

der bayerische

-NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER OF THE BMW CAR CLUB OF AMERICA-

jan '81



Don't forget the January meeting on the 29th at 7:30PM. This month we will be meeting at Autoy/Autowerk in Rockville. For directions, see Autoy's ad in this issue.

Even if you're not a car enthusiast, come to a meeting, you'll be sure to meet some nice people.

ATTENTION NEW OWNERS (and old ones too!)

Tech Session, Saturday February 7, 1981 10:00AM-1:00PM

Precision BMW, Fiat, Subaru Federick, Maryland

A tech session will be held the first Saturday in February. The emphasis will be on simple repair; what to look for if broken down on the side of the road (Is it possible?), and how to diagnose problems in order to converse with the service writer or mechanic. I've always feared that my BMW would quit at night with only Joe's Garage & Restaurant nearby.

Rick Price, one of the earlier members of the National Capital Chapter, who is considered by some to be the most able mechanic in the area, will be the featured instructor.

This will be an excellent opportunity for the baltimore members to attend. a nearby tech session. Also, we extend a special invitation to the many women members.

From D.C.: 30 miles up 270 from the Beltway, exit Route 85,
1.5 miles on right.
From Baltimore: 70W to Route 85/355. Precision is on left,
just past Texaco Station.

Plan now to attend!

Gordon M. Kimpel

All submissions for next months newsletter must be in by the 15th of the month.

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der bayerische

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TECH TIPS REP / ATLANTIC ZONE

Bill Machrone 201-332-8654

(7PM - 10PM)

from the president

Summit Point Weekend and Drivers School

We have planned a big weekend at Summit Point Race track for May 2nd and 3rd. We will not only conduct a drivers school but also host a party for members who are not driving. We have invited members from three other chapters in Virginia as well as some guests from Tennessee, Pennsylvania and New Jersey. Summit Point is about eight miles west of Charlestown, W. VA and is very easy to get to. Everything except the drivers school will be free.

The drivers school will be two single day sessions with most participants having their choice of either the Saturday or Sunday session. The single day session will cost each driver \$70. This is a \$5 increase from last year. The additional cost is not inflation but the tariff to cover the Saturday night party. Only BMW's will be allowed on the track and only BMWCCA members may enter. If you have not joined or paid your dues yet - be quick!

Well you ask, what's a drivers school all about, who should attend, are there risks involved, will it be fun, etc. There are a number of things you can expect to learn. You will get to know your car's capabilities as well as your own. You will learn to drive fast and this involves overcoming a lot of fear. Then you will learn to drive smoothly and then you will learn that you can stop your car safely in about one third the distance you thought possible. Bill Scott Racing will provide instruction. You will have a very competent race driver and highly qualified instructor with you at the start and then anytime you want him later in the day. Safety will be foremost on the minds of Bill Scott's instructors as well as the BMWCCA people involved. There are risks, don't be fooled, this is a high speed driving event. Roughly 14 schools are put on each year and the last time a car was badly damaged was in 1976. A driver was injured in a car fire in 1978. This last accident could have been avoided if his car had been properly inspected. Any driver who continues to drive unsafely after being warned will be asked to leave the track. Everyone who has ever attended a school will tell you what a ball it is. You will set your own goals and not drive so fast that you stop having fun.

We are planning a fun weekend not only for the people driving but a lot of others also. I hope that each driver will bring his family or friends and will be at the track the day he is not driving also. We are planning a big cookout at the track on Saturday night for as many members and their guests as show up. We will provide the steaks, beer, wine, soda, and camp fire free. There will be camping at the track starting Friday afternoon and for the less hearty there are at least six motels within a ten mile radius. It is only an hour drive back to D.C. or Baltimore from Summit Point so some will want to go home Saturday night after the party. I hope that a lot of members who do not want to enter the driving school will show up for the party. We need as many people as possible to man the corner stations while there are cars on the track on Saturday and Sunday, so come and bring friends. Continued on next page

There are applications somewhere else in the newsletter and I hope that not only the people entering the the driving school will fill it out but also anyone who thinks they might show up. For the people in the drivers school, once your application is received, we will mail out a packet of information on car preparation, motel info, maps items that you must bring, a long list of suggested items that have proved useful in the past, tech inspection forms, your personal schedule for the weekend, and may more items.

