

# • der bayerische

Vol. 8, No. 9

September 1978



ILLUSTRATION BY DAVE SMITH

## Editor's Notes

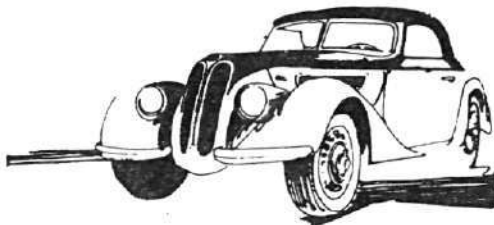
I would like to take this time to again thank the individuals who have contributed much in making our past summer activities so successful.

The Wine & Cheese Party night was a little soggy, but the atmosphere was warm. I would like to apologize if some persons were offended or upset by the mood which I was trying to convey (the disco music). I'd like to thank Mike Greenbaum for introducing us to fine wine and cheeses which are the pride of the United States and Europe.

We will be trying to set up a pre-winter tech session for all of you who are interested in protecting your car for the first bite of Jack Frost.

See you at the meeting!

Barry



## NOTICE:

The Chapter has received a box of BMW regalia from the International Club. If each current member will send a self-addressed, pre-stamped envelope to the club secretary, he will return to you a jacket patch, two window decals, and a lapel pin. Paid-up '78 members only, please. Send the S.A.S.E. with membership number to: Chuck Garrish, 185 W. Lake Drive, Annapolis, MD 21403.

## Calendar

### September

- 16, 17 MARRS Racing  
Summit Point, W. Va.
- 19 BMWCCA Monthly Meeting  
8:00, Diamond Head  
Program: Don Hines, WRC  
Slide Presentation and Talk  
On Rallying
- 29. Der Bayerische Deadline

## der bayerische

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### SPORTS CAR CLUB OF AMERICA 1978 RACING SCHEDULE SUMMIT POINT RACEWAY

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# Atlantic Zone Congress

By Michael C. Greenbaum

On July 22 and 23, the Peachtree Chapter hosted the second annual Atlantic Zone Congress. In attendance were three of the four National officers, Bence, Bob Brooks and Joe Chamberlain, and thirty-two participants from eleven of the fifteen chapters in the Atlantic Zone. Stan Simm, Atlantic Zone Governor, presided at the sessions.

One of the major topics discussed at the conference was the state of relations between BMWCCA (CCA), BMW of North America (NA) and BMW AG (AG), the factory. NA will be picking up a major portion of the costs of the driving school at Oktoberfest '78, and indications are that relations with NA are improving fast. In addition, AG will be providing Lowenbrau beer for Oktoberfest.

Last year CCA became a member of the international, independent association of BMW clubs, known as the Verbund. The Verbund is heavily subsidized by AG and has about 2000 members. CCA is the only independent club to sit on the presidium (national board) of this organization. Due to improving relations with AG and the Verbund, there will be a delegation of Verbund members at Oktoberfest '78, in addition to representatives from BMW AG. For those of you who will be in Italy next year, the Verbund will be holding its annual meeting, called the Bunderstreffin, somewhere in that country. Contact Bence for more information.

As you may know, for many years there has been another BMW club in the United States, the BMWACA. There are four chapters of the BMWACA in the U.S. — Kansas City, Portland, Puget Sound and Los Angeles. CCA has offered to affiliate with each of these chapters rather than compete, and the offer has been accepted by all of the chapters except Kansas City to date. For \$12 per year, the

BMWACA members receive all of the club services, but cannot vote. This arrangement, among other things, will bring in additional funds to CCA. Also, the BMW Canadian Car Club and CCA are conducting discussions concerning the same type of arrangement. There will probably be some BMWCCC members at Oktoberfest and soon CCA members will be able to attend events in Canada.

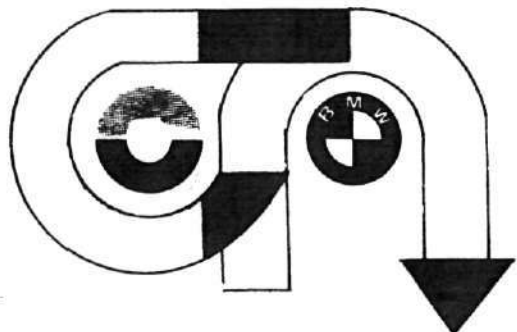
Further evidence of improving relations with NA-CCA has been promised a great deal of technical information, including shop manual updates. These supplements will soon be available from the dealers.

