

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER



NOV & DEC 1981

# der bayerische



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and top it off with a buck's worth of high-test."*

Rambling Ruminations  
Autoy's O'fest  
Car Care Tips  
Points  
Fall Maintenance

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DAVIDSON MD 21035



## Next Meeting

Our last event of the year is the annual Christmas/Hannukah celebration & Wine and Cheese Party on December 4th at 8:30PM. The location is the same as last year, Grovesnor Park Apartment Complex at 10500 Rockville Pike - Just north of the Beltway at the Rockville Pike, Rt 355 exit. We will be in the party room in the building farthest from the beltway.

Coming in January;

On January 30th we will meet at London Auto Services in Falls Church. The general topic will be how to preserve and protect your car from rust, a good meeting for members with older cars.

▶ 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 Gordon Kimpel 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 Gordon Kimpel for rates.

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## der bayerische

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## President's Message

Three out of every four columns that I write for this newsletter are about our plans and schedule. Someone has to do that job and I usually get elected. This time you have a surprise in store. We are normally in the business of spending your money for beer or hot dogs or something but this time I want you to contribute.

I have a project that I think is worthwhile to our chapter. Maybe a hundred of you will agree with me and help out. Bill Scott who owns Summit Point Raceway is starting a campaign to pave the track. Our club could be the first group to benefit from this project since we have a driver's school there either the second or third weekend in May which is a couple of weeks after he intends to have it finished. Our zone governor attended our driver's school last May and said she would not come back to Summit Point again until it is repaved. Having a smooth track to drive on certainly does improve the quality of the school and will help us get more entrants. The most recent school in October was so successful that we are already planning for two of these weekday schools next year. So we want a smooth track for our school.

But more importantly we want to see the track repaved to encourage better racing. If Bill Scott gets the track paved early enough in the spring and has some money for spectator facilities, he will probably try to line up some professional racing for later on in the year. I think having more bigger and better racing in this area would benefit us all. If you can't see big time racing at Summit Point in the future, where will you see it in the Northeast? Watkins Glen is closed, Bridgehampton is being sold, Loudon New Hampshire is in trouble, Virginia International has been closed for several years and Pocono can't put on an event without some outside group underwriting it. So the only tracks left are LimeRock, Nelson Ledges and Summit Point. Bill Scott has the enthusiasm to try to do some-

thing for this area so I hope we can all get behind him and help out while there is hope for the future.

The details of his campaign are not final at this writing but plans call for you to get something in return for your donation. If you give directly to Scott, you may get a free pass to a couple of races or something along those lines. If you give through the BMW club, our club will probably get to use the track free for a day. There are a number of plans being discussed. But whatever the final plan, I would like to ask you to send your contributions in now to me, Bill Loftin, 12509 Millstream Drive, Bowie, Md. 20715 and make the checks payable to Summit Point Raceway and put BMWCCA member in the FOR block at the bottom left on your check or make your check payable to BMWCCA and put Summit Point Raceway in the FOR block. Give \$5 or \$25 or whatever you think its worth to you and our club.

Bill Loftin

### Octoberfest At Autoy

How many of you did not take my advice to attend this event? It was bigger and better than last year. There were many kegs of light and dark Lowenbrau chilled just right and the wurst was better than I remembered. Dave has access to some Bratwurst that is unsurpassed anywhere. There were a lot of people there, an estimated 600 to 700 people during the afternoon some from Boston, Norfolk and New York. And there were enough unusual BMW's to keep you gawking for a long time. Dave and Nadja Toy host this event each year to say thanks to their customers. As a customer and one who attends each year, I can say to them that I really appreciate their expression. I will be there again next year and I hope this time you join me there.

Bill Loftin

continued on page 4

## No Frills Driver's School

I have just returned from Summit Point where we had our most recent driver's school. We had really good weather which we always seem to have. I guess our next school will probably be a rain-out. Forty driver's showed up to take part in the school. There was a large contingent from the Blue Ridge Chapter, a couple from Tidewater, some from Delaware Valley, New Jersey and New York Chapters, one from Connecticut Valley and one from Ohio and our own members. We had a very safe day on the track with no damage other than a blown tire.

