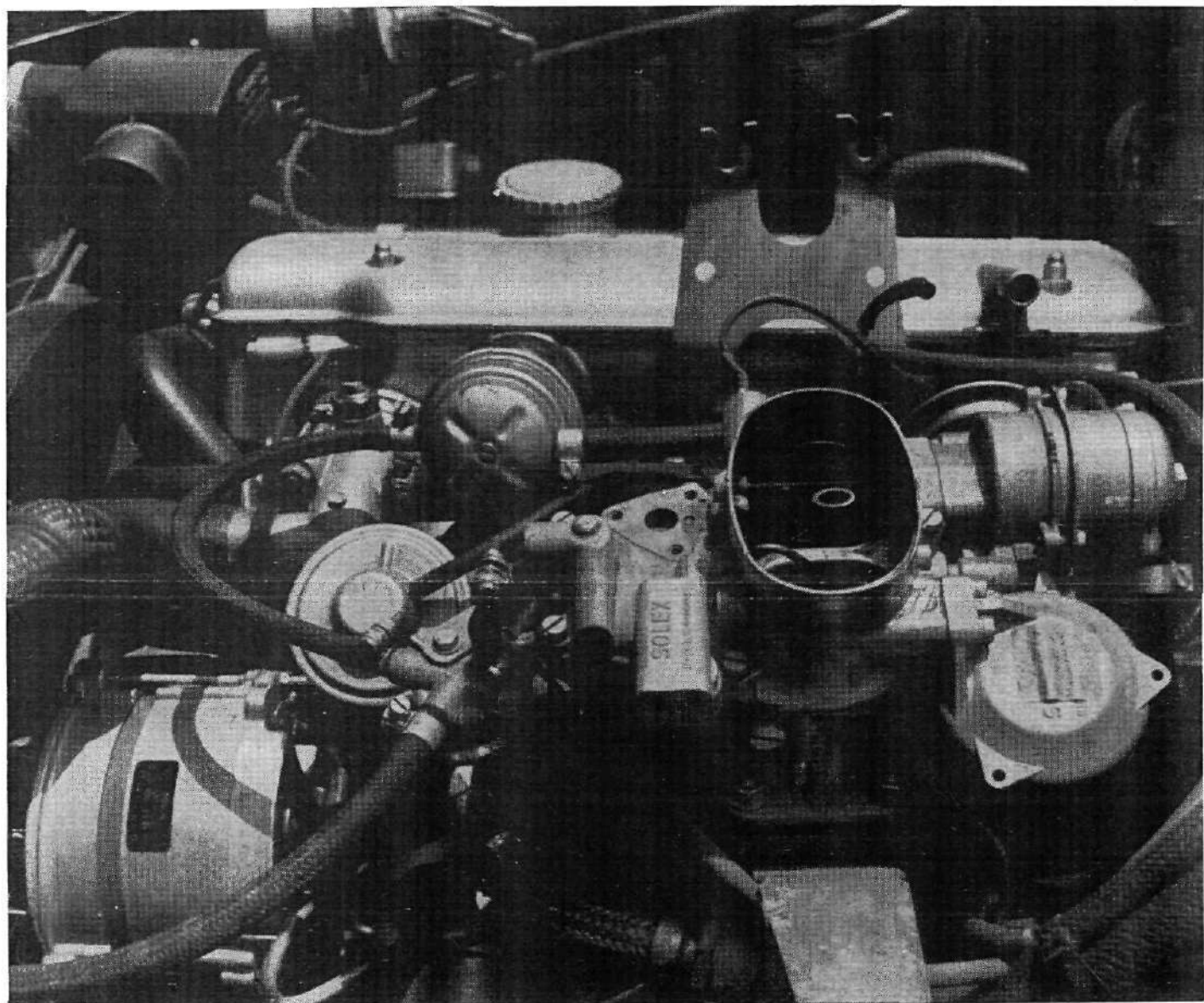


# • der bayerische

VOL.9 NO.5

JUNE 1979



• **SPRING/SUMMER**  
**TOUR: JUN 24**

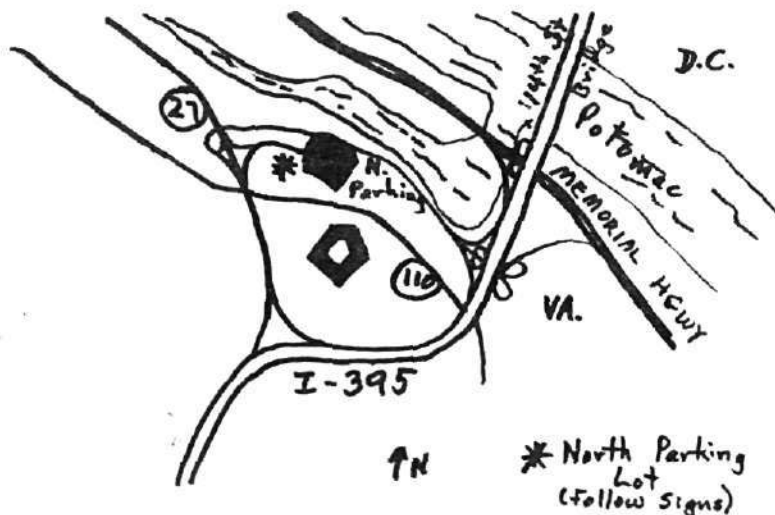
# bmw tour 6/24

Was it competition from the Bullets, the thickening gray cloud cover, or the fear that gas tanks would run dry? Whatever the cause for the small turnout May 6, the chapter officers decided to reschedule the Spring Tour. Those attending the May monthly meeting discussed the matter and agreed Sunday June 24 would be the tour day.

BMW's will meet at 10 a.m. sharp at the Pentagon North Parking Lot, that's between Route 110 and the George Washington Memorial Parkway in Arlington. See Map.

Barry Livingston has plotted a route of about 100 miles through the Virginia countryside leading to historic Occoquan, Virginia. There you may want to check out the sights or fine food or both. You'll be just off of I-95 for an easy trip home.

We seriously discussed the gasoline situation. You should be able to easily complete the route and make it home on less than a tank of gasoline in your BMW. Gas up on Friday or Saturday and there should be NO Bimmers running out of fuel. This is the chapter's first motoring event this year. Come out and enjoy your BMW as the folks at Munich meant it to be driven. Better drive that Bimmer while you can. Once the OPEC people find out what great dunebuggies BMWs make, they are going to keep the oil for themselves and you won't be driving anywhere.



