



der bayerische

VOL. 9 NO. 2

MARCH 1979



GLOOMY FORECAST FOR SPEEDERS

Editor's Notes

55 is here to stay! Fuzzbusters, petitions, and states' rights politicians are not going to make it go away. When the February issue of DER BAYERISCHE went to press, it appeared that the Wyoming measure to boost the speed limit might be the start of a trend. However, as the March issue goes to press, the government is talking about gasoline rationing, closing gas stations on Sundays, and \$1 a gallon prices. Even though the nation might save more fuel by enforcing minimum tire inflation pressures, the times dictate conservation, and the government has chosen speed (or the lack of it) and mandated fuel economy standards as the means to achieve conservation.

This month DER BAYERISCHE summarizes the 1979 speed limit rebellion, the first widespread legal attack on the 55 mph since its imposition in 1974. Perhaps, when the government and motorists are more confident of the fuel supplies, the rebellion will gain new strength.

The maximum speed limit is not actually 55. Tickets are not handed out for motorists doing 56. At least in Virginia and Maryland, the speed limit is more like 64. Exceeding the speed limit by less than 10 mph is a relatively minor violation--a lower fine and fewer points than exceeding by 10 or more mph. Picture takers would rather shoot the real speeders. A final word for anyone who might be so unpatriotic as to exercise a BMW as if it were on the autobahn while Smokey is watching--DO NOT forget your right to appear in court. Unless you've had your picture taken often, a court appearance usually means a reduced fine, maybe even reduced points, or probation before judgement. Don't argue with radar, unless you have a good case, just plead guilty. That means the officer does not get to present his case, but you can usually explain any extenuating circumstances and boast of your flawless driving record. Better yet, find a quiet, winding country road for your fun.

Thanks to Bill Via for his excellent contributions this month. Anyone is invited to submit articles and/or photos for publication.

der bayerische

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CALENDAR

MARCH 20 BMW Monthly Meeting (733i film)
8pm
Diamondhead Restaurant
Chevy Chase, MD
MARCH 30 Deadline April Bayerische
APRIL 17 BMW Monthly Meeting

BMW TECHNICAL TIPS

BAVARIA BATTERY DILEMMA

During the frightfully cold Wisconsin winter, everything not living in a heat duct froze, including Brunehilde's battery. "\$75 for a factory replacement," said the dealer. "A Sears Diehard should work," said I. The Diehard fired Brunehilde up on the most miserable of days. Great! However, one cold, clear morning I noticed that the hood was not closed flush with the body. Closer inspection revealed that the battery filler caps interfered with the tubular cross member in the hood. Daytime highs of -20 tend to discourage prompt resolution of such seemingly minor problems, and I decided to wait for the proverbial warm day.

One day on the way to work I made a hard left turn and--nothing. No ignition, no lights: electrical death. Then, coasting to a standstill, smoke, FIRE! I popped open the hood. Flames shot up at me. Too shocked to get the fire extinguisher out of the glovebox, I blew them out.

The problem was the battery post position. The positive post shorted out to ground via the cross member of the hood, causing the insulation material to ignite. Switching to number 4324, a battery with different post positions and the hood clamp at the proper height completely solved the problem. So, to avoid the trauma of burning a Bavaria, make sure your new battery cannot short out through the tubular cross member of the hood.

Art Peck, Madison Chapter

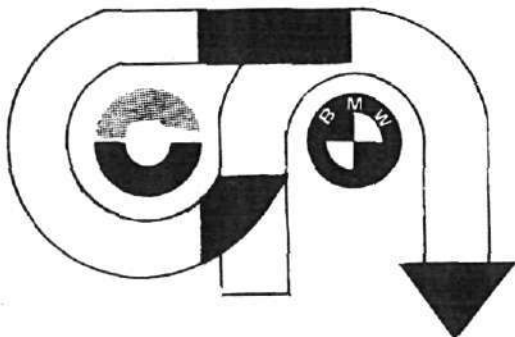
HOW TO MAKE A 530i GO!

First, check camshaft timing. A number of cars have been coming in with retarded cams, especially automatics. TDC on flywheel should match with TDC on cam gear.