Several of our instructors brought along their race cars and gave members rides late in the day. I can say from the experience gained as a passenger in a race car that there is a world of difference in a 1.44 lap time in a street car and a 1.28 lap in a race car. If you ever get the chance to take a ride at speed in a race car, don't pass it up.

I would like to thank all of our instructors and I want to give you their names since most of them will be back for our next school. They are Chris Fox, Mike Carroll, Pete Skelly, Bob Lower, Manny Matz and Jan Fosler. And two special instructors who are also members of our chapter Jim Harrison and Dan Torpy. I would like to give credit to the two guys who ran the event Mike Kenser and Mike DeFontes they did a great job. I'll see you on the track again next May.

Bill Loftin

### BMWCCA-NCC Fall Tour, 1981

After a sumptuous breakfast at Ronald's Golden Arches, those "morning people" members of National Capital who were able to rise from their deep slumber on a Sunday morning and drive to Laurel, were ready for the annual fall tour. This year our destination was the Catoctin Mountain State Park in Western Maryland.

We left McDonald's parking lot promptly at 9:45 in a brief ray of sunshine, sunshine which deserted us in due time and left us with misty rain for most of the drive through Montgomery and Frederick counties.

At the start each participant was given route instructions similar to rally instructions with mileage points for turns and new routes. Thank goodness we took a mileage reading at the first mile check. Without the error factor cranked into the instructions we would have made some very wrong turns. We missed one turn - some one stole the stop sign, but the lead car drove ahead while the rest of the entourage waited for confirmation that we had the right road. It was the wrong road so U-turn and we were back on course.

We reached Catoctin Mountain in early afternoon. The colors of the foliage were spectacular - even in the rain. We stopped at a picnic area in the park and had lunch. Some brave souls hoisted their cameras and trudged into the woods for photo taking while others enjoyed a second sandwich.

Because of the weather we departed early, headed back to Washington to arrive in time for the football game. Hopefully next year the weatherman will be more cooperative and give us a sunny day for the fall tour.

Chuck Garrish

### X K Ban

The Washington Post of September 26, 1981 reported on a DC Court of Appeals decision that the DC ban on radar detectors is constitutional and therefore makes ownerships of such detectors illegal. Remember, the District law prohibits possession as well as use of radar detection devices in a vehicle. Besides the District of Columbia, Virginia and Michigan also prohibit the use of police radar detectors.

Chuck Garrish

continued on page 7



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## From the Editors

Everyone who didn't come to the October 18th tour to the Catoctin National Park missed a nice ride into the country. The weather was miserable, cold and rainy, but the scenery was beautiful, nevertheless. It was the first time either of us had been up to that area and we have already decided to go back next year.

The club really needs help in developing some new ideas for activities for 1982. If anything in particular is of interest to you, or if you know of an establishment interested in holding a tech session or meeting, give us a call.

The newsletter is getting desperate for articles or tech tips. We have two regular contributors, Jim Ryland and Bill Via, but we need more material. Our club is not alone with this problem, all the other local newsletters are suffering with a lack of good material.

This will be our last newsletter until January 1982, so here is a reminder that on December 4th we will hold our Christmas/Hunnakah at Grovesnor Park highrise in Rockville. Our January meeting will be held at London Auto Service in Falls Church, Virginia on the 30th. The subject will be the prevention of rust and how to repair it once it has started. It prove to be an interesting meeting for members with older cars.

Have a good holiday.

*frat  
Bernice*

A 528"e", not "I"? Apparently BMW's new 5 series will appear in the USA as an '82 528e and it won't be a 528, but really a 527. R&T and Autoweek recently reported the USA 528 will have a 2.7 liter version of BMW's 2.3 liter six (as in the 323i not available through normal USA dealers). The "e" designation apparently has to do with the sophisticated electronic gadgetry controlling the new 10.5:1 compression ratio, fuel-saving six. (BMW calls it the ETA engine).