For those people who made reservations by responding to the October newsletter, rest assured you will be put ahead of everyone else on the entry list and given your choice of days. Let me also suggest that anyone entering with two drivers in one car should plan on one driver Saturday and one on Sunday as the best schedule. If one of the two drivers has previous school experience, he should drive on Saturday.

We will probably need about ten or so people to help plan and carry off this event so if you can help out ahead of the school let us know now.

I plan on camping at the track and will most likely arrive late Friday afternoon. See you there.

--- calendar of events ---

The January monthly meeting will be held on the 29th at 7:30 PM at Autoy/Autowerk in Rockville. The featured speaker will be Dave Toy.

Feburary 8th will see out club at Precision BMW in Frederick, MD, for a tech session at 10:00 AM. We expect a guest speaker from BMWNA to discuss highway breakdowns. For those who don't know about Precison BMW, their service department is fairly famous in this area.

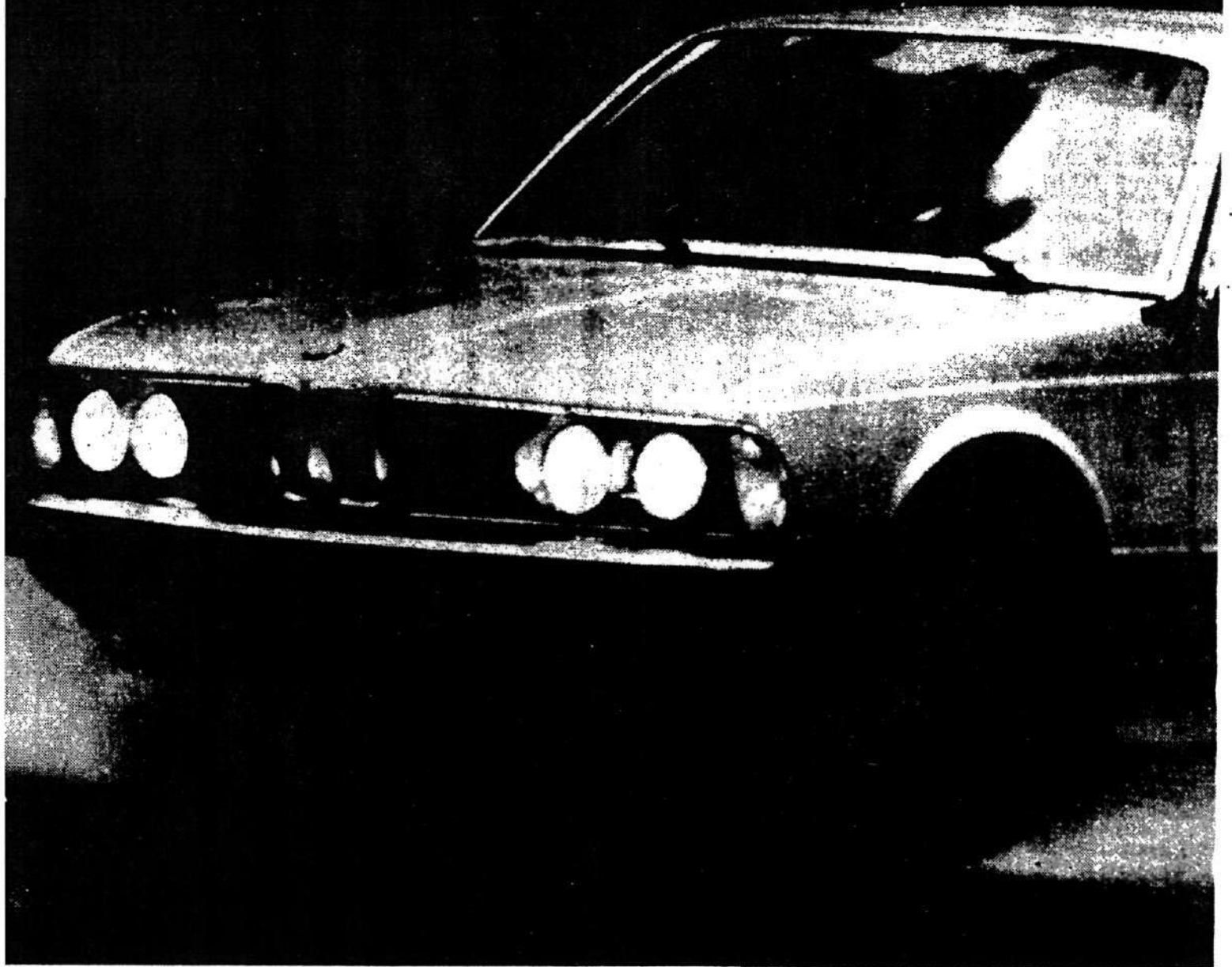
We are planning a wine and chesse party for mid to late Feb. Details later. Maybe another tech session in mid March closer in to town. April is open right now. May is Summit Point - details and applications elsewhere in this newsletter.

