just the left. Both get digital clocks and federal-type speedometers. The 733i has new dash controls with electromagnetic switches. The 633i comes with BBS wheels standard.



Hobbs' 320 Ends 5th

The 1979 IMSA GT Racing Season ended on the rain-slicked Daytona track with a big pile-up in the 47th of 49 laps on the Thanks-giving weekend, but BMW's season was washed out early in that race. David Hobbs 320i Turbo broke a connecting rod--not a Grande Finale for what was probably the 320i's final racing appearance in the IMSA GT. During the year, Hobbs was able to push the four banger sedan to two victories and some strong finishes--not bad against the double-turbo six cylinder Porsches. Hobbs finished the season in 5th place in IMSA standings.

As of the end of the year, BMW of North America had not announced its 1980 racing plans. Some predictions: no more 320i turbo...no more Busby M-1 (that car is for sale) ...look for turbo M-1 racers...its the only way to deal with Porsche...that is if BMW bothers to race at all in the USA in 1980.

J.H.

REMINDER

Send in your 1980 dues (\$25) to National Office in Cambridge, Mass.

Send in your 1980 Activity Survey from the back page, and automatically enter drawing for Marchal Lights.

HELP...the chapter needs HELP...
Officers...Activity Organizers...
Newsletter staff...and participants.

Autoy Endorsed

From Atlantic Zone Tech Tips Rep William Machrone..."the latest version of the Autoy suspension kit has been getting rave reviews from the calls I've gotten on the TIPS Line. This, in conjunction with sport Bilsteins or Konis really make the old 320i come alive, for a lot fewer bucks than the Alpina kit. The only concern seems to be reduced ground clearance, which may be something to consider if you intend to drive the car in deep snow."

THE 1st 100,000 MILES ON A 2002

by John Hartge

Almost 4½ years to the day after I bought my 1975 2002 it turned over 100,000 miles. I estimate that 100,000 miles represents about 2,000 hours of driving enjoyment, at a per mile expense of just 9.9¢ (including purchase, maintenance, gas, oil, insurance, etc., minus estimated current resale value). But we all know you can't place a price tag on what it really is that we get from the BMW experience.

Above all--night and day, hot and cold, city and highway--my BMW has always been reliable: it has never left me by the road with the hood up (or down for that matter). The front end alignment remains true (no adjustments ever), lube-free balljoints are still good, original clutch still good, original XAS spare is still on car (have needed only 3 other XAS tire replacements so far), oil consumption is still minimal (about 1 pint/2,000 miles), the only thing I've replaced under the hood is the battery (not to mention filters and hoses and performing what we call a "European Tune.")

But...there was the metallic paint...\$300 for me and an equal share from BMW/NA to repaint.

BMW/NA also footed the bill for a new windshield which separated at the lamination (although I had to pay the labor--the car was 25-months old). The other big unexpected expense was a new differential (\$456) at 48,000 miles. The bearings and gears apparently suffered a lubrication problem, so I now change the rear lube along with the trans lube every 15,000-20,000 miles. Actually, I had an ongoing problem with the drivetrain which probably started when I had an alleged import expert replace the center support bearing and a u-joint. That ruined the drive-shaft, transmission output flange, possibly contributed to damage in the differential, and probably contributed to wear now apparent in the transmission output shaft. Vibrations should be tended to promptly by real BMW experts. I think I deserve better from the brakes--if the rotors aren't warped, the drums are. I believe I'm about ready for a 3rd set of drums. Of course there was the usual broken door stop and broken window regulator and the nuts that attach the gear shift linkage tower have come loose 3 times, but none of these things changes my mind--I'VE DRIVEN THIS CAR MORE THAN ANY OTHER, LIKE IT BEST, AND HOPE ITS NOT MY LAST BMW.

MAINTENANCE



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WINTER DRIVING TIPS

by Michael Lenhardt

NJ Bulletin, November 1978

About 15 miles west of Toronto close to the breezy shore of Lake Ontario, tucked away behind monstrous refineries, is a small grassy lot with a short, paved area. The asphalt, about the width of a 3 lane road-way and 150 yards long, appears a bit greasy-a continuously running water hose ensures an evenly slippery surface.