The new 528 is more slippery through the air and lighter, so gas mileage will be higher, but the horsepower only about 105 in USA trim. Also, expect to pay about \$24,000.

The new 5 series restyling is probably an indication of the new 3 series due for 1983 or so.

Some comments on recent 320i's.. Plastic battery cable terminals are cracking will be repaired under warranty. I even found a cracked one on a car in a dealer showroom. Electricals: ground problems may require ground straps between body and subframes where the engine is grounded. Both my fuel guage and temperature guage have failed in a month. Poor ground on the Blaupunkt CR2001 radio (and probably others) will allow alternator whine on AM band. Antenna should also be well-grounded. Some of the '80 and '81 320's (1.8 liters with 8.8:1 compression ratios) are "pinging" even with Amoco Super. BMW/NA is investigating that...more on that later.

John Hartge

### Car Care Tip

With freezing weather just around the corner now is a good time to drain the water from your BMW's trunk lid. That's right, trunk lid. Condensation is the culprit. Water from condensation collects in the support braces in the trunk lid of late model BMW's and if left in place will create rust along the seams. To drain the water, simply remove the little rubber plugs found at each corner of the trunk lid. Stand back as the lid is closed and the water runs out, you don't want to get those new Nikes wet.

## Keeping Cool

Cooling system hoses spring leaks at the most inopportune times, believe me. And if the hoses on your BMW have not been replaced during the last two years, it is likely that this winter you will find yourself on the roadside staring directly at a cracked hose while what's left of the coolant runs out on your shoes. No fun. Not to mention expensive. So, if you do nothing to prepare the BMW for winter, at least flush the cooling system and replace all the hoses. Renew the anti freeze in the appropriate mixture but don't throw the rest away, fill the jug with water and store in the trunk for emergencies.

This is an easy job you can do yourself, or have your mechanic do it. If you're one of those hopeless procrastinators, and cannot possibly see your way clear to do this maintenance, then at least get an extra set of hoses for the trunk. Water you can find anywhere, but try to find a BMW water hose on a weekend.

Jim Ryland

About a month or two ago I received the "der Bayerische", but I'm not sure how except probably through BMW of Boston. Anyways I found it enjoyable, informative and helpful. I would like to ask for some help from you if I could. First I have a 1980 320i and since February 80 (bought) I have had a cold start problem whereby the car will cough and sputter when just turned over and pressing the gas pedal to drive away and only when attempting to do this. Once warm there is no problem and this can and did occur even in the summer. The BMW dealers could not solve this and I was wondering if anyone in the membership has had this problem to offer a solution. I would like to ask if the front brake dusts are safe to use on any car.

Should you or anyone wish to contact me by phone after 10 p.m. at home (301) 466-1483 or anytime at work (301) 367-7800 Ext. 8360

John Zibreg

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## Fall Maintenance

I was sitting in the living room, enjoying thoughts of Autumn and a relaxing Saturday when she came out of the bedroom looking absolutely stunning in her Calvin Kleins and K-Mart sweat shirt. It was the wrench in her hand that caught my attention and the look of determination in those eyes sent a shiver down my spine.

"Where are you going?", I asked raising a curious eyebrow.

"I'm going out to do the fall maintenance on the BMW", she replied casually.

"You're what?"

"Fall maintenance. I'm going out to do the fall maintenance on the BMW."

My God, I thought, she's got a wrench and she's going out to do something to the BMW. Time for a few serious questions because this lady looks determined and very confident. I spoke in a cracked voice, "What do you mean by that. What exactly are you planning to do?"

"Look, don't worry, I know exactly what I'm doing. There are six things you need to do. First, blow up the tires..."

I stopped her. "Blow up the tires. What do you mean blow up the tires?" The tires are supposed to have a precise amount of air in them, you know, it's a little more scientific than just blowing up the tires. Besides you'll get your lips dirty", I quipped.

