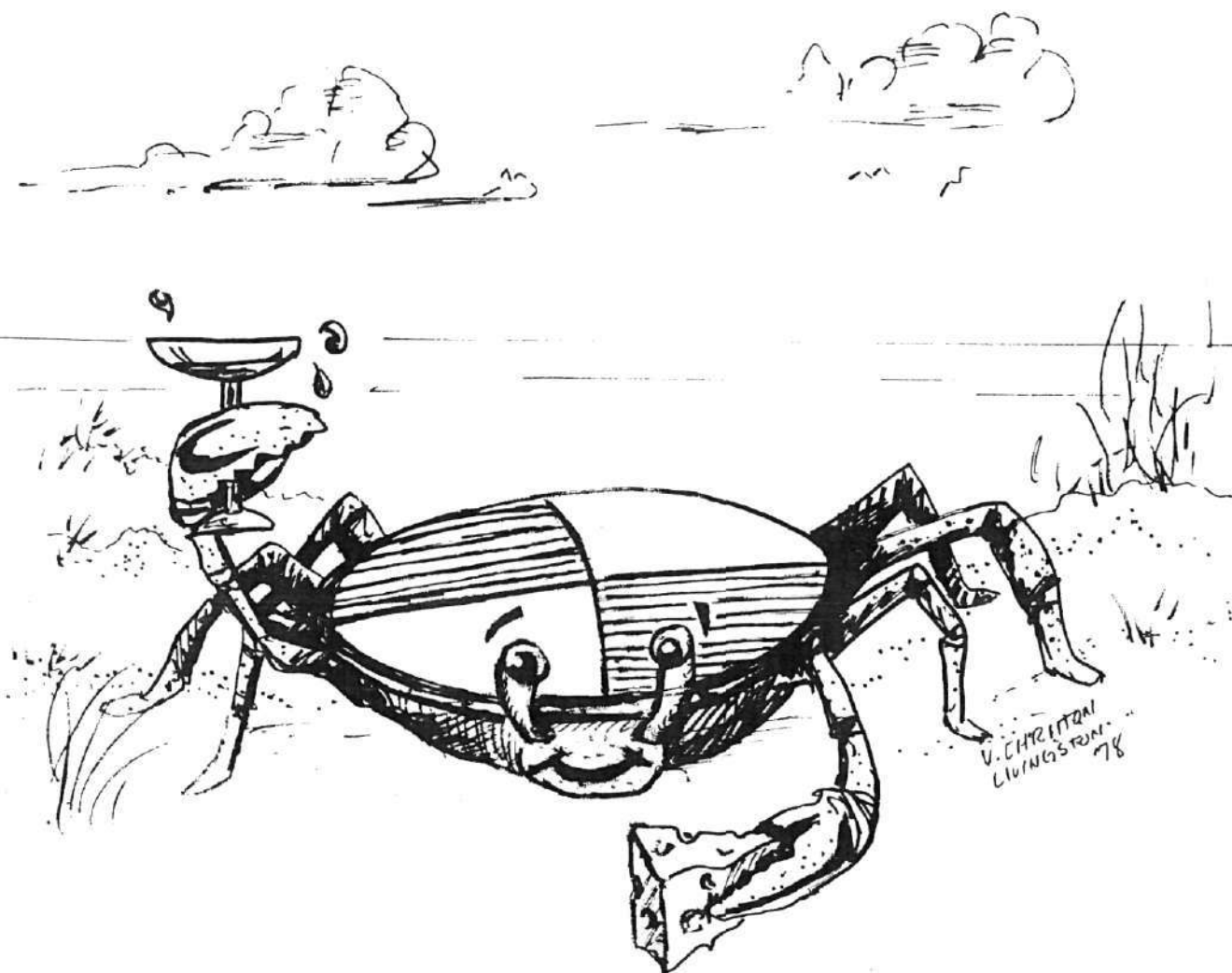


# • der bayerische

Vol. 8, No. 7

July 1978



• Crab Feast & Wine and Cheese  
Party

SEE  
INSIDE →

## Editors' Notes

This month, our chapter will say farewell to some individuals who have contributed much to our National Capital Chapter. These outstanding members have given of themselves much, for the continuity of a well-run organization, and without their contributions, we would probably not have been one of the finer chapters in the nation.

The first of our old friends, who leaves us after a long, colorful, 7-year association with Bimmering, is Chet Kingsbury. From GTO to 2002, Chet began his love affair with the ultimate driving experience. With the car also came the interest in BMWCCA and the involvement in club activities. From autocross to rallies, the racing bug was in the blood. Since 1971, Chet has been an active participant in many racing events, and his insight has been helpful as Autocross Chairman.

