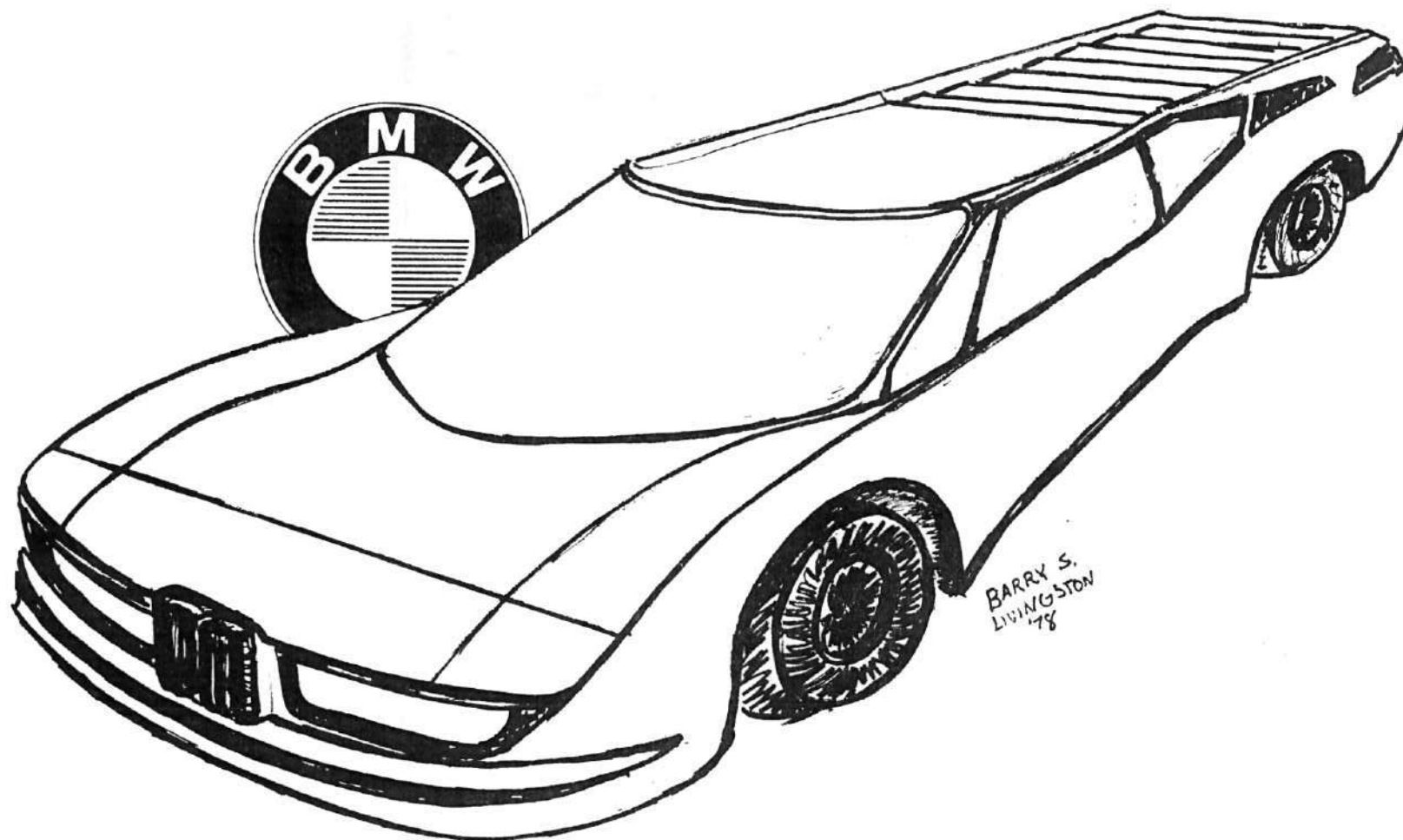




# der bayerische

Vol. 8, No. 6

June 1978



## Editor's Notes

Summer is finally here, and with it comes all those outdoor activities. One such activity was the Sports Car Collectors of America's Annual Car Show, Sunday, June 4, at the Gude Nursery in Rockville, Maryland. From what we heard, it was a record-setting turnout. It was so large, in fact, that the judges were 2 hours or more behind schedule. There was a vast array of cars, including two gull-wing Mercedes, a Citroen, Italias, Lamborghinis, Masserattis, Porsches, Sunbeams, Jaguars, Mustangs, Ferraris, a pre-war BMW, an Alpina BMW, and a 2000ti BMW. Unfortunately, since there was only three BMWs entered, they were judged against the Porsches and Mercedes, instead of in a BMW class (I believe there had to be 5 in a class). Incidentally, two Mercedes won in the German class. We really had an enjoyable time, as seemingly did everyone else there.