Also addressed at the conference was the question of minimal requirements for a CCA chapter to remain a chapter. Basic requirements in four areas — Communication, Participation, Organization and Growth were discussed and suggested guidelines developed.

For those of you who wondered what the 12,250 liability for the Nurburgring driving school was that appeared on the CCA financial statements in the June issue of the *Roundel*, rest assured that it was not an insurance premium or any payment made from your dues. That figure was the total of the sum of money collected from the CCA members participating in the driving school in Germany and was listed as a liability as it had not been paid out prior to the publication of the financial statements.

Anybody who wants to run for national office should contact a national officer for information. Or, if you just want to participate in the club at the national level, contact a national officer and offer yourself — there are many jobs that remain undone for lack of people to work on them.

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# Halogen Headlights Are Authorized

By Bill Via

Halogen headlights are now legal in all fifty states and the District of Columbia, provided, they (i) are of the sealed beam type, (ii) can be aimed mechanically and (iii) do not exceed 150,000 candlepower. These standards, which were proposed earlier this year by the National Highway Traffic Safety Administration (see der bayerische, April 1978), were officially adopted on July 27, 1978.

The standards, as finally adopted, differ from the proposed standards in that the authorized high and low beam wattage for 7" circular lamps was reduced to 65 and 55, respectively, from the proposed 70 and 65. The latter wattages were adopted as proposed for two-lamp rectangular systems. The reason given for the change was the belief that electrical problems might have been caused on older vehicles using the proposed 7" lamps as replacements, since they exceeded the old allowable wattages by 15 percent. In the case of four-lamp systems, (both circular and rectangular), the high beam wattage for the units that operate on both high and low beam was increased from the proposed 40 to 43, with the low beam figure of 65 being adopted as proposed; the proposed wattage of 55 for high beam only units was adopted without change.

The proposed marking code, intended to simplify lamp replacement for the consumer, will not be mandatory until July 1, 1979, presumably to allow lamp manufacturers plenty of lead time. And, beginning October 1, 1979, headlight aim adjustments must be possible without removal of trim rings or other vehicle parts.

The new lights are optional. Automobile manufacturers can continue to equip their cars with lights conforming to the old standards, if they wish. It has been reported, however, that some 1979 American cars will be equipped with lights conforming to the new standards. It will be interesting to see how BMW and the other importers respond.

While the new maximum allowable candlepower of 150,000 is double the old lawful figure, it is less than the present European limit of 225,000 (which was formerly 300,000). How good the new lamps actually are remains to be seen, of course, but they should be decisively better than the previously authorized units — and they have the advantage of being legal. They are also expected to be significantly cheaper than European lights, costing only about one-third as much.

The Federal government plans to begin strict enforcement of existing law which precludes the importation of lights that do not comply with Federal standards. However, European headlight manufacturers may well begin producing lamps conforming to the new standards. In fact, Cibie has indicated that it will do so, and will seek to be an original equipment supplier as well. These Cibie units should be considerably cheaper than those that are presently available — and, although less powerful than European Cibies, they will probably be superior to American made units, given the expertise of Cibie in lens technology.

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## Meeting Minutes

The July meeting of the National Capital Chapter BMWCCA was called to order at 8:15 PM by President Bill Riblett. Bill started the meeting with announcements: 1) Bad news was first to the effect that our president was chairing his last meeting — Bill and Carolyn will be moving to Sharon, Connecticut, at the end of the month. Vice President Jerry Liebes will assume the office of President; 2) The move of the National Office was successfully completed and they are back in business; 3) The Oktoberfest will be held in Wisconsin, hosted by the Badger Bimmer Chapter, October 4th thru 8th. See the Roundel for details and get your reservations in early; 4) The Atlantic Zone Conference will be held in Atlanta, Georgia. Mike Greenbaum will represent the National Capital Chapter.