## CALENDAR

- JUNE 19 BMW Monthly Meeting  
8pm  
Diamondhead Restaurant  
Chevy Chase, MD
- JUNE 24 Spring/Summer Tour  
10am--Assemble at the  
Pentagon North Parking Lot
- JUNE 29 DEADLINE Bayerische (July)
- JULY 17 BMW Monthly Meeting
- WINSTON GT Races w/ BMW entries
- JUN 17 Brainerd, Minn.
- JUL 1-4 Daytona Beach, Fla.
- JUL 15 Lexington, Ohio

ON THE COVER: Rare sighting of stock 2002, smog gear and all

## der bayerische

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# Body Work Recommendation

By Bruce E. Yaffe

How many times have you had a problem with your car and asked a friend for his opinion? His reply almost always starts out with "I've heard..." Well, here comes some FIRST HAND information.

Last January, I had the misfortune of being in an accident. Some "turkey" ran a stop sign and hit me broadside at my driver side door and back. It's often said a cop is never around when you need one. Well, a cop watched my accident happen, so there was no question about who was at fault.

My problems were just starting. First, I had to choose a paint and body shop. After talking to many people both in and out of our club, I decided on Phase III in Germantown, Maryland. Their first estimate on time was 3 to 4 weeks--not bad, I thought. 12½ weeks later my car was finally completed. I should say that I picked up my car 12½ weeks later. I am still waiting on 3 interior parts to come from Germany.