By the time this reaches you, the picnic will have come and gone. Hopefully, it won't rain and everyone will have a good time. I know we're certainly looking forward to it.

This month's meeting is at the Diamond Head Restaurant in Chevy Chase, at 8.00 p.m. Our guest speaker, Dave Toy, will talk to us about Suspension Systems.

Hope you have (had?) a good time at the Picnic. See you at the meeting!

Vicki

P.S. - The picnic was a success!

## Calendar

### JUNE

- 11 BMWCCA Picnic
- 20 BMWCCA Monthly Meeting  
Speaker: Dave Toy on Suspension Systems
- 24-25 SCCA Road Races, Summit Point
- 27 Der Bayerische Deadline  
Executive Meeting

### JULY

- 18 BMWCCA Monthly Meeting
- 22-23 SCCA Road Races, Summit Point
- 23 Crabfest
- 25 Der Bayerische Deadline  
Executive Meeting

### AUGUST

- 15 BMWCCA Monthly Meeting
- 18 Wine & Cheese Party
- 22 Der Bayerische Deadline  
Executive Meeting

### SPORTS CAR CLUB OF AMERICA

#### 1978 RACING SCHEDULE SUMMIT POINT RACEWAY

##### *Rain or Shine*

June 24, 25	USRRCT†
July 22, 23	MARRS*
Aug. 26, 27	USRRCT†
Sept. 16, 17	MARRS*
Oct. 14, 15	MARRS*

\*Mid-Atlantic Road Racing Series

†United States Road Racing  
Championship

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## der bayerische

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## From Behind the Gavel

This issue is another chapter in the continuing of mailing problems. We have a second postal permit now so we'll see how that works this issue. Hope we're a little luckier than we've been in the past since our production schedule has been delayed somewhat this month.

I got a call last week that may have useful information for some of you. Universal Tire is trying to get rid of the last of the Stebro exhaust systems that their defunct affiliate, Universal Imports, used to sell. As of the middle of May, their stock was as follows:

For 1600 + 2002 to 1973	
14 rear sections	\$31.92 ea.
69 complete units	\$54.50 ea.
For 74 only, 2002 + Tii	
6 complete units	\$59.65 ea.

## Nuts and Bolts

by Jim Ryland

There's no need to put up with those tough, rusty license plate bolts any longer. Sears' auto department sells 2 pairs of white plastic license plate bolts for 69¢. They look great, won't scratch, and come off when they're supposed to.

Also, before you blame the BMW's rough ride on bad shocks, tires, etc., take a look at the padding under the front seats. You may find it matted to the point where you're riding directly on the springwork which is not good for you or the vinyl. A local upholstery shop repadded the tii's seats with foam for under \$40. What an improvement! Even if your padding is in good shape, you might consider this as a way of regaining the little bit of comfort you may have lost to Bilstein's or Koni's.

They are available at Universal's Surplus Clearance Center in Rockville. Ask for Paul. (ph: 762-7506)

I can't offer any endorsement for these — I suspect that like most Stebro systems they are rather loud — but they are relatively inexpensive.

We've just returned from a week in Massachusetts, New York and Connecticut. Driving is different up there, especially in the rural areas. It was really great to be out bombing around on uncrowded, windy, scenic back roads after all the traffic and congestion I see in this area.

This month's activity is the picnic, which everyone should know all about by now. We'll see you all there! For July, Chet Kingsbury is hosting a "Crabfest" at his house in Bowie. Tentatively this is set for Sunday, the 23rd. Full details and a map will be published in next month's Bayerische.