Next were activities and committee reports:

- 23 July — Crabfeast at Chet Kingsbury's Residence in Bowie, Md.
- 11 Aug — Wine and Cheese Party, Rockville (Note: No August Business Meeting)

Jerry Liebes then opened the floor with a request for new ideas on what the members would like to have as future programs at the monthly meetings. Organizations where we could solicit guest speakers were suggested. A discussion then ensued concerning the National financial statement published in the June Roundel. Of particular concern was the item listed on Nurburgring Liability at \$12,250.00. No one present could offer a plausible explanation as to what this liability amount was for. The membership felt it was too great an expenditure for the benefit of the few club members who are able to attend the Nurburgring function. Mike Greenbaum will ask for explanations of the items contained in the financial statement when he attends the Atlantic Zone Conference.

New members were introduced and there was a buy and sell session. Finally came the door prize drawing and the meeting adjourned at 10:30 PM.

Respectfully Submitted,  
Chuck Garrish, Secretary

## Vapor Lock

*The following is a reprint from the August 9, 1978 Washington Star Action Line*

*My 1977 BMW 320i won't run when the temperature is over 90 degrees. My mechanic (an independent, because my selling dealer provides mediocre service and is 40 miles from where I live) has diagnosed the problem as vapor lock. But he's told me that while BMW is considering a recall campaign to solve the problem, it will be fall before anything's done. I cannot get to and from work reliably between now and then if the car won't run when the temperature's over 90. What can I do? I'd like to have my mechanic make the repairs, but it's not necessary that he do it. Any help would be appreciated. — E.B.*

BMW spokesmen acknowledged that the 320i has a vapor lock problem, and that a recall campaign is planned for the fall. Spokesmen for the firm's customer relations department

claimed, however, that the repair kit (which includes an additional fuel pump) is not only in short supply, but BMW will only provide them to dealers for installation—and not to independent mechanics. Among the reasons for this, we were told, was that BMW didn't know how much the repair kit cost and didn't know how much to charge an independent mechanic for one since the kits are provided to dealers without charge. When we questioned the firm's national customer service director about this policy, he backed down on the claim that independent mechanics couldn't be sold the kits at all but warned that it would take longer for the kit to be supplied to an independent than it would a dealer. We attempted to have a kit shipped to your dealer, but BMW spokesmen said you would have to drive to your dealer to have the problem diagnosed, and let the dealer order the repair kit. Then, when the kit is supplied by BMW, you'll have to return to your dealer to have it installed.

## SWAP AND/OR SELL

**FOR SALE:** 1968 BMW 1600; Sunroof (does not leak); Good Interior; 85,000 miles, Runs reliably; 25+ m.p.g.; Good Brakes, Exhaust, Pirelli Radials. Some Rust, Needs Some Work. Moving, Must Sell. \$600.00. Call: Tom Jones, Home (Woodbridge) (703) 494-5484. Office (202) 692-1486.

**For Sale:** Set of Five New XAS Tires Mounted and Balanced on New '78 Steel Slotted Rims for 2002. Includes Hubcaps and Lugnuts. OEM Value Approx. \$500.00. Sell at \$300.00. Set of Four OEM Heavy Duty Rubber Floor Mats for 2002. BMW Logo on Each Mat. Sell Set for \$15.00. AM/FM Stereo Radio. BLAUPUNKT FRANKFURT from New 320i. List Value \$193.00. Sell at \$140.00. Contact Chuck Garrish, Annapolis, (301) 268-5643 after 6 P.M.

**For Sale:** BMW Workshop Manual for '69 2002 and Later. \$20.00. Call: Tom Kirkendall, (301) 299-4395.

**For Sale:** '73 Bavaria; maroon w/ tan interior; automatic; power steering; power brakes; air conditioning; AM/FM Blaupunkt; Michelins. Excellent condition, reasonably priced. Also: Rear muffler for '69-'74 2002, \$15. Call (703) 525-8835.



## OKTOBERFEST '78

The BMWCCA's annual gala gettogether, colloquially known as O'fest, will be hosted by the Badger Bimmer Chapter, Milwaukee. By now, everyone should have a blue registration form in their hot little hands or, hopefully, in the mail to ol' Jake Jacobson, the Event Chairman. But if you haven't made up your mind yet, here are a few highlights of what's in store for you. After reading this, you should be rarin' to go — and there are eight Tarheels who'll tell you that this is one 1,000 mile trip they'll take anytime. They're still talking about O'fest 1975 which was held just 30 miles or so south of where this year's event is being held. SO READ ON!

