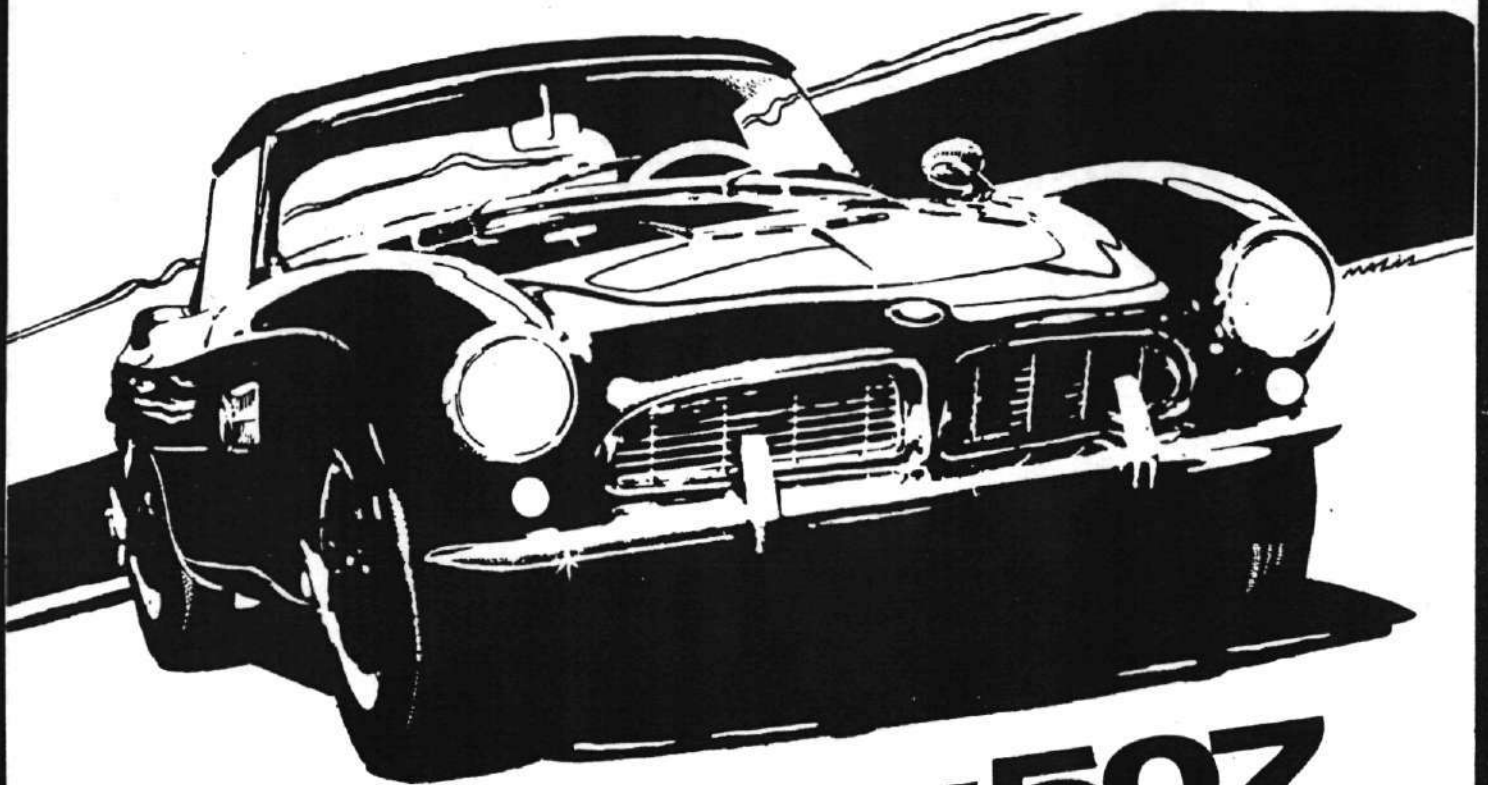


NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



JUNE / JULY 1981

der bayerische



bmw 507

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Rambling Ruminations

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Next Meeting

The National Capital Chapter will be hosting a tech session at VOB on Saturday July 11 at 10:00AM. The topic will be computerized tuneups. It should be an interesting and informative event. We hope that many of you can join us.