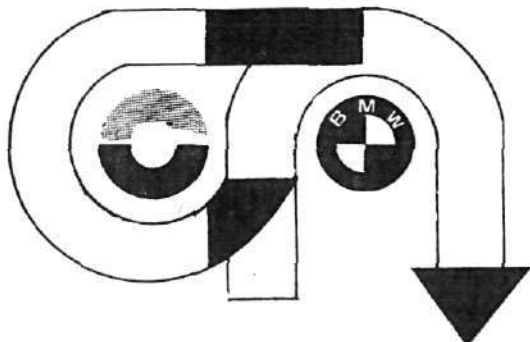
Bill

## The Ultimate Pinstriper

by Bill Via

My BMW, which is black and has a red interior, now sports elegant red pinstripes, *painted* on with laser beam accuracy by freelancer Donnie Strother, who is otherwise employed in the service department of Heishman BMW. His work is of such a high calibre that any attempt at describing it necessarily smacks of hyperbole — you simply must see it to believe it. His rates, which are quite reasonable, range from about \$40 to \$75, depending on the complexity of the job you specify. And, if you want to add a bit of panache to your driving machine but are not exactly sure what would do the trick, the ultimate pinstriper can give you some very tasteful suggestions.

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**Spark Ignition Wires.** Radio-suppressed, silicone-jacketed, low-loss, solid wires by MSW. Long life and no resistor losses to diminish intensity of sparks to plugs.

## The 733i: Surprise! A Hot Dog for Fat Cats

by Bill Via

Having read last year in *Autocar* (August 6, 1977), a British publication, about the new 733i, BMW's replacement for the 3.0 Si, and again in *Road & Track* (May 1978) and *Car and Driver* (May 1978), I was intrigued at how well the U.S. version apparently performs in comparison to the European edition. Take a careful look at the figures in the table.

Performance:	<i>Autocar</i>	<i>Road &amp; Track</i>	<i>Car &amp; Driver</i>
Max speed, mph	122	118	123
0-60 mph, sec	8.9	8.6	8.8
0-100 mph, sec	28.0	28.4	30.7
1/4 mi, sec	16.7	17.0	17.1
1/4 mi, term spd, mph	83.0	83.0	82.9
Mpg (U.S. gal)	16.2	17.0	15/22.5
Specifications:	(European)	(United States)	
Bhp/rpm	197/5500 (DIN)	177/5500 (SAE net)	
Torque, lb ft/rpm	206/4250	196/4000	
Comp ratio	9.0 to 1	8.4 to 1	
Transmission	4-speed	4-speed	
Final drive ratio	3.45 to 1	3.45 to 1	
Curb weight, lb	3585	3800	

Road tests are never conducted under identical conditions and an obfuscating factor in comparing the 733i test data is vehicle weight. The March *Roundel* reports a curb weight figure of 3800 lb for the U.S. 733i. *Autocar* gives the test weight of its 733i subject as 3976 lb, which is a hefty 391 lb over the curb weight of 3585 lb. If the U.S. cars were tested with the addition of only about 200 lb to curb weight, then the test weights of the three cars were almost identical. Unfortunately, we cannot be certain of the test weight of

the U.S. cars. *Road & Track* and *Car and Driver* list the curb weight of the 733i as 3675 lb and 3530 lb, respectively, figures that seem erroneous on their face. The similarity in performance reflected in the results of the three tests is striking nonetheless.

We are accustomed to finding that the heavier and less powerful U.S. edition of any given car performs below the level of its European counterpart by a significant margin. How, then, does the U.S. 733i perform so well, comparatively? Note in this connection that BMW rates the U.S. 733i engine (3210cc, 8.4 to 1 compression ratio) at only one horsepower above that of the U.S. 530i engine (2985 cc, 8.1 to 1 compression ratio). Could it be that von Kuenheim and company are being a little sneaky about the horse count? Very interesting.

I can't read about a new model BMW without wanting to drive it, and the 733i proved to be no exception. Hence, after learning that the new machines were here, I set off for my favorite BMW store, Mr. Heishman's place, trusting that some sensitive soul there would discern the wistful gleam in my eye and offer me a ride. The moment was propitious. Jim Atwell, a hot shoes, senior grade, and the very BMW purveyor who sold me my 530i, sensed my plight and handed me the key to a sparkling silver 733i. Atwell may wear curb feelers on his combat boots, but he is certainly attuned to the needs of BMW zealots.