Next, change to European distributor (BMW#121113 353-643, Bosch#0-231-169-007). This gives immediate advance and boosts low end torque. Vacuum line goes in front of butterfly in the intake system. Finally, convert the exhaust system.

Continued Page 10

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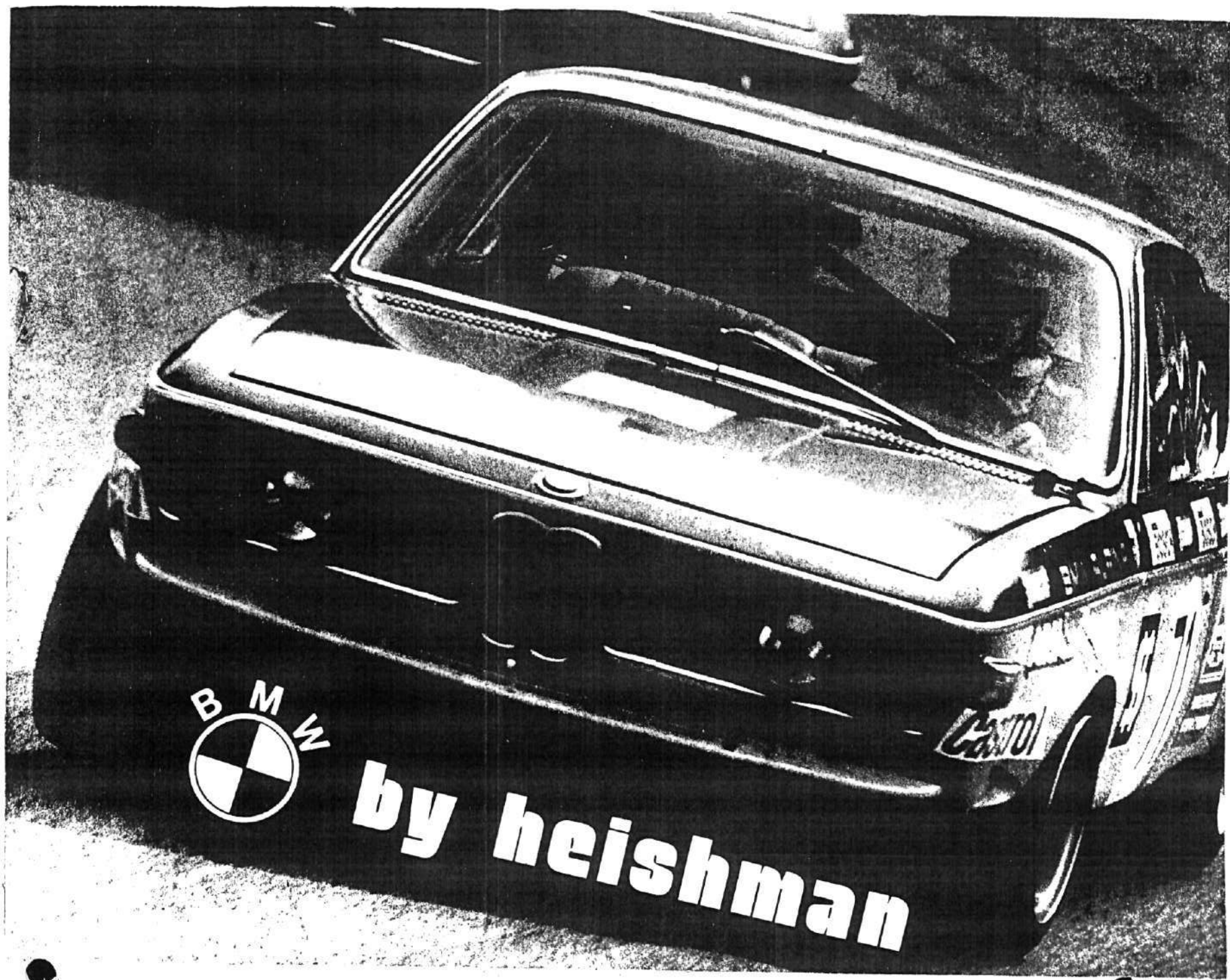
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4