"Ha, ha. Look, this car maintenance game is simple and I can save you a bundle which you can enjoy spending on me, your true love. So relax. You're getting excited because your male ego is threatened by a beautiful woman with a wrench." She had me.

"Wrong," I decreed. "My ego was destroyed last spring when you repaired the washing machine. Whatever happened to that washing machine anyway?"

"My mother is working on it. Look, come and help me. All we do is check the radiator, the tires, the battery, the wiper blades, the oil and transmission levels - it's a snap. We'll take a look at the shocks, check the body out for rust, check out all the bulbs and switches. Then I'll make you a lunch you'll never forget."

She was right. Together we could check the BMW out, do all the simple but important maintenance chores that cause real problems if they go untended. I started to get very enthused about it all.

"OK. We'll do it," I agreed, deciding to take control of the project. "Let me get a few supplies together."

She was two steps ahead and had already gone to the kitchen and returned with some tools, a tire gauge, an oil filter, 4 quarts of oil, a bottle of touch up paint and a gallon of anti-freeze.

"Here," she said handing me the Windex and paper towels. "When you finish the windows, come and see me. I'll be under the hood."

Spending a Saturday morning on the BMW can be a nice experience to share with someone and a good excuse to get outside and enjoy this fantastic weather. So, get a few supplies together and get to it. There's a long cold winter ahead and you'll feel a lot better knowing your favorite mode of transportation will be dependable and ready to go when you are.

Jim Ryland

## Point Installation Technique

1. Setting up for the job. Remove distributor cap and move it aside. Make sure car is on level ground, place car in 4th gear, brakes off. Next, observe relationship of rotor to point contacts making sure that the rotor is not positioned so that the front or rear overhang the point contacts, which will prevent one from inserting a feeler gauge to gap new points. If so, manually move car forward to reposition rotor so it will not interfere.

2. Positioning the cam. If you grasp the rotor, you will observe that it can be rotated thru an arc of approximately 20 degrees as a result of the centrifugal advance coupling. Now this next step is important. Manually move the car forward (never backward unless you select reverse gear first) to position the cam and point rubbing block such that the points just barely begin to open. At this point you should be able to grasp the rotor and rotate it within the available movement such that the points will continue to open to full width then start to close again before you run out of rotor movement. In this way you ensure you can walk the points through the high point on the cam, which is the only way you can be certain to have found the high point of the cam lobe, which is in turn is necessary to gap the new points with a feeler gauge. You folks with automatic transmissions will have to use a wrench on the crankshaft pulley to rotate the engine. A word of caution here--If you can't shift for yourself, you may not want to risk changing points either.

3. Change points and condenser. Remove rotor and then remove old points and condenser. Using a clean cloth, wipe old cam lubricant off. Lightly lube cam with fresh lubricant. Examine new points to ensure that the contacts mate squarely with each other in all planes. Misalignment appears to be a frequent problem. If they don't align, use a couple of sturdy pliers and bend the stationary con-

tact slightly in whatever plane is necessary to ensure proper alignment. Never bend the moveable contact arm. Place a dab of cam lubricant on the cam block. Install the new points and condenser. Adjust temporarily to approximate factory recommended gap and proceed to the next step. Place about three drops of SAE-30 oil on wick of shaft under the rotor.

4. Feeler gauge technique. This is where you make it or break it. Factory specs for breaker point gap usually give an acceptable range of adjustment, i.e. .016-.018. When installing new points, always use the wider setting which will provide for some cam block wear later, i.e. .018. Install rotor again. Spread points again and insert proper feeler gauge. Never use two feeler gauges together to obtain the correct thickness as this will give an erroneous reading. Buy yourself a good "stack" of feeler gauges--they only cost a few bucks. With tip of feeler gauge inserted between contacts ensure that feeler gauge is positioned in a plane which is parallel to the point contact surfaces so that no binding will occur between the feeler gauge and points. Then grasp the rotor and rock it back and forth thru the high point on the cam. If the gap is adjusted correctly, the feeler gauge should drift slowly downward (not drop) from the weight of the feeler gauge, not from your pushing on it as you rock through the high point on the cam. If it drops, the gap is too wide and if it remains locked, the gap is too narrow. Adjust as necessary and repeat the above procedure until you obtain the correct gap. One word of caution--after adjusting the points always securely tighten the screw which locks the points into place before making a feeler gauge check. Frequently, tightening the lock-down screw changes the gap you have just carefully measured. This can really "drive you up the wall"!