Upon entering the 733i, I immediately discovered a flaw: an automatic transmission. In my view, BMWs are not compatible with automatic transmissions, which are admittedly wonderful, however, for the handicapped. I resolved

(Con't. on pg 8)

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(Next to Autoy's New Location—See Above Directions)

## Stabilizer Bar Installation

by Dave Toy, Autoy

### CAUTION!!

Whenever working underneath a car, always use jackstands. *Never* rely on a mechanical or hydraulic jack to support the car. *Never* work under a car on an incline.

**Tools needed:** Two jackstands, jack (preferably hydraulic floor jack), standard metric wrenches and sockets, 6 mm Allen wrench

### FRONT STABILIZER BAR INSTALLATION

It's most convenient to replace the front bar when installing the front shocks. All original hardware is used.

- Jack up the front of the car and support with jackstands under the frame rails just behind the engine compartment.
- Remove (from each end of the bar) the two 13mm nuts. If the original hardware looks rusty, spray the hardware well with penetrating oil (especially the tube between the pairs of rubber bushings).
- Remove the 13mm bolts, nuts and washers (two on each side) holding the center clamps onto the subframe. Use 6mm Allen wrench.
- Remove the original stabilizer bar.

- Install the 19mm bar and bushings in reverse sequence, noting the following:

It is handy to use one slightly longer 13mm bolt on each clamp to get it started.

### REAR STABILIZER BAR INSTALLATION

- Jack up the rear of the car and support with two jackstands under the main cross piece of the rear subframe (not too close to the stabilizer bar).
- Remove both wheels and hubcaps.
- Remove the 13mm retaining nuts (two each side) and lowest rubber bushings (one each side) and metal bushing retainer (one each side).
- Pull down the stabilizer bar slightly. (The other lower bushing and retainer may fall off at this time.)
- Remove the four 13mm center clip bolts and washers (two each side) and remove bar and bushings.
- Install 19mm bar and bushings carefully, in reverse order. It may be helpful to use a slightly longer 13mm bolt to start the mounting of each clip.

## TECH TIPS FROM OTHER CHAPTERS

### Lean or Rich??

This month I have a quick Tech Tip. This is especially applicable to those of us with the 32/32 DIDTA carb. If you can't decide, after fiddling with your carburetor, if you are rich or lean, here's a fool proof way. Cut yourself a piece of cardboard big enough to cover the entire carburetor horn. This is, of course, with the air cleaner off. Starting with the cardboard covering, the secondary half of the carb (driver's side) slide it toward the primary side. As it gets about 1/2" from covering the total area of the carb, the engine will do one of three things: 1) it will run faster indicating that your carb is too lean, 2) it will run slower indicating that you are too rich, 3) it will not change and simply quits indicating you have near proper adjustment.

J. Michael Deal  
Bayou Chapter

**Steering Boxes on 1974 2002s** — If you've got one of the 1974 four-cylinder marvels, run out right now and pull that little red plastic plug out of the filler hole on top of the steering box. It's at the end of the steering column, bolted to the frame rail on the driver's side. If the grease is not up to the bottom of the filler hole, and it has been checked before (by the dealer, if not you — but then how would you know.) then you have probably fallen victim to a leaking seal on the output shaft of the steering box. First, fill the thing up with SAE 90 weight *hypoid* grease. That's the kind you have in the final drive — NOT the kind that's used in the transmission. Then check with the dealer to determine if you have one of the steering boxes that have developed a bit of corrosion in the seal area. This problem should have

been caught, and CORRECTED, at the 600 Mile Service Check.

**Vacuum Hoses, Phase 2 — Ye Shall Reap What Ye Have Sown!** Good comment, that! Here I've been spouting about vacuum hoses splitting and how you can be putt-putting around, complaining about idle problems and such. So I decided to take my own advice and — Whoops! — I found all sorts of splits and cracks. A quick trip to my dealer produced the Latest and Best vacuum hoses BMW has to offer. (Actually, they all said that about the other vacuum hoses, too.) Anyway, it's some sort of blue synthetic stuff found on all the latest EPA-safe Bimmers. It's priced at \$2.75 per meter, and goes under Part No. 11 731 259 996. So here's my sermon again. Go out there and CHECK all those vacuum hoses, and I don't mean looking and saying to yourself, "Yep! Them's vacuum hoses! PULL THEM OFF AND SEE!"