The crowning achievement of Chet's creativity is in the product of one of the most successful Oktoberfest's in the hearts and minds of BMWCCA fellowship.

Needless to say, Chet is leaving us with a great debt. This month, Chet Kingsbury will be leaving for the hills of West Virginia. In his own inevitable style, a final farewell fling and, as his license plate has said, "Maryland, 4 CRABS," so it will be!

The last of our tributes goes to Bill Riblett and his wife, Carolyn. Bill, of course, has been our president and storekeeper, and has been responsible for giving our club new direction, pin-pointing our interests and making a well-rounded organization. With a shift in attitudes and roles, the club has had to project new horizons of awareness. We feel Bill and Carolyn have found this, and have capitalized on it to make these past seven months interesting and successful ones.

Bill and Carolyn are leaving for the serenity and success of Connecticut.

Again, we can never thank these people enough for their contributions and tremendous effort put forth to further the success and enjoyment of our club.

Coming us this month is the Crab Feast at Chet Kingsbury's home. See his article for more details. It should be a "very

tasty" time for all. Many thanks to Chet for getting this together.

Next month, in lieu of a regular meeting, we're holding our annual Wine & Cheese Party. This has been one of the most successful events each year. It will be held at the Community House in Rockville, MD. See article for details. For those of you who do not partake with wine, we'll also have beer and soft drinks. Feel free to bring a guest.

*This month's meeting is Tuesday, July 18, at 8 p.m. at the Diamond Head.*

Again, goodbye and thanks to Chet, Bill and Carolyn. Good luck to them, and we wish them much happiness wherever they go.

Hope to see everyone at the upcoming events!

Vicki and Barry

## Calendar

### JULY

- 18 BMWCCA Monthly Meeting
- 22-23 SCCA Road Races, Summit Point, W. Va.
- 23 Crab Feast  
4008 William Lane  
Bowie, MD  
Phone: 464-1946
- 25 Der Bayerische Deadline

### AUGUST

- 11 Wine and Cheese Party  
(In Lieu of Regular Meeting)  
Community House  
Rockville, MD
- 22 Der Bayerische Deadline
- 26-27 SCCA Road Races, Summit Point, W. Va.

## der bayerische

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Storekeeper ..... Bill Riblett (301) 652-9013  
Technical ..... Paul Broyles (301) 459-2081

## From Behind The Gavel

Two years ago was the first time that my wife and I attended the Memorial Day IMSA races at Lime Rock Park in North-western Connecticut. We were impressed with the beauty and charm of this part of Connecticut, which is located in the foothills of the Berkshires and dotted with eighteenth-century villages. We returned to Lime Rock the following Memorial Day weekend, and, during the last year, our trips to the "Northwest Corner" have become more and more frequent. In addition, we've been contemplating a change in lifestyle for some time now, so I suppose that it was inevitable that we'd decide to make a move. We've recently bought a lovely old home on the Green in Sharon, Connecticut, where we'll be moving at the end of July. Carolyn is going to do consulting work and I'm going to give up my job in the bureaucracy to restore fine old vehicles. (BMW's what else?)

Our move means that I'll be unable to complete my term as Chapter president. For the remainder of the year, the club will be in the able hands of Jerry, Chuck, and Michael, who I'm sure will do a first-rate job. Plans are already underway and work in progress for most of the remaining chapter activities — the crabfeast, wine and cheese party, fall tour, and Christmas party. And Chuck Garrish has graciously agreed to take on the job of club storekeeper. So I hope that my sudden departure won't prove too disruptive.

I've enjoyed serving as chapter president and, in particular, getting to know other club members, both in our chapter and in the National Club. I want to thank the chapter officers, the various activities chairpersons, and others who have helped with club activities or contributed to the chapter newsletter. I particularly want to express my appreciation to the tireless effort of Vicki and Barry Livingston and Jane Touzalin in getting out der Bayerische. And finally I'd like to thank those members who have supported our activities and meetings through their participation.

We hope we'll have lots of visitors in Sharon, especially on race weekends. But there are lots of other things to do in the area as well — summertime entertainment at Tanglewood and Jacob's Pillow, autumn colors, and wintertime skiing (both downhill and cross-country). We hope to see many of our Washington friends in Connecticut and want you to give us a call at 203-364-0291 if you're thinking about a trip to the area.