VOB is located at 11605 Old Georgetown Road at Rockville Pike in Rockville. If you need directions, call them at 770-6100.

▶ 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.

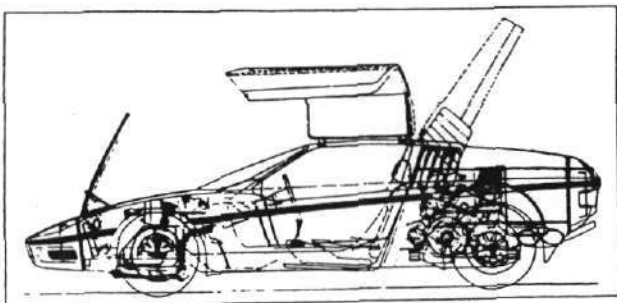
▶ YOU are the staff of Der Bayerische. Please write for it. Anything to do with the car, from wax to transmissions, service problems or solutions. Articles sent to the editors by the 15th of the month will be printed in the next issue.

▶ 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.

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(7 - 10 p.m.)

Hugh Wells 120 Wicklow Road
Winston-Salem, NC 27106
27106
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der bayerische

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President's Message

Well our May driving school is past history now, but before we move on to new events, let me take care of a few details. A tremendous amount of work went into this event and it took a lot of people to make it work. The man that put the whole thing together was John Nitzke. He has been working since last January getting the cokes and beer, putting together the tech inspection, checking out motels for the info package, putting together dinner for 130 people, two lunches, and at least one more page of details. I rented the track and gave it to John and asked him to paint a picture for the club - he gave us a masterpiece.

Ira and Bernice Winthrop put together the Saturday lunch that was really great. They had a sandwich for every taste and a lot of other good things. There was enough left over for Marie Nitzke to do the Sunday lunch.

There were a lot of people that helped out with the tech sessions. I am sure John Nitzke knows who they all were but one name comes to my mind, that of Mike DeFontes who came down from Baltimore to help out on the Saturday session.

There was another group none of whose names I have. They were the corner workers. They stayed out on the course when it was cold and when it was hot. They were out there, three or four isolated at a station, while the drivers were on the track having fun. It was this group that gave their time so the rest of us could have a good time and I think a lot of these corner workers went back out for a second day.

My thanks to each and every person who helped out in any way and especially those I didn't name. I hope everyone of you will do it again next year.

We had a lot of fun on the track. Sissy Owen came from Atlanta, Charlie Goodman came from Etobicoke, Canada, Ed Smith returned from Knoxville and

Mike Gaskin returned from Philadelphia. Altogether there were 16 drivers from outside our chapter and it seems that each of them were out to give us locals a driving lesson (and they did)! Charlie Goodman really showed us what a good line could do for lap times. Ed and Patti Smith really gave their 530 turbo a work out (I think that it is the fastest street car I have ever seen). And then there was a young man in a 2002 from Chambersburg, Pa.. Chris Kendall, who showed us what a combination of a good handling car and super driver can do. There were a lot of other visitors like Clyde Hill, Howard Rodman, Steve Gates and Dale Underwood who really made it a good weekend for us all.

I would like to mention three local drivers for one thing or another. The first is Ken Price who did a very consistent job in his 2002. Elke Schuettler who really went slow in the beginning but by the end of the day she was blowing doors off almost every car on the track. I thought the driver who put out the greatest effort to go fast was Andrew Galla - he will probably be the fastest next year. I guess I do have to mention Mike DeFontes - he finally passed me after two years of blowing his horn in the corners.

One of the highlights of the school is the drivers get to taking their family and guests out on the track for rides (and making every effort to scare the hell out of them). No one spins or overcooks a corner when they have guests it would be too embarrassing.