I have to say that the delay was not the fault of Phase III. Parts were just hard to obtain at that particular time. Now, Phase III ain't cheap. They were approximately \$400 to \$600 more than the next lowest, but I wasn't paying. The job they did was very good. On a scale of 1-10, I guess I'd give them about 8.5-9.0. I think that one of the best things about the shop is their attitude. They were always apologizing about the delays even though they had no control over them. I had the entire car painted. For the money I paid I do think that they should have pulled both front and rear glass so that no paint would get on the rubber moulding. There is a drip in one of the rain gutters. Finally, there are two paint spots on the hood which they say will buff out. They are going to buff the whole car in about 10 weeks--we'll see.

To sum up, let me say that all of Phase III's body work was excellent, the painting was above average, and finally, their attitude was absolutely perfect.

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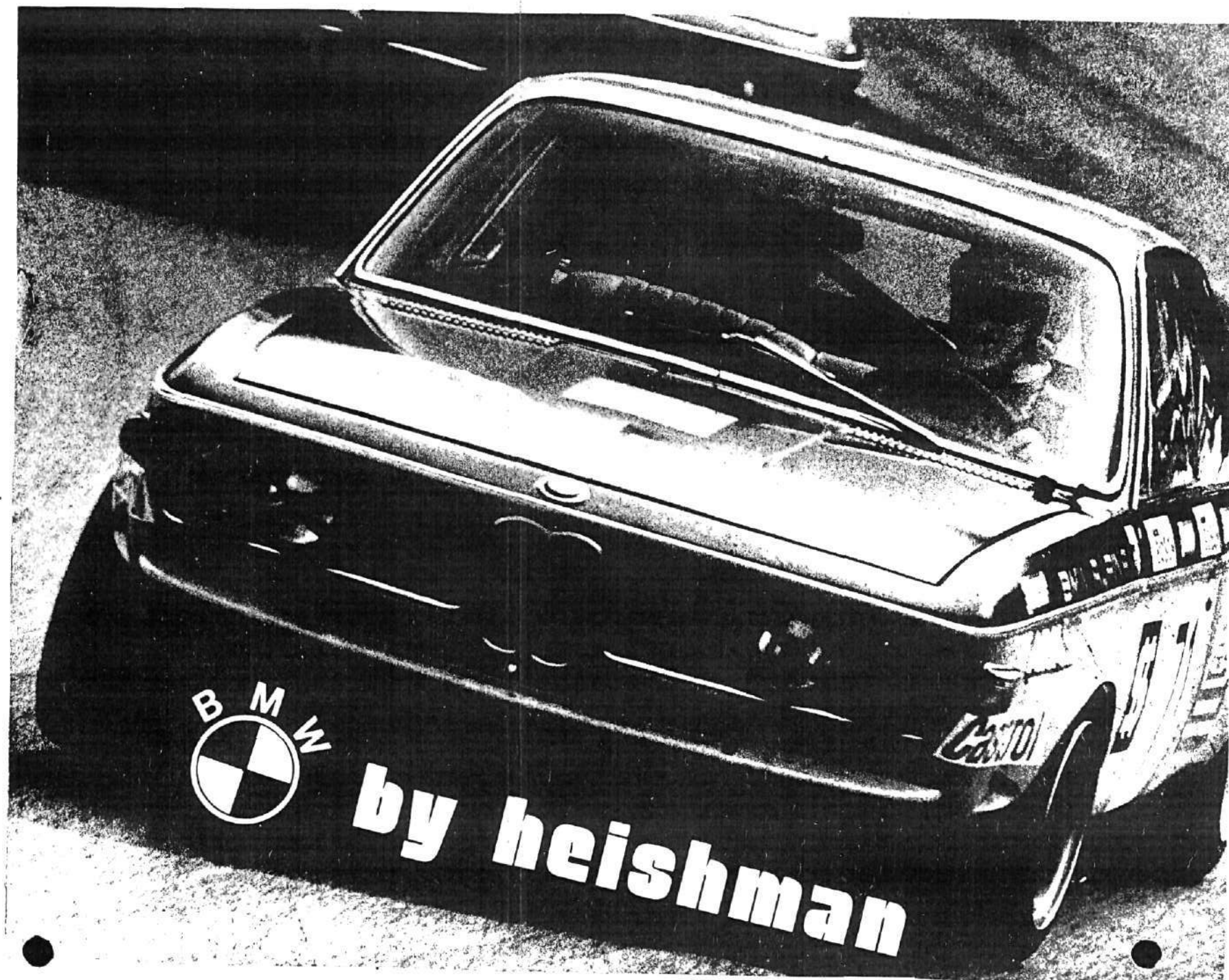
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Eastern Shore Area