All this plus a small two room schoolhouse and two current model Ford sedans make up Craig Fisher's kingdom--the BP-sponsored Skid School. Four months' worth of almost weekly telephone calls finally brought Ed and Jeanne Rachner and Holly (Lenhardt) and me to the school.

Exercise 1: Driving down an icy road, an object suddenly blocks your lane and you have to switch to the left lane, avoid the blocking object and straighten the car out again, while remaining in the left lane.

Exercise 2: Same as the first exercise with the addition of a vehicle coming toward you in the left lane (into which you have just moved). You now have to move back into the original right lane and straighten out again.

Exercise 3: Various methods of braking in a straight line, such as pumping (locking the brakes each time) and 12 $\frac{1}{2}$ % braking which involves steadily increasing the braking pressure as quickly as possible to stop the car without locking the brakes.

Exercise 4: Same as the first exercise only reversing the lane change to bring you from the left lane to the right lane.

Exercise 5: Same as the first exercise while adding the 12 $\frac{1}{2}$ % braking method.

Even the very simplest exercise was not too easy because the normal reaction for switching lanes to avoid an object suddenly in front of you is probably a much too large turn of the steering wheel. The result is the loss of traction on the front wheels and the car will now perform an uncontrollable front wheel skid straight into the obstacle you wanted to avoid.

The correct way, therefore, is to turn the wheel as little as possible, perhaps half an inch, to lead you i to the other lane, just enough to make the car clear the obstacle.

On a slippery road surface this slight turn is enough of an upsetting motion to effect a rear wheel spin by letting the car start rotating around its verticle axis. Since this movement happens relatively slowly, we have the possibility of correcting it. The trick is to spin the steering wheel as quickly as possible in the opposite direction of the skid (e.g. if the rear of the car is sliding to the right, the steering wheel is turned to the right). Provided we turned the steering wheel quickly enough to the full lock position and the car has not turned more than 45° from its original position, the front wheels will get lined up with the original direction in which the car was sliding, and they will start rolling again. With the front wheels rolling again, the rotating action of the car will stop and reverse its direction. We now have to counteract the secondary rotation of the car by quickly turning the steering wheel into the opposite lock position.

When done quickly enough, this last action will get your car straightened out again. To re-establish control, all four wheels must be turning freely, which means you have to disengage the clutch, put the car into neutral and bove all DON'T TOUCH the brakes.

Equal importance has to be given to one's aiming: it should be high and in the center of the lane you want to be operating in. Without the correct aim, the car might appear to be straight again, but in reality might still be skidding. If the brakes are applied in such a case, control could be lost again.

As simple as these facts may seem, it took each one of use several tried before it was handled correctly under the watchful eyes of Craig Fisher.

For information call Michael Lenhardt (201-627-3272) or Craig Fisher in Oakville, Ontario (416-827-5413).



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Cabriolet Cont.

As one of the first to sample the Baur Cabriolet, I must say at once that the conversion is of the highest quality. BMW themselves are in full approval of the design and so the maker's guarantee is in no way invalidated. The 3-series BMW is a familiar enough car in itself, so I will concentrate here on the way this new variant affects driver and occupants. First, I can report that the actual manoeuvring of the hood is really quite easy. Anyone with two hands can remove or replace the top in a matter of seconds. The solid roof section above the front seats simply detaches and is stored neatly in the boot, taking up surprisingly little space. Over the rear seats, there's a soft section which folds down neatly. Separating the two halves is a Targa roll-bar which has the effect of strengthening the chassis and offering protection.

The overall layout of the car remains very much as standard, with no room being lost at the back. The soft top piles up a bit when it's down, which does tend to give a misleading view in the mirror--it looks as if the road is coming into the back of the car. But one soon gets used to this. The car will do over 100 miles an hour with the top down and, cruising at around 90, I returned about 23 miles per gallon. The model I drove was an automatic and using the kick-down through traffic did rather destroy the economy. But I would say the car should give between 18 and 26 miles per gallon, depending on the driver and conditions.

The car felt super on the road, and although the seats are fairly hard (as is so often the case with German cars) there seems little likelihood of fatigue, something an open model does tend to promote. Road holding is good, with little lean or roll. Perhaps the one big problem with convertible vehicles is that when it rains and you have the roof off, you get wet. The BMW is no exception, although I found that with only two in the car, I only needed to replace the front part of the roof to remain dry.

