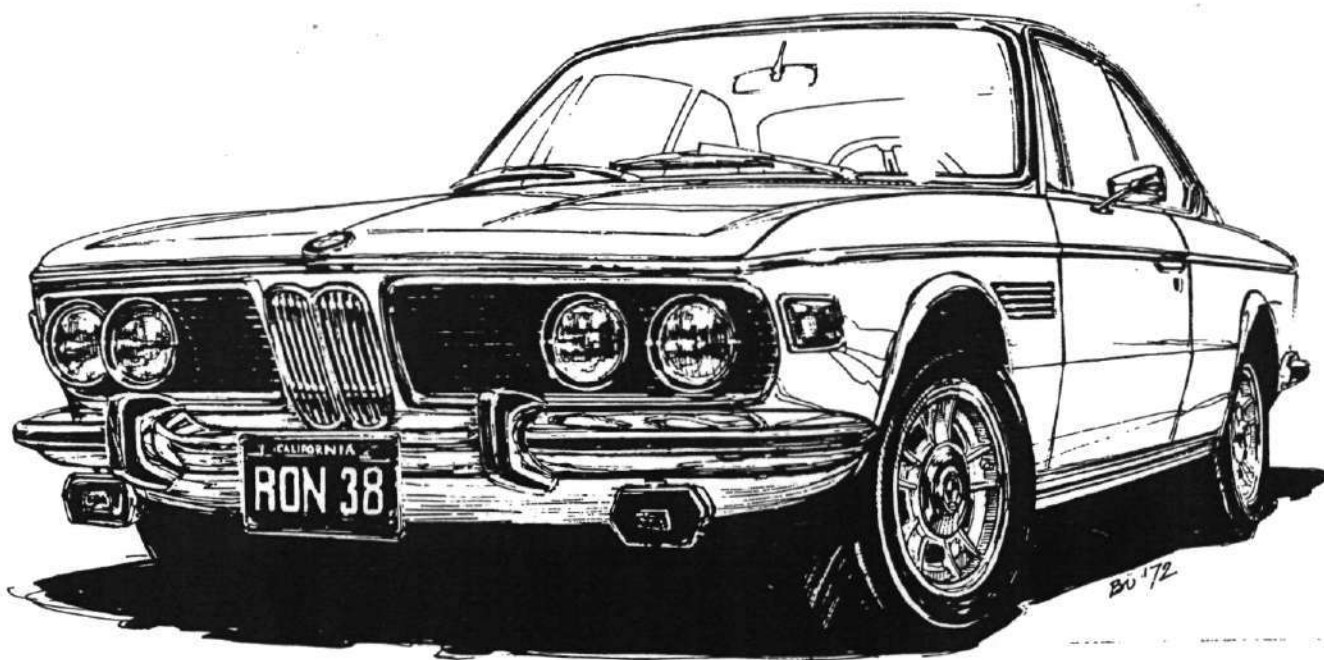


NEWSLETTER OF THE NATIONAL CAPIT/L CHAPTER



APRIL 1981

# der bayerische



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## Next Meeting

A tech session will be held at Marlow BMW, off Auth Road, Marlow Heights, Maryland from 6-9 p.m. on Thursday, April 9th. This tech session will concentrate on brake problems. Two mechanics will be available for questions (and to help if you screw up). Three to four bays in the service dept. will open. Club members can do brake maintenance on their own cars. Bring your own parts, or you can buy parts at Marlow BMW if you get there early enough.

Advertising a car related product or service in Der Bayerische may be the best, most selective ad-bargain anywhere. You can reach almost 600 BMW owners. Contact Dave Bowers for charges and details.

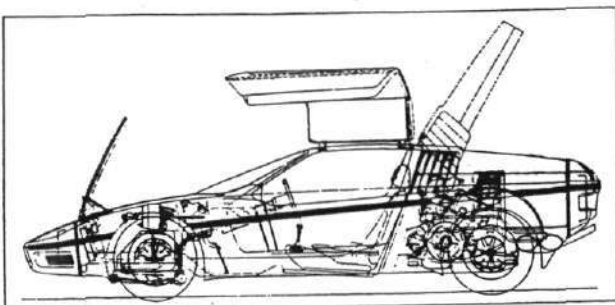
YOU are the staff of Der Bayerische. Please write for it. Anything to do with the car, from wax to transmissions, service problems or solutions. Articles sent to the editors by the 15th of the month will be printed in the next issue.

Sell, Swap and Trade, the classified ad section is open and free to all members. Send legible copy to the editors by the 15th of the month. Include name and membership number. Non-members are encouraged to advertise. Contact Dave Bowers for rates.

### TECH TIPS REP/ATLANTIC ZONE

Bill Machrone 121 North Avenue  
Fanwood, NJ 07023  
201-322-8654  
(7 - 10 p.m.)

Hugh Wells 120 Wicklow Road  
Winston-Salem, NC 27106  
27106  
919-748-1601



## der bayerische

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## President's Message

I am writing this column in late March and the driver's school seems to be going real well. This was a big step for our chapter to do a two day school rather than a single day. Well the chapter does not intend to make a profit on this event, but at the same time, I hope that we don't lose too much money. I hope that all of you who read this before May 2nd will come out to the track at Summit Point, West Virginia to see what its all about.

The Atlantic zone congress is coming up the last weekend in July. Our chapter will be hosting this event at some yet to be selected motel in the area. There will be business meetings all day Saturday and Sunday morning. There is a banquet Saturday night and a hospitality suite Friday night. This is an excellent opportunity to meet your national officers and a number of representatives from other chapters. Anyone interested in the banquet please contact Chuck Garrish for details. We would very much like to get some members to help out with the hospitality suite and providing some transportation between the airport and motel. At this time I anticipate about seven or eight delegates arriving by air. Anyone who can help out in any way, please give Chuck a call on 301-268-5643.

