

der bayerische

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Next Meeting May 7th

The next regular meeting of the National Capital Chapter will be held May 7th (the 1st Wednesday) at 7:30pm. This meeting will be held at LATELA'S II RESTAURANT on Maryland Route #175, approximately 1/2-mile East of the Baltimore-Washington Parkway, Jessup, Md, not far from Blob's Park Beer Garden.

Future meetings will be alternated between Virginia and Maryland locations.

On May 7th, a short business meeting will precede a movie and socializing.

President's Message

As most of you are aware, Chapter activities have been rather sparse of late. Our most recent event was a dinner at Blob's Park. The members (about 40) who attended had a rousing good time in a German beer hall atmosphere. It was a low pressure event with the members free to socialize at their leisure.

In the coming months we are planning other social events that will be as much fun. In July, we hope to have a tour which will end at Summit Point Raceway (W. Va.) during a regional SCCA sports car race. The club will provide the charcoal, hot dogs and beer. Maybe we will be able to make arrangements for a BMW parade lap around the track between races.

We are looking into a winery tour for September. There is a backup plan for a wine and cheese party if we can't line up a winery.

Later in the Fall, we will try to hold a meeting at a brewery in Baltimore. We have sloshed around in the suds before and it usually turns out to be a popular event.

We have more members in the National Capital Chapter who do NOT attend meetings than who DO attend. Surely the events we are planning for 1980 offer an opportunity to socialize and have fun with almost no pressure. So come out and meet other members and get more out of your membership dues.

However, we do need workers! If the club is going to survive, members have to come forward to organize and work to put on the events. We do not have an activities chairman and we could use a volunteer for this office. The executive committee has

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Meet Your Officers

PRESIDENT--Bill Loftin--'77 320i

Bill's an autocrosser whose background includes active membership in the Porsche Club, Annapolis Junction Sports Car Club, and the Baltimore-Washington Council of Clubs.

VICE-PRESIDENT--Gordon Kimpel--'78 530i

Gordon's been a CCA member since 1974, when he was driving a '73 2002, is busy now planning some 1980 club activities.

TREASURER--Chuck Garrish--'80 320is

Chuck's in his 2nd 320i, before that it was 3 2002s. He's been Chapter secretary and storekeeper in the past.

SECRETARY--Vicki Livingston--'71 2002

Vicki's been active in the Chapter working on the newsletter and last year as chapter vice-president.

President's Message

planned some events and if we could just get one person to volunteer to be responsible for each event, we would be off to a good start. Once someone takes the responsibility, there seems to be more than adequate volunteers stepping forward to help. We should not rely on two or three people to do all the organizing and working for the entire year, rather different people for each event.

I am sure that most members have some experiences with the difference between one-way and two-way communications. Magazines and newsletters are excellent forms of one-way communications (but they seldom have enough pictures for me). If you want to get some helpful hints to correct a little problem with your almost perfect BMW, you can usually get it faster and in more detail at a club meeting than in the newsletter.

Did you spend \$400 or \$500 for a set of beautiful mag wheels only to have the front ones turn black? Recently, I mentioned to the treasurer that I had never seen any black dust on the wheels of his new 320is. He responded that he washed his wheels 2 or 3 times a day. If you are like me and can only wash your wheels four or five times a week, then you must be seeking a solution to black wheels, or you've given up to live with that ugly sight for the life of the car. There are several solutions that do NOT require you to trade cars or wash the wheels more than once a year. We will probably discuss a couple of these solutions at the MAY 7th MEETING along with other problems that might be brought up.

Bill Loftin

MEMBERSHIP IN THE BMW CAR CLUB

Annual dues of \$25 pay for national newsletter THE ROUNDEL and local newsletter DER BAYERISCHE, also allows participation in local and national social and BMW driving activities. Send to National Capital Chapter, BMWCCA, P.O. Box 685, Arlington, Va, 22216 for application and information.

Baltimore BMW Repairs

Many of us BMW owners used to go to Martin Motors to have our cars serviced. Martin Popp delivered superior service for those of us in the Baltimore area. However, Martin closed Martin Motors and went off to pursue an entirely different career doing missionary work. Fortunately he left his chief mechanic Charley behind. He can be found at Hans Unland Inc., 3317 Keswick Road, Baltimore (235-3214).

I've had Charley service my car twice and I've steered 2 other BMW owners to him. We've found the service to be excellent and at a very fair price. So, for all those Baltimoreans who miss Martin, I highly recommend they give Charley a call.

Bill Adler

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TECH TIPS REP/ATLANTIC ZONE

William Machrone 201-322-8654
(7pm-10pm)

320i TECH TALK

BMWNA has released to dealers a service information bulletin which covers a procedure called TIRE MATCHING. It requires a special device called the "Autodynamics Tire Matching System 6000". This type of system is not to be confused with tire truing or cutting systems, which have proven to be ineffective in solving BMW vibration problems.

