

# der bayerische

Vol. 8, No. 5

May 1978



Come to the  
*Picnic* - June 11

June 11

(See Inside  
for Details.)

# der bayerische

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**Editor** ..... Vicki Livingston (703) 494-6869  
**Asst. Editor** ..... Barry Livingston (703) 494-6869  
**Advertising** ..... Barry Livingston (703) 494-6869  
**Graphics** ..... Vicki Livingston  
**Circulation Manager** ..... Jane Touzalin

## CHAPTER OFFICERS

**President** ..... Bill Riblett (301) 652-9013  
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# CALENDAR. . .

## May

- 6 Fuel Injection Tech Session Line, etc.
- 16 BMWCCA Monthly Meeting
- 20-21 SCCA Road Races, Summit Point
- 28 BMWCCA Autocross
- 27-29 IMSA GT & RS races, Lime Rock, Connecticut
- 30 Exec meeting & der Bayerische deadline

## June

- 11 BMWCCA picnic
- 20 BMWCCA Monthly Meeting
- 24-25 SCCA road races, Summit Point
- 27 Exec meeting & der Bayerische deadline

## EDITOR'S NOTES

Here it is the day after the Spring Tour. Those of you who went on it know what a good time it was, and those of you who missed it — for shame! It was a beautiful day to take in the sights. Our 11-car caravan departed Oxon Hill at about 9:45 a.m. on Saturday morning. Throughout the day we saw not only a lot of pretty countryside, but also St. Mary's College, Point Lookout, Stratford Plantation (where Robert E. Lee was born), and Frederisburg. One of the things I found amusing was the people we passed along the way. It was not unusual to see them counting us as we went by, and/or scratching their heads in puzzlement. A few of them even waved as our "parade" passed by. I think we all had a good time — including the newest addition to our family, Baron, our puppy. (He even respected our BMW enough to not "initiate" it during the 200 + mile trip!)

I'd like to thank several people for their help with the newsletter. It's a big job for me to get the articles together, have it typeset, paste it up, get it to the printer, pick up the copies from the printer, label and mail them every month. These people have really helped out alot. I'd like to thank: all the officers and Carolyn Eldred for their tremendous support; Bill Via, Jim Ryland, and the rest of you who have or will submit; Dave Smith for his art contributions; Jane Touzalin for her help with the membership and mailing; and Barry, my husband, for all his help and dedicated support during my temporary moments of insanity at deadline time. These people have all put forth a great deal of effort in order that our newsletter will meet your various aspirations. gang!

Next month's meeting is at the Diamond Head Restaurant in Chevy Chase/Bethesda on May 16 at 8:00 p.m. The program, arranged by Dave Toy, is the people from Radial Tire Company. They will discuss the choice tires for BMWs. Their information should prove very useful to all of us.

Coming up June 11 is the Picnic. In this issue is an article with a more complete description. It should be an enjoyable time for the whole family, and a good chance to get to know each other a little better.

See you all at the meeting and picnic!

Vicki



**Jim Atwell**

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## FROM BEHIND THE GAVEL. . .

As those of you in Maryland have no doubt noticed, we're still having problems getting *der Bayerische* to you. Altering our production schedule has not worked out very well, so I'm trying to get a second bulk-rate postal permit. Postal costs already consume a large part of our budget, so I really hate to do anything to raise costs much more.

I'm writing this the day before the Spring Tour. The forecast is for really nice weather and since the foliage is really starting to come out, tomorrow should be a beautiful day for the tour.

The next event coming up is the picnic, Sunday, June 11. Details are in this issue. Carolyn and I visited Chuck Garrish a couple of weekends ago and checked out the site. Chuck has done a lot of work and we hope he will be rewarded with a good turnout.

Due to a general lack of interest, I'm considering dropping out of the Council. By my count, we have about five people autocrossing and about three rallying. Unless someone were *really* gung-ho, the ability to organize Council events just does not seem to exist in this Club anymore. My appeals for a Council Representative have met with a great deal of silence. Given all this, I really do not see much point in remaining in the Council and we may as well get out before we're thrown out. If you care, think it over. We'll discuss this at the next meeting.

