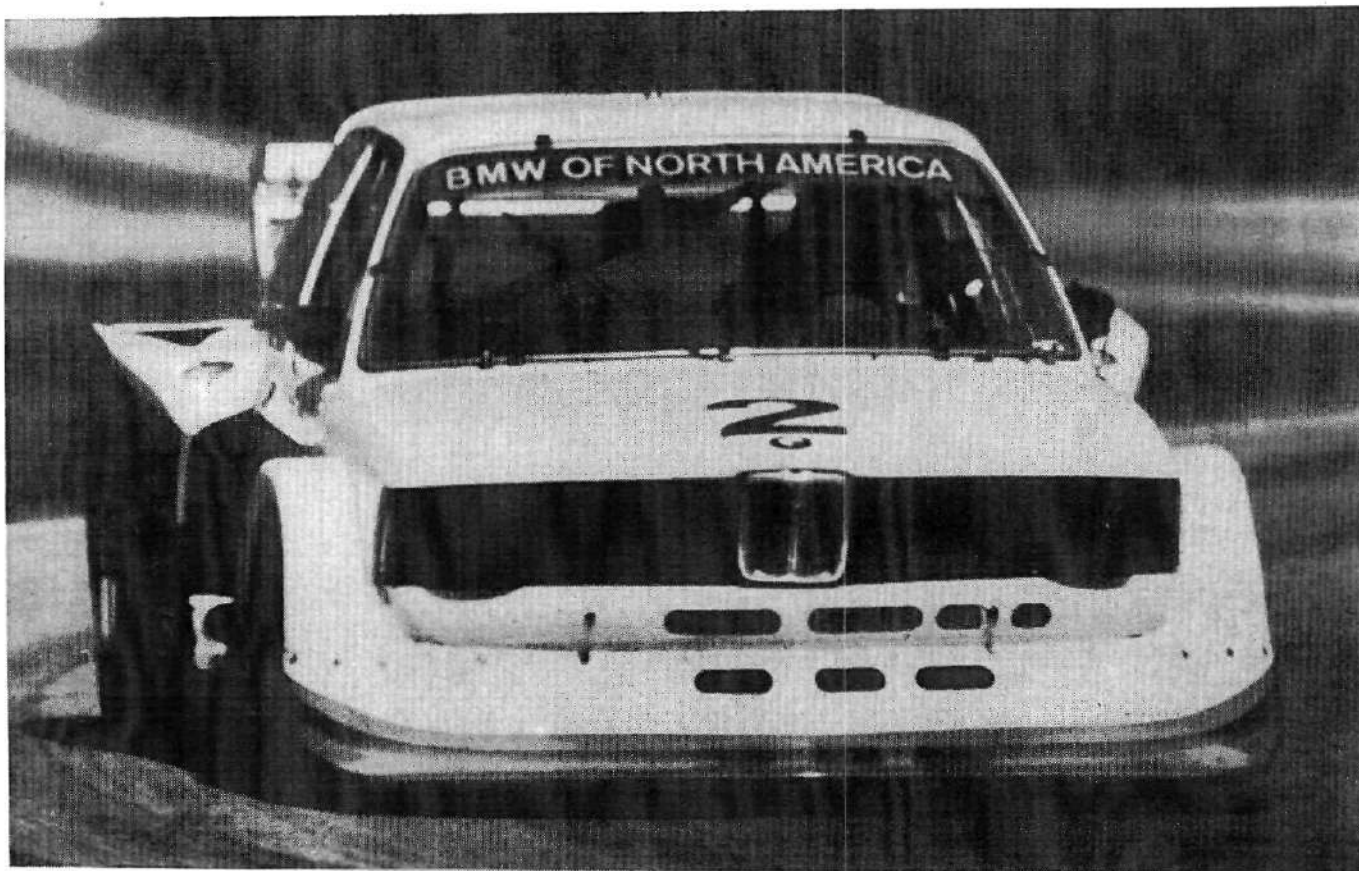


der bayerische

VOL.9 NO.6

JULY 1979



HOBBS IS #2 IN TURBO 320

David Hobbs continues driving his 4-cylinder turbo-charged BMW 320i to a good finish against the double turboed 6-cylinder Porsches in the 1979 IMSA Winston GT series. Hobbs made another second place finish in the June Brainerd, Minnesota race. That puts Hobbs in second place in the IMSA standings in his #2 McLaren BMW (pictured above).