The Autodynamics system removes some rubber from the tire, but in a way that's different from the others. The wheel/tire combination is rotated under load and the forces that the tire is actually applying to the road are measured. If they are uneven, which would be fed back to the driver as vibration, the system buffs rubber from the outer tread ribs (where all the force is) to compensate for the internal forces generated by belts, sidewalls, and variances in the hardness of the tire's rubber.

BMWNA's instructions to dealers tell them to check for other problems that can cause vibrations first, such as worn shocks, wear in steering components, wheel alignment, brake pulsation and flat-spotted tires.

I'm glad that 'NA has finally tested and approved a device that cures the front end vibration problem, since it was a "non-problem" for so long. The service bulletin referred to "overly sensitive" customers in several places. What constitutes not being "overly sensitive?" Having dead hands so that you can't feel the damn vibration? Or maybe enough gullibility to believe the service manager when he intones, "They all do that."

Bill Machrone (from NJ Bulletin)

(Note: Bill Machrone, the Atlantic Zone TIPS representative has names of outfits with the above equipment. 201-322-8654.)



CLASSIFIED ADS

For Sale:

1976 530i, beige/tan int., 4 spd, a/c, 34k miles, foglamps, Cibie headlights, Clarion AM/FM stereo tuner, Phoenix 3011 radials w/ 6k miles, Bilstein shocks rear, Exc. condition throughout. \$9450 or best offer. Charles Bruzga, 1900 S. Eads #622, Arlington, VA 22202, 703-521-7000 (leave message)

Wanted:

3.0 CS in reasonably good shape, must be 4 spd. Will be in DC area around June 8 - June 28. Will pay cash or negotiate trade for my '72 2002 + cash.

Art Wegweiser, RD#2, Edinboro, PA 16412
814-734-5107.



UPDATE: 1st 100,000

You may recall my 100,000 mile report in the December-January issue. Unfortunately, an update is necessary. Shortly after I wrote the story (103,000 miles) a clunking noise developed in the transmission. It was noticeable only at slow speeds. I had it checked promptly. When the transmission fluid was drained...pieces of the cluster bearing cage dripped out. Time for transmission work. Fortunately we caught it in time and there was no other damage, but while the transmission was out, we replaced both cluster bearings, the output shaft and its bearings. At 103,000 miles, the original clutch was also due for replacement. That work, along with a major service and brake work pushed my bill near the 4 figure mark, but, at least certain parts of the 2002 are ready for another 103,000 miles--I hope. Skoda USA did the work.

John Hartge



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BMW BODY MAINTENANCE

Puget Sound Chapter BMWCA

All to often maintenance articles refer strictly to the engine and drive train components. Consequently this results in some impressively strong running Bimmers. Unfortunately this is sometimes done at the expense of neglecting the body, often leading to premature rust, paint oxidation, or total paint failure.

BMW engines can always be rebuilt, clutches replaced, etc., but when a body falls to cancerous rust the cost of repair or replacement rises rapidly. This months article will consist of fenderwell and lower rocker panel molding care.

When was the last time you scrubbed out your fenderwells? I recently finished painting a 1970 2002 and in the process the owner also wanted the fenderwells reundercoated and painted. I never realized that there were so many hidden compartments in the front fenderwells because they were all filled with nine years worth of mud.

I had to start initially by chipping out the mud with a long screwdriver and mallet. The first eighth inch of mud was fairly dry but the deeper layer was quite wet. This wet mud pack treatment must have gone on for several years varying in severity depending on the weather. I then used a steel wire brush and soapy water to clean out the remainder of the wells. As expected, several small rust holes were found in the rear section and upper front section of the front fenderwells.

Upon closer inspection, the rust was found to have penetrated the front turn signal light enclosure. This resulted in some rather time consuming rust repair work and the problem could have been eliminated by periodically washing

out the fenderwells. I would recommend the following procedure at least once every other month. Washing is best accomplished by removing the tire with the car on jack stands and scrubbing the wells out with a long handled scrub brush. Then rinse out the well with a high pressure hose. I've found that a U.S. Army style toilet brush works great. Pay close attention to the upper front and rear section of the front fenderwells of the 2002.

320i owners fortunately have plastic fenderwell liners to prevent mud from being splashed in these areas. However, we recommend removal of these panels at least once a year to inspect for rust. If you travel the mountain passes frequently during the winter, fenderwells should be washed on a monthly basis. For intermittent cleanings, a high pressure hose at a 75¢ car wash is very effective, especially on cold days.

Another potential rust area is under the aluminum rocker panel molding. On the 2002 just finished I was quite surprised when I removed this piece of trim and found it completely packed with mud. Also, the two metal end clips were completely rusted away and the rust had spread to the rocker panel of the car body leaving holes the size of a quarter.

The problem here is twofold. First, the panel has no drain holes and second it is not water tight. It would be highly advisable for 2002 owners to remove these moldings bi-monthly and clean out any dirt and mud. Also, drill a couple of water drain holes on the under side of the molding before reinstalling. The metal retaining clips can be purchased at the dealer for 70¢ each if they are rusted beyond use.