Our June meeting will be in Columbia, Maryland at the TOR high rise apartment complex. To get there take MD Rt 175 east from Rt 29 or west from I95 to Thunder Hill Road south (then left if you are coming from Rt 29) then turn right at the second stop sign onto Whiteacre Road and then turn right at the T intersection onto Stevens Forest Road then left (after approximately two hundred yards) immediately after the TOR sign. Try to find a parking place in the first lot you come to and come around to the back of the highest building to the party room. We will get under way about 7:30. I hope that our Baltimore members who have a hard time getting to meeting in Arlington will find this location a little easier.

Have you ever thought how much better you can write than I can. Why don't you give it a try and write a column for the newsletter.

Bill Loftin

## Meeting Highlights

### Precision Tech Session

February 7 was a sunny and warm Saturday which was ideal for a brisk drive up I-270 to Precision BMW in Frederick Maryland for a beginners tech session. Approximately 35 enthusiasts were present to learn numerous maintenance procedures from Rick Price, Precision's ace mechanic. Rick explained in understandable language, how to repair, or at least be able to diagnose a problem.

Everyone I talked with thought the morning was extremely worthwhile and were looking forward to another informative session.

### February Meeting

BMW of Fairfax in Fairfax Virginia was our host for the February 25th meeting. A cold keg of beer and numerous snacks greeted the members as they walked into the dealership which is undergoing an extensive facelift.

Ralph Knieriem, the General Manager, had prepared a packet of discount coupons, plus a BMW lapel pin for all who attended. A lucky member won a door prize, a stuffed BMW, compliments of BMW of Fairfax.

The regional BMW NA representatives were in attendance for informal questions and advice. The sales, parts, and service department were all represented. I appreciated their time and enthusiasm at the meeting. After the usual short business meeting Harry Snigh, BMW of Fairfax mechanic, demonstrated the latest in Sun diagnostic technology. The mechanic selects the appropriate year and model car to be analyzed and the specifications stored on microfiche are immediately at the mechanic's fingertips. Very sophisticated!

I was impressed with the enthusiasm BMW of Fairfax showed towards the club. There have recently been quite a few personnel changes which I find to be very encouraging. Lets show our gratitude for an excellent meeting with our support of their service and parts departments.

Gordon Kimpel

## From the Editors

We're pleased with the response to our request for participation by our members. We have a 100,000 mile article, two want ads and an important response from Purolator concerning their oil filters. We would like to receive some photographs for use in future issues.

If we could collect some data and comments about the dealers and independent shops in the area (DC, Baltimore, and further), we might be able to do a comparison of repair prices and quality. We won't print individual gripes about a shop, it might

not really be representative, but if we receive a number of complaints, it will be worth printing. We do not have the resources to try to solve complaints, but at least we can get them into the open. There are some very good and very bad shops out there, which are you going to? Are you sure?

The German Mark has recently fallen 20% against the dollar, will the price of cars follow this trend? Don't bet on it.

Till next month.

## Calendar of Events

Thursday, April 9 - Monthly Meeting - Tech Session at Marlow BMW, Marlow Heights, MD 6-9 p.m. TOPIC - Brake Problems

Saturday, April 4 - Autocross School - Annapolis Junction Sports Car Club invites BMW Club to participate at Fort Meade, Operations Bldg. North Parking Lot, 12 Noon

Saturday & Sunday, May 2 & 3 - Driver's School. Also Party on Saturday night at Summit Point, W.Wa. Get your application to Bill now.

Saturday & Sunday, July 25 & 26 - Atlantic Zone Congress, National Capital Chapter hosting

# PRECISION

AND



MEAN

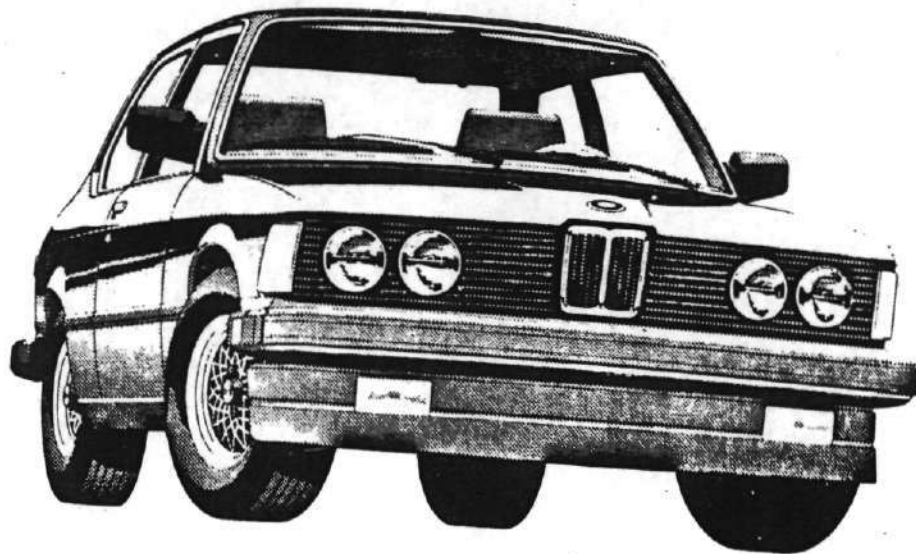
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## A Dissenting View

I have just finished reading Bob Roemer's Racing Report and Stan Simm's report on the Daytona race in the March Roundel and I think I must be out of step with BMWCCA as well as BMWNA when it comes to racing. I find very little pleasure in seeing the big bucks effort that goes into an M1 racing car when its not likely that I will ever be interested in buying one. It does not seem to be representative of the marque in any way that I have ever been able to fathom. If BMWNA spends a million dollars in concert with Red Lobster Restaurants or Kenwood Stereo and win a race or two in the IMSA GT circuit, how many additional M1's will they sell in the U.S. Roemer's article went into BMW's involvement in Grand Prix racing also. Today I watched the Long Beach Grand Prix live on television and in 90 minutes of coverage, I heard the BMW name twice. Both references were made by David Hobbs to past races involving sports cars. Where were the BMW engines for the F1 cars? Maybe BMW should duplicate David Hobbs because he certainly seems to provide more publicity than their cars.