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GENDERSON BMW Gives Special Consideration to BMWCCA Members





**by heishman**

# Avoid BMW Repair Ripoffs

BMW club members recognize the BMW as a highly sophisticated sports sedan with excellent handling characteristics, good reliability, and superb workmanship. In all, BMW's make driving fun. But the fun can soon turn to misery if you run into a bum repair job.

The U.S. transportation department has surveyed auto repair shops and concludes that car owners have just a 50-50 chance of getting their vehicles repaired correctly at a fair price. The government sponsored an undercover survey of garages in 7 cities. Drivers in the study took cars with carefully planned malfunctions to 62 randomly selected garages. When the motorist's complaint concerned engine performance, the garage made an unnecessary repair or missed the real problem in 9 out of 10 cases.

Transportation Secretary Brock Adams said, "Outright criminal fraud is only a small part of the problem. What we have instead is a variety of wasteful practices, including over-repair or 'package deals' such as replacing points, condensers and spark plug wires when only one spark plug is needed; replacing parts until the problem goes away--even though only one part may have been needed, you wind up buying the whole batch; and finally, just plain lack of competence to do the job right."

In fairness to mechanics, I believe some of the cases presented the shops were unfair. It does not seem unreasonable to expect a mechanic, who finds a faulty spark plug, to proceed with a tuneup. Many repairs, however, were excessive.

BMW Car Club members have a big advantage in locating a competent repair shop. We can exchange information with each other about our experiences. In four years and 85,000 miles of BMW ownership, I have made the following observations:

You're in big trouble if the mechanic asks, "What kind of Mercedes is this?"

You're probably worse off if he asks, "BMW, that's British Motor Works, right?"

You should consider yourself lucky if the mechanic tells you he can't fix your car because he doesn't work on diesels. Lucky, that is, if he hasn't tried to fix it first.

Unless you are sure of a shop, avoid import "specialists" who claim vast knowledge of everything from Alfas to Z's. Chances are they have a little knowledge about a lot of cars, but not a lot of knowledge of your car.

Once you find a mechanic or repair shop that satisfies you, stick with it. You'll get to know the people who work on your BMW and they'll get to know you and your car.

Plan ahead. If you select a good shop ahead of time you'll know where to send your BMW in an emergency. Also, many of the better shops work on appointments only because they are so busy. If you plan your maintenance and repairs ahead of time, you'll be able to make an appointment that is convenient. And, do not plan too tight a schedule. A shop that works for quality, not quantity, might take longer than you expected to complete the work.

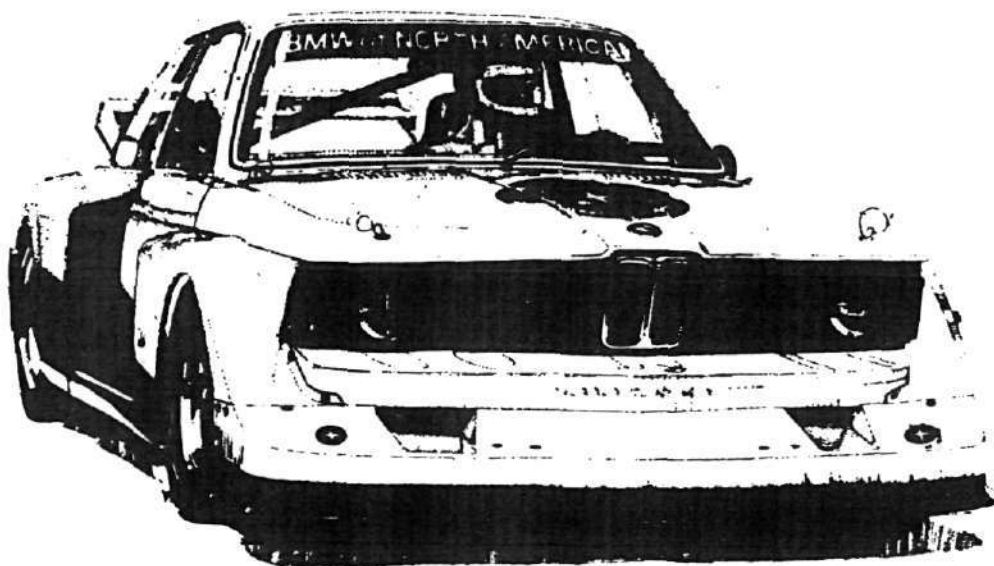
My favorite repair shops are Heishman (Arlington, Va.) and Skoda (Lanham, Md.). I'm sure there are other good facilities, including BAYERISCHE advertisers, but they do not happen to be located near my normal travel routes. My least favorite repair facility is one of those general import repair shops located in Annapolis.