Before the race, David Hobbs said, "Brainerd is not exactly designed for our car, what with that endless straight...but we'll do well in the handling portion of the track. Just could do well enough to make the difference." Apparently he did well enough.

Jim Busby, driving McLaren's other BMW 320i, is still having some problems. His #3 car caught on fire at Brainerd when the engine exploded. Busby wasn't hurt and he and the car will be back in action, according to BMW of North America.

BMW is also backing a normally aspirated 320i in the IMSA Winston GTU class. GTU champion Dave White has abandoned his Porsche 911 to drive the 320i built by Preston Miller Rennsport under a development contract from BMW of North America.

(continued Page 2)

racing report

White's BMW is sponsored by Roehrig Racing of St. Petersburg, Florida. BMW/NA reports that while Dave White has shown some strong driving against the GTU's predominant ZXs and RX-7s, the newly developed car's problems are still being sorted out. The #3 BMW (pictured on page 4) has not won a race yet, but there was a 5th place finish at Lime Rock on Memorial Day.

White's GTU 320i is a one-of-a-kind car. The car was executed by veteran IMSA RS car builder Preston Miller with the suspension engineering by Jim Hamilton, a manager in BMW of North America's engineering group and a member of the Society of Automotive Engineers Vehicle Dynamics Committee.

BMW M1 to Race in U.S.A.

The new mid-engine M-1 coupe was scheduled to make its American competition debut as DER BAYERISCHE is being printed and mailed. BMW/NA planned to run the M-1 in the Watkins Glen Six Hours of Endurance on July 7. Set to drive the Procar, or Group-4 Specification M-1 were Jim Busby, David Hobbs, and German Procar, Formula 2, and Touring Car driver Manfred Winkelhock.

The M-1 entry at The Glen would go with a normally aspirated (no turbo charger) six cylinder 3.5 liter engine which produces between 450 and 500 horsepower. It is the same engine used in the BMW CSLs raced in the U.S. in 1975 and 1976.

The BMW coupe is basically a racing car modified for standard production. To qualify for GT racing it must be a production car, so BMW is building just enough to qualify. The production M-1 is not being prepared for U.S. emissions/safety certification, so you will not see any at the local shopping center parking lot.

In Procar trim, the M-1 weighs 2249 pounds, has a 100.8 inch wheelbase, a 62.8 in front track, a 61.4 inch rear track, will accelerate from 0 to 62 miles per hour in 4.5 seconds and has a top speed of nearly 200 mph. Despite that, BMW did not expect its Group 4 M-1 to win the pole position or run with the faster Group 5 cars in the early stages of the race, but the BMW P.R. people are confident the M-1 would provide an exciting show for enthusiasts.

CALENDAR

JULY 17 BMW Monthly Meeting

Speaker from Department of Energy
8pm

Diamond Head Restaurant

Chevy Chase, MD

JULY 27 Bayerische DEADLINE (August)

AUG 21 BMW Monthly Meeting

IMSA Races w/BMW entries

JULY 15 Mid-Ohio, Ohio

JULY 29 Sears Point, California

AUG 5 Portland, Oregon

AUG 19 Pocono, Pennsylvania

Editor's Notes

Thanks to Bob Critchlow, Richard Meyer, and Bruce Yaffe for their excellent contributions to DER BAYERISCHE the past two months. The editor could use more material--articles or black and white photos--from club members.

der bayerische

is the official publication of the National Capital Chapter of the BMW Car Club of America, Inc. and is not in any way connected with the Bayerische Motoren Werke AG or BMW of North America, Inc. It is provided by and for the club membership only. All ideas, opinions and suggestions expressed in regard to technical or other matters are solely those of the authors and no authentication or factory approval are implied unless specifically stated. The club assumes no liability for any of the information contained herein. Modifications within the warranty period may void the warranty.

der bayerische is published monthly 11 times a year.
The mailing address is Box 685, Arlington, VA. 22216.

Articles submitted are subject to editing and slight revision. Contents may not be reproduced without permission in writing except by the BMWCCA and its chapters.