Well this all seems pretty negative so far but let me offer you the alternative that BMW seems to have chosen to ignore rather dramatically. Club racing in the U.S. offers a lot of exposure for very few dollars. BMWNA could back 20 showroom stock 320i's in SCCA for half the cost of an M1 effort. Why not put backing into a GT2 320i or 2002. There are a number of racers out there who would really like to drive BMW's (even one or two within our chapter) but they know that it takes a committed effort to develop competition parts. Club racing is normally a joint venture with the factory doing the development work and then selling the parts to the racers without passing along all the R&D costs. The showroom stock category in SCCA can be won with very little factory effort. Let me relate a few facts from the run off races held at Atlanta this year.

There were two 2002's in the GT2 race, Dave Self of Lawrence, Kansas and Terry Flanagan of Issaquah, Washington. They were running last and next to last when the race ended. Paul Fortner of Oklahoma City, OK had a similar finish in the GT3 race.

The brightest hope of the BMW contingent was Garth Ullom in showroom stock. He ran very well but was forced to retire when his car was damaged. Does this all sound like a miserable effort on behalf of BMW drivers? Perhaps I can put it in perspective for you by telling you that the total support that BMWNA provided for the four drivers mentioned was twelve pit-pass holders worth about two dollars. They did offer a \$1000 contingency award for first place in showroom stock B, which was only available to one driver. Pretty generous huh!

The other manufacturers were not quite so invisible. The Datsun driver's were provided enclosed pits and any parts they needed free (\$40,000 worth of parts in four days). Porsche made an incredible show of buying showroom stock A and the D production race where the 924's were running. Porsche's motivation was generally attributed to the failure of their Indianapolis car and saging 924 sales. Leyland was there supporting a large number of cars and provided the main competition for Datsun and Porsche. VW's money was in a pair of Scirocco's in GT3 which ran away from the rest of the field. Ford sponsored a Turbo Mustang which has mushroomed into a major IMSA effort for 81. Renault was there with a pair of LeCars which lapped their competition. The total contingency money for this "amateur" race exceeded \$318,000 and the event was broadcast live all over the country on cable TV.

More and more manufacturers will be turning to showroom stock support this year because it provides a lot of exposure for a very small investment. In 1980, the main competition for the 320i in showroom stock B were the Saab's, TR7's and Mazda RX3's. It is generally felt by the racers in this group that the BMW is at stage I development (ie. no improvements over stock) while the TR7's were at stage IV, the Saabs and the Mazda's at stage III. This means that BMW has the potential to wipe out the competition with some development work.

I think the BMW club should start a fund to achieve several goals, all involving Jim Paterson, director of racing for BMWNA. First we could send him to school to learn some economics and a little about the people that populate the U.S. Then we can send him to Atlanta next year to see what club racing is all about. (It might not be a bad idea to send Bob Roemer also).

Bill Loftin

Mr. John D. Fobian  
American Automobile Association  
8111 Gatehouse Road  
Falls Church, Virginia 22047

Purolator Products Inc.  
970 New Brunswick Avenue  
Rahway, New Jersey 07065  
201 / 388-4000

Dear Mr. Fobian:

Thank you very much for bringing to our attention an article which appeared in the January 1981 issue of "Der Bayerische" concerning Purolator PC-201/FCO-201 filters which service BMW vehicles. After carefully reviewing this article, we feel that several comments are in order to "set the record straight" regarding this matter. We therefore, must take exception to the following key points:

1. The article states that "It (Purolator FCO-201 filter) caused low oil pressure at engine start up...". We must state that any full flow oil filter cannot be the cause of low engine oil pressure. Engine oil pressure is entirely related to the function of the oil pump and oil pressure regulating value, as well as engine component clearances. Engine oil pressure is independent of filter restriction at engine start up since all automotive oiling systems incorporate a relief (bypass) value. The sole purpose of this value is to insure oil flow to engine components whenever excessive restriction exists across the filter assembly (such as during a cold start up, rapid increase in engine speed, or a plugged filter condition from excessive contaminant).
2. "...and the rubber anti-drainback value in the filter (Purolator FCO-201) failed." It should first be noted that all filter performance parameters, including anti-drainback value performance characteristics, can only be determined by subjecting the filter to the Society of Automotive Engineers recommended oil filter test procedure J-806 b. Since this procedure requires the use of specialized test equipment and materials, it is our opinion that the staff of "Der Bayerische" cannot accurately determine the performance characteristics of such a value. It should also be noted that most engine manufacturers anti-drainback value performance requirements allow for a specific leakage rate per time period. In any case, such a vague, unsubstantiated blanket statement concerning some preceived product deficiency is irresponsible and should be supported with some type of description or data of the exact circumstances.
3. "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...". We must categorically state that regardless of where a Purolator brand oil filter is purchased or regardless of the retail price, the customer can be assured of the exact same quality product.
4. We should also mention the difference between the identification change, as well as packaging change, was made to establish the FCO-201 filter as a foreign car oil (hence "FCO") product. I can assure you that this change was for marketing purposes only and is strictly cosmetic in nature. In no way was the product quality or performance affected.

In conclusion, we must state that all engine/vehicle performance requirements were considered during the design of the PC-201/FCO-201 filter, and this filter will satisfactorily service the BMW vehicle applications.

I would like to thank you again for allowing us to respond to this article. Should you have any questions or comments, please feel free to contact me.