The Washington Center for the Study of Services publishes a magazine called WASHINGTON CONSUMERS' CHECKBOOK. Last summer it updated its car repair issue. It surveyed 22 shops that say they work on BMWs, but that includes many small facilities that will do no more than minor service. Of the BMW dealers listed, 90% scored Heishman adequate or superior, VOB scored 69%, Manhattan 18%. Because VOB and Manhattan sell and service other makes, it is not possible to tell from this survey how BMW owners feel about the service. 18 of the 19 independent shops that said they service BMWs were recommended for quality by the CHECKBOOK report.

Your BMW needs good service to give you good service. Don't be afraid to ask about good repair facilities, and don't be afraid to share your repair experiences with other club members through DER BAYERISCHE and club meetings.

J.H.

# BMW Winston GT Race Effort Makes Trouble for Top Porsches



## racings report

David Hobbs is having a good year in the Winston GT race circuit. His turbocharged BMW 320 is one of two factory backed BMWs being raced in the United States this year. The other is driven by Jim Busby who just joined the Bavarian camp this year. Both cars are powered by McLaren turbocharged, 4-cylinder, 2-liter BMW engines.

BMW started the Winston GT at Road Atlanta. There Busby managed a second place finish. Hobbs finished 6th. Unfortunately, Busby did not finish the next four races. BMW/NA says he and the car are experiencing "teething" problems. However, Hobbs and his McLaren 320 have apparently worked out the "teething" problems. Hobbs is now in second place in the GT points scoring.

At Riverside California, various problems prevented both drivers from finishing. The next week in Monterey, Hobbs came in 2nd. On May 13, David Hobbs' 320 finished number 1 at Hallett, Oklahoma. That's the second year in a row that Hobbs' McLaren 320 finished number 1 at Hallett. It's also the first race this year that Porsche did not win. On Memorial Day at Lime Rock, Connecticut, Hobbs did well again, coming in 2nd.

DER BAYERISCHE will update the BMW race effort throughout the year. First hand reports from Chapter members who attend any of these races would be appreciated.

J.H.



# German MPG

West German Car manufacturers have agreed with the Bonn government to reduce fuel consumption by an average 10-12% by 1985. Unlike the U.S. fuel economy figures, these are voluntary. It's the first time the German auto industry has pledged to meet a specific fuel savings goal. By the fall of 1980, the producers have pledged to establish norms of testing fuel consumption and installing a gauge in cars to test fuel usage under various driving conditions.

There is little enforcement apparatus under the program. The West German government is willing to rely on market forces and consumer organizations to monitor the car makers' fuel economy gains. German autos now average roughly 21 mpg. German motorists are paying roughly \$2 a gallon for gasoline.

## BMW/Detroit?

A delegation of BMW officials recently met with representatives of major auto industry suppliers in Detroit. BMW revealed it is planning a major parts purchasing program

in the United States, a program that could amount to about \$30 million a year in 1982.