In late July we will be hosting the Atlantic Zone Congress. We are currently looking for a location in the Arlington area. We will need help organizing the event and help with the hospitality suite on the first night of the Congress.

The Tidewater Chapter will be hosting a get together in the Blue Ridge mountains at Peaks of Otter with the new chapter in Richmond and Blue Ridge Chapter on May 23, 24, 25. Anyone interested in this event give me a call. - Bill.



by heishman



from the

As one half of the editorial staff of Der Bayerische I bring an interesting perspective to the newsletter. I own an older BMW, a 1971 model 2002, old, tired, faded paint, etc. I have never even driven a 320i. I must confess though that I once test drove a 530i, just for fun of it. Being a member since 1972, I've watched the cars change somewhat, the type of BMW owner change, and the price of cars increase dramatically. For whatever reasons for the price increases, inflation, devaluation of the dollar, or the cars just being priced in the upper income bracket, the price of a new BMW is outside the range of what I think the car is worth.

Since I do love BMW's my alternative to a new car is to save and restore my present car or another older BMW. I assume that I am not alone in this predicament. There are a lot of 2002's and Bavaria's still out there. Since 320i's have been around five years some of them must be approaching major work too.

Where do you get information on engine overhauls and restoration? What are the alternatives to spending \$1500 for engine work at your friendly dealer. How much can you save doing some bodywork yourself? As I became ready to start my project I contacted the Roundel for information and advice. They didn't have any. They were interested in printing my experiences, but sometimes I think that they would rather print articles on polishing alloy wheels and turbocharging ashtrays.

That leaves it up to us. I hope the newsletter can provide an exchange of information by people considering major overhaul or restoration projects, or people who have completed them. I'm sure a lot of members have already gone through the process. What are the alternatives to the traditional engine overhaul? Are there ways to sidestep the middleman and save money? Where's the best place to get body parts? Let's hear from you.

The newsletter will not be for the exclusive use or interest of members with older cars. For those of you with newer cars, we will keep you current with Tech Tips and articles from other chapters and publications, but we want to know about your likes and dislikes.

This newsletter belongs to the membership! We will try to publish articles of interest to you. We will accept handwritten material, photographs, classified ads, almost anything. For Der Bayerische to be successful the membership of this club must participate.

I'm looking forward to hearing from you.

Does Rain-X really work?

LRA

If you visit one of our advertisers, be sure to tell them you saw their ad in Der Bayerische.

editors

I'm the other half of the editorial staff of your newsletter. I'd like to think "the better half."

What I know about BMW's and cars in general for that matter, is practically nil. My interest in BMW's began when I tried to buy one in '76 and found I couldn't afford it. Luckily, I got a BMW when I married Ira.

Since my technical knowledge is so limited, what I'd like to bring to your newsletter is your concerns and interests. Please write to us and tell us what aspect of BMW life you are in to. We'll try to run an article on your interest or answer your questions. If we can't find it, we'll let you know that we're looking. However, until you write and ask we can't answer! To fully implement this, we'll need to know who out there has the answer. Our club is large and we're sure the answer to your questions can be found locally. So write not only with your concerns, but also, what you have in terms of experiences and/or knowledge. Remember - this is your newsletter. It should reflect you rather than news from other clubs.