Briefly, the schedule runs from Wednesday, Oct. 4, when registration opens at 1 pm at the event's headquarters, the Olympia Resort in Oconomowoc, some 25 miles west of Milwaukee, through Sunday, Oct. 8, when the Awards Banquet will conclude festivities at 2 pm. Here are the details of the main events scheduled:

**DRIVER'S SCHOOL.** Will be held all day, Oct. 5, and in the am on Oct. 6, at the "Famous Milwaukee Mile" oval and sports car track, on the Wisconsin State Fair Park grounds, some 25 miles east of Olympia. Drivers will work with IMSA etc. licenced instructors, in alternating classroom and track sessions. Tech requirements and all other rules (e.g., helmets) will be strict, and along lines familiar to our folk.

**HIGH SPEED AUTOCROSS.** Will follow immediately upon conclusion of morning Driver's School session (i.e., at noon) on Oct. 6. Cars tech'd for the School won't have to go through it again for the Autocross, which will use the same track with a few appropriate modifications — like a few pylons here and there to keep down the speed on the back straightaway. Classes will go from 'AA' (turbos and race-prepped Bimmers) through 'C' (stock 4 and 6 cyl. EXCEPT 320is which will run in 'B' along with 'semi-stock' sixes and non-320 fours). Sounds promising, eh what?

## Magazine Note

The September issue of *Motor Trend* contains a short history of BMW and the September *Road & Track* has a short evaluation of the new BMW 633CSI.



**Jim Atwell**  
SALES REPRESENTATIVE

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**OKTOBERFEST 200+2 RALLYE.** An exercise "designed to challenge the most die-hard rallyist", this rallye will involve some of the prettiest country west of the Smoky Mountains. Those of use who went in '75 still remember the area — known as Kettle Moraine country — as great to get lost in. Three classes will run — Mechanical, or unlimited equipment; Non-Mechanical (i.e., Stevens calculators, slide rules — but NO Trip-Masters); and Seat-of-the-Pants (pencil and paper only). General Instructions will be sent to registrants along with other materials, and no other Generals will be used. Thus there will be no pre-rallye drivers' meeting. (That's something we want to talk to the Badgers about — since some of us still remember the bad blood caused by a similar decision at the rally in D.C., in 1976.) Starting time will be 9 am plus car number (in minutes) and — oh yes — the rally will be held on Saturday Oct. 7. Starting at 4:30 that afternoon, there will be tech sessions for returnees!

**CONCOURS D'ELEGANCE.** Ranges from Clean II (exterior and interior only) through full Concours (EVERYTHING!!). Will be held Sunday, Oct. 8, starting at 10 am. For some reason, those entering this event should notify the rally master of that fact if they're in the rally the previous day. (A rally master with a kind heart?!!) As a kind of adjunct to the Big Car Concours, there will be a Miniature BMW Concours/Exhibition throughout the 4-day event, with a Best of Show award as prize!

If this has whetted your appetite even a tiny bit, be sure and call either Phil Williamson or Paul Hoecke. They were both in Wisconsin for O'fest '75; they're both going this year — and I bet they'll be able to convince you to go, too!

NEVER KNOW WHAT TO EXPECT!!  
ABOUT THESE RALLIES -- YOU JUST  
SOME FUN, HUH? THAT'S WHAT I LIKE





# The 528i And 530i Revisited: A Reply To Mr. Henrichsen

By Bill Via

In an article in the July issue, I suggested that the price of the 528i as sold in Great Britain raised the question whether the lads in Munich may be putting it to the U.S. 530i buyer "just a tad", and invited readers to draw their own conclusion. Mr. A. L. Henrichsen, in a letter to the editor published in the August issue, disapproved of my "source figures" and of the affirmative conclusion that he found the question to imply.