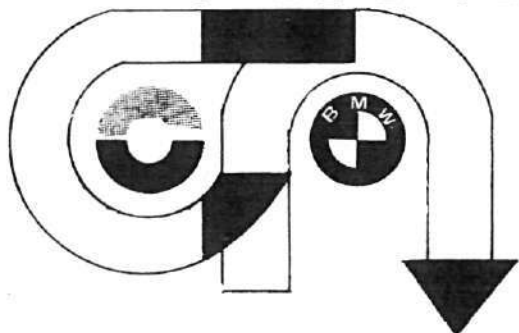
Bill



## IMPORTANT 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: C. Garrish, 185 W. Lake Drive, Annapolis, Md. 21403.

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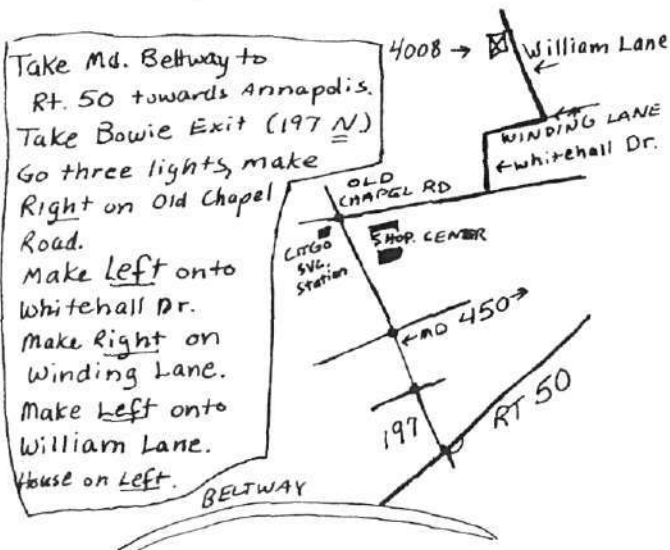
## Crab Feast

by Chet Kingsbury

One thing about this area that is unique to the world is the Chesapeake Bay seafood. Here in the tidewaters and channels are found the most delectable of crustaceans, the Maryland Blue Point Crabs. So, before I leave for the Linterland, I cordially invite all of you to enjoy these creatures, along with clams, corn-on-the-cob, and, need I say, beer.

The date is Sunday, July 23, 1978. The time is 1:00 p.m. til T.B.R.O. The place is 4008 William Lane, Bowie, Maryland. For more information, call 464-1946.

Remember — Maryland's 4-CRABS!



## Meeting Minutes

The June meeting of the National Capital Chapter BMWCCA was called to order at 8:30 p.m. by Pres. Bill Riblett. Bill suspended the regular order of business to allow our guest speaker, Mr. Dave Toy, of AUTOY, to present his talk "Suspension — What Is It?"

After the talk and a break, there was a short business, starting with National and Zone announcements. One announcement of note was that the national office has moved. The new address is:

BMWCCA, Inc.  
345 Harvard Street  
Cambridge, Mass. 02138  
Phone: (617) 492-2500

Also, International (Verband der BMW Clubs) regalia will be offered for sale shortly. Watch for July ROUNDEL.

Next were activities and committee reports.

- 23 July — Crab Feast — Chet Kingsbury's residence in Bowie
- 11 Aug. — Wine and Cheese Party (in lieu of meeting) Rockville Community House, Rockville, MD

It was announced that a new Activities Chairperson is needed as Chet Kingsbury is leaving the area shortly. The treasurer reported approximately \$1200.00 in the club's checking account, with approximately \$1800.00 in outstanding Bayerische ad revenues. There was a door prize drawing and the meeting adjourned at 10:30 p.m.

Respectfully Submitted,  
Chuck Garrish, Secretary

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For Sale: 1976 BMW 2002; mint green w/ tan interior; 54,000 interstate miles; one owner w/ all service records; a very clean and strong 2002. Asking \$6500.00. Phone 804-361-2173, after 6 p.m. and weekends.



For Sale: Set of five new XAS tires mounted on new '76 style slotted rims for 2002 with hubcaps and lugnuts. O.E.M. value approx. \$500.00, sell at \$300.00. Also, super travel kit for '76 2002 with belts, oil filter, water hoses, lights, fuses, points, rotor, wiper blades, fuel pump, electric idle jet, \$55.00. One pair LUCAS fog lamps, \$45.00. Contact Chuck Garrish, Annapolis, 301-268-5643, after 6 p.m.



For Sale or Trade: BMW used parts. Very reasonable, must dispose of: 2 front doors for 1800, good condition; 2 rear doors for 1800, good conditioning; 1 steering box for 1500/1600/1800; 1 gas tank for 1500/1600/1800; 1 instrument dash cluster, 12v, for 1800/2002; 1 VDO clock, 12v, for 1800/2002; 1 wiper motor for 1800/2002. I need: left wing running light lens for 1800/2002. Frank Bugg, 534 Park Avenue, Towson, MD. Phone (301) 828-0009 or 666-1800.