Our programs have continued to be quite interesting. Bill Scott is heavily involved in anti-terrorist driver's training and gave a very interesting talk describing the present situation in the world, some of the strategies involved and how he teaches his students to deal with them. He also had some examples of amor-plate and lexan window-shields used for vehicle protection. These seemed more impressive when he described how they had been tested by being shot at pistols

and shotguns from distances of five to ten feet. There were a lot of embedded slugs but no penetration. If you needed this sort of protection, though, you would definitely be aware of the cost, both in money and in extra weight. All in all, it was an interesting exposure to a different part of the world.

Dave Toy has arranged the next two programs. At our May 16 meeting, the people from Radial Tire Company in Silver Spring will speak about tire choices for BMWs. I know from past experiences that different brands, types and sizes of tires can all have widely differing effects on how your car rides and handles. As everyone winds up purchasing different tires sooner or later, this should be a program of interest to all. At the June 20 meeting, Dave will give his talk on BMW suspension systems. We heard him at the annual meeting and thought he did a very good job.

I hear a lot of complaints from purchasers of newer cars about all the problems they are having, but have seen or heard very little about solutions. Write these up and send them in and we'll try to get together a tech-oriented issue featuring 320s, 530s, etc. As usual, any contributions are gladly welcomed, as are buy and sell items. Send these to the club's mailbox.

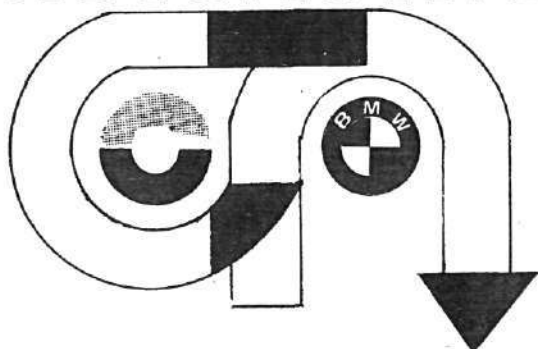
Once again, I'd like to thank the Diamond Head Restaurant for continuing to provide a meeting place at no charge. I hope we all will support them to reciprocate.

One of the features I would like to have at the Picnic on June 11 is an informal "car show." If you have an older car, an unusual model or a highly modified car — this is your chance to show it to an appreciative audience. BMW has had a very interesting and widely varied history — let's see as many representatives of it as possible.

See you at the next event!

Bill

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## SPRING SPRUCE-UP

By Jim Ryland

Spring is here! The ice in the bottom of the trash cans has finally melted, and it's time to get the BMW into the driveway for a good cleaning.

Get up early and do the inside first. Vacuum everything. A lukewarm solution with mild detergent will dazzle the headliner and brighten up all the vinyl and pedal pads. Wipe over everything with a clean soft rag dampened with warm rinse-water, then do the glass with Windex and newspaper (no lint). Use your best finger to get the chewing gum off the bottom of the rear ashtrays, and marvel at how much trash will fit in those things.

Next, wash the car with warm water and a small amount of mild dishwashing liquid to erase the final traces of salty winter, thus preparing the finish for a serious waxing. This is a good time to remove the side grill pieces and suds away leaves, salt, old bird parts, bits of clothing from autocross courseworkers, and general dirt. Hose the entire bottom of the car with special attention to the wheel wells. Lift out that spare tire, clean that trunk well, tote that barge, lift that bale . . . . Whew!

Open all the windows for a good airing out and take a break for breakfast. While coffee is brewing and the toast is toasting, go into the bedroom and show your best friend how good you feel being up early and getting things done. Throw up the shades and windows and breathe deep a few times; maybe your enthusiasm will spread to your friend who has escaped under the sheet but don't count on it.