I'd also like to start a 100,000 mile club. Who out there owns one of these old timers? We'll publish your name, the year and mileage of your Bimmer and your experiences. Then we'll think of an appropriate way to "honor" you at a club meeting.

Finally, we want to run a contest for a cover design for the newsletter.

The rules will be:

1. Designs should utilize the club's present logo - See this month's cover.
 2. Designs should be suitable for use on the newsletter cover. (Approximately 6" x 6")
 3. Designs should be submitted to:
Ira & Bernice Winthrop
P.O. Box 1503
Bowie, MD 20716
 4. Contest is open ended, no closing date.
- Prize to be announced later.

Bernice



While you're takin' care of this guy, Al, I'll go over and write up that cypress tree.

WMAL-AM has a good call-in radio show on Saturday night at 6:00PM



4952 Wyaconda Road
Rockville, Md. 20852
Telephone: 468-0428

a new convenient location 3 minutes from the Beltway behind White Flint Mall. From the Beltway, take Wisconsin Avenue North 1½ miles, Right on Nicolson Lane, ½ mile to Right on Boiling Brook Parkway, Right on Schuykill Road, Right on Wyaconda Road, 100 yards on left.

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(Next to Autoy's New Location—See Above Directions)

MARYLAND TO INSPECT EMISSIONS ONE YEAR FROM NOW

For the part decade or so federal regulations have placed various devices on cars to clean up their exhausts. But once cars were purchased very little was done by the authorities to see that exhausts remained clean. Maryland plans to start inspecting exhaust emissions in January, 1982. Here's how the regulations will work, according to information supplied by the Motor Vehicle Administration.

If your car is registered to an address in one of the following subdivisions it must be inspected, unless it is exempt for some special reason: Baltimore City, Baltimore, Anne Arundel, Carroll, Harford, Howard, Prince George's or Montgomery counties. Trucks and motorcycles are exempt. Diesels are exempt. Your gasoline car can be exempt IF: it has dealer tags, antique tags, or is more than 12 model years old (i.e. during 1982 all 1969 and older cars are exempt.) Also new cars are exempt for their first year.

You're probably not exempt, so read on. In 1981 the state plans to set up voluntary inspection mobile test vans to determine if your car is in compliance. BMWs should have no trouble passing the tests. The state is being very lenient, obviously looking for only the fithiest polluters. Your car will NOT have to meet the HC and CO limits set by the EPA when the car was new. The figures are listed below, but first more on how the inspection will work.

Mandatory inspections are supposed to start in January, 1982. Each Maryland car will have to display a sticker on the windshield indicating whether it is exempt for some reason, approved, or failed. The sticker is good for one-year, then its inspection time again. Cars will be taken to official inspection stations. They'll test for 'HC' and 'CO' readings at idle. 'NO' emissions (controlled on most '73-'79 BMW s with EGR) are not tested. If the vehicle passes, you get a pass sticker. If it fails, they'll run the car on a dynamometer and check emissions at idle again. If it fails again, you get a fail sticker which gives you time to drive the car to make repairs. Then you go through the test procedure again. If the vehicle fails again, you get another fail sticker, but now must determine if repairs at reasonable cost will bring the car into compliance. If the repairs would cost more than 10% of the retail value of the car, you maybe able to get a waiver and not repair it. However, Maryland will not allow you to calculate in those repair costs any work necessary due to alteration or removal of any of the emission control system or due to damage from the use of improper fuel in violation of the law.

Now what you've all been waiting for, the idle mode emission standards:

Car Year	1982 Standards		1983 Standards	
	HC (ppm)	CO (%)	HC	CO
'70-'72	800	8.0	700	7.0
'73-'77	600	6.0	500	5.0
'78-'79	400	4.0	300	3.0

Maryland officials expect to modify the standards if necessary as the results start coming in. The whole idea is for a certain percentage of cars (16-35%) to fail so Maryland can convince the EPA it is trying to clean the air in the state.