5. Install distributor cap and test drive. If you have obtained the proper gap thru the very precise feeler gauge technique, there should be no need to check your work with a

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dwelling meter as it will agree providing the dwelling meter is properly calibrated. I for one will always trust my expertise in feeler gauge technique over the calibration of someone's dwelling meter. Who knows when it was last calibrated, if the meter action is lineary if it has aged and changed, etc. If your distributor has an external oil tube, place a few drops of SAE 30 oil in the tube. Good Luck!!

Byron C. Kort

## Rambling Ruminations

The mark and Teutonic rigidity - One of the better kept secrets appears to be that, over the last eighteen months or so, the value of the German mark has declined from a high of \$0.56 U.S. to about .45 currently, although it once fell recently to .39. You may have noticed, however, that there have been no announcements of BMW price decreases emanating from Montvale. This contrasts somewhat with the situation when the mark was increasing in value relative to the dollar, and announcements of price increases were forthcoming with remarkable alacrity. This phenomenon may seem curious to the uninitiated, but the fact is that the prices of goods (especially of German cars), once having risen, seldom plateau or fall unless the demand for them stabilizes or declines. Sophisticates, as well as higher calibre pseudo-sophisticates, being disposed to jargon, are sometimes heard to refer to this as the downside-oligopoly-lag factor. Be that as it may, the sales of BMWs in the U.S. for the first seven months of 1981 were 11.3% higher than they were for the comparable period in 1980, and therein lies the essence of the answer to this potentially perplexing conundrum.

The franc and Gallic flexibility - On the other hand, the French franc has also recently declined in value relative to the dollar and, although Renault sales in the U.S. for the first seven months of 1981 were 27.3% higher than they were for the comparable period in 1980, Renault has announced a U.S. price decrease of some 11% for Le Car to reflect the exchange rate adjustment. The answer to the question why this action does not

contravene the principle of downside-oligopoly-lag is intertwined with the answer to the question why the exchange rate adjustment affects the price of Le Car but not, apparently, of its corporate sibling, the 181 model. Well, it may be that the latter is selling well in the U.S. while the former is not. Or, it may be that, while both are selling well, Renault has the capacity to offer more Le Cars in the U.S. than it is currently selling here. Thus, it decreased Le Car's price in order to capture more of the market and thereby increase its total net revenue from U.S. sales.

Status quo - German firms, being inherently more cautious, seldom have unused production capacity. Further, until market forces conclusively prove otherwise, German firms believe that the demand for their clearly superior products is totally inelastic, that is, insensitive to price changes. Therefore, German firms view straightforward price increases as the efficient and preferred way to increase revenue. A decline in the value of the mark relative to other currencies increases revenues so long as sales do not fall by a corresponding factor--it is, in effect, a thinly concealed price increase. This serendipitous advantage will not be relinquished voluntarily, but only at the behest of adverse market forces, i.e., a decline in sales. Comprenez-vous?

A preferred independent - If you are looking for a highly competent, independent shop that specializes in BMW service, you would do well to try J & F Motors, 4076 S. Four Mile Run Drive, Arlington, Virginia. Serving as guru and lot boy for the band of merry men at this establishment is Joe Anderson, erstwhile service manager for my favorite dealer. A word of caution, however: if you visit this group, conceal your bandolier of cigars, lest some be filched.

Bill Via



A CASE FOR FIRE EXTINGUISHERS....  
RESTATED AGAIN

Perhaps you read Stan Simms' article "A Case For Fire Extinguishers....Restated" in the February 1981 Roundel (page 37). I read it. When I finally got around to doing something about it, it was a week too late.