After the track activities were concluded on Saturday afternoon, we started our party. There was beer, wine and soda and a really great steak dinner. I don't think anyone went away from the cook out without their fill. As the cook out was ending, the campfire was getting underway and one thing seem to blend smoothly into the next. What a great evening was had by the 130 members present! We missed all the others who didn't get there. Plan on it next year.

I would like to offer the heart felt thanks of the club to VOB BMW, Heishman BMW, and Autoy for their support for this event. All have been active in their support for our chapter for a long time and my thanks seem inadequate at times.

And now to future business.

On July 11th we have a tech session at VOB at 10 a.m. They will show you what the latest computerized tuneup is all about.

On July 25 and 26th we have the Atlantic Zone Congress at Howard Johnson's Motel in Dorsey, Md. at MD176 and B&W Parkway. There is a banquet Saturday open to all chapter members for about \$10 per person. If you are interested call Chuck Garrish and make your reservations as soon as possible. We will need some volunteers to help out with a hospitality suite on Friday night.

August 9th is SCCA National races at Summit Point and there will be a BMW in-pound area, parade laps and good fellowship. Come join us - no reservations.

August 15th is tech session time again. 10 a.m. at Martens BMW in Marlow Heights, Md. Subject is fuel injection, I think.

September 13th is picnic time at Summit Point. We will supply beer and soft drinks. You will be forced to enjoy good racing, parade laps and the company of your fellow members.

There will be a regular membership meeting on September 17th at 7:30 p.m. Somewhere.

I am working on a driving school for late September or early October to be held on Friday at a cost of \$10 per entrant with no frills - no lunch - no pretech - and very little else but track time.

Also we will try to put together a tour and picnic up to Catoctin State Park about the 18th of October.

We are planning an Augustfest at Max Blob's Park in Jessup, Md. on November 6th at 8:30.

We will probably have another wine and cheese party in Rockville in early December (the 4th looks right if we can get the party room)

In all these events, something must be right for you. If we are yet to plan something just right for you, let's us know what it is.

Bill Loftin

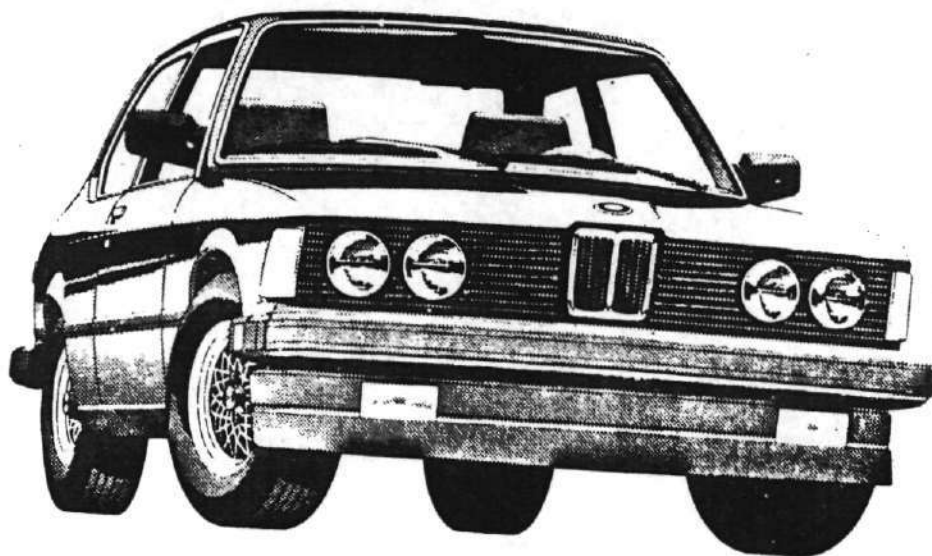
From the Editors

Well, Ira and I now have our Coupe. It's taking a lot of work, but worth it. As Ira said in last month's column, parts take a while to procure. One of the problems we had was with the seatbelts. They were old and the mechanism to increase the belt size didn't work (the belts were not inertia reel). This can definitely be a problem when you're used to wearing belts and are 8 months pregnant. We decided to try to replace the belts with inertia reel belts from a newer BMW. The old belts were very inconvenient to use, the shoulder belt alone was over 4 feet in length and was always tangled.