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## Primer on lights (Part II)

**Q. Quartz bulbs come in 55- and 100-watt versions. I bet the 100-watt versions are real neat.**

**A.** Also a real drain on your electrical system. Also they cost more and don't last as long. Also the light they give off is a little less even. The 100-watt units go a bit beyond the philosophy that you can never put too much down the road. When you come upon somebody in the oncoming lane with his brights on, regardless of whether you flash him with 55- or 100-watt highs, he'll know it. Honest, he will.

**Q. The Americans are making quartz headlamps now. They must be pretty good. Why don't I buy American?**

**A.** For the same reason you don't buy a fine American 35mm camera. There is no such animal. The quartz lamps Americans make are an improvement, yes, but not a big improvement. They simply have applied the quartz-lighting concept to 1930s headlight technology. European lights have polished internal reflectors; Americans do not. European lights have true lenses that aim light down the right; American lights still have the grainy glass covers that scatter light ahead of the car.

The U.S.-made lamps are a bit cheaper, but remember: 1., they're not as good in lighting up your life, and 2., when they burn out, you chuck out the whole lamp, not just a \$4 bulb.

**Q. How long do QI bulbs last? I don't want to go buying expensive bulbs every few months**

**A.** Their life is several hundred hours. In real-life terms, that means a couple of years, 2 or 3 at least. If the bulb turns milky white inside when it fails, it was a victim of air infiltration and you're probably entitled to a new bulb if it's still under the warranty period. If it just turns dark, it died of old age.

You cut the normal life to darn near zero if you get fingerprints or grease on the bulb while handling it.

**Q. Now you tell me.**

**A.** Try cleaning the bulb right away with a clean cloth and rubbing alcohol or some other solvent. That may do the trick.

**Q. What happens if the bulb burns out on a trip?**

**A.** The Gulf station at the interchange is not going to have an H4 in stock. If it does, you'll pay twice what you would have through a discount supplier. Make it a point to carry an extra bulb with you at all times, especially the H4 headlight bulbs. (You can live with half your foglights burned out easier than half your headlights.)

Going discount prices for bulbs now are about \$3 for an H1, H2 or H3 Phillips bulb, about \$4.50 for the dual-filament H4.

**Q. Do I need a relay?**

**A.** Yes, yes, yes. A relay eases strain on the bulb and the electrical system both. A relay is a little electromagnet in a box with two circuits — a trigger circuit and the main circuit. A little bit of juice flowing through the dashboard switch yanks the electromagnet to life quickly and smoothly, connecting the main circuit that sends power from the battery to the lights.

If you listen closely, you'll hear a little boink when the relay cuts in.

**Q. Are there different ways to install and hook up the lighting system? Can I do it myself?**

**A.** Yes and yes (probably yes).

You definitely can drop in your own headlight conversions. There is no electrical work to be done save unplugging the wiring harness of the old light and plugging it back on the new one. The lights have tabs that allow you to fit the lights in only when they're right-side-up. The quick installation explanation: remove any parts of grille

in front of headlight (on 320i's, you have to remove the parking lamp covers to get the grille off), remove three retainer screws per headlight and retainer ring, remove old light, put in new light, replace retainer ring and screws, replace grille, aim lights.

If you have a drill, you can at least mount your fog lights or driving lights on the bumper. You may want to farm out the electrical work, depending on your mechanical aptitude. Same goes for driving lights.

There are a number of ways to hook up the lights so that they come on, stay on, or go off depending upon whether other lights are on or off, and/or whether or not the ignition is on or off.

For fogs, the way the dealer does it, and the way — they say — that is most legal — is for the fog lamps to come on with your low beams, and go off when the highs are on. That makes a fair amount of sense, and that's probably the only option you'll have if the dealer does it.

For driving lights, you may want them to come on with the high beams. In both cases, of course, you have the option of turning off the auxiliary lights and running just with the headlights.

To install fog lights with the least amount of hassle, you'll need to buy a BMW relay and BMW dashboard switch. On recent BMWs, a lot of the work is already done. There is:

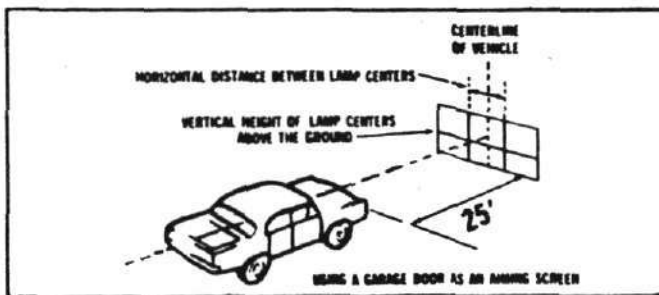
1. A hole in the dash waiting for the round BMW switch.
2. Wiring already installed from the switch area to the relay/fuse box.
3. A place in the fuse box to plug in your relay.
4. Wiring from the fuse/relay box forward to where the lamps will go.

You will need, however, to make a wiring connection within the fuse/relay box. Can you do it yourself? Yes and no. If you are reading this for divine guidance and not just laughs, you'll probably consider the work a bit tricky, so entrust it to a mechanic. Figure 1-2 hours at shop rate. There's a lot of wires inside that junction box.