Stan's point in writing was that "maybe you'll never need that fire extinguisher to put out a fire on your own car, but suppose you had the opportunity to save someone else's engine...maybe their whole car". Stan did and boy, was the other guy grateful!

Well, we drove my wife's 530i to Atlanta (in a round-about way) for CCA's annual meeting last month. A blown transmission cooler line blew CASTROL Type F transmission fluid onto the exhaust manifold and that stuff burns! We were followed off the Interstate by a tremendous cloud of smoke and I had a very lonely feeling as I opened the hood. I didn't expect to see fire and, much worse, didn't know quite what to do with it...we didn't have a fire extinguisher!

Just as I was thinking about closing the hood so I didn't have to look at it, a kind Canadian gentleman pulled up and used his extinguisher to put out the fire in our car. There is no question that he saved our engine...maybe the whole car, and boy, were we grateful!

There's a postscript here, too. After 45 minutes waiting for help at the side of the road (no cops, no nothing), a 320i went by, promptly pulled onto the shoulder,

and backed up to offer some help. He was the honorable Wurth Fastener, rep for five southeastern states. He also knew of the only shop within 2-1/2 or 3 hours driving in any direction (Atlanta, Gainesville, Jacksonville, et al) which understood BMW automobiles. He drove me to the nearest telephone and called Hank Mead at Foreign Car Specialists in Valdosta, Georgia, made an introduction, handed the phone to me, and then went well out of his way to take me back to our smoked pastelblau 530. What about friends with a BMW? If we'd been driving anything else, we'd still be sitting somewhere along Interstate 75 waiting for the Georgia State Patrol. Incidentally, Hank recommended a towing service to bring the 530 the last 23 miles to Valdosta, worked on the car early the next morning, and had us back on our way to Atlanta by early afternoon. We were very fortunate...we lost only the day, we could have lost the whole car!

.....a case for fire extinguishers? If you really need one, there's little else that can take its place.

.....a case for friends with a BMW? If you have the chance, be one.

Bill Steinberg

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 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

**MAIL ORDERS WELCOME.**



**VOB**  
AUTO SALES



**JACKIE RANKIN**  
 MANAGER  
 ULTIMATES BY BMW

770-6100

## Sell, Swap & Trade

### For Sale

Front rotors and brake pads for '76  
530i, OEM, new

D. Dunmire  
Days 301-565-2970

### For Sale

New Kamei Front Spoiler for 320i  
\$60.00

John Zibreg - (H) 301-466-1483  
After 10 p.m - (W) 301-367-7800

### For Sale

BMW: A History by Schrader,  
published by Automobile Quarterly.  
The definitive history. List \$50.00,  
price \$40.00 Md residents please  
add 5% sales tax. Almost all auto-  
mobile books available at 20% off.

Bill Block  
10211 Connecticut Avenue  
Kensington, Md. 20895  
949-7834

### For Sale

4 13" styled steel wheels with  
trim rings and center caps with  
185/70 Conti tires with good tread.  
\$250.00

Ted Ibach  
(H) 703-830-4139

### For Sale

1972 2002 93,000 original miles.  
Immaculate interior, new Boge TS  
shocks, 4 speed, overall good  
condition, stereo cassette. \$2,500

Randy Vlanos  
(H) 591-9265  
(W) 690-2595

### Wanted - BMW Journal Number

6/79 and 3/77 in Mint condition.  
Cash or have some Journal duplicates  
to trade. Also need pair of  
standard steel rims for 320.  
Contact Chuck Garrish, 185 W. Lake  
Drive, Annapolis, Md., 21403 or  
phone 268-5643.

### For Sale

4 5½ X 13 slotted steel wheels from  
1976 2002 with mounted Michelin XAS  
165 X 13. 10,000 + miles left on  
the tires. \$100 or best offer.