A trip to our local junk yard turned up a set of good belts out of a 1976 Audi sedan. The new BMWs use the same belts, but we couldn't figure out how to get them out of the car. The new belts mount very easily in the car; the driver and passenger belts are swapped because the inertia reel is mounted in a different position. The new belts are terrific, they store out of the way, are easy to adjust, and cost only \$10.00 per set.

continued page 6

by heishman



3154 JEFFERSON DAVIS HIGHWAY
ARLINGTON, VIRGINIA 22202

(703) 684-8500

And that my friends, is your tech tip from me who admits knowing only that cars have 4 wheels, a motor, and go backwards and forwards.

We would like to announce the winner of our cover design contest. Ladies and Gentlemen, the winner is Bob Menaker who came up with the idea for the March, April and future issues. Congratulations Bob! We would also

like to thank Tom Goubeaux, the designer of the May issue cover. It was a tough decision to declare a winner.

Check the calendar for upcoming events. The next newsletter will be coming out in late August. We'll take July off to have our baby. Have a great and safe Summer.

Bernice

Calendar of Events

- | | |
|------------------|---|
| July 11 | tech session at VOB 10 a.m.
topic: computerized tuneup |
| July 25 & 26 | We are hosting the Atlantic Zone Congress at Howard Johnson's Motel, Dorsey, Md., banquet Saturday night \$10.00 Call Chuck Garrish for details |
| August 9 | SCCA National races at Summit Point, West Virginia |
| August 15 | tech session at Marten's BMW, Marlow Heights 10 a.m. topic: fuel injection (???) |
| September 13 | Summit Point, West Virginia, BMWCCA/National Capital Chapter Picnic |
| September 17 | regular meeting place to be announced
time: 7:30 p.m. |
| October 16 | No frills Driving School |
| October 18?? | Tour/Rally/Scavenger Hunt near Catoctin State Park, Md. |
| November 6 | "Augustfest" at Max Blob's Park, Jessup, Md.
8:30 p.m. |
| December 4 (???) | Wine & Cheese Party at Grosvenor Park, Rockville, Md. pending details, availability of party room. |

See Also President's Column for details of each event

My Second Summit Point Experience

The Driving School of May 2 & 3 at Summit Point Racetrack was a tremendous success. Thanks to John & Marie Nitzke, chairpersons of the event, the weekend was well organized and very enjoyable for drivers and observers alike. Approximately 40 drivers attended on Saturday and 35 on Sunday, a full house. The most encouraging signs of the weekend were the 80 BMW enthusiasts who came to observe and help. By coming to Summit Point these people were able to see firsthand that a driving school is not hazardous to your health or the health of your BMW. I hope next year we will be full on both days with National Capital members.

This was my second driving school at Summit Point, as a result I found myself more relaxed behind the wheel. Consequently, I enjoyed every minute and was the last car off the track at 5:00 p.m.

The instructors taught proper driving techniques, shifting, braking and the fastest line around the track. I believe I learned more this year than last, due to being able to build on last years experience.

The most important consideration I would like to stress is the safety of these events. Every driver is able to choose their own speed and style. Very minimal wear and tear accrues to your BMW as the tires are increased to 40 + lbs. and the braking is done before you shift for a turn - therefore very little transmission wear. Brake pads are the only items which really wear, and pads are inexpensive to replace.

Plan now to attend the Octoberfest in August in Milwaukee and our own one day inexpensive Driving school October 16th at Summit Point. You will be glad you did.