Eat up and take a second cup outside with you. OK. If the paint on the BMW is in pretty good shape, you will get very

good results with the following procedure; otherwise, a wax product with a cleaning agent (Rain Dance, Vista, Turtle Wax, Classic, etc.) may be in order first. Do the entire car with Meguiar's New Car Glaze (its green). This is a great product; it's cheap, easy to put on and get off, and will not remove any paint. It's very effective in preventing the paint from drying out and will keep new paint looking new for a long time.

Now stand back and admire your work. If you think the Bimmer looks good now, you ain't seen nothin' yet. Give it a second coat with Meguiar's Mirror Glaze Paste Wax; do the chrome and wheel covers with same, then take another break to see if your friend is up yet.

Finally, silicone spray all the rubber seals and moulding you can find and finish over with Armorall (don't forget the tires). Don't use Armorall on the interior seats unless you like sitting on the floor when waiting for red lights to change.

The entire process I've just described can be completed in 2 to 3 hours, quicker if you get all the materials together ahead of time. And don't let it go to waste. Bring your masterpiece to the Chapter Picnic for all of us to enjoy.



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## A BRIEF LOOK AT THE "SMALL SIX" TWO-LITRE BMW

By Bill Via

In Europe, BMW has replaced its two-litre four-cylinder engine with a six-cylinder version of that same displacement, as has been previously reported elsewhere. *Motor*, a British automotive weekly, compared the performance of a pair of 3-series BMWs equipped with these engines in its edition of December 31, 1977. Earlier, in its edition of June 18, 1977, the same magazine reported its test results for the European version of the more familiar four-cylinder 320i. Although the cars we receive are laden with heavier bumpers and "cleaner," somewhat less powerful engines, the European versions continue to be of interest, in part because their performance figures allow us by extrapolation to gain useful information about the probable performance of "Federalized" versions.

	Model (European)		
	320/4	320/6	320i/4
Bhp/rpm (DIN)	109/5800	122.4/6000	125/5700
Torque, lb ft/rpm	115.7/3700	117/4000	126.5/4350
Max speed, mph	106	112	115
0-60 mph, sec	10.5	9.7	9.2
Overall mpg (U.S. gal)	20.7	17.4	20.9

The editors of *Motor* seemed ambivalent about the two-litre six, noting particular disappointment with its torque and fuel consumption, and they also found it to be not noticeably smoother than the four. They looked forward to testing the other new "small six," the 323i, which in European form produces 141 lb ft of torque and 143 horsepower.

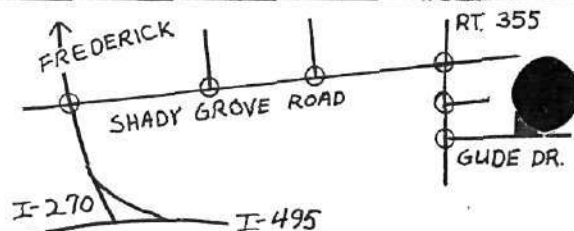
Given our Federal government's present 18 mpg "fleet average" requirement, which is scheduled to increase each year until it reaches 27.5 mpg in 1985, we cannot expect 3-series cars equipped with the new six-cylinder engines to be sold here in significant quantities, if at all, unless BMW finds a way to improve its "fleet average" significantly, as for example by adding a turbocharged diesel and a "Bavarian Honda" to the lineup.

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## SPORTS CAR COLLECTORS SOCIETY OF AMERICA ANNUAL MEETING

On June 4, the Sports Car Collectors of America (SCCSA) will hold their annual show on the grounds of the Gude Nursery in Rockville, MD. This is an easy-going show devoted to sports cars — a not easily defined category. Last year they had Cobra's, Jaguar's, Ferrari's, MGs, Triumph's, Porsche's and a BMW 507. There was also a 2002 and, in the parking area, an Issetta! Fees are minimal even for entrants and there is also a "flea market" area. The show will run from 10 AM to 5 PM, rain or shine. For directions see map:



There is a category for Sports Sedan in the judging and classes will be established for each make having 5 cars or more. So — shine your Bimmer up and join the show! For details, contact Bill Riblett (301-652-9013).