EDITOR--John Hartge
377 Yorkshire Lane
Annapolis, MD 21401
301-956-4783

CIRCULATION--Jane Touzalin
703-527-2694

CHAPTER OFFICERS

President--Barry Livingston
703-494-6869
Vice Pres--Vicki Livingston
703-494-6869
Secretary--Chuck Garrish
301-268-5643
Treasurer--Michael Greenbaum
703-525-8835



4952 Wyaconda Road
Rockville, Md. 20852
Telephone: 468-0428

a new convenient location 3 minutes from the
Beltway behind White Flint Mall. From the Beltway, take Wisconsin Avenue North 1½ miles, Right
on Nicolson Lane, ½ mile to Right on Boiling Brook Parkway, Right on Schuylkill Road, Right on
Wyaconda Road, 100 yards on left.

Quality BMW Parts and Accessories at Discount Prices

Store Hours:

10 am-7 pm, Monday-Friday

10 am-5 pm, Saturdays

Closed Sundays & Holidays

- Bilstein Shocks
- Supersprint Exhausts
- OEM Parts
- Manuals
- Stabilizer Bars
- Suspension Springs & Kits
- RaceMark Products
- Recaro Seats
- MSD Ignitions & MSW Wire
- Turbocharger Kits
- Talbot Mirrors
- Travel Kits
- Momo Steering Wheels
- Mothers & Armorall Car Care
- Sunroof Wind Deflectors
- ATS, BBS & Momo Alloy Road Wheels
- Fiberglass Fenders, Flares & Air Dams
- ChemLube Synthetic Lubricants
- And MANY MORE!

Original Equipment Manufacturer:

tune-up parts

filters

brake components

clutch components

major and minor engine parts

NOW TAKING ORDERS FOR:

- Marchal Quartz Lamps
- 320i Suspension Springs & Kits

Dealer Inquiries Welcome!



BMW
Porsche
Audi
Mercedes-Benz
Volkswagen

Open Saturdays
and Evenings

*Auto Werke Offers
Special Consideration
to BMWCCA Members*

Experienced and Certified Service Technicians

Major and Minor Service by Appointment

4954 Wyaconda Road, Rockville, MD 20852---Telephone 468-0323

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

racing report

During 1975, BMWs 1st year of competition in the IMSA Camel (now Winston) GT series, the 3.5 CSL coupe was the race car. During the 1975 season, BMW posted victories at the 12-hours of Sebring, Laguna Seca, Six Hours of Riverside, and Daytona Paul Revere 250.

In 1976, BMWs 3.5 CSL won the 24 Hours of Daytona, under the management of Peter Gregg Racing of Jacksonville, Florida.

With the CS no longer in production, BMW elected to develop the new 320i 4-cylinder car for racing in 1977. That's when David Hobbs took the wheel, winning 4 1977 IMSA races, 2 1978 races, and 1 so far this year.



CASCO AUTOMOTIVE



**For Information and Prices, Call
Phil Morgan at (703) 971-3449
Evenings from 6-10 P.M.**

OR

**Terry Luxford, Quality Car Services,
Days at (301) 340-8269**

*Bring Your Car Up-To-Date With These
Exciting And Proven Products From
Casco Automotive, Which Offer
Superior-To-Stock Performance And
Reliability And Reduced Maintenance
As Well.*

Turbocharger Kits. (3.0Si, 530i, 320i, 2002tii) Starting at \$1100. Includes instructions and all parts necessary (except exhaust system modifications). Installation available.

Synthetic Lubricants. Complete line including Chemlube 10w 40, Transmission Gear Oil (1147), and Rear Axle Oil (1145). Offer reduced friction, less wear, and improved driveline efficiency, durability, and reduced frequency of maintenance.

Electronic Ignitions. For racing or street applications. Optical triggering to eliminate variability and failure susceptibility of points. Also, Multi-spark capacitive discharge systems by Autotronic Controls Corp. MSD-7A for racing, MSD-6A for street. Both eliminate pitting of points and offer higher output energy (up to 60KV).

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.

BMW's Tour, Gas or No Gas!

By Richard Meyer

The invitation in DER BAYERISCHE for the June 24 BMW tour was sufficient to spin the wheels of any Bimmer enthusiast: "Come out and enjoy your BMW as the folks at Munich meant it to be driven." I could not resist. I had never attended a club tour before, and besides, my wife wanted me out of the house so she could study for her bar exam. In other words, I had every reason to clean, polish, and tune, while anticipating an all-day Bavarian adventure.