by heishman

REBELLING AGAINST 55 MPH

When the 1979 Wyoming legislative session began, some of the lawmakers decided it was time to take on the federal government in order to restore the state's right to impose its own speed limits. State Senator Cal Taggart led the way, claiming motorists on the expansive western highways are bored at 55, in effect asleep at the wheel, making them more susceptible to accidents. Wyoming's senate approved higher speed limits (up to 65 mph) and voted to reduce fines for exceeding the speed limit. First, there was optimism. Other western states began formulating legislation attacking the federally imposed maximum speed limit. There was one report from a high Wyoming official who said even some top Washington bureaucrats were willing to discuss higher speed limits. The bureaucrats had reportedly discussed the possibility of allowing higher speed limits if states would impose higher gasoline taxes (say 10¢ a gallon) to discourage excessive fuel consumption. Higher Washington officials later denied a willingness to compromise on the 55 mph speed limit. Powers in the Wyoming house were not as enthusiastic about raising speed limits. That body virtually killed both the 65 mph limit and reduced fines for speeders.

Speed Fever Spreads

But, the 1979 speed limit rebellion had spread farther than ever. At least 10 western states (Wyoming, California, Colorado, Texas, Washington, New Mexico, Nebraska, Nevada, Montana, and Oklahoma) have bills to raise the speed limit. Many of the local lawmakers hope that a united front by many states would make it difficult for federal officials to follow through on the threat to cut the flow of federal highway money for states that do not enforce the 55 mph limit.

Congress Joins Battle

U.S. Senator S.I. Hayakawa (R.Calif.) on February 1, 1979 introduced a bill (S.323) to repeal the federal law that requires the states to adopt and enforce a speed limit of 55 mph, on penalty of loss of federal-aid highway projects. In the

House, Representatives Daniel Crane (R.Ill.) and Ron Marlenee (R.Mont.) introduced similar bills. Another bill, by Representative Larry McDonald (D.Ga.), would raise the federal speed limit to 65 mph. However, no committee hearings or other action has been scheduled on any of the matters.

The Feds Win

The strongest argument against raising the speed limit developed after all of the legislative proposals were made. The pro-U.S. government of the Shah of Iran fell. The cut-off of Iranian oil put international oil markets into turmoil. Prices shot up unexpectedly. President Carter renewed his plea for Americans to observe the 55 mph speed limit to save fuel. The other arguments are old and less convincing.

The National Highway Traffic Safety Administration maintains that the lower speed limit improves safety. Traffic deaths are down 10,000 a year from the old speed limit days. Experts claim at least half of those lives were saved because of the 55 mph limit.

The Department of Energy claims a savings of 200,000 barrels of petroleum daily since the lower speed limit was imposed 5-years ago. Officials admit some of that savings comes from reduced use of automobiles and the use of more new fuel efficient vehicles.

Most motorists say they support the 55 mph limit. A government survey of 1,500 motorists found that 56% strongly favor 55, 21% somewhat favor 55, 13% oppose 55, and 10% strongly oppose the speed limit. The most common excuse for exceeding 55--the other fellow is driving fast, too. Many motorists said speeds up to 60 mph should be tolerated. The survey also found: 2/3 support air bags, 2/3 believe eliminating the drunk driver would be the most effective way to improve highway safety, 1/4 wear seat belts regularly.

Even Smokey admits most people exceed 55. The Maryland State Police estimate the average highway speed is now 59 or 60. (The national average is 62 or 63 mph.)

FIFTY-FIVE COSTS TIME

By Bill Via

You can determine how many minutes--or what portion of a minute--it takes to travel a mile at a given speed by dividing the speed into 60. For example, the minutes per mile factor for 40-miles-per hour is 1.50--40 divided into 60. Multiply the minutes per mile factor by the number of miles traveled--or to be traveled--and you obtain the total time required to cover that distance at that average speed. As you can see, at 40mph, it would take 150 minutes, or 2 hours and 30 minutes to travel 100 miles. The 55 mph speed limit is painful enough, but did you know that the speed limit was 40 mph during World War II?

The table in column 3, shows elapsed times for a distance of 100 miles at 55 mph, and at higher speeds at increments of 5 mph through 100 mph. The 4th column in the table shows how much less time it takes at a given speed to travel 100 miles than it takes at the immediately preceding speed. The 5th column shows how much less time it takes at a

given speed to travel 100 miles than it takes at 55 mph. Thus, it takes 9 minutes less (column 4) to travel 100 miles at 60 mph than at 55 mph; it takes 23 minutes and 18 seconds less (column 5) to travel 100 miles at 70 mph than at 55 mph.