## COMPETITIVE EVENTS, THE COUNCIL, AND THE FUTURE

By Bill Riblett and Carolyn Eldred

This was to be an article about the club-sponsored autocross, which had been scheduled for Memorial Day weekend. But the autocross has been cancelled. Earlier it was necessary to cancel the championship rally were scheduled to sponsor later in the year. The problem in both cases was a dearth of BMWCCA-NCC members to organize and work these events.

Autocross and rallies, unlike most other activities of our club, are open events, intended primarily for Washington area sports car enthusiasts from outside the club. Club members may derive some enjoyment from working these events, but this benefit is only incidental to putting on a successful event for the "outsiders."

Given the low level of interest among our membership in sponsoring such competitive driving events, are there any reasons for continuing to strive to do so? The major argument for sponsoring such events has to do with the relationship of BMWCCA-NCC to the Metropolitan Washington Council of Sports Car Clubs (MWSCCC), also known as "the

Council." In order to retain our membership in the Council, our club must each year sponsor at least one event which is open to the public. (While BMWCCA-NCC did not sponsor any open activities during 1977, we were permitted to remain in the Council on the assumption that insurance difficulties were at least partly responsible for our failure to do so.) While the required event is normally assumed to be a competitive driving event, it is our understanding that even an open social event would meet the requirement.

So the issue is what Council membership means to the BMW club. Given the low level of interest among our membership in sponsoring competitive driving events and the difficulty we've experienced in finding members to represent us at Council meetings, remaining in the Council would not appear to be a high priority objective of our membership. It appears to be more interest in activities designed for enjoyment of club members and their families, and there is nothing wrong with this. But the issue which needs to be

(Con't on pg. 11)

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# CHAPTER PICNIC

By Chuck Garrish

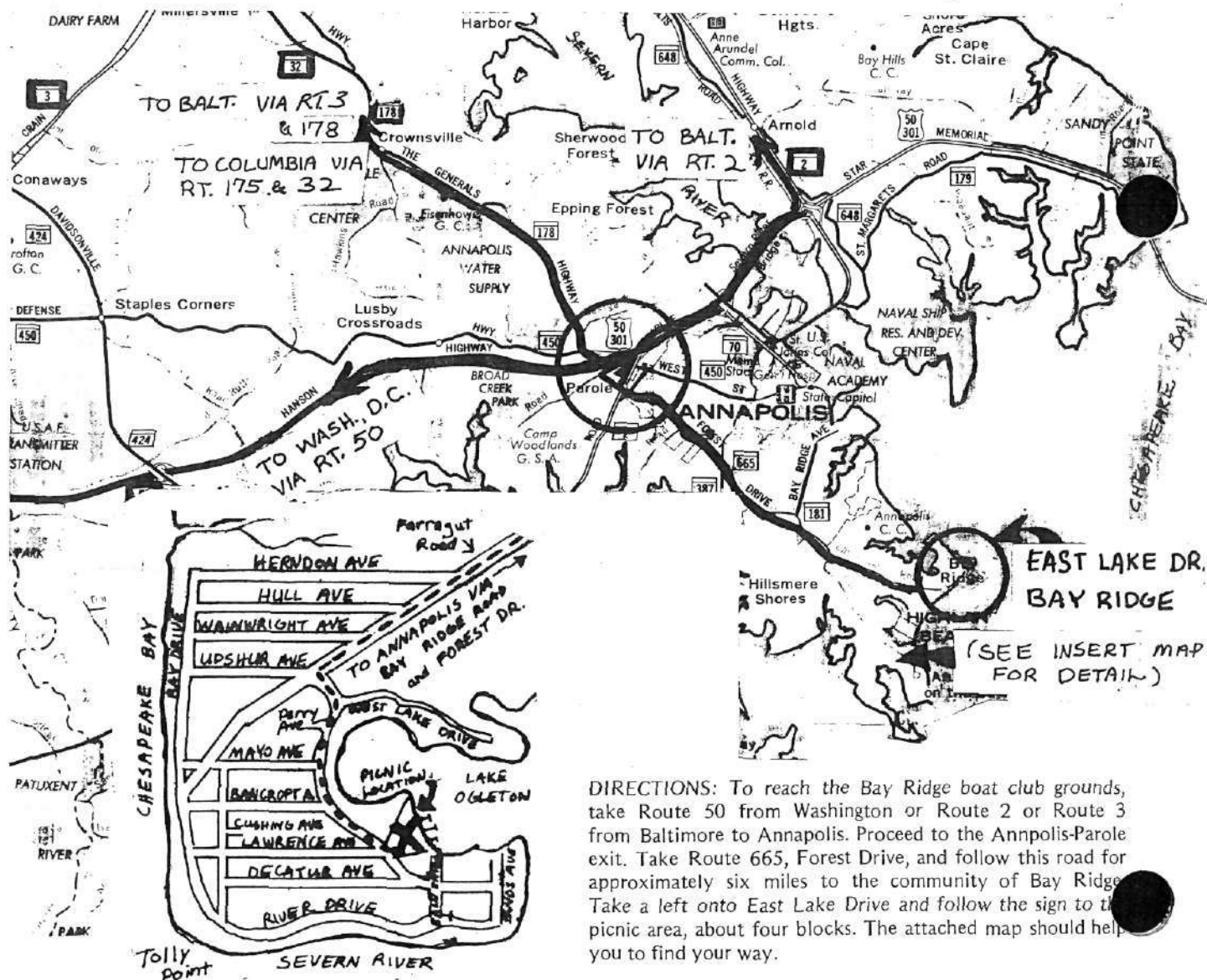
Sunday, June 11, is the date set for the National Capital Chapter family picnic. (Sunday, June 18, is the raindate.) the picnic will take place from noon until six at the Bay Ridge community boat club grounds, just outside the city of Annapolis. The location is easy to reach from the Baltimore and Washington areas, and the Bay Ridge community, with its Chesapeake Bay-front location, will provide a scenic and relaxing setting for a day of BMWCCA-NCC activities and camaraderie. The picnic will also provide a special opportunity for chapter members living too far from Washington for attendance at the monthly meetings to take a pleasant Sunday drive and meet their fellow chapter members.