(Editor's note: The NY TIMES or WALL STREET JOURNAL recently carried an ad for a New York or Connecticut dealer that is making the Baur Cabriolets available in the U.S.A., so you may see one on the road someday.)

CLASSIFIED ADS

FOR SALE:

'77 320i, 4 speed, A/C, Stereo Radio, new exhaust, new front brake pads, no rust, never hit, excellent condition, 42,000 mi. \$7,500. 301-523-4331.

'73 Bavaria, Pastel Blue/Dark Blue, 4 speed, sunroof, sheepskin seat covers, XVS's on 4 alloy wheels plus 2 Metzler snows on alloys, front & rear sway bars, oil pres. gauge, Becker Europa II Stereo, full tool kit, Factory Shop Manual, body and mechanical condition excellent, no rust, paint very good, car recently gone over by BMW dealer, Va. inspected. 78,000 miles. \$5,300.

T. Fowler. 0-703-827-6678, H-703-620-9364. Also, Road & Track Magazines, complete from May '73 to Feb '78. Call T. Fowler.

6 Cyl. Parts--engine w/carbs & head, needs work (\$200); factory mags w/ Conti 772's (\$375 set); trans. (\$175), differential (125); doors, all working (\$50 ea.); complete interior (\$100); any other parts on car. Greg. 301-464-8955.

'65 1800, 4-speed. Must dispose of, needs complete renovation, or use for parts. Trans. good, engine needs rebuild. Best offers around \$300. Call before 10pm. 301-828-0009.



WANTED:

'69-'73 2002 body only. Rust free with good to excellent paint. Must have all glass/wiring/interior/suspension. Will consider car body with minor body damage. Mike Fitzgerald 301-469-9304 after 7pm.

320i List-To-The-Left Information. Represent '78 320i owner with lean to left problem. Let me know of others with the problem. Walter B. Golden III, attorney at law, P.O.Box 325, Fairfax, VA 22030, 703-591-6046.

(staple or tape here)

Place
Stamp
Here

BMWCCA
C/O
Chuck Garrish
185 West Lake Drive
Annapolis, MD 21403

(cut along this line)

(fold here)

1980 MEMBERSHIP SURVEY

&

MARCHAL DRIVING LIGHT DRAWING

Interest in BMW club activity has been falling since the chapter sponsored the National Oktoberfest in 1976. In order to plan for activities members will support in 1980, the survey on the next page has been devised. But, it's not just a survey. When you return the survey, it will be placed in the barrel for a drawing. The winner will receive a new set of Marchal Driving Lights (or comparable gift) from the Club Store. PLEASE RETURN YOUR SURVEYS PROMPTLY.

If you have any interest in the National Capital Chapter, provide your ideas (write additional comments if you have them) and provide your services. If you don't return a survey, the obvious conclusion is that you have NO interest in participating in local chapter functions.

Get Your Survey In The Mail TODAY. Deadline: February 29th.

(fold survey in half and staple
or tape top and bottom)



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1980 ACTIVITY SURVEY

1-You intend to participate in what local chapter activity during 1980?

- | | |
|--|---|
| <input type="checkbox"/> TECHNICAL SESSION | <input type="checkbox"/> MEETING WITH TOPICAL SPEAKER |
| <input type="checkbox"/> RALLYE | <input type="checkbox"/> SOCIAL ACTIVITIES |
| <input type="checkbox"/> DRIVING TOUR | <input type="checkbox"/> OTHER (specify) |
| <input type="checkbox"/> AUTOCROSS | <input type="checkbox"/> Would attend NO Local Chapter Activity |

2-Would you help organize one of the club activities in 1980?

☐ NO ☐ YES (specify activity) _____

3-You are willing to serve as a club officer or Newsletter Editor in 1980?

☐ NO ☐ YES (specify office) _____

4-You prefer what meeting format?

- ☐ Monthly
☐ Bimonthly
☐ Quarterly
☐ Brief meetings in conjunction with events only

5-Meeting/Event Location you prefer:

- ☐ Regular location, same spot every time
☐ Rotate location (e.g. 1 in suburban Va., 1 in suburban Md., one close to Baltimore)
☐ Other (specify) _____

Meeting Event Time: (circle preference)

DAY NIGHT

SAT SUN MON TUES WED THURS FRI