Paul Williamson  
Tarheel Chapter



**Jim Atwell**

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## 320i TECH TIPS

### 320i Key Number

So, you want to have another ignition key made but can't seem to find that little tag with the key number? No need to call Montvale, as the number is in plain sight in the trunk. It is stamped on the copper level arm on the end of the lock cylinder, and is visible through the square opening just above it. You may have to turn the lock with your key to get the entire number, or remove the lever arm by loosening the allen set-screw. Dealers take note if you are not already aware of this!

*Bruce Zepke  
Connecticut Valley Chapter*

**320i Fuel Hoses** — If you can wedge yourself under the rear end of your 320i, check the large (1½ in.) diameter rubber hoses that connect the fuel filler tube to the tank, as well as the two halves of the split tank to one another. Squeeze them a little and see if any cracks appear. The tank-to-tank connector, in particular, is tucked in front of the differential and is also protected from the front by a stone shield. If any cracks are in evidence, you can get a new type hose which BMW says is supposed to fix this problem.

**320i Half-Shaft Flanges** — Your 320i, like other Bimmers, has independent rear suspension. This means that there are two 'half-shafts' or, literally, half axles connecting the differential to the wheel hubs. Each half-shaft is connected to the differential (and the stub axle protruding from it) by a constant velocity joint which is held in place by a number of cap screws. These should have been torqued during PDI (Pre-Delivery Inspection). In case you didn't know — you paid for this PDI. So check to see that the cap screws are tight and that they're all there. If not, go yell at your dealer's Service Manager!

*Phil Williamson  
Tarheel Chapter*

### Hose Clamps Loose on Your New 320i?

I would strongly suggest checking all of the hose clamps to be sure they are tight. The other day I noticed a small puddle of coolant under my car — rats!! It turned out to be caused by a loose hose clamp on one of the radiator hoses. After that experience, I checked all the other hose clamps and found almost all of them very loose. I would like to think they loosened up as the clamps seated into rubber hoses and not that they weren't properly tightened during assembly. Anyway — check them all. Don't forget the smaller ones on the heater hoses where they connect to the fire wall!!

*Eric Schoenholtz  
Connecticut Valley Chapter*



## Hot Dog, con't.

to ignore the slush box, to the extent possible, and headed for some familiar roads for my seat-of-the-pants test. Having read about the new front suspension, I was particularly interested in how it would work in the real world, as I know it. Based on my brief experience, I must say that it works rather well, indeed.

I entered my favorite, somewhat large, traffic circle, moving neatly past the sign reading "Maximum Safe Speed 30 M.P.H.," and toured around that government supplied skidpad at a pace approaching twice the posted figure. I have traversed that route many times in many cars, and I can think of none that did the job with more aplomb than the 733i. Next I tried a couple of long sweepers and some water bug lane changes, among other things. The car is a most impressive handler, especially considering that it is a roomy

and exceedingly comfortable sedan. And, it will hunker down and deliver acceleration and speed — even with the slush box transmission — with a verve that belies its restrained, but attractive, appearance. The car, in short, has a lot of hot dog performance capability lurking beneath its dignified looking exterior.

The bad news about the 733i is its price of \$22,000, even though that includes such things as air conditioner, an electric sunroof, leather upholstery, alloy wheels, an AM-FM stereo radio with cassette player, and the choice of regular or metallic paint. That price is unfortunately probably presently beyond the ken of many old-line BMW enthusiasts, the people not capable of appreciating the cars. But if you are lucky enough to be able to afford a sedan in this price class, there is no other choice.



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## Tips From Other Chapters, Con't.

### Air Horns — The Easy Way

I finally got tired of people confusing the one puny horn in my '74 2002 with the ignition warning buzzer, so I leapt at the chance when a friend offered to sell me an extra set of Marchal Hypersonics.