Gas crisis notwithstanding (one does have priorities), we rendezvoused at 10 a.m. in the Pentagon's north parking lot. A 2800, 4 2002s in various degrees of stock, stock plus and stock plus plus, 2 new 320s and a 733 were raring to go. The weather could not have been better. High 50's temperatures eliminated the necessity of late June air conditioning and overcast skies kept glare to a minimum. Having decided to obey all posted speed limits, and with CBs in the first and last cars ("Blue Baron to Red Baron"), it promised to be a safe tour.

As we took on the Northern Virginia topography, the Bimmers took on clearly individ-

ual characteristics. The 2800, being the oldest and largest pre-smogged vehicle, was the classic among us--the elder statesman as it were--but it never ceased exhibiting its Munich sporting image. By contrast, the 733, the zenith among BMW production sedans, represented the ideal. Next were the 320s with lots of untried performance potential, like young animals testing and flexing their new muscles. Last were the Bavarian stalwarts, the 2002s, leading as well as pursuing the pack.

Before long we were transversing the lesser known back roads of Virginia near Leesburg. The chosen route was a quintessential rally course. Steep and narrow winding roads were the norm. With about 50-yards between each machine we stretched nearly $\frac{1}{4}$ mile. For beautiful scenery and for testing your Bimmer's ability/your driving skill, the route through Bull Run Park was the unanimous winner.

After several hours of premiere touring, we arrived at our destination in historic Occoquan. Because the tour was mapped out so well, our destination point was merely 25

Genderson Mall



OUR MESSAGE IS SIMPLE
The best place to buy a car is

**Route 50
& Shot Town Road**

(Next to HOWARD JOHNSON'S)

