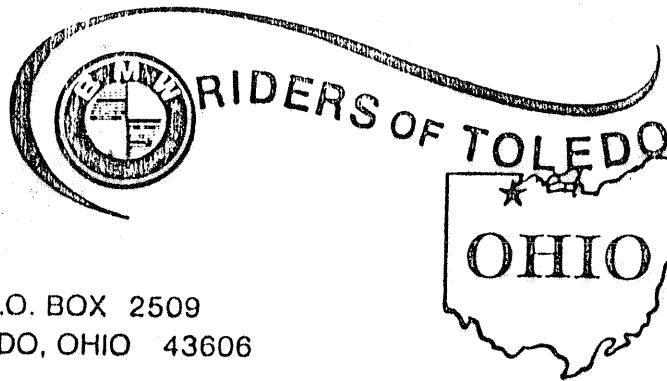


BMW
MOA

CHARTER 16



P.O. BOX 2509
TOLEDO, OHIO 43606

August 1984 Newsletter

Dear Members,

I hope everyone is enjoying the warm weather and getting alot of riding time in while you can. It seems that summer is always so short.

There was no July monthly meeting to report on. The 8:00 p.m. August 14th meeting will be held at Dan and Leslie Brauns' house. At 3209 St. Bernard, by the Colony, one block east of Brauers Deli off Central. Please try to attend.

The BMWMOA National Rally in Missoula as reported by Don Smith had approximately 3,500 to 4,000 people. The Toledo Club was represented by; Ernie Richards (who won a test ride on a new K100), Walter Friend, Jim Trader, Ed and Marjorie Dietz, Don Smith and Carol Thrush. Also, there were ex-members Don Arquette, Merle and Nancy Cunningham and Bob and Ruth Boyd. If anyone else was there that I missed, please let me know so we can mention it. You will certainly deserve the credit after such a long ride. I wish I could give a more thorough report, but we didn't get to go.

I can however, report on the ride to Frankenmuth held on July 14th. Along for the ride were; Jim and Lois Merzke, Skip and his pretty daughter, Sarah Smith and Rick and myself. We had a fine dinner at the Bavarian Inn and then wandered aimlessly about the town visiting the gift shops. One of which contained wood carvings priced above \$8,000 and one shop that had antique arcade games, electric trains and a Wurlitzer juke box, all in working order. Other than being a little on the warm side it was a very pleasant day.

We are planning a ride Saturday, August 25th to Stagecoach Stop USA, Irish Hills, Michigan. Which as the brochure promises, is a replica of a western town where "the wild west comes alive." Complete with blazing gunfights, jail breaks, train robberies, street shows and 33 things to see and do. Anyone wanting to go please meet at Frisches Big Boy on Monroe St. and I23 in Sylvania at 10:00 a.m. for breakfast. We can leave around 11:00 a.m.

For Sale: 77 R100S - 35,000 miles
Krauser bags, Lester mags
Make Offer

Army field jackets
size-small \$25.00

Contact: Don Smith 666-2528

Sunday morning breakfast is being held at Star & Lils
21950 Woodville Rd. (State Rte 51) in Genoa at 10:00 a.m.

Don't forget, if you would like to have another progressive
dinner ride you will have to attend the August meeting to
make plans.

Dawn M. Pelton

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P.S. The following report is provided by Ed Cook, pertain-
ing to General Motors tests on 10w-40 motor oil.

DON'T USE 10W-40 OIL., GM TELLS CUSTOMERS

For the first time ever, General Motors is telling its 1984 car buyers that it doesn't like 10w-40 oil.

GM's deleting its recommendation for using the popular 10w-40 oil under any circumstances in its gasoline-engine cars. Buyers of light-duty diesel vehicles are being told, DO NOT USE 10w-40 oil.

Both recommendations appear in 1984 owner's manuals for the first time ever. Reason: the company's turned up a lot of crummy 10w-40 oil in a 1982 survey of over 250 brand samples. Also, only a handful of the brands actually contained the additives necessary to protect light-duty diesel engines.

GM has never recommended using 10w-40 with diesel engines, but it's never warned against it in owner's manuals before. Over the years, GM has generally recommended 10w-30 for gasoline engines and 5w-30 for the smaller four-cylinder and 2.8-liter V-6 engines.

The 5w- and 10w-30 grades generally result in better fuel economy and cold starting performance, GM has found. By contrast, 10w-40 oils penalize fuel economy and generally cause more piston deposits in the ring valve area on gasoline engines, GM found.

In the 1982 survey, 100 of the 251 oil samples were 10w-40s. Several were found to contain additive levels lower than necessary, others didn't meet viscosity tests, and many were

mislabeled as meeting the oil quality standards of the American Petroleum Institute.

"There's no one policing these oils," a GM spokesman said. "We found a lot of mislabeling. And there are more bad 10w-40s out there than any other viscosity grades. The bottom line is we don't recommend using 10w-40."

TECHNICAL PAPERS PRESENTED AT I.L.M.A. MEETINGS

The following papers, which were presented during the 1983 I.L.M.A. meeting, are available through the Washington office of the I.L.M.A.

- 1) "U.S. Politics, the Economy and the Oil Industry" by W.S. McConner, President, Union 76 Division, Union Oil Company of California
- 2) "Outlook for the U.S. Lube Oil Supply and Demand" by J.M. Martin, Director of Supply & Operations, Refinery Sales, Pennzoil Products Company
- 3) "Catalytically Dewaxed Base Oils" by M.L. Smith, Lubricants Coordinator, Mobil Oil Corporation
- 4) "New Applications for MVI Base Stocks" by Dr. H.F. Richards, Senior Staff Research Chemist, Shell Development Company

These papers will be sent to any members who would like them at a cost of \$4 per paper (to cover copying and mailing costs).

I.L.M.A. EXECUTIVE COMMITTEE TO MEET IN WASHINGTON

Friday, December 2nd is the date scheduled for the Executive Committee to meet in Washington, D.C. The Committee is comprised of Steve McCollister, President; Arthur Withrow II, Vice President; Hugh Bruner, Treasurer; and Directors: H. Prescott Bagley II, Timothy Driscoll, Lindsay Dryden III and Elliot Nachtman.

Several topics slated for discussion will be: selection of a new Executive Director; program for 1984 Mid-Year Meeting; implementation for the I.L.M.A. Long Range Plan as well as current legislative issues.

"OIL DAILY" SPECIAL SUPPLEMENT

On November 4 the second annual special supplement to the "Oil Daily" on independent lubricant manufacturers was published. This special 16 page issue was mailed to all principle members of the I.L.M.A.

This issue covers such topics as "Economic Recovery Seen Boosting Demands," "I.L.M.A. Government Affairs Effort Heads Off Problems," "Quality Assurance A Hot Topic," and "High Water Based Fluids."

If you would like additional copies of this supplement to the Oil Daily or have inquiries about any articles in this issue, please contact: John Moore, Editor, 202/638-5548, or mailing address: 1301 Pennsylvania Avenue, N.W., Suite 1010, Washington, D.C. 20004.