Bill Clark  
(H) 301-882-4107  
(W) 301-435-1131

### WANTED

Bright BMW Enthusiast for telephone  
sales in leading company for quality  
motoring accessories. Experience  
preferred, Mid-Atlantic Area. Contact  
Chet Vincentz, (800) 336-3096

### WANTED

BMW Journal Numbers 6/79 and 3/77  
in mint condition. Cash or have some  
Journal duplicates to trade. Also  
need pair of standard steel rims for  
320. Contact Chuck Garrish, 185 W.  
Lake Drive, Annapolis, Md., 21403 or  
Phone 268-5643

### FOR SALE

1969 BMW 1600 - with Miller  
& Norburn installed 2002 tii  
engine, some body rust, suspen-  
sion goodies, spare parts, runs  
well. \$2,000/offer  
Dave Cottrell  
w 202-342-4321  
h 703-659-5861

### FOR SALE

1 new 4½" steel wheel from  
2002 - never used. \$20.00  
5 used 5" steel wheels from  
1973 2002 tii with Michelin  
XAS tires. \$130 or best offer.  
(\$20-30 each dep. on condition)  
1 set of alloy wheel locks. \$10.00  
David Katz  
w 202-724-7130  
h 202-775-1375

# Windshield Tips

DAS KUMMET

from Charles Dickens

This "recipe" makes one gallon of WUNDERCLEANER for your washer reservoir under the hood, and it also works just fine on a rag: 7 pints of water, 1 pint isopropyl alcohol and 1 tablespoon of household detergent. A few drops of blue food coloring makes it easy to see the level in the reservoir.

BURKE JENSEN

Tarheel Footnotes

Have your windshield washers died? Before you opt for a new pump, try the following: Empty the bottle and remove from car. Unplug the plastic tubes and remove the four screws that hold the pump/motor on the bracket. This will also separate the pump from the motor. Wash the grit and deposits out of the pump - they're probably what keep the unit from working. The operation takes about 10 minutes and has worked for the 2002 and the Bavaria. (While you've got everything apart, check the motor to make sure that isn't the problem).

## LITTLE LEAKS

My 1977 320i has been plagued with a very minor oil leak for about a year. I always thought that it was leaking from the underside somewhere because the top of the engine was always clean. The service department looked at my car and said it was probably a seal between the engine and transmission, but was not financially practical to repair until the clutch or other transmission work was to be performed.

Last weekend while de-smogging my engine, I noticed a small drop of oil glistening at the rear of the cylinder head. A closer investigation revealed that indeed oil was leaking out around the top, rear cylinder head bolt. This bolt is located just forward of the oil pressure sending unit and is subject to an extremely high oil pressure.

I have now learned that this is a fairly common oil leak. The trick to stopping the leak is to remove and clean the guilty bolt, apply a thin layer of gasket sealer, and reinsert. Be sure to check your owner's manual for correct head bolt torque.

Archie Crow  
Lone Star Chapter

## FOULED-UP PLUG FOULS UP ENGINE

A talk with a friendly mechanic recently turned up an interesting fact. Several cars he had worked on had serious engine damage caused by a fouled plug or a broken ignition wire. When the plug didn't fire, the gas supplied to that cylinder washed down the cylinder walls, removing the oil lubrication. This lack of lubrication resulted in a scored cylinder wall. Moral of the story: If you've got misfiring, correct it immediately!

from JIM COFFEY

For 320i and 530i owners who are tired of the high prices and inferior German wiper blades, ANCO makes a blade that comes with a pin especially for Bimmers. The number is ANCO #24-16 for 320i's and #24-16 for 530i's. For you other fed up wiper blade consumers out there, good old Sears and Roebuck sells 16" and 18" blades that come with adapters for the older Bimmers.

We re-ran this tip from just a few months ago because it is far superior to the tip we continually see about using Honda Civic blades. ANCO and Sears blades are excellent and much easier to find than either Honda blades or German blades.

## BMW Increases Warranty Coverage

The Wall Street Journal of October 29, 1981 reported that BMW will increase warranty coverage on its new cars to 36 months or 36,000 miles. Also, according to the article, BMWNA stated that the 1982 models will come with a six-year limited warranty against body rust.