This will be a BYOBB (bring your own basket and beverage) affair. We suggest that you pack a cooler with food and drink. We will have three or four charcoal grills set up for those who wish to cook hamburgers, hot dogs, or even something more exotic. We also suggest that you bring blankets or folding chairs to sit on.

The picnic area has facilities for basketball, frisbee, and short hit softball, and there is a boat ramp suitable for launching small sailboats. Pick your sport and bring your equipment! In addition, the area is ideal for walking and bike riding along the bay beach front (don't forget your bikes), and swimming is a possibility if the weather is warm enough.

Organized activities of the day will include a clean car contest — hopefully with prizes —, a display of interesting and/or old cars, and games for the kids. If you have some BMW items (parts, etc.) collecting dust in your garage and you would like to get rid of them, we will also set up some swap and sell tables.

In the event of rain, the picnic will be postponed until the following Sunday, June 18. If the weather is cloudy but dry, the picnic will take place as planned. If in doubt on the morning of the picnic, call Bill Riblett (652-9013) after 9:30; he will have a recorded message on the Phonemate indicating our plans.



**DIRECTIONS:** To reach the Bay Ridge boat club grounds, take Route 50 from Washington or Route 2 or Route 3 from Baltimore to Annapolis. Proceed to the Annapolis-Parole exit. Take Route 665, Forest Drive, and follow this road for approximately six miles to the community of Bay Ridge. Take a left onto East Lake Drive and follow the sign to the picnic area, about four blocks. The attached map should help you to find your way.

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**by heishman**

# REPLACING YOUR EXHAUST SYSTEM

By Bill Riblett

There are at least five commonly replaced parts on your car which can be expected to last only a certain amount of time: tires; exhaust system; battery; shock absorbers; and brake pads and lining. It is possible with all of these to improve upon the original product supplied (all come from suppliers to BMW), either in performance or longevity, or both.