I used P.O.E. prices, converting pounds sterling to dollars, in my comparison, but Mr. Henrichsen believes I should have used F.O.B. factory prices, expressed in marks. He furnished the F.O.B. factory figures in his letter and demonstrated with them that the factory price "... for a 528i essentially identically equipped as a U.S. 530i ... is only DM123,— less than the ex-works price of a 530i." That's a difference of only about \$60. And that is exactly the point, for the English version of the 528i, as I pointed out, has right hand drive, which adds to its cost of production (the bulk of 5-series cars being produced in left hand drive form). As a rough guide to what that additional cost might be, I suggested the case of the Cadillac Seville, which can be purchased in England in either left hand drive or right hand drive form. The extra retail charge for the right hand drive version (exclusive of the English Special Car Tax and Value Added Tax), as I also pointed out, is \$2745, not an insignificant figure even when discounted by a generous factor for GM's price gouging. And it is not an insignificant figure, I suggest, when further adjusted (i) for the cost of electronic ignition, halogen headlights and rear fog lights, which are standard equipment on the 528i, but not the 530i, and (ii) for the cost of making the 530i conform to our Federal regulations — which, as I reported in July, the DOT says averages \$250 per car, industry-wide (but double that, if you like, for a BMW).

Mr. Henrichsen, in his letter, failed to mention, much less discuss, the significance of the extra cost to BMW attendant upon producing the 528i in right hand drive form. That is a most peculiar omission, since that cost factor was the sine qua non of the question I put and at which he took umbrage.

While you are still invited to draw your own conclusion, the available evidence — including the figures furnished by Mr. Henrichsen — suggests to me that BMW is gouging the U.S. 530i buyer. And, it is no defense, in my view, that other manufacturers engage in similar, or even more egregious, behavior.

I would not intentionally criticize unfairly either BMW or its corporate alter ego in this country, BMWNA. But I am not filled with respect for its candor when, for example, BMWNA announces a price increase which it attributes to a decline in the value of the dollar vis-a-vis the mark, but then fails to apply it uniformly across the model range.

Further, some question is raised in my mind about BMW "decency" on prices by its action, sub silentio, during the 1977 model run in selectively raising the suggested retail price of the 530i Luxus option from \$1550 to \$1850, an increase of nearly 20 percent. I must question, also, the continued imposition of a hefty charge for "metallic" paint on 320i and 520i models, if it is true, as I was told by a source in Montvale, that in mid-1976 BMW began using du Pont acrylic paint, which does not require a multi-step application process, and is in fact the same kind of paint that General Motors uses on everything from Chevrolets through Cadillacs. And, one of the more blatant price gouging attempts by any manufacturer that I can recall is exemplified by BMW's effort with the 630CSi, a subject discussed in the April issue of der bayerische and in the June issue of the Roundel.

Certainly, it is true, as Mr. Henrichsen pointed out, that the high prices of BMWs must be attributed in considerable part to the declining value of the dollar and the failure thus far of our government to rectify the problem. But it does not follow that we should close our eyes to the reality that the automobile industry is a highly concentrated oligopoly and that BMW is just as capable as the next manufacturer of socking it to the automobile buyer.

Some of you may wish to write to your Congressman to complain about the declining value of the dollar, as Mr. Henrichsen suggested I do (rather than "knock BMWNA"), and some may wish to give BMW essentially every benefit of the doubt in its pricing policies, as I surmise Mr. Henrichsen is willing to do. I submit, however, that unquestioning loyalty to any automobile manufacturer is folly and that there is ample cause for us to keep a watchful and objective eye on the corporate bureaucrats who dwell in Munich and Montvale and hold forth under the aegis of the blau und weiss roundel.

Of course, there are doubtlessly a few among us who envision that their self-worth is somehow a function of the prestige enjoyed by BMW and who, therefore, feel personally threatened when confronted with facts that tend to tarnish or otherwise detract from that prestige. Needless to say, they can countenance no serious questioning or criticism of BMW, no matter how well-founded that questioning or criticism may be — they simply don't want to hear it because it hurts too much. So be it.





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kind of car, GT stood for Grand Touring, which, simply stated, means a closed, two-door car with considerable style and considerable performance...I can't think of a better expression of the GT idea than this car."