Gordon M. Kimpel

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School Days, Summit Point



The No-Frills El Cheapo Driving School - \$15

Yes that right, just 15 smackaroos gets you in. There will be no meals, no pretech inspections, no dash plaques, and no refunds. There will be lots of track time, lots of fun and lots of thrills. This all happens on the 16th of October (for those who don't have a calendar handy, that's a Friday and that's why it is so cheap). The first car off will be at 8:00 a.m. I will accept the first 50 checks made payable to BMWCCA for \$15. Don't mail anything to me after October 4th. Show up at Summit Point by 7:30 a.m. with a helmet, full tank of gas, 40 lbs. air in your tires, and tape for your headlights. I will notify those whose checks are accepted.

Repair record confusion. The annual April auto issue of Consumer Reports for 1980 shows frequency of repair data for the 530i cars, but the 1981 issue does not. In addition, the 1980 issue lists both the 1975 and 1976 models as used-cars to avoid, whereas, rather curiously, only the 1976 model is so-listed in the 1981 issue. I have dispatched a letter to Consumer Reports asking for an explanation, and if a meaningful response is forthcoming, you will be informed.

Gathering our own data. Our club could probably do a far better job than Consumer Reports of collecting and disseminating frequency of repair (and maintenance cost) data on BMW's -- and what a useful service it would be for the membership. Since BMWCCA is apparently not interested in doing anything of such patent utility, would it be worthwhile for our chapter to undertake such a project on an experimental basis? If the effort proved fruitful, perchance another chapter or so would join in and, eventually, we would have extensive coverage, possibly even evoking the interest and participation of BMWCCA. Among other advantages, with such data at hand, the club would have a demonstrably sound basis for pointing up BMW problem areas to BMWNA and suggesting that improvements be made. Wouldn't a truly first-rank manufacturer and purveyor of quality automobiles welcome such information?

Teutonic country dining. If you enjoy good German food at reasonable prices, take a leisurely Sunday drive to the Bavarian Inn at Shepherdstown, West Virginia (NNE of Charles Town; West of Frederick, Maryland; SSW of Hagerstown, Maryland). It opens at noon on Sunday, although alcoholic beverages are not served until 1:00 p.m., if that is a factor for you. You will find the ambience relaxed and warm, and the total experience delightful. Incidentally, according to a note in the menu, the place is operated by a couple from Bavaria, which tells you quite a lot in itself. It occurs to me that our chapter might organize an outing to the Bavarian Inn -- management would need a little notice for a large crowd, but that could be arranged.

A similar establishment worthy of note is the Bavarian Chef, which is located on U.S. Route 29, about 20 miles north of Charlottesville, Va. It is more than a leisurely drive from the Washington, D.C. area, but if you happen to be in the vicinity of Charlottesville, the Bavarian Chef is an excellent place to dine.

Improvident chortling. Recently, a friendly and likable BMW sales representative, long of my acquaintance, regaled me and a colleague of his with an account of his observation of a radio being installed in a Honda. He was less than favorably impressed with the fact that the Honda's rear seat, which had been removed from the car, was all "foam rubber" and completely devoid of springs. "Cheap," he said, and his colleague concurred with some vigor. I suggested that foam seats without springs might be prone to lose their shape and supportive ability in time, but confessed that I knew of no complaints from Honda owners. A few weeks later, Peugeot began a series of newspaper ads in which, in part, it extolled its innovative departure from convention in adopting springless, polymerized foam seats for its cars, which it said are more costly but worth it for their improved durability and comfort.

The judgement is vacated and the case remanded for further proceedings.

Ersatz tail pipes. Last summer, the tail pipes on my 1977 530i capitulated to rust. The "legendary" engineering gnomes of Munich made no provision for replaceable tail pipes, so I feared that a complete rear muffler would be needed, which at that time cost about \$215 installed by my favorite dealer, Heishman. But Service Manager Donnie Strother directed me to Alexandria Texaco, which has pipe bending equipment. There, twin tail pipes were expertly fashioned and installed with two macho clamps, all for \$18.50, allowing me to postpone the large outlay for a rear muffler. Incidentally, Midas quoted me a rear muffler price of \$100 more than the dealer price. And, I understand, the famous Midas warranty does not include pipes.