Minutes per mile factors are useful for rallyists, who typically use pre-calculated tables showing the factors from 10 mph (to one decimal place) to at least the highest lawful speed, and showing also the time required to travel various distances from .1 of a mile through 10 miles for each speed. You may find minutes per mile factors useful in making travel time estimates, even if you don't rally. You can use the elapsed times given here for the speeds in excess of 55 mph for calculating how much time you are losing because of the present speed limit, for arguing what the limit ought to be, or for engaging in your favorite speed fantasy, if you like.

| ELAPSED TIMES FOR 100 MILES AT SELECTED SPEEDS | | | | | |
|--|------------|-----------|-----------------------------|-----------------------------|--|
| MPH | MIN.PER MI | ET(h:m:s) | REDUCTION OVER PRECEDING ET | REDUCTION OVER ET at 55 mph | |
| 55 | 1.09 | 1:49:00 | -- | -- | |
| 60 | 1.00 | 1:40:00 | 0:09:00 | 0:09:00 | |
| 65 | .923 | 1:32:18 | 0:07:42 | 0:16:42 | |
| 70 | .857 | 1:25:42 | 0:06:36 | 0:23:18 | |
| 75 | .800 | 1:20:00 | 0:05:42 | 0:29:00 | |
| 80 | .750 | 1:15:00 | 0:05:00 | 0:34:00 | |
| 85 | .706 | 1:10:36 | 0:04:24 | 0:38:24 | |
| 90 | .667 | 1:06:42 | 0:03:54 | 0:42:18 | |
| 95 | .632 | 1:03:12 | 0:03:30 | 0:45:48 | |
| 100 | .600 | 1:00:00 | 0:03:12 | 0:49:00 | |

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BMW Ten Years Later

By Bill Via

When BMW entered the American market full bore a little more than a decade ago, it actively--and successfully--sought to establish for itself a reputation as a performance oriented manufacturer of quality automobiles. Masterfully combining arrogance and derision, one of its advertisements during that era proclaimed, "Of course, you can buy a Swedish tractor or an oriental curiosity, but if you want the world's best sports sedan, buy a BMW."

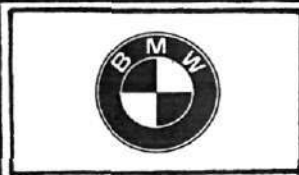
Many were convinced that BMWs did, indeed, offer excellent value, and a devoted following of the marque rapidly evolved. Then came the federal anti-pollution constraints, the demise after 1974 of the super-spunky 2002 tii, the power diminished two-litre models of 1975-76, and the much awaited advent of the 320i in 1977--which, alas, proved to be a controversial model, at least, and a downright disappointment for many among the old guard BMW enthusiasts. Modifications in

1978 and 1979, which are said to have improved handling, acceleration and speed, may result eventually in wider acceptance of the 320i among the Bimmer zealots of long standing, but only time will tell.

Meanwhile, one Swedish tractor--Saab--was found by Road and Track, in a 1977 comparison test of several makes, to be slightly quicker than the 320i and quickest overall, although BMW was judged to be the best of the lot tested, all things considered. But the margin was slim--and that Saab was not a turbocharged model. Since then, the trolls of Nykoping have been offering an increasing number of impressive performing, well-appointed, turbocharged models at attractive prices. But where is the turbocharged 320i, fitted--like the Saabs--with four-wheel disc brakes, Bilstein shock absorbers, alloy wheels, spoilers, maintenance-free Gould battery and electronic ignition, as standard

Continued Next Page

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equipment? If you want a turbocharged BMW you must buy the turbocharger in the after-market and have it installed, or do it yourself. Of course, by fitting a turbocharger, you will void the warranty on your car and you will probably flunk the periodic emissions tests that many believe are sure to be instituted--which, if true, means that you will have to bear the expense of re-converting your engine to stock form and look for an unsuspecting buyer for your turbo unit. Or, you might put it on your boat. A factory turbocharged version of the 320i obviously would have its advantages, and there is ample evidence that the car would sell briskly, if not outrageously over-priced. You have to wonder why the self-proclaimed performance oriented marvels of Munich haven't produced one and brought it to the U.S. market. The fact is, they haven't--and there is no evidence that they intend to do so. Moreover, the reports recur that the 323i--the 2002ti reincarnated--will not be sold here. Sob. (pun intended).