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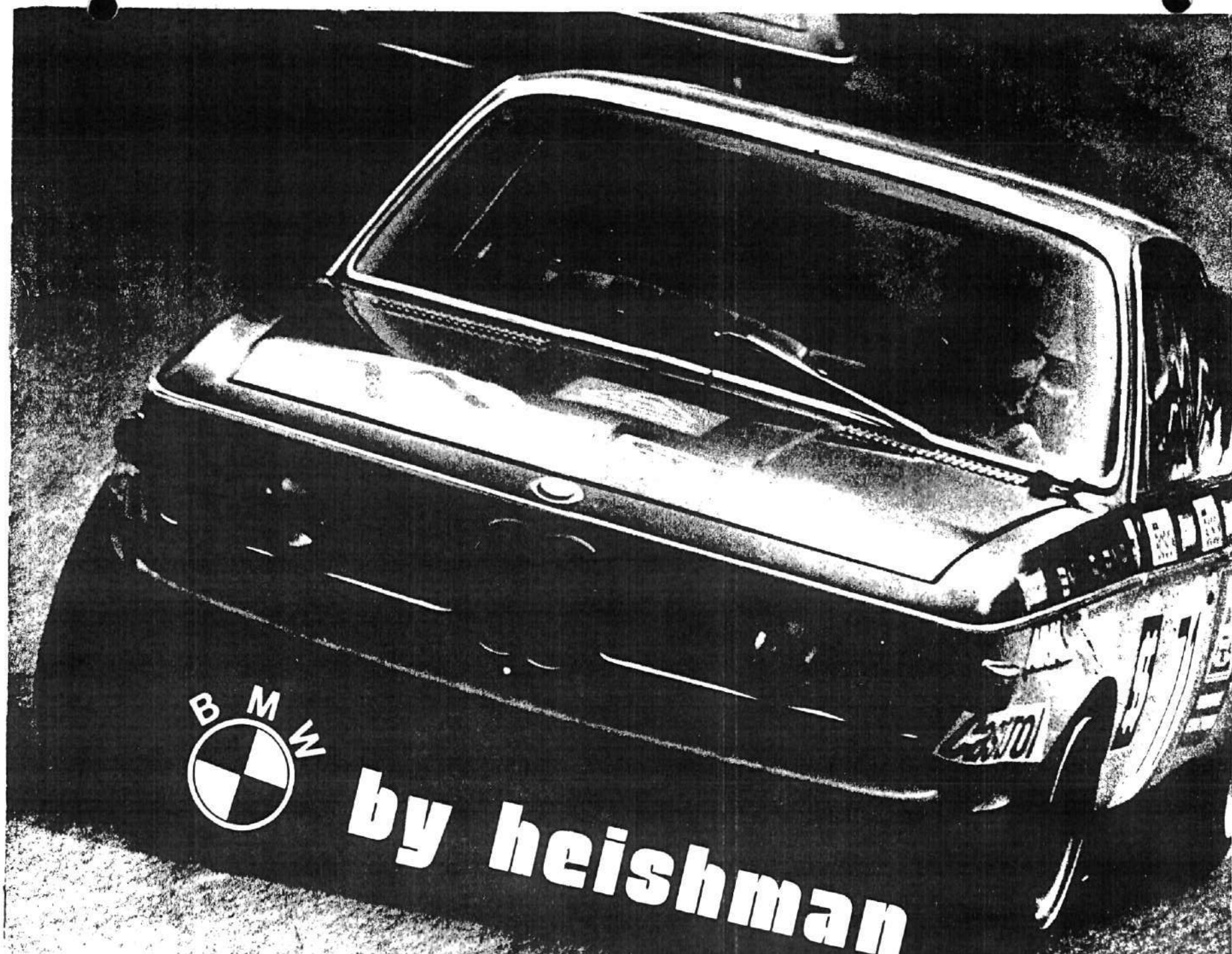
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Manhattan Auto Offers Special Consideration to BMWCCA Members



**by heishman**

**BMW AG A VIABLE BUSINESS VENTURE (I SAY!)** — A recent investor-oriented ad by BMW Aktiengesellschaft indicates the company is working on being the Ultimate Investment as well. Last year, AG's Deutsche Mark sales topped 1976 by 16.3% world-wide, and 16.5% in Germany, on unit sales increases of only 4.6% world-wide and all of 5.7% at home. Looks like the price hikes have had a bit of an effect — though both capital investment and personnel expense went up an appreciable amount, too. It is said that they're putting a lot of money behind research into un-BMW-like activities such as Diesels. (WALL STREET JOURNAL)