## Wine & Cheese Party

August is the time for our Third Annual Wine and Cheese Party. Held in lieu of the August monthly meeting, this year's event, on the eleventh, will be held at the Community House in Rockville, since previous hosts Bill and Carolyn will have moved (once again) to Connecticut.

This has been one of our most popular events. It's very casual — the emphasis is on having fun and fraternizing with other BMW fanatics. Wear what you're comfortable in, bring a guest if you like. Beer and soft drinks will also be provided. We will be asking for a donation of one dollar per person at the door. For directions, see map. See you there!

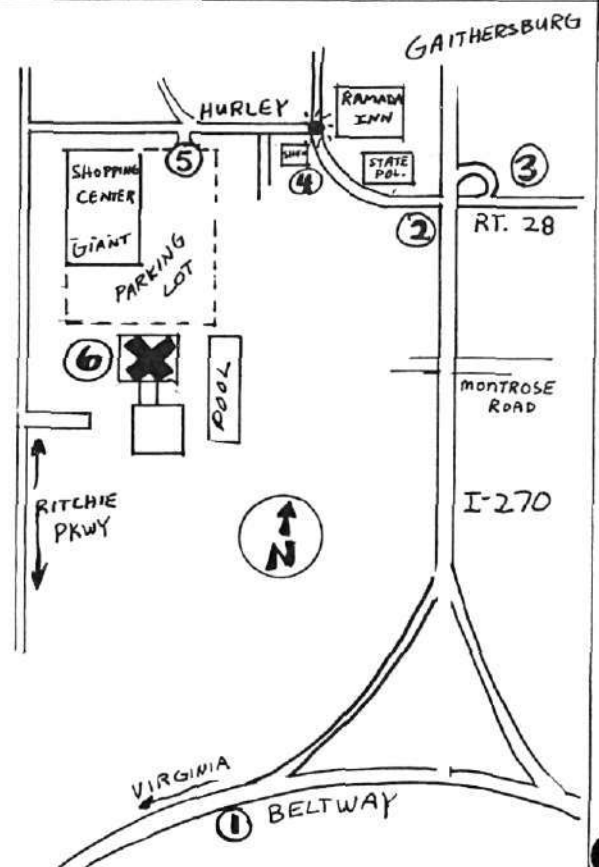
### DIRECTIONS TO BMWCCA WINE and CHEESE PARTY AUGUST 11, 1978 - 8 P.M.



1. Take Capitol Beltway I-495 to I-270 NORTH.
2. Exit Rt. 28-Rockville/Darnestown Under Bridge.
3. Follow Sign to Darnestown. (State Police to your right)
4. At first Light, turn Left onto Hurley.
5. Turn Left into Shopping Center Parking Lot, and Park overlooking Pool and Community House.
6. Walk down hill to Community House.



©Rand McNulty, 1978



NOTE: Map Not Drawn to Scale....

# The 528i: Europe's "530i" Scrutinized

by Bill Via

As the designation perhaps suggests, the 528i is in essence a smaller displacement (2788cc), European version of the 530i. The car replaces the European 528 and, according to the British publication, *Autocar* (April 15, 1978), the new injected edition provides improved performance and gas mileage. Pertinent performance figures attained for the 528i (with 4-speed transmission), along with selected specifications, are shown in the table.

Performance		Specifications	
Max speed, mph	129	Bhp/rpm(DIN)	177/5800
0-60 mph, sec	8.7	Torque, lb ft/rpm	173/4300
0-100 mph, sec	25.8	Comp ratio	9.0 to 1
1/4 mi, sec	16.8	Final drive ratio	3.45 to 1
1/4 mi, spd, mph	83	Curb weight	3260
Mpg (U.S. gal)	15.9	Test Weight	3665

The 530i, with a displacement greater by 198cc and a compression ratio lower by .9, produces one less horsepower (SAE, net) at 300 fewer rpm, and 12 ft lb more torque at 200 more rpm, than the 528i, which weighs 180 lb less at the curb. A detailed comparison of the performance of the 528i and the 530i would not be terribly meaningful at present since the available road tests for the latter were done in 1975 when the car had a rear axle ratio of 3.64 to 1. Starting in 1977, the ratio for the 530i was changed to 3.45 to 1, the same as the 528i. Suffice it to say that the 1975 530i test results were not far off those for the 1978 528i.