The inscrutable manufacturer of that oriental curiosity, the rotary-engine Mazda, has in the meantime successfully renounced its renunciation of the engine that goes "boing, boing", and at the same time developed an affordable, high-performance sports car that is powered with the engine that goes "hummmmm". If Road and Track's test results are valid, the Mazda RX-7 not only lunches on Datsun Z cars and Porsche 924s, but it can pin the ears back on a Mercedes-Benz 450SL at the drop of a gauntlet.

You may have noticed also how few 2-litre BMWs you see in SCCA and IMSA racing these days. Rotary powered Mazdas, on the other hand, are enjoying considerable racing success at this level, and Saabs recently took their class by storm in showroom stock racing. In addition to raw performance potential, cost is a crucial factor in deciding what make to take racing--with the purchase price of the car, modification expenses and maintenance costs being paramount--and so is manufacturer support, in whatever form it may take. Could it be that BMW, for all its race-oriented advertising hype, simply doesn't measure up in these crucial areas? Is it fair to say that BMW,

content with its own racing program run through Motorsport, is unconcerned about the private owner who wants to go racing? If so, perhaps BMW, no longer a lean and hungry company, feels that it simply does not need to be concerned about such things anymore.

There are many who fear that BMW is seeking to emulate Mercedes-Benz--to build competent but dull sedans for sale at megabuck prices to the very affluent, who typically have little or no appreciation for true sports sedans. This fear is buttressed in part by the fact that, although BMW continues to engage in considerable self-laudation in its advertisements about its race-bred sedans, the company seems to be lagging a bit when it comes to the actual production of performance oriented cars--at least for the U.S. market.

Certainly, there is more to a quality automobile than sheer acceleration ability and top speed, especially in today's world. BMWs have traditionally been appreciated for their balanced excellence. That is to say, they have usually scored well in every relevant measure of a quality sports sedan, and generally have been devoid of major flaws. Notably, they have proven to be relatively durable and reliable, and have held their value comparatively well. If that equation changes significantly, those who do not consider themselves married to the BMW marque will doubtlessly evaluate very carefully the offerings of other manufacturers when it comes time to replace their current cars. But, the fact is that a Mazda RX-7, for all its desirable qualities, won't meet the passenger carrying needs of most of us. And, you've got to admit that the Saab, with its Star Wars wheels and the countenance of a pachyderm, is simply not compatible with the aesthetic sensibilities of BMW fleigers--Saabs seem more appropriate for those strange people who wear "practical" shoes. Let us hope, then, that the performance minded engineers resume command in Munich and that the bean counters now in control--who apparently believe that the difference between a sedan and a sports sedan is advertising hyperbole--are relegated to oblivion.

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Harold Neal, Tarheal Chapter

YOUR BMW TALKS...LISTEN!!!

Many of us have gotten into the habit of getting into our cars and turning on the radio, tape deck, or CB even before moving. They are not turned off until we get out of the door. All the time, your car is trying to tell you something in what begins as a slight noise.

Many problems begin as a slight noise, rattle, buzz, etc. that wasn't there before. Prompt attention at this point can very well save you a major expense, or

(horror of horrors) an expensive tow job. Often, all that is needed is an adjustment, lubrication, or maybe simple tightening. Several things come to mind in the above categories, but the list is far from all-inclusive:

Thumping due to bad alternator bracket bushing on 2002tii's

Fanbelt squeal due to alternator bracket bolt backing out on 2002tii's or a loose fan belt

Slightly noisier engine due to loosening valves

Whining caused by a bearing going bad.

The whole point is to suggest that on a regular basis, you should take a ride in your car with no sound being generated by accessories and the windows rolled up and then opened. Hopefully the beautiful quiet ride of BMW will be there to greet you.

Bob Yohe, Connecticut Valley Chapter

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