**BMW 320i V-8 (It's True!)** — Performance Racing Engines, Inc., a Point Pleasant Beach, NJ-based auto engine experimentation/development shop, has announced a special "320 CS Signature Edition" powered by an all-aluminum Oldsmobile 215 cid V-8 — the same power plant now in use in the Rover TC 3500 and soon to be seen in the TR-8. Coupled to a Borg-Warner T-50 5-speed box, plus "extensive drivetrain (I'll Bet!) and suspension modifications", the engine is "conservatively" rated at 220+ horses, thus putting it into the performance range of the Porsche 928/930T. The car was designed and built for a CCA (NJ Chapter) member, and can be ordered at \$6,000 above the 1977 base price of a 320i, with options available depending on requirements of the owner. PRE's Operations Director Charles DeFrancisco felt the 320 V-8 would be a worthy and less limited competitor to Alpina conversions costing a comparable or greater amount. (PRE INC. PRESS RELEASE)



### Plastic Doorliner Film

The plastic film between the door and the inner panel is crucial in keeping water out of your car and from the cardboard inner panel. The original Acella film gets brittle very quickly and tears or rips when you have to remove it.

Save yourself a lot of needless aggravation by replacing it with a heavy grade of vinyl. The openings required by the two window cranks and door handle can be reinforced with duct tape.

Perform all of the tasks you had planned to do inside the door; such as lock and window mechanism lubrication, rust inspect, or general cleaning out clutter accumulation. If the old film is not salvageable, remove all traces of film. Remove any large globs of excess adhesive. Be particularly careful to clear lower edges around two bottom access holes in door.

Tape the straight edge of replacement vinyl at top door edge. Cut around edge of inner door surface. Cut holes for three projecting shafts and reinforce if desired. Make small slits for inner panel plugs to engage door holes.

Apply headliner/interior trim adhesive to top and all other edges of door, over the old adhesive. Seal areas around three shafts and access holes in door. Make sure that a tight seal will be formed around the lower edges of the bottom two access holes. Install the new vinyl film. Smooth out wrinkles and check for tight seals around bottom of door.

Ripped or torn films, or bad sealing along bottom of door allows water into car and maybe into inner door panel. The film forces all water that gets into door out through the pair of drain holes. If there are leaks or a bad seal, water is then allowed to run inside the doorsill and thence into floor.

The new vinyl film, with a little care, can be used for several accesses into the door area before replacement is needed. It may be a good idea to examine inside the door twice a year, once just before winter freezes and the other just before summer. Relubrication of crank mechanisms and window slide channels greatly eases their operation.

*Bob Yohe  
Connecticut Valley Chapter*





**Dick Chichester**  
SALES REPRESENTATIVE  
AUTO INSURANCE AGENT

HEISHMAN BMW, INC.  
3154 JEFFERSON DAVIS HIGHWAY  
ARLINGTON, VA 22202      684-8500

# BMW CAR CLUB OF AMERICA, INC.

Two Brewer St.  
Cambridge, MA 02138

# MEMBERSHIP APPLICATION

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

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip \_\_\_\_\_

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

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

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

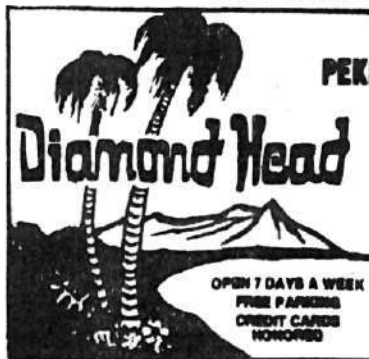
Year: \_\_\_\_\_ Ser. No. \_\_\_\_\_

Your check payable to BMWCCA must accompany this application.

Joining during:

NOV—FEB 23.50; MAR—MAY 19.00; JUN—OCT 14.50

This covers your initiation fee of \$2.50 plus both National Capital Chapter and National dues to the end of the current calendar year.



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## NEXT MEETING:

**DATE:** Tuesday, September 19

**TIME:** 8:00 P.M.

**PLACE:** Diamond Head Restaurant

6900 Wisconsin Avenue

Chevy Chase, MD

656-3161

**PROGRAM:** Don Hines, WRC