The editors of *Autocar*, and other British journalists, generally have high praise for the 528i, some tabbing it the best buy in the range. Factors noted on the minus side, however, include wind noise at high speed, mediocre top gear acceleration below 3000 rpm, high clutch pedal pressure, the obsolete water valve-type temperature control and the "damping", needs to be a bit firmer. In my experience, these would all apply to the 530i, except for the criticism of the clutch pedal pressure. But, enough of this. Let us turn to a comparison of the equipment and prices of the two cars.

Air conditioning, tinted glass, electric windows and central locking — which are standard on the 1978 530i — are extra-cost options on the 528i, as marketed in Great Britain. But the 528i has electronic ignition, a lockable fuel tank cap, halogen headlights and rear fog lights as standard equipment. The basic price of the 528i in jolly old England is 7350 pounds sterling, which is \$13,450 (at the current rate of \$1.83 for the English pound). Add to that \$920 for air conditioning (including tinted glass) and the sum is \$14,370. The comparable figure for the 530i was slightly less at \$14,195 until the

recent price rise which puts it at \$14,840, or \$470 more than the 528i.

An Englishman would actually pay 9600 pounds (\$17,568) for the 528i with air conditioning when the local Special Car Tax and Value Added Tax are included. But these taxes are not relevant to the question whether BMW may be realizing more or less profit on the 530i than on the 528i. And, as all know who have read a basic economics text, the return to BMW should be the same in both markets, if the automobile industry is competitive.

To make a meaningful price comparison, we must remember that compliance with our Federal regulations adds to the cost of producing the 530i. The Department of Transportation puts the industry-wide average cost of compliance at \$250 per car. We must also make due allowance for our tariff, which is 3.5% of the invoice cost billed by the factory to BMWNA, and for the additional cost of inter-continental transport, which isn't much at all, however. In addition, we must not lose sight of the fact that the price of the 528i includes enough to cover the extra cost to BMW of producing a right hand drive car. As a rough guide to what that might be, we can consider the Cadillac Seville, which can be purchased in England in either left or right hand drive form. The extra charge at retail for the latter is \$3212, including the Special Car Tax and Value Added Tax, or \$2745 exclusive of the taxes. Perhaps we should deduct a generous amount for GM's price gouging before using these figures. Even so, assuming, as we must, that BMW is making a healthy return on its sales of the right hand drive 528i in Great Britain, does it appear that the lads in Munich may be putting it to the U.S. 530i buyer just a tad? Draw your own conclusion.

## Tech Tip

**Carburetor 6-Cylinder Choke Pull-Down Diaphragm** — How that spring is here think back: Did your automatic chokes work OK this past winter; If their action was uneven — i.e., engine pulsed or an on 3 cylinders while warming up — it is possible that one or both of the *chock pull-down* diaphragms were not doing their job because of air leaks. You can easily investigate this yourself. First, remove the air cleaner. (See any split vacuum hoses anywhere?) On the back side of each carb, you'll see a horizontal triangular piece, about the size of a quarter, and held down by a screw at each corner. Remove these screws (Don't touch the fourth one in the center!) and CAREFULLY lift off the cover. THERE'S A SPRING UNDERNEATH WHICH YOU DON'T WANT TO LOSE. Inside, in addition to the spring and the gasket, you'll see a rubber diaphragm. Inspect it for cracks and pinholes. If you find any, you've got a leak problem, which can be fixed by either yourself or your service garage. You'll need one or two diaphragms, with one of the following part numbers (depending on car model and year):

Part No. 13 111 257 195, OR 13 111 253 924, OR 13 11 257 859

Cost is some \$7.25 each. But be careful. If you've worked on these carbs before, then by all means go ahead and do it yourself. If you have not done any carb servicing, better leave the job to a service shop, or find out how to do it at a tech session.



**Jim Atwell**  
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# FOG LAMP INSTALLATION ON 320i

By Rober Labas, Tarheel Chapter

This project started with two Cibie Series 35 amber fog lamps, one Bosch 033 2014 125 relay (12v, 30A), about 20 feet of 14 gauge stranded wire, several male/female connectors, and BMW Part No. 613 113 565 86 in Loc. 01 03 4. (No mystery intended. Read on! ED.)

In Europe, the law limits the use of fog lamps to when at least the running lights (parking lights to us) are on, but *not* with main beams (or high beams) on. The European law seemed a fair approach and, besides, I did not relish designing my own circuit for this exercise. So I decided to make my lights work that way, and did some investigating into the existing wiring harness on my 320i.