**Q. How do I aim the lights? Can I do it myself?**

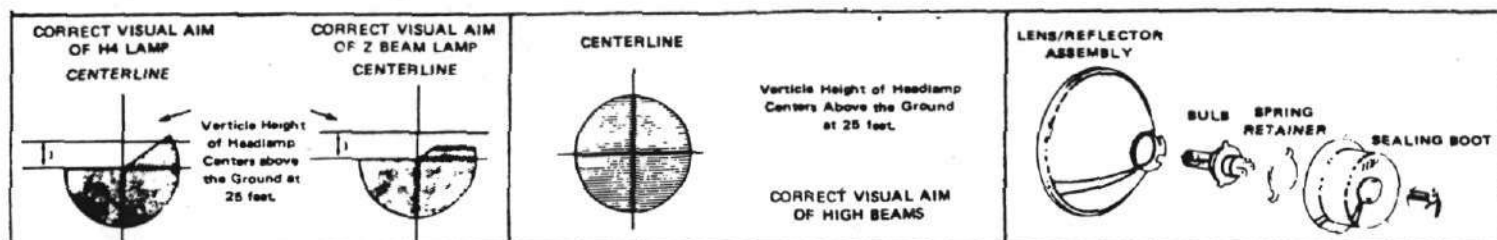
**A.** This is definitely a do-it-yourself project.

Make these preparations: Fill the tank. Set tire pressure accurately. Put the normal load in the trunk (or if the trunk weight varies regularly, the maximum load you'd expect a lot of the time). Have the weight of the drivers and as many passengers as you normally have in the car in the car.



Have the car on level ground. Put it 25 feet away from a wall. Rock the suspension to settle it. Mark the exact middle (left-right middle, not top-bottom middle) of the back windshield and the front windshield with a grease pencil or thin piece of tape.

Sight through the marks on the back window and front window and mark a vertical line on the wall at that point.



#### LOW BEAMS:

The correct visual aim for low beams is with the top edge of the beam cutoff 3" below horizontal. The point at which the cutoff begins to rise to the right should be located straight ahead of the lamp.

#### HIGH BEAMS:

The correct visual aim for high beams is with the center of the high intensity zone at horizontal, straight ahead of the lamp. When aiming high beams on a four headlamp system, cover the adjacent headlights with an opaque material.

#### BULB REPLACEMENT

CIBIE

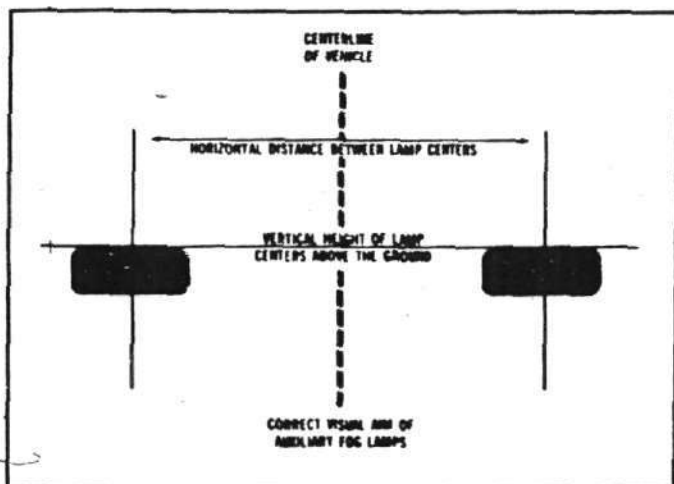
Replacing the bulb on headlights requires removing the rubber boot, releasing the tension on the spring retainer and pulling the bulb out by its base. Insert the new bulb, reapplying tension on the spring retainer and re-install the boot so that it forms a good seal. The word "TOP" should be positioned toward the top of the unit.

Then make vertical marks on the wall left and right of center in the amount the headlights, driving lights and fog lights are left and right of center. (Measure from the center of the lights.)

Mark horizontal lines on the wall the height the lights are off the ground for fog lights, high beams and for driving lights. (If center of fog light is 12 inches off the ground, mark horizontal line 12 inches off the ground.)

Mark horizontal lines on the wall 3 inches less than the height the low beams are off the ground. (If a low beam unit is 15 inches off the ground, mark a horizontal line on the wall 12 inches off the ground.)

Now aim the lights. Work one light at a time. Reach in the engine bay for the headlight aiming screws. Adjust the low beam until the horizontal cutoff of the light matches the horizontal mark on the wall. Then adjust the



light left or right with the other aiming screw until the point where the low beam begins to rise to the right coincides with the vertical mark.

On dual-headlamp cars, the high beam is automatically adjusted by setting the low beam. On quad-headlamp cars, there is a separate pair of aiming knobs for the high-beam unit. Adjust the aiming screws so the center of the hot spot of the beam is at the center of the aiming marks.

For fog lamps, loosen the mounting nut and adjust the beam up or down so the cutoff coincides with the horizontal mark on the wall. Adjust the beams left or right so they're pointing ahead (this is not a critical adjustment). Retighten the nut.

For driving lamps, loosen the mounting nut and adjust the beam so the hot spot covers the center of the aiming marks. Be especially careful to get the aim right

on pencil beams, because they don't have much spread to work with. But if you're reading this for inspiration, you are not the kind of customer for pencil beams anyway.

**Q. How high should the lights be?**

**A. Cibie says:**

Fog lights, 12-30 inches off the ground. The lower the better. If only one light is installed, it goes on the passenger side.

Driving lights, 16-42 inches off the ground. The higher the better. If only one light is installed, it goes on the driver side.

Booster beams, 16-42 inches off the ground. Best at height of headlights. If only one light is installed it goes on the driver side.

**Q. Do I re-aim the lights after I replace the bulb?**

**A. Yes.** Replacing the bulb may throw the aim off a tad.

**Q. Will I encounter any special problems with QI lights?**

**A. Some potential problems.** No. 1 is that you will dazzle oncoming cars if the lights are out of alignment, or if you have a lot of extra weight in the car compared to when you aimed the lights, say if Rodney Dangerfield and Liz Taylor are sitting in the back seat (have you seen pictures of her lately?).

Another is that you should be extra careful not to start the car with the lights on, especially in cold weather. Excess voltage is very bad for QI lights; the low voltage associated with start-up is almost as bad.

Also, be sure your fog light covers are off when you fog lights are on. You risk a meltdown otherwise.