Bill Via

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100K Club

A Heishman Recommendation

I'm a silent member of your club and have been for years. I thought I'd give you another vehicle to add to your 100,000 mile club. My car is a 2002 Tii with 134,000 miles. This is a good looking screamer with the original rear end, master cylinder, and calipers, the injector pump has only had adjustments in all of these miles. Many times I've thought of selling the beast as I have other wheels, but I realize, that it's probably my last BMW I'll own, besides its so reliable that I couldn't get rid of it with a clear mind. I've recently started a "BMW account" so that I can completely renew the exterior finish to restore the top notch looks it had before. The silver laquer paint is 5 years old and is starting to crack up - inevitable due to its hardness. BMW wasn't too concerned with rust in these years and that too is beginning to show its head.

Still all in all the car is worth 80% of what I paid for it 8 years ago - I love that!

The quality BMW interior fittings are holding up well.

Rick MacGregor

I recently broke my turn signal/hi beam post on the Friday before Memorial Day weekend. The idea of driving 500 miles that weekend and having to hold the signal indicator cuts the steering column in order to keep the turn signal from blinking was not very appealing.

I had a very pleasant experience at Heishman BMW in Arlington, Virginia. Their service department was able to fit me into their very busy afternoon to repair the signal stalk. This saved me a lot of stress, which I appreciated very much.

Heishman has always supported our club in every manner possible. It is always a pleasure to do business with this dealership. I thank them for their timely assistance.

FYI - the turn signal stalk was around \$60 - just for the part!

Gordon M. Kimpel

BANG!

IF YOU BANG UP YOUR BIMMER ---
HOW TO DEAL WITH THE INSURANCE CO.

Since I bought my 76 2002 I have been taking it to J&F Motors Ltd. in Arlington, Va. They have provided me with excellent service that has kept my car running perfectly. They are fast, reliable, and most of all honest. The latter is hard to find in an auto repair shop in this day and age.

I recommend them wholeheartedly to any BMW owner.

Jason P. Bohrer

Hopefully it won't happen to you but given the way people drive in New Orleans, it's extremely likely that sooner or later you'll need body work done on your car. It's important to know how to get the best claim settlement from your (or the other guy's) insurance company. You do carry insurance, don't you?

First advice: Don't take the car to the insurance company's drive-in claims center. Why let the company decide how much it should cost to repair your car? They aren't doing the work. Decide where you want the work done, and make an appointment for an adjuster

continued on Back Page

Club member John Fobian has been providing a great deal of information about the Purolator oil filter nomenclature change. The latest info shown below indicates that Purolator will solve the problem by discontinuing the old numbers.

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Service Bulletin

SBO-C25/4/6/81
JC232

CLARIFICATION OF PUROLATOR BRAND TYPES AND IMPORT CAR TYPES

The following Purolator brand type numbers will be obsoleted upon stock depletion in favor of the designated Import Car type number:

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SUPERSEDED BY

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FCO-109

OBSOLETE

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 BMW A History (Deluxe)
 Canvas Tote Bag
 Barrel Bag
 Crystal Cocktail Set
 Flask, Black Leather
 Ceramic Tankard (Blue)
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 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
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4 6 X 14 Octavo 100+ turbine style wheels for Bavaria or 530/528.
\$150.00 or best offer.

Ira Winthrop
275-7367 (work)
249-6685 (home)

For Sale

1980 320i, Luxus Touring Package. A/C Blaupunkt AM/FM cassette. 5 speed, Mahogany steering wheel, fog lamps - very low mileage. Still under warranty.

Victor White
768-5988 After 6

For Sale

1970 BMW 2002 - may be able to be driven home for parts or repair
\$700.00 or best offer

Andres Zellweger
384-1062

For Sale

1) 7 steel wheels - Ideal for Bavaria or for snow tires. 6 X 14 from 1978 530i

- 2 - mounted an Michelin XVS 195HR70-14
10,000 miles left
- 2 - with 5,000 miles left
- 3 - not mounted

2) Pollution devices from 1978 530i
Make Offers!