BMW's head of purchasing, Helmut Schaefer, told the WALL STREET JOURNAL that BMW is looking for a wide range of parts, from "high-technology items to wheels and electric parts." BMW/NA said the Munich automaker is serious about buying from U.S. suppliers.

Already, BMW has placed orders for some light-alloy aluminum wheels for cars, some parts used on catalytic converters and other items. Officials indicated they are increasing joint research and development programs with American suppliers. BMW apparently believes U.S. suppliers have technology to help BMWs reduce fuel consumption without reducing performance.

The United States is BMW's largest export market. In 1978, BMW sold 31,000 cars in the U.S., about 10% of its worldwide car sales. BMW expects to sell 36,000 cars here this year.



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# WEBER 2 BARREL vs SOLEX

By Bob Critchlow

Last fall, I replaced the Solex carb on my '73 2002 with a Weber Type 32 DFM carburetor. This is a 2-barrel downdraft model. The carb was purchased from Karzundpartz as a conversion kit. For the most part, it does make a nice conversion. It is quite literally a bolt-on operation and it comes with reasonably good directions. The carb bolts onto the stock manifold, the throttle rod fits into the bracket on the firewall (although I had a problem with the throttle rod that I will describe shortly.), fuel and distributor vacuum lines fit nicely (what you do about any other lines is up to you.), and the manual choke cable works well. The kit comes with a Warnerford air-filter, a fuel filter, fuel line, and some cheap line clamps that are prone to break when tightened.

The carburetor works quite well. It is smooth (no hesitation, flat spots, or surges) and it has good throttle response. Performance is almost identical to the Solex (despite Karzundpartz' claim of more mid-range power), but fuel economy is slightly improved. It is easier to adjust and rebuild than the Solex.

One minor complaint with the manual choke is that it has no fast idle setting, as the manual chokes on the old single-barrel Solex carbs had. During the winter there is a period (between using the choke to start the engine and the point at which the engine is warm enough to idle without the choke) when some fancy footwork is necessary to keep the engine from stalling when braking for a stop light.

The big problem, however, is with the throttle rod that comes with the kit. The design is fine, but the execution is very sloppy. The rod is made of pot-metal, with a weak-looking arm tackwelded to it near the firewall end. If the arm is not welded on at precisely the correct angle, it will not connect with the vertical rod that comes up from the accelerator pedal. Hooking up the throttle rod comes near the end of the conversion. If it won't fit, you don't find out until you've already done the hard work. Guess what part would not fit properly in

my conversion kit? Guess what BMW shop in North Carolina had just closed for the day and would not answer any technical questions over the telephone? Guess how happy I was right about then?

Karzundpartz, to their credit, was very prompt in sending me a replacement rod when I was able to notify them of my problem. But guess what? The replacement rod did not fit either! I don't know if my car is strange or if K-and-Z quality control is sloppy. I had a metal-working shop in Alexandria, Virginia make me a new rod from stainless steel. It works fine.



Now that I have a throttle rod that works properly, I am quite satisfied with the whole setup and recommend it to others who would like to trade their Solex for a carb with similar performance, easier maintenance, better gas mileage, and probably better reliability. There are Weber downdraft models available now with larger venturis, and these may give higher performance. None were around in complete conversion kit form when I was looking, so I am not familiar with them.





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## UPDATE: Fifty-Five MPH

Since the March report on the speed limit in DER BAYERISCHE there have been new developments. Maryland State Police are again cracking down on those exceeding 55 mph. One officer was quoted in a local newspaper saying, "Somebody going 56 is asking for it." I know of someone stopped on the Eastern Shore for driving 63 mph. He received a warning.

On the other hand, police may have a tougher time cracking down on speeders. Dade County, Florida, Judge Alfred Nesbitt ruled that radar measurement of traffic speed is not reliable enough for court evidence. 5,000 speeding cases were tied up while the judge considered evidence that radar devices police use have clocked trees at 86 mph and a house at 38 mph. Experts told the court that errors can be caused by telephone paging devices, two-way radios or even people whistling into citizens band radios. The day after Judge Nesbitt's ruling, a judge in Fort Lauderdale, Florida, 30-miles away, threw out speeding cases based on radar. Judge John J. King said, "Until I have my own hearing, I'm going to follow Judge Nesbitt's ruling that radar in an of itself is not proof beyond

reasonable doubt--that it's subject to error."