**Q. Some people say you should seal the headlight with silicone sealant or tape to keep out moisture.**

**A. Sounds like a good idea.** In the Connecticut Valley Chapter, Bob Yohe, who runs the annual QI lighting sale, swears by it. (He even puts a bead of sealant around the edge where housing meets the lens crystal.) But the manufacturers say it's dumb. They say no matter how well you think the lights are sealed, they aren't really, and all you do is make it harder for the moisture that does get in the lights to get back out.

Bob swears by his method; the manufacturers by theirs. Take your pick.

**Q. How much of this is legal? There's a warning packed with my lights that says they're only supposed to be used for motorcycles, off-road and sports applications.**

**A. Ignore the warning.** For all practical purposes, there is no legal problem.

First, fog lights are legal across the country.

Second, QI lights of any kind are legal in a growing number of states, including Massachusetts.

Third, sealed beam QI lights are legal across the country. While it's possible to tell the whiter light of quartz lamps from ordinary tungsten sealed-beam units, it

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DRIVER → ⊗ ← DRIVER'S VIEW THRU WINDSHIELD

would take a pretty sharp-eyed policeman to tell the sealed-beam QI unit from the European QI headlights (sometimes called code headlights) we're talking about here.

(One would look for the "pattern" shining through the low beam upside down — since the glass on the headlight is a lens, the beam passes through upside down and then is inverted to become right-side-up. There is no pattern on U.S. QI lights.)

Few if any people ever were hassled by police even when there were no "legal" quartz lights on the road. So expect even less of a problem now. Just don't walk up to a cop and tell him, "I've got Z-beams on my 2002; what're you going to do about it?"

**Q. Just what is a quartz halogen or quartz iodine light, anyway?**

**A.** Quartz is what the body of the bulb (not the headlight glass) is made of. Iodine (or bromine) is what the filament is surrounded by instead of just a plain old gas-free vacuum. Both iodine and bromine are halogen gases, hence the other name you hear, quartz halogen — means the same thing. The filament itself is tungsten, just like on a tungsten sealed-beam light.

The sealed beam on sealed beam lights refers to the fact that the body of the light and the filament/bulb unit are wedged — sealed — together as one. You install and throw away the unit as one. The purpose of sealed-beam lamps back in the 1930s, when U.S. headlight laws were promulgated — and they have remained unchanged for 40-plus years — was that they were less troublesome than separate bulb and body units. Technology has changed incredibly since then; the law remains the same.

**Q. What keeps my lights from getting stolen?**

**A.** Faith in Americans.

QI headlights are almost never stolen, except as part of a package — car and headlights together.

To minimize theft of bolt-on lights, Cibie makes a lamp lock for its units that goes on the same way a wheel lock goes on expensive alloys. They cost about \$7. Ask your Cibie dealer for Part No. 14-81-00.

**Q. What about the "booster beam"?**

**A.** That's a Cibie invention in their series 95 shell. It's for use on lightly traveled roads and combines a bit more range than a low-beam light with some fog-cutting capability. You might consider this light if you do a lot of expressway driving where there's too much traffic to use your brights.

**Q. Anything else I should know about?**

**A.** If you do a lot of driving in heavy fog, Cibie makes a couple of very bright red rear fog lamps that lessen your

chances of getting rear-ended by cars closing faster than they should be in heavy fog. They cost \$15 and up. Ask a Cibie dealer for the "Super Marignan," 5½ x 2½ x 2½ deep (plus mounting bracket), No. 30-36-02 or 30-36-05 (complete kit). It takes a Type B tungsten bulb and should cost around \$15-\$16 discounted. Or the round 40S, 5¼ diameter x 2½ deep, plus mounting stem. It takes an H2 bulb and costs a bit more.

Cibie also makes auxiliary back-up lamps using Type B (tungsten) bulbs. But why not go all the way and mount a small fog light in back instead? Or be really outrageous and put a small driving lamp back there — great for keeping tailgaters or high-beam drivers off your back bumper at night.

Bill Howard

#### CIBIE HEADLIGHT CONVERSIONS

● Cibie 7-inch headlamp conversion. For cars with dual (two) headlamps (eg, 2002). Low beam, 1,300' reflective range, coverage 10 degrees vertical x 48 degrees horizontal. High beam, 3,700 feet reflective range, coverage 12 x 46 degrees. Takes one H4 bulb per lamp.

● Cibie Z-beam 7-inch headlamp conversion. Low beam range, 1,600 feet, 10 x 48 degrees. High beam range, 4,200 feet, 12 x 52 degrees. H4 bulb.

● Cibie 5¼-inch low/high headlamp conversion. For cars with quad (four) headlamps (all current BMWs). Low beam range, 950 feet, 10 x 43 degrees. High beam range, 3,400 feet, 11 x 40 degrees. H4 bulb. (Note: this replaces the outside two headlamps of a quad lamp set-up and has both a low and high beam.)

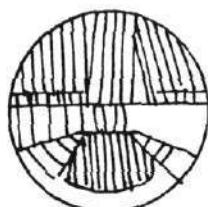
● Cibie 5¼-inch high-beam conversion. Range 8,600 feet, 12 x 26 degrees. Takes H1 bulb. Brilliant pencil (spot) beam. (Note: this replaces the inside two headlamps of a quad lamp set-up and is only a high beam.)

■ Cibie 4 x 6 "Intensifier" low-high headlamp conversion. Low beam range, 1,050 feet, 10 x 46 degrees. High beam range, 3,250 feet, 10 x 42 degrees. H4 bulb. (Rectangular quad headlamp conversion.)

■ Cibie 4 x 6 "Intensifier" high beam headlamp conversion. Range, 8,600 feet, 10 x 45 degrees. H1 bulb.