John Hartge

Die Zugspitz

NOTE NOTE NOTE NOTE NOTE NOTE NOTE

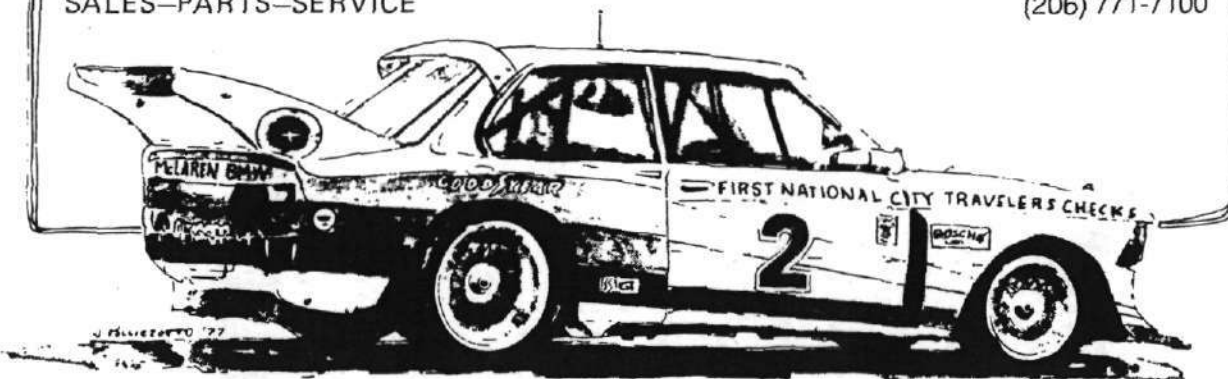
Do NOT use a Purolator filter no. FCO-201. It caused low oil pressure at engine start up and the rubber anti-drain back valve in the filter failed. The recommended filters are :
PUROLATOR PC -201
FRAM PH 46
MANN 712/4

These FCO-201 filters are being promoted at discount stores and the box says that they are suitable for BMW, but don't believe it, any way the CLUB STORE is the same price for a proper filter. This was noted in the Connecticut chapter newsletter and went on to say that you should have an oil-pressure gauge installed as this was the way the low pressure was noticed. You should also complain to BMWNA that any car whose cheapest model is \$12,000 should have an oil pressure gauge as standard equipment.

ALAN BMW SAAB

FACTORY AUTHORIZED
SALES-PARTS-SERVICE

21420 Highway 99, Edmonds, WA 98020
(206) 771-7100



ALAN BMW - SAAB is a new advertiser in Der Bayerische. They are selling parts for older BMWs at a discount. If you call them, please mention that you saw their ad in our newsletter.



LIVING WITH FUEL INJECTION -- BMWGRAM FEATURE ARTICLE

Houston Chapter

In my ten years of working with fuel injection on aircraft and automobiles, I have found that fuel injection systems must be maintained by skilled personnel with the proper test equipment.

Here are some rules to go by when having your system serviced:

- When entering a new garage, ask to see the test equipment. There should be some form of tune-up tester and an exhaust emissions analyzer.
- Do not be talked into replacing fuel injection components with anything but original equipment parts. Be aware that there are rebuilt original equipment parts that can save you money.
- If you are having cold start or poor idling problems, the solution could be as simple as a tune-up. If you are advised that you need a \$400 component, then you should get a second opinion.
- Fuel injection systems are very dependable and do not require a lot of maintenance.
- If you have a battery failure on a 5, 6, or 7 series BMW, do not jump start the car with a battery charger or have the battery charged in the car. This can damage the electrical components of the fuel injection, charging system, or the ignition system. Have your car towed to a garage and then have the battery removed, charged, and tested.
- On all BMW fuel injected engines, a poor seal at the oil fill point or dipstick can cause a rough idling condition.
- Have your fuel filter changed every 12,000 miles, as the gas we buy today is not as clean as it used to be. Also, a good idea is to use a gas dryer additive in every third tank full of gas. This will keep water from standing on the bottom of your tank and prevent the formation of rust.
- Do not have your engine desmogged! When BMW decided to install fuel injection on their cars, it was not done for performance entirely. The fuel injection system is part of the emission equipment. If you defeat any other part of the emissions package, you have only made a weak link in the chain. (For those who wish for a return to the good old days of simple engines, I have a suggestion. Pull out your engine complete and install one from a 1970 or earlier vehicle.)