When is a Maryland, Virginia, or DC "speeder" going to challenge the accuracy of radar?

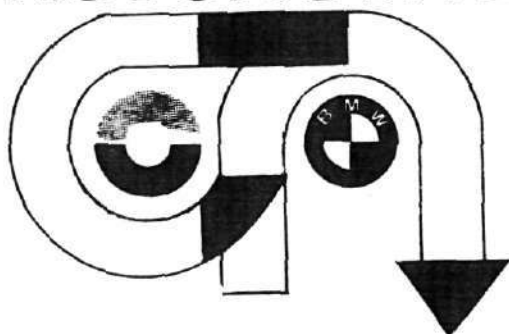
## UPDATE: Auto Emissions

In April, Maryland's General Assembly okayed a bill authorizing the Motor Vehicle Administration to devise an emission inspection program. In May, Governor Harry Hughes signed the bill into law. This means the M.V.A. will present its proposed plan for emissions inspections to the 1980 General Assembly. By July of next year, Maryland registered BMWs may have to pass an annual clean exhaust inspection.

Now does not appear to be the time for engine modifications that are likely to alter emissions. 528i owners, don't try saving on gasoline costs by pumping leaded into your car, unless you plan to be replacing your catalytic converter by 1981. Sounds like the age of tinkering and just plain fun may soon be ending. Think of all the money tune shops will be making putting back on all that emission gear they took off just a couple years ago. You did save all the parts, didn't you?

J.H.

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## May Meeting News

Last year's chapter President, Bill Riblett and his wife Carolyn, stopped in to say hello to their old friends at May's meeting. You'll recall they moved to Connecticut. Bill joined in the lively debate that developed over the best tires for your Bimmer. Everyone seems to have his favorites, "Semperit M-401s are good...if you get those made in Austria, not Ireland." "Michelin is the old standby...but XASs are slick in the rain." "Vredesteins are as good as Michelin, but better in rain." "Contis do not like BMWs or vice versa." And on and on. May's was a good example of a meeting of BMW freaks discussing their beloved cars, sharing their experiences. As usual, there was a door prize--a leather shift knob, some Diamondhead refreshment from the bar, and some discussion.

### spring tour 6/24

As reported elsewhere in this issue, the Spring Tour was set for June 24. It's a shorter, more relaxing tour, using less gasoline than past chapter drives.

### late summer picnic

And, the summer picnic is coming up. This event will be in a central location in Maryland in an effort to attract some of our Baltimore area members to chapter activities.

### tech session plans

Also, a place and person have been lined up for a technical session late in the summer. Watch DER BAYERISCHE for time and place of the tech session to show you more about how and why your Bimmer works, or doesn't.

### oktoberfest

Furthermore, Oktoberfest '79...in Mass. The last east coast Oktoberfest was the 1976 affair sponsored by the notorious National Capital Chapter. Drivers' School...rally...autocross...tech sessions...concours...vintage Bimmers...the works--Bavarian Motor, that is. The May ROUNDEL has the application. Its a fun weekend. Consider it. If there's any gasoline by October...chapter members will form a caravan to make the 8 or so hour ride.

Drivers' schools are Thursday and Friday, October 4 and 5. If you don't make those, you can still make the other activities Saturday and Sunday, the 6th and 7th.

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

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

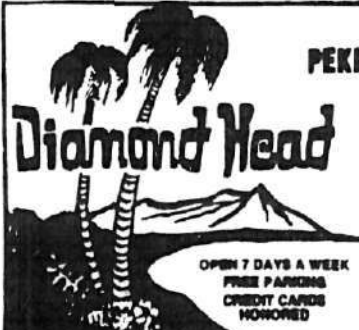
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### NEXT MEETING:

DATE: JUNE 19, 1979 (3rd Tuesday of each month)

TIME: 8:00 P.M.

PLACE: DIAMOND HEAD Restaurant  
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