● OEM sealed beam 7-inch headlamp. Ranges 950 feet low, 1,250 feet high. Tungsten original equipment lamp. Ranges are Cibie's comparison test results

Continued



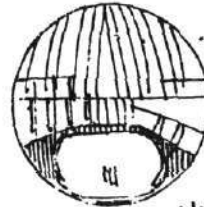
7" H4 CONVERSION  
single dual filament bulb



5 3/4" H4 LOW



H1 HIGH



7" AMPLILUX (two bulbs)



Continued

● OEM sealed beam 5¾-inch low/high headlamp. Ranges 800 feet low, 1,250 feet high. Tungsten original equipment lamp. Ranges are Cibie's comparison test results.

#### CIBIE AUXILIARY LIGHTS

■ Cibie 35. Size 3½ high x 6 wide x 1¾ deep. Fog light range, 400 feet, 14 x 82 degrees. Driving light range, 4,400 feet, 12 x 22 degrees. Either unit takes an H2 bulb. Cibie's most compact rectangular (■) unit.

■ Cibie 95. Size 4 x 7 x 2¾. Fog light range, 500 feet, 10 x 92 degrees. Booster beam (mid-range) light range, 1,100 feet, 8 x 105 degrees. Driving light range, 5,000 feet, 10 x 13 degrees. H2 bulb. (Back of housing is plastic.)

■ Cibie 175. Size 5 x 8½ x 3½. Fog light range, 700 feet, 8 x 120 degrees. Driving light range, 6,000 feet, 11 x 16 degrees. H2 bulb.

● Cibie 40. Size 5 inches diameter x 2½ deep. Fog light range, 375 feet, 16 x 88 degrees. Driving light range, 3,700 feet, 13 x 18 degrees. H2 bulb. (Black fiberglass housing.)

● Cibie 45. 7 x 1¾. Fog light range, 400 feet, 14 x 100 degrees. Driving light range, 5,000 feet, 12 x 16 degrees. H2 bulb. *Very thin.*

#### GET COOL WHEN IT'S COOL

Do not stop using your air conditioner now that the weather no longer requires its use. Every two or three days, turn on your unit for two or three minutes, even if you also have the heater on. The reason is that if you ignore your air conditioner all winter, it might just ignore you next spring. Lack of use of your unit is like not exercising your body - when you want it, it won't be ready.

No deep technical secrets - just common sense.

#### NOTE FOR DAMP, COOL MORNINGS

At times, you will find the inside glass surfaces in your car all frosted up. Quite possible on damp, cool mornings.

Simple cure - turn on the air conditioner. In just two or three minutes, the moisture will be gone.

This also takes care of "cool" above.

Continued

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 Motorsport Seat Umbrella  
 Motorsport Automatic Umbrella  
 BMW Sterling Silver Key Ring  
 Carved Wooden Model BMW 320i  
 BMW: A History (Leather)  
 BMW: A History (Deluxe)  
 Canvas Tote Bag  
 Barrel Bag  
 Crystal Cocktail Set  
 Flask, Black Leather  
 Ceramic Tankard (Blue)  
 State Brewery Mug  
 Ladies Trevira Scarf  
 Crystal Ash Tray  
 Ceramic Mug, Pewter Cover  
 Butane Pocket Lighter (Black)  
 Butane Pocket Lighter (Chrome)  
 Butane Table Lighter  
 Ceramic Vase w/ BMW Cars  
 Ceramic Vase w/ Munich Scene  
 Ceramic Dish w/ Munich Scene  
 Sunglasses w/ Case  
 Motorsport Garment Bag by Lark

Motorsport Luggage Tags (Set of 3)  
 BMW M1 toy car  
 Radio-controlled BMW 3.5 CSL  
 Men's Motorsport Parka (S, M, L, XL)  
 Women's Motorsport Parka (S, M, L, XL)  
 Men's Motorsport Jacket (S, M, L, XL)  
 Women's Motorsport Jacket (S, M, L, XL)  
 BMW Velour V-Neck (Unisex) (S, M, L, XL)  
 BMW Hooded Sweatshirt (S, M, L, XL)  
 BMW S/S Knit Shirt (S, M, L)  
 Men's White Fashion T-Shirt (S, M, L, XL)  
 Men's Blue Fashion T-Shirt (S, M, L, XL)  
 Women's White Fashion T-Shirt (S, M, L)  
 Women's Blue Fashion T-Shirt (S, M, L)  
 Racing Jacket w/ Piping (Unisex) (S, M, L, XL)  
 Motorsport Anorak (Down) (S, M, L)  
 Motorsport Pullover (Blue) (S, M, L, XL)  
 Motorsport Pullover (White) (S, M, L, XL)  
 Motorsport Cardigan Jacket (White)  
 (S, M, L, XL)  
 Cap, Blue (100% Wool) Adjustable  
 Cap, White (100% Wool) Adjustable

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## Letters & 100K Club

I thought I would give you some information on my recent collision repair. My 320i had a dented left front fender, bumper and miscellaneous panels in the left front as a result of testing the strenght of a guard rail. The guard rail held and did \$1000 damage to my poor car. Acting on a recommendation from Bill Loftin, I brought the car to Wagonwork Corporation in Alexandria, Virginia. They said the repair could be done in a week and I could drop it off anytime. The job was done on time and excellently finished. I am very happy with the work and would recommend Wagonwork to other Club Members who suffer collision damage. The paint matched perfectly and after a detailed inspection, I could find nothing to complain about.

This brings me to a recommendation for a future chapter meeting. Why not have a session at a body shop? I walked around Wagonwork with Joe Cullison and looked at some work in progress and at some wrecks. It struck me that even those of us who do most of our own work (even minor body work) can learn something new at a body shop. Cars there ranged all the way from small dented ones to ones which had been rolled over. Joe briefly discussed some repair techniques as we looked at these different BMW's, Porsche's, and Volkswagons.

As a new club member, I suspect you may have done this before. If not, Wagonwork Corporation could be an interesting place to spend an evening.