Gordon Kimpel
(703) 524-8712 Days

For Sale

1973 Bavaria Tan 4 speed A/C PS PB Sunroof, Engine completely overhauled at Heishman BMW 20,000 miles ago. AM/FM Stereo Cassette, Cruise Control, Quartz Halogen Headlights, new shocks, brakes, exhaust. Meticulously maintained and garaged, can be seen in North Arlington.
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Wanted

BMW technician wanted. Washington D.C. areas only exclusive BMW dealer is looking for a good BMW technician. Plenty of work with top pay. Please contact Mr. Donald Struther at Heischman BMW (703) 684-8500.

Wanted

Two black front door panels from 1978 530i or 528i. Must be in good condition.

Gordon Kimpel
(703) 524-8712 Days

Wanted

1 Wheel cover for factory mag wheels.

Ira Winthrop
275-7367 (work)
249-6685 (home)

to see the car there. This is more time consuming, but it's the only way to assure that the adjuster and the shop agree on a price beforehand-with the latest parts and paint prices, labor rates, etc. If the car is not driveable and must be towed to the shop, this cost may be included in your claim.

Make sure everyone understands that if hidden damage is uncovered the adjuster will be called back in to approve the work, or else you could be stuck with the extra charges.

In selecting your shop, find one that understands the value of a BMW. Used 2002's of whatever year are selling at or sometimes above their original sticker prices. This can have an effect on the type of repairs the adjuster will authorize. It's less expensive to fill a dent with Bondo than to replace the body panel, and insurance companies don't give anything away. But a shop foreman who understands the car's value may be able to convince the adjuster to authorize the more expensive job.

If the cost of repairs approaches or exceeds the value of the car, the company is going to declare it a total rather than repairing it. They have the right to do this, and if the damage is that serious, it would probably never be the same, anyway. A total loss can be settled two ways: The company pays the value of the car and you sign the title over to them, or you keep the car and they pay you its value less salvage value. If you figure you can keep the wreck for parts or sell the parts yourself, you might want to choose the second deal. Be sure the company will go along.

Most important, though, is deciding what the value of the car is. They should pay you fair market value: what it would cost to buy another one like it, same year, same condition, same equipment, equivalent mileage. The Blue Book is only a guide: in your area BMW's may be selling for more or less. If you use the Blue Book,

use average retail, not forgetting additions or subtractions for equipment and for high or low mileage.

Talk to the dealer! If the adjuster is having a hard time understanding why your five year old Bimmer is worth more today than you originally paid for it, the dealer can show him records of recent used car sales to prove you are right. The adjuster isn't going to want to pay the sort of money you're expecting, but he won't have much choice when faced with the evidence the dealer can present.

If you have added special equipment to the car (CB, Snooper, QI lights, special wheels, etc.) whether or not you get to keep it is a subject for negotiation between you and the adjuster. Obviously, he's not going to let you take the replacement gear unless you still have the stock equipment to put back in. And you might as well forget hard-to-get items such as Koni shocks or sway bars. You should be allowed to take things that don't affect the car's value, like a CB or Snooper, unless you would have to disfigure the dash to remove them.

The whole process of settling a loss, especially a total loss, is not the cut and dried thing the companies would have you believe. Instead, it's a process of negotiation. Approach this process of negotiation with an attitude of friendly cooperation. Bear in mind that the company has a contractual obligation to you as a claimant: if they don't offer a fair settlement you can legally hold their feet to the fire. You don't want to have to do this, of course, but it's a weapon you hold over their heads.

If you involve yourself in the claim process from the beginning; if you understand what your car is realistically worth; and if you realize your rights without niggling over every last penny, you can usually extract a fair settlement from any insurance company.

Billy Hulse
Baylor Chapter