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VALVE ADJUSTMENT

Roger Moon

LA Chapter

Most every BMW owner knows that when his engine goes "clack-clack" instead of "click-click", it is time for a valve adjustment. What isn't so well known is that properly adjusted valves not only eliminate the noise, but avoid what could result in catastrophic failure. Too little clearance between the valve tip and rocker arm may result in the valve being held slightly open when the engine is hot due to thermal expansion. Hot exhaust gases can then rush through the clearance causing the proverbial "burnt valve". On the other hand, too great a clearance can result in the valve being snapped shut by the valve spring (especially at high engine speeds). On occasion, the valve stem breaks under the impact, allowing the valve head to drop into the cylinder and mangle the piston.

Now that you have been suitably forewarned, you can either take your car into your local dealer and drop \$36 for every 8000 miles, or do the job yourself for the cost of a valve cover gasket. Estimated time for the project is one hour your first time through, but it can easily be done in half that time with a little experience.

Since valve adjustment is relatively simple, some owners often adjust their valves more frequently. It is also important that the head bolts are properly torqued down to 50.6 +/- 1.4 ft/lb. This should be checked every 8000 miles as the head bolts can back themselves out causing major problems if not taken care of. When torquing the head bolts, make sure that the engine is cold — preferably left standing overnight. This is also important when adjusting the valves.

The valve adjustment procedure is essentially the same for four and six cylinder models except for the firing order. For the sake of simplicity, I'll just discuss the four cylinder. Assuming that you don't have a BMW cranking tool (part number 6015), the procedure is as follows:

1. Since you'll have to crank the engine into the proper position by hand using the fan as a lever, or by using the starter motor, I recommend removing the spark plugs to reduce the load. This is also a good opportunity to clean and gap or replace the plugs.

2. Remove the breather hose connecting the valve cover and the air cleaner.

3. Remove the six (10mm) nuts and the one (10mm) bolt from the valve cover. Make sure the clips holding the ignition wires are free before pulling off the cover. Set the cover aside.

4. Begin by setting the #1 cylinder (at the front of the car) at Top Dead Center (TDC) so that the notch in the crankshaft pulley is in line with the pointer on the block when viewed from the left side of the engine. There is also a notch in the front flange of the camshaft, which should be directly under the oil distributor tube.

5. Note the position on the cam lobes on the #4 cylinder when the #1 is at TDC. The #4 exhaust rocker arm should be halfway down the nose of the cam, while the intake rocker should be halfway up the ramp to the base of the cam (i.e. the valves are in the overlap position). The basic idea is to check the valve clearances for each cylinder when it is at TDC, and can be determined by the

"overlap" position on the next last cylinder in the firing order, as follows:

TDC Cylinder	Valve Overlap Cylinder
#1	#4
#3	#2
#4	#1
#2	#3

You can double check this by removing the distributor cap (noting the position of the rotor pointing to the ignition wire for each cylinder) to see which cylinder is firing and making sure that the rockers are off the cam lobe.

6. The correct valve clearance for both the inlet and exhaust valves is 0.006 to 0.008 inches (or 0.15 to 0.20mm). To measure the clearance, a feeler gauge should be inserted between the valve and the rocker arm. If they are out of spec, adjust the valve clearance by loosening the hexagon nut (10mm) on the eccentric cam of the rocker arm. Using a piece of steel wire (bent on the end) or 1.8 inch thick allen wrench, turn the eccentric adjuster until the correct clearance can be measured. It has been found by experience that placing the feeler gauge on the cam under the rocker pad will also give the proper adjustment between the rocker and the valve, however the clearances will be 0.0050 to 0.0066 inches if measured at this location. Retighten the hex nut (carefully) and check that the clearance has not changed. Repeat if necessary.

7. Now crank the engine so that the #3 cylinder is at TDC. (This usually requires two very quick cranks of the starter.) You can tell that #3 is at the TDC position when the #2 valves are in the overlap position. Now repeat step number six.