A significant number of people seem to want to know what the best replacement for their failing exhaust system is. In the July 1976 issue of *Rally Magazine*, apparently now defunct, was published tests of a variety of systems on a 1972 BMW 2002tii. I believe these results are applicable in general to other BMWs, particularly 1602 and 2002 models.

The test covered six areas: road horsepower at different rpm ranges; hydrocarbon and carbon monoxide emissions; ease of installation; instruction; warranties; and noise levels. Test equipment used included a Clayton CSS 7100 chassis dynamometer and a Sun exhaust performance analyzer.

The systems tested were the stock system (apparently, 4 years and 38,000 miles old), Ansa Supersprint, Stebro and Veloce. Horsepower and emissions are recorded in the chart below.\*

The Ansa system weighed 22 lbs. and was characterized as well-made, easy to install, and an excellent fit. They exit in the center of the rear and have good chrome, but very quickly lost the black crackle-finish paint on much of the rest.

The Supersprint weighed 25 lbs., was also characterized as well-made, easy to install, and an excellent fit. The chrome tailpipes exit from the center of the rear and the paint was the only example which did not quickly burn off. Supersprints were also noted for their "pinging" noises upon cooling — a somewhat bizarre feature, but no cause of concern (it also goes away with age).

Stebro and Veloce are (were?) both made by Stebro. Veloce was sold by Universal Imports, who were located in this area in Rockville. Universal has gone out of business. Unlike the other two systems which (like the stock system) were two pieces, Stebro and Veloce were three and weighed 25 lbs. They did not bolt onto the headpipes and required that the flange be removed. This means you can't use that headpipe for anything else. These systems were described as the most solidly built and they fit good once installed. The tailpipes exit from the right of center, nearer the stock location.

Conclusions were that there was little difference in noise levels, that the stock system was very competitive in all regards, and that the major variance was in warranties. Since this test, the Ansa systems have been made quieter (they previously had a reputation for being pretty loud) and Stebro apparently has redesigned their products, at least to the extent that they are now advertised as made of stainless steel.

Warranties depend to a large extent on who you buy from, so check carefully. I realize that this information is somewhat dated, but hope it is of some use. Comments are certainly welcomed.



## ROAD HORSEPOWER (AIR FUEL RATIO)

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ANSA	40 (14.0)	62 (13.4)	78 (13.5)	92 (13.6)	95 (13.4)
STEBRO	38 (13.7)	58 (12.4)	68 (12.6)	77 (12.2)	62 (11.0)
SUPERSPRINT	40 (14.1)	62 (13.4)	80 (13.6)	97 (13.6)	91 (13.3)
VELOCE	38 (13.7)	58 (12.6)	68 (12.7)	77 (12.1)	63 (11.3)

## Hydrocarbon Emissions (parts per million)

	Idle	2,500 rpm
STOCK	190	110
ANSA	90	65
STEBRO	150	50
SUPERSPRINT	200	100
VELOCE	200	60

## Carbonmonoxide Emissions (percentage)

	Idle	2,500 rpm
STOCK	4.1	2.9
ANSA	1.4	0.3
STEBRO	2.3	0.6
SUPERSPRINT	1.6	0.2
VELOCE	2.6	0.5



**Dick Chichester**  
SALES REPRESENTATIVE  
AUTO INSURANCE AGENT

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

684-8500

## The Future, Con't.

addressed is whether Council membership is sufficiently important to us to expend some minimal level of effort to sponsor a noncompetitive event so as to fulfill — at least technically — the requirements for membership.

We need to know how club members feel about this issue. We plan to pursue this matter further at the next chapter meeting on May 16, but if you have any opinions on the subject and cannot make the meeting, please call us at 652-9013.

# 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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Permit #2314

## NEXT MEETING:

DATE: Tuesday, May 16, 1978

TIME: 8:00 P.M.\*

PLACE: Diamond Head Restaurant  
6900 Wisconsin Avenue  
Chevy Chase, MD  
656-3161

Program: Radial Tire Company

PROGRAM: Radial Tire Company

\*Come Early and Dine with Fellow Members!