The check showed that, at least on my car, the required wiring was not complete, although there was a provision for a fog lamp relay in the fuse box at the front end. This is probably not true of all BMW's, and you may be luckier in this respect, since the factory has not been consistent on this point. (You betcha! Bavarias, for one thing, have a much more complete setup pre-wired. ED.)

Here's how I did it. I bought a new Bosch relay like the one used in several places in the 320i (horns, low beam, etc.), except that the 125 has a little tab to mount it with, and two output connections. This relay will provide 30 amps, which should be enough for any normal pair of auxiliary lights. Also on the list of 'boughts' was the BMW numbered part above — a lighted switch (green cap) exactly matching existing switches which fits precisely into the spot marked 'Front Fog' on the dash. (The dummy in that spot simply pops out with the judicious use of a screwdriver.) Note that this is *not* the switch recently described in the Feb. '78 ROUNDEL (with 'Nebel Vorne' on it), as that switch is not lighted. The wiring scheme I used is shown in the accompanying diagram.

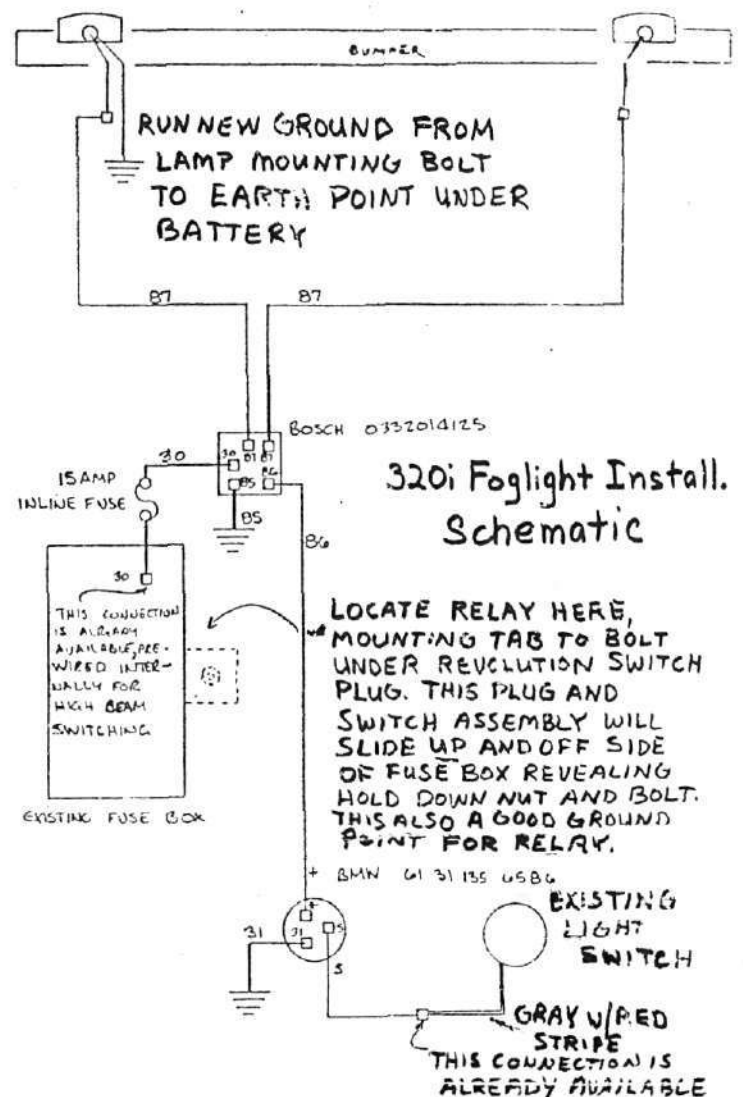
After dropping the cardboard under-dash panel (five screws — three across top, one at left bottom, one on steering column), I located a gray w/red stripe wire coming from the existing light switch. It has an open connector which may be male or female. This connection is "hot" only when the switch is *on* (running or headlights). Having installed the new switch in place of the dummy, I ran a wire between the 'S' terminal of the new switch and the gray/red stripe wire, using the corresponding connectors. This wire supplies power to the pilot (switch) light and the fog lamp relay. (Note it is best to install fixed components — switches, relays — first, than cut appropriate lengths of wire. Saves wire! ED.)

Next, I ran a wire from the male terminal marked '31' on the fog lamp switch to a good ground under the dash. (Any screw holding something to the body, with *good* metal-to-metal contact, will do.) This ground completed the circuit for the pilot light. Next, I connected a wire from the male terminal marked '+' on the fog lamp switch to the male terminal '86' on the relay in the engine compartment. (See below for relay location. ED) I ran this wire through the same rubber boot as is used for the main harness. It is easily spotted on the left side of the engine compartment, behind the shock tower. Stuck in from the engine side to under-dash, the wire was easily located. You may want to punch a new hole in the boot to facilitate entry. (Achtung! Don't make this into an easy entry for water, as well. ED.) This wire powers the relay when the fog lamp switch is on. However, you must ground the relay, too. This I did by running a wire off the relay terminal

'85' (also male) to a good body ground inside the engine compartment.