I had a reprint article from the Arizona Chapter's *Road Runner* involving installing the same horns in a 530i, but the wiring seemed awfully complicated: remove existing horn relay, drill into fuse box, solder wires, install new horn relay supplied with kit, tap into horn electrical line, etc. Why bother with all that?

I removed the stock horn, disconnected the wires from it and used them to run the air horn compressor. They already had mounting clips on them that fit the terminals on the compressor perfectly. Result? It works just fine. I gave the new horn relay to Ted for his "miscellaneous" box. This cut installation time in half, as there was no wiring to be done.

I wanted the horns mounted close together, and close to the compressor, to minimize the length of the air hose (and the horn's response time). So Ted and I cut a strip of heavy aluminum about 4" long, drilled holes in it and mounted both horns to that. We used one of the mounting bolts to attach the whole assembly to the vertical brace behind the left grille from which I had removed the stock horn. If you snap the bolts down tight and use lock washers, it makes a sturdy installation.

I mounted the compressor behind the left headlight: remove headlight (3 screws), reach through opening with drill, and drill mounting holes through to wheel well. When all is re-assembled, there's still enough clearance to reach in and adjust the headlight.

The whole process took me over two hours, but I'm thumb-fingered. This is your basic half-hour or 40-minute job if you plan the work and can avoid dropping screws down under the radiator.

Bill Hulse  
Bayou Chapter

(Note: You can also make an adaptor out of two pieces of wire, 2 male and 1 female spade connectors and use the "hot" wire off the horn relay to work both original horns and your air horn.)

**Six-Cylinder Automatic Transmission Band Adjustment** — If you own one of the 6-cylinder cars — e.g. mid- to late 1972 Bavaria or 3.00S — that were equipped with a Borg-Warner Model 65 automatic transmission, make absolutely sure that, in addition to the recommended fluid and screen replacement at 'book' intervals, the *front* and *rear bands* get adjusted every 16,000 miles WITHOUT FAIL. It is part of the prescribed service for that model automatic transmission but, as Leith BMW mechanic Doug Birch notes, it has been too often ignored, or even passed over as unnecessary by some service departments. (Generally, any Bimmer automatic needs this type of service, but other models may have different service intervals.)

**Window Woes** — Member Harold Neal (Greensboro) suggests that, to save that window that's showing signs of wanting to disappear into the door, all due to a busted main rivet in the window winding mechanism, just go get a replacement rivet with snap ring that's available from any Mercedes-Benz dealer. M-B Part is 115 586 0172. Price: 36 cents!

Harold also writes that new life can be instilled into sticking electric windows (Power windows to you, buddy!). Seems there are new-type spring loaded rubber pads which replace the rubber stops in the door that can get compressed with age and make that — er — power window stick.

**Underhanded Undercoating** — There has been word from some members to the effect that Bimmer owners should be on the alert for dealers who do an undercoating over the existing factory undercoating, so as to increase their profit on the car. Problem is, this can easily cause BOTH coats to start peeling. NICHT GUT!



## 320 Tech Tips, Con't.

### Electric Auxiliary Fan on 320i Without Air-Conditioner

The electric fan in front of the radiator is connected on all 320i's, except for very early cars without air-conditioning. To determine if your fan is operational, look at the fuse box and see if the aux. fan relay and fuse are in there. Next, look at the side of the radiator nearest the battery. Down near the bottom you will see the thermostatic control switch for the fan. This switch has two wires connected to it, a black/white and a green/white wire. If your car has these items you can assume the fan is operational.

The fan will only come on if the engine is overheated, as from driving in traffic on a hot day, or if the coolant level is low, or if the fan belt breaks. So, although the fan is there, it may never get a chance to operate depending on the climate, your driving habits, and your maintenance habits. On air-conditioned cars, the fan will come on with the compressor.

Bruce Zepke  
Connecticut Valley Chapter



**Dick Chichester**  
SALES REPRESENTATIVE  
AUTO INSURANCE AGENT

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

# BMW CAR CLUB OF AMERICA, INC.

Two Brewer St.  
Cambridge, MA 02138

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

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

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

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

Your check payable to BMWCCA must accompany this application.

Joining during:

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### NEXT MEETING:

**DATE:** Tuesday, June 20, 1978

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

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

**PROGRAM:** Dave Toy on Suspension Systems