Al Gracewski

I am a candidate for your 100,000 mile club, inasmuch as I have a 1970 2002 which I have had since its birth and which now has about 172,000 miles on it. It is, of course, a great car and I have just had the engine rebuilt for the 2nd time and the transmission rebuilt for the 1st time. This second rebuild includes modifications so that it runs well on regular leaded (89 octane) fuel of any brand, otherwise the car is essentially stock.

Incidentally, I am happy to be able to recommend, WITHOUT reservation, the shop which I am presently using for the 2002 as well as for our Bavaria (1972, but only has 82,000 miles). The shop is Auto-Tech and is run by Master Mechanic Dan Anderson, who is one sharp guy. In addition, he is a pleasure to deal with and will go out of his way to accomodate needs and desires. He is located in Finksburg, Maryland and his telephone number is (301) 833-3128. In our 11 years with BMW's, we have been through many dealers and private shops, and again, it is without reservation that I recommend Dan.

Alva S. Baker, M.D.

## Sell, Swap & Trade

1974 Bavaria, Malaga with tan interior, 4-Speed  
57K miles, A/C, PS/PB, Sisal Mats, Blaupunkt AM/FM  
Stereo Cassette, Ziebart Rustproofed, Bosch Hi/Lo  
Beams, Vredestein 205/70-14 Tires on Momo 7" Wheels,  
within last 10K miles: Master Brake Cylinder, Front  
Rotors, Bilstein Sport Shocks, Heavy-Duty and updated  
Cooling System, Rebuilt Carbs., Brake Pads, 19MM Rear  
Sway Bar. \$6000 or Best Offer. Michael Greenbaum  
703-892-4300 (Days) 703-532-4164 (Evenings)

WANTED: Two standard steel wheels (6x14) for a  
1976 530i. Dave Unger, (703) 941-4133.

● Cibie 180 (Oscar). 7 diameter x 4 1/4. Fog 550 feet, 10 x 88 degrees. Driving light range, 5,500 feet, 14 x 24 degrees. Pencil beam range, 7,800 feet, 14 x 18 degrees. H1 bulb. (Fixed mounting stem. Requires 1 3/4 inches clearance from midpoint of mounting bolt to rear of lamp.)

● Cibie 190 (Oscar Plus). 7 x 3 3/4. Fog light range, 650 feet, 8 x 92 degrees. Driving light range, 6,000 feet, 12 x 40 degrees.

● Cibie 200 (Super Oscar). 8 5/8 x 5 3/4. Fog light range, 700 feet, 10 x 98 degrees. Driving light range, 5,000 feet, 10 x 34 degrees. Pencil beam range, 9,500 feet, 13 x 13 degrees. H1 bulb. (Fixed mounting stem. Requires 2 1/2 inches clearance from middle of mounting bolt to rear of lamp.)

● Bi-Oscar. Size not available. Fog light range, 600 feet. Driving light range, 4,500 feet. Fog and driving light combined in one unit. Requires two H2 bulbs.

#### MARCHAL HEADLIGHT CONVERSIONS

● Marchal 7-inch headlamp conversion. Low beam 2,500 feet. High beam, 4,000 feet. H4 bulb.

● Marchal Ampilux 7-inch headlamp conversion. Low beam, 2,500 feet. High beam, 4,800 feet. Requires both H1 and H3 bulb. (May require some modification to install in car.)

● Marchal 5 3/4-inch low-high headlight conversion. Low beam, 1,700 feet. High beam, 3,800 feet. H4 bulb.

● Marchal 5 3/4-inch high beam headlight conversion. Range, 4,200 feet. H1 bulb

#### MARCHAL AUXILIARY LIGHTS

■ Marchal 856 (fog) and 859 (driving). Size 3.8 high x 6.2 wide x 2.2 deep (lens and housing only). Fog light

range, 1,500 feet, beam spread 10 x 95 degrees. Driving light range, 3,800 feet, 20 x 45 degrees. H3 bulb. (Note: Marchal fog and driving lights of the same size have different numbers.)

■ Marchal 750 (fog) and 759 (driving). 6 x 4 x 2. New unit. Other specifications unavailable.

● Marchal 810 (fog) and 819 (driving). 5.8 diameter x 2.4. Fog light range, 1,300 feet, 10 x 95 degrees. Driving light range, 3,200 feet, 18 x 45 degrees. H3 bulb.

● Marchal 880 (fog), 889 (driving), 882 (spot). 7.2 diameter x 2.7. Fog light range, 1,800 feet, 12 x 100 degrees. Driving light range, 4,000 feet, 20 x 50 degrees. Spot (pencil) light range, 4,200 feet, 16 x 30 degrees. H3 bulb.

● Marchal 900 (fog) and 909 (driving) and 909 Spot (spot). 7.9 diameter x 4.2. Fog light range, 4,500 feet (4,200 feet, amber lens), 110 degree horizontal spread. Driving light range, 6,000 feet, 50 degrees spread. Spot (pencil) light range, 6,500 feet, 30 degrees spread.

■ Marchal 950 (fog) and 959 (driving). 5.8 high x 9.3 wide x 4.7 deep. Fog light range, 2,700 feet, 10 x 116 degrees. Driving light range, 6,000 feet, 12 x 36 degrees.

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### MEMBERSHIP APPLICATION

Please accept this application for membership in the BMW Car Club of America and the National Capital Chapter.

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Model of BMW: \_\_\_\_\_

Year: \_\_\_\_\_ Ser. No. \_\_\_\_\_

Model of BMW: \_\_\_\_\_

Year: \_\_\_\_\_ Ser. No. \_\_\_\_\_

Your check payable to BMWCCA must accompany this application.

Total Dues: \$25.00

This covers your initiation fee of \$2.50 plus both National Capital Chapter and National Dues for a full 12 month period.