Next, I connected a *heavy* wire (must be 12 gauge or more) the male relay terminal marked '30', installed an in-line fuse holder with a 15 amp fuse in this line, and connected the other end to terminal '30' in the fuse box, where the cover identifies the fog lamp relay position. This wire is the main power supply to the fog lamps. It is pre-wired inside the fuse box so that it is 'hot' when dipped (low) beams or running (parking) lights are on, but is switched off *automatically* when the main for high) beam relay is activated.

(Con't. on pg. 11)



D DENOTES CONNECTOR MALE/FEMALE  
 = DENOTES EXISTING WIRE AND CONNECTOR  
 NO DENOTES IN-LINE FUSE  
 NUMBER AND SYMBOLS ON WIRES INDICATE TERMINAL NUMBERS TO CONNECT TO FOR RELAY AND SWITCH



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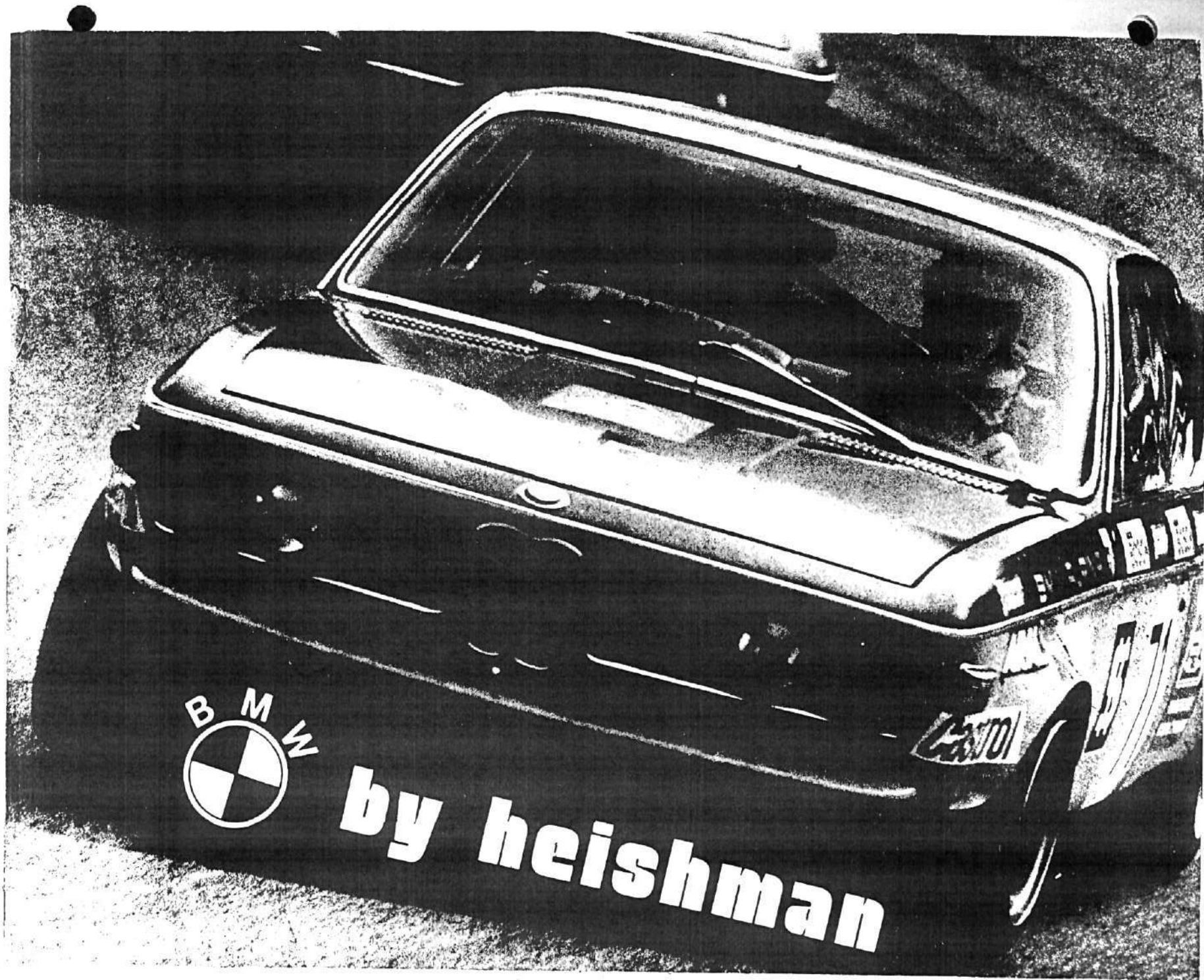


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**by heishman**

## Fog Lamp Installation, Con't.

main power supply terminal in the fuse box is female, so you must use a male connector. Make sure this connection is good and tight, since a large amount of juice must pass through it.