8. Now repeat step number six again after cranking #4 cylinder to TDC (#1 is in the overlap position) and finally #2 at TDC (cylinder #3 in the overlap position).

9. After all the valves have been adjusted, install a new valve cover gasket, or salvage the old one and spray gasket sealer. Bolt down the valve cover GENTLY. Replace the breather hose.

10. Install the spark plugs.

Although the procedure may seem complicated, it is really straightforward. You can never adjust the valves too often!

A valve adjustment should always be part of a major tune-up.

This has been adapted from articles by Bill Elftman of our club and by Chris Theodore of the BMW Car Club of Michigan.

from BMW Club, London

WINTER MOTORING TIPS

WITH the frosty cold mornings and dark cold evenings drawing in, it is important to remember a few basic points which could save you a lot of time trouble and money.



I Antifreeze:— Have you checked yours? Most garages have the equipment necessary to check the antifreeze content in the cooling system. Remember 2 years is about the limit of life of antifreeze in most cars. There are different types of antifreeze for cars and some suitable for some cars may not suit yours. If in doubt consult your local BMW Dealer.

II Battery:— Batteries have a lot more work to do in the winter months so it is advisable to check the water level. If you find corrosion round the terminals rinse this away with boiling water and put some petroleum jelly on the visible metal parts.

III Radiator Hose:— It is a good idea to inspect the radiator and heater hoses on your car. Perished bulging hoses should be replaced immediately. Always carry spare hoses with you in case of an emergency. Your BMW dealer can advise you of the ones that most often need replacing.

IV Tyres:— During the winter and in fact all times it is essential to have your tyres correctly inflated (don't forget your spare). Correctly pressured tyres help traction. Also look out for splits in sidewalls and check depth of tread.

V Door locks:— We all know that door locks are intended for keeping your car safe and free of undesirable characters but many people every year get locked out of their own car because the lock is iced up. So invest in a good lock de-icer before you need one!

320i Electric Mirrors

Many of us consider right side rear view mirrors necessities for driving safety. Many sporty cars include them as standard equipment. Not BMW. That situation was easily remedied when I bought my 1975 2002. For \$9.00 the dealer added a right side mirror. More then inflation hit in 1980. BMW's 4-cylinder car is in a market where only electric mirrors will do. You can shell out \$2500 for the "S" package, which includes dual mirrors. Or, you can try to get the optional right side mirror BMW lists in its accessories booklet. You can expect to pay about \$300 if the dealer installs one, if he can find the part number. You can order the whole kit, wiring and all for about \$208, or you can order just the mirror. I had to check with BMW/NA in New Jersey to find out I can buy just the mirror, but it is electric only--no manual mirror to match the black electric one on the driver's side. You can still push the mirror around with your hands and adjust it manually, but it is an electric mirror, motor and all. The price for mirror alone is \$129. You can wire it yourself or you can just use it manually. The part number, which only BMW/NA could seem to locate, is 5116 1 874 904. Order it from a friendly dealer who gives BMWCCA members a discount and save 10-15%. I believe the same part is used on the 528i, but the 633 and 733 use a dome mirror, also available without the wiring kit, but you'll have to check for the proper part number.

John Hartge

Everyone carries an emergency kit, right?

EMBARRASSING SITUATION #14

11:00 PM, Driving home alone. Dark night. Looking forward to a cozy Damm! The engine quit. Don't know why. No problem there is a pay phone right here. I'll call: 1) My husband, 2) The Chapter President, 3) The Central Zone TIPS Representative - Someone:

Search the pockets/purse - no change. Why doesn't AT&T put change makers at every pay station? I've got \$50, but all of it is green - and soft.

The cure: Right now, go put five dimes in the glove compartment of every car you own. For your sake, and that of someone you love.

NOW.

Boston Chapter

sell, swap, or trade

WANTED

BMW 2800 CS or 3.0 CS for Restoration Project. Prefer car in good mechanical condition that requires minor body work or rust repair. Call Ira Winthrop 301 249-6685 (H) 202-275-7367(W)