ANNAPOLIS

TOLL FREE PHONES

Annapolis Area

757-6300

Baltimore Area

974-6500

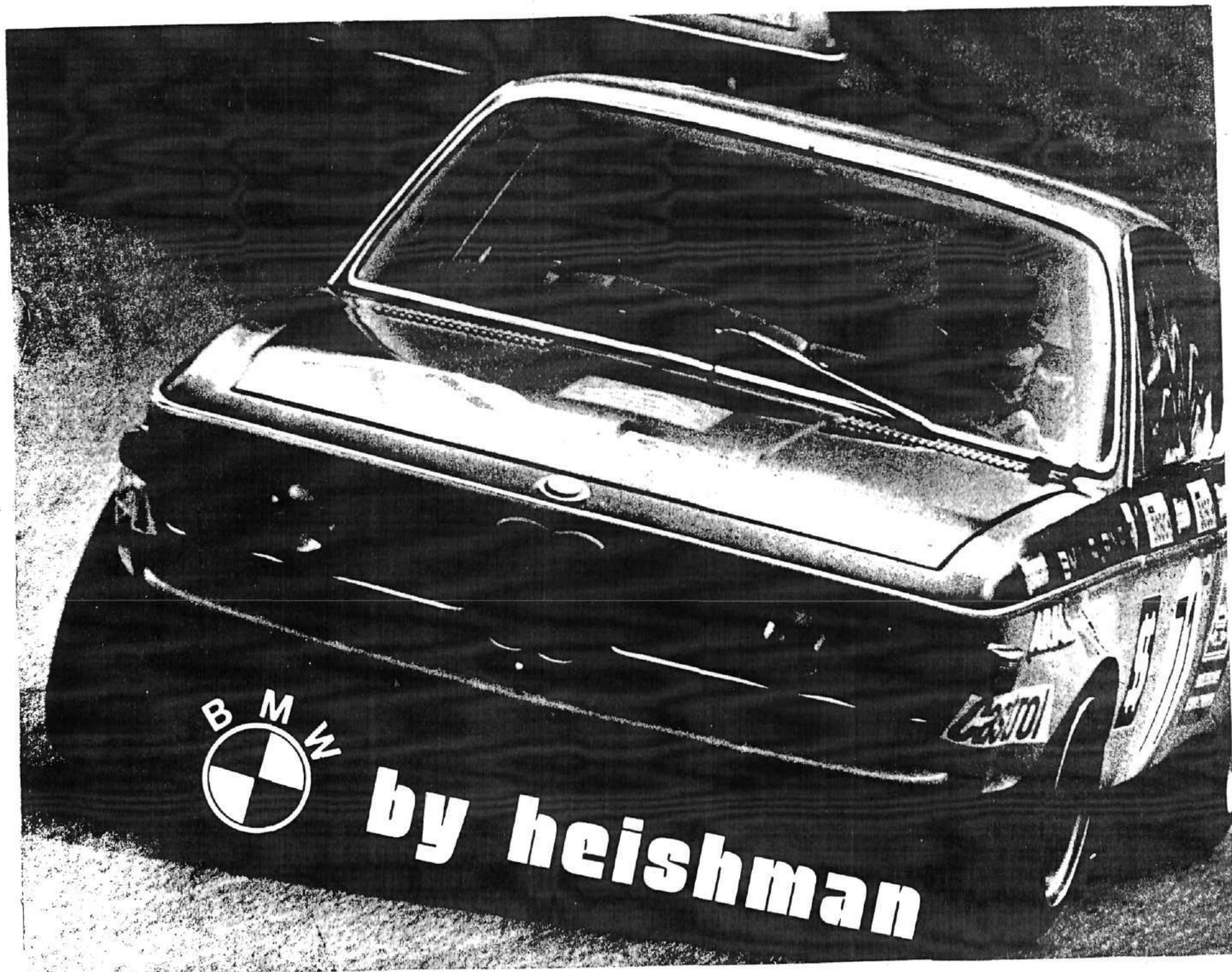
Washington Area

261-2552

Eastern Shore Area

922-8288

GENDERSON BMW Gives Special Consideration to BMWCCA Members



Continued From Page 5

miles from our starting point, although the tour was 120 miles long overall. Several drivers said farewell while the more stout in heart remained to indulge in shrimp, crabs and beer at a quaint barge-restaurant on the Occoquan River. Having traded images of the tour and of tours past and future, we all finally said goodbye and went our separate ways, tired but satisfied.

Energy Speaker Set For July Meeting

For many American motorists, big oil companies, gas stations, and the Department of Energy are at the top of the enemies list. A spokesman from the Department of Energy has been scheduled to appear at the July 17 meeting at the Diamond Head. Perhaps this person will be able to offer club members some explanation of the current gas crunch. If you can find the gas, come along, bring a friend and attempt to solve the great mystery. It may be the most interesting (or frustrating) National Capital Chapter meeting of the year.

High Auto Costs

Hertz Rent-a-car calculates the costs of operating automobiles every year. Its 1978 study found that driving soaked up more than one-fourth of the nation's personal income. And those figures do NOT include the higher prices of gasoline, now increasing at an annual rate of 55%.

The per mile expenditure of driving a car amounted to 22.8 cents, up more than 10% from 1977. The largest single vehicle expense was depreciation, more than one-quarter of the total ownership and operation costs.

Since 1972, driving expense have increased 136%, with passenger car expenses now double pre-arab oil embargo levels.

The cost of buying certain cars has gone up even faster. A 1979 BMW 320i is about 250% the cost of buying a 1972 2002. BMW owners do enjoy an advantage on depreciation costs, however. Previously owned Bimmers generally sell for 88% or more of their original base price. That may be due largely to high demand for older BMWs because new ones have become so expensive.

J.H.

MAINTENANCE



GENERAL REPAIRS

SKODA USA
BMW

PAUL BROYLES **DICK SCHIAVONE**
Factory Trained—14 Years Combined Experience

9541 Smith Ave.
Lanham, Md. 20801

Open Fri. thru Tues.
Closed Wed. and Thurs.

24-HOUR MESSAGE SERVICE (301) 459-2080

**BMW CAR CLUB
OF AMERICA, INC.**

345 Harvard Street
Cambridge, Mass. 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.

Total Dues: \$23.50

This covers your initiation fee of \$2.50 plus both National Capital Chapter and National Dues for a full 12 month period.

Diamond Head

SPECIALIZING IN CHINESE
PEKING & SZE CHUAN CUISINE
WITH INTERNATIONAL FAVORITES
EXOTIC DRINKS
ROMANTIC ATMOSPHERE
COCKTAILS—LUNCHES—DINNER

LUAU ROOM SPECIAL
SUNDAY FAMILY SPECIAL
ALL YOU CAN EAT
AT REASONABLE PRICES
3-4 P.M.

OPEN 7 DAYS A WEEK
FREE PARKING
CREDIT CARDS
HONORED

656-3161
6900 Wisconsin Ave
Chevy Chase



BULK RATE
U.S. Postage
PAID
Arlington, Va.
Permit #2314

NEXT MEETING:

DATE: JULY 17, 1979 (3rd Tues of Month)

TIME: 8:00 P.M./Energy Dept Speaker

PLACE: Diamond Head Restaurant

6900 Wisconsin Ave

Chevy Chase MD