As to the relay, you can neatly mount it inside the fuse box, on the right on its hold-down bolt. This is hidden under the revolution switch and plug assembly, which slide up and off the side of the fuse box, revealing the hold-down nut and bolt. (This bolt also makes a neat ground for the relay, from relay terminal '85' as noted above.) The fuse box cover divider can be broken away just a little, so that the main power wire can be plugged into the fuse box and then laid across to the relay, thus allowing the cover to protect the new relay and in-line fuse, which neatly fits here, too.

Next, I ran two power wires to each fog lamp, one from each of the two relay terminals marked '87'. These wires must be at least 14 gauge. Use the connectors furnished with the fog lamps.

The lamps were mounted equidistant from each bumper end — i.e., some 8-10 inches from the outside. Since fog lamps fulfill their functions best when between 14 and 20 inches from the ground, I chose to mount them below the bumper — "pendulum-style". (ACHTUNG! This exposes lamps to breakage from high curbs, etc. So look into protective brackets, such as supplied by BMW among their many accessories. ED.)

The mounting holes (16 mm) were drilled with a good high-speed bit, since the bumpers are made of alloy of about 5 mm thickness. In may case they were drilled from below. (For top-of-bumper mounting, you may want to use a heavy washer as a base between the bumper and the lamp. ED.)

The lamp case provides the ground for the light, but to be absolutely sure, run a new ground wire from the left lamp mounting to the earth (ground) point under the battery; it's a cluster of brown wires all attached at one point. Since this grounds the entire bumper, it will also provide the ground for the right-hand lamp. (This extra ground wire is, with many cars, a necessity because the shock absorbing mechanism is impact bumpers often does not provide sufficient conductivity for a good ground. ED.)

Before tightening the lamp mounting bolts, I aimed the lights in accordance with the directions in the installation instructions, keeping in mind that, to be effective, fog lamps must be aimed relatively low. In assembling the lamps themselves, I made sure that the word 'top' on the lenses was, in fact, at the top. This is necessary to ensure the correct beam spread. When installing the lenses, be *very careful* not to overtighten

the lens hold-down screws, since this could cause the lenses to crack, if not right away, then within a short time after installation.

Before trying out your new fogs, be sure to check all connections. And keep in mind how they're supposed to work: With this setup, they'll come on only if you have your main light switch on for parking lights at least. Also, they're supposed to go out when you flip on your high beams, but this will still leave your pilot light in the fog lamp switch on, indicating that power for the fogs is on standby.

Now, all I need is a good fog! London, anyone?

### A BMW Owner's Prayer

Hear my humble plea, O, Divine BMW

You, upon who I have lavished new Konis, the latest Michelins and have lain Marchal fog lights upon thy bumper, which thou didst not see fit to operate.

You whose wounds have been bandaged, not in shoddy plastic, but in new sheet metal, which costeth dearly and whose tune-ups depriveth mine only pet cat of his dinner for a month.

You, whose praises I sing high and whose faults I sing low and I would gladly kiss the ground you roll on, if thou wouldst only depart from the garage.

Please honor this humble request.

Ignore the slings and arrows of arrogant Mercedes owners, for they know not what they speak.

May thine Turbo motor turn many revolutions before spitting a piston out the exhaust pipe. If thou art angered by a late oil change, I beseech thee, throw a fan belt and not a connecting rod. If thou approveth not of my driving style, overheat in thy mercy and not wasteth a gearbox, as synchros are not in stock and hard to come by.

Finally, I swear that I will save every dime not spent on thy routine maintenance and search every barn in Oregon for the missing Mille Miglia Coupe. If I find it, I will restore it to perfection and then donate it to the factory without thought of reward.

AMEN

(Found under the back seat of a 2002 Turbo, 1976)

Delaware Valley Chapter, May 1978



**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, July 18, 1978

**Time:** 8:00 P.M.

**Place:** Diamond Head Restaurant

6900 Wisconsin Avenue

Chevy Chase, MD

Ph. 656-3161

