

der bayerische

VOL. 9 NO. 7

AUGUST 1979



BMW PICNIC SEPT. 23
ANNAPOLIS, MD.

EDITOR'S NOTES

First, a correction from the July issue. In the Racing Report, on page 2, it says Dave White's #3 BMW is pictured on page 4. But the car photoed on page 4 is #1. It is Dave White's car, which is #1. The proof reader just got his numbers mixed up.

This is the 7th issue of DER BAYERISCHE for 1979. The editor has received material from 7 National Capital Chapter members for those issues. Their help is appreciated and makes the issues far more interesting. HOWEVER, with 500 members in the local chapter, one would think there would be more input about Bimmer experiences. Hope more of you will participate in the future.

Speaking of participation...it seems to be a problem this year. Maybe its just the vacation season. Maybe its the gasoline crisis. The club's officers get little or no proposals for activities from the membership and no help in preparing the activities. Through a great deal of work, Barry arranged for an excellent speaker from the U.S. Department of Energy at the July meeting. Notice of that was in the July BAYERISCHE. It's too bad only a handful of members were on hand for the presentation. Don't be bashful. All BMW enthusiasts are welcomed at club activities. There is no August meeting, but as the vacation season ends, and fall begins, the chapter will have a picnic in September in the Annapolis area. Gasoline should be no problem by then. Since Annapolis is about the same distance from Washington and Baltimore, hopefully there will be some participation by chapter members from both areas. Look for details of the picnic in September's DER BAYERISCHE.

The National Capital Chapter's proposed Calender of Events for the remainder of 1980 is printed in the next column. Make you plans now. If you care to help with an event or propose another, contact one of the club's officers.

ON THE COVER... Secretary/Storekeeper Chuck Garrish searching for a part in the club's "mobile store." If you need a routine BMW part, you might check the club store first.

CALENDAR

NO AUGUST CHAPTER MEETING

AUG 18/19...IMSA RS 8 Hours

Pocono International Raceway
Pennsylvania (see page 8)

SEP 18.....BMWCCA Monthly Meeting

SEP 23.....Chapter Picnic/Annapolis Area
Bay Ridge Boat Club

OCT 4/5/6/7.BMWCCA Oktoberfest
Boston Masseurhusetts

OCT 16.....Chapter Meeting
Annual Election of Officers
for 1980

NOV ?Wine & Cheese or Beer & Brat-
wurst Party



der bayerische

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Outraged at Government Policy

By Barry Livingston, Chapter President

With another gas crisis behind us for now, the topic of energy is as popular as the Carter Cabinet shuffle. Both of these events will have an effect on us for some time. The problem of gas availability, in addition to low octane ratings, has been a concern to all of use who drive. The causes and effects of these problems are complex and too numerous to mention, but certain facts should be considered.

The pollution standards, which we supposedly insisted on having, have been increasingly eroding fuel conservation. Also, increased governmental regulation has had a negative effect on oil production.

Our general attitude is that if it does not pay to develop an energy source in the short term, then the long term benefit is ignored, leaving the consequences to the future. In Europe, where gas is much more expensive, motorists enjoy the freedom of

driving their own vehicles, even with extensive public transportation. The American public is being strangled by in-

creased governmental regulation. With a lack of mass transit, we depend on our individual vehicles much more than our European brothers.

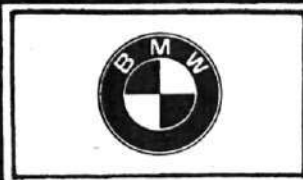
With all due respect to the speaker at the chapter's July meeting, Jim Berry of the U.S. Department of Energy, our energy management has not kept pace with the vast economical and technological developments of our society. We have allowed ourselves to become victimized, instead of planning for the energy needs of the future.

Synthetic fuel development is lagging, if not suppressed. Ethanol and Methanol are ideal fuels which are renewable and available from a variety of sources. Generally, these fuels burn much cleaner and more completely than gasoline, even with the "pollution-correcting junk" on today's automobiles.

It is absurd to limit our economic and social development, through the lack of alternatives. As far as energy is concerned, we have stupidly accepted short-

Continued Page 11

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GENDERSON BMW Gives Special Consideration to BMWCCA Members



by heishman

Castrol

1980 BMWs Boost MPGs

By bits and pieces we're learning about BMW's future product plans. According to BMW/NA's PR office, our favorite Bavarian auto plants are shut down this month in preparation for 1980 model production. We can expect to see the 1980 models in the U.S. around thanksgiving or Christmas. That's the extent of the official word on 1980s, but there is lots of other information available.

There have been reports about the BMW turbo diesel virtually everywhere. There is no plant to produce the engine yet, so don't expect 324Dis or 524Dis until 1981 or 1982.

Baltimore area members may have gotten the best hints of BMW's 1980 offerings from the BALTIMORE SUN, July 23. From Ottisee, West Germany, Correspondent Michael Burns reported the following:

"...an automobile that is a pleasure to drive does not have to be a gas-guzzler, air polluter or menace to highway safety. 'On the contrary, a quality auto should be none of those things,' Hans-Joachim Kraft, a senior BMW engineer, said.

"BMW's 1980 models average 7.2% lower gasoline consumption than their 1979 predecessors, spokesmen claim. Along with other West German manufacturers, the Munich-based firm has pledged a 10% to 12% improvement in fuel economy by 1985, a goal that BMW engineers say they will surpass easily.

"Without reducing interior space or performance, Mr. Kraft expects that the 1985 model line could well average 20% less in weight than the 1979 BMWs.

"Already, the new 7-series models weigh between 88 and 155 pounds less than their 1977 counterparts, through such changes as aluminum radiators and reduced steel supports in the padded dashboard. In all more than 100 parts have been slimmed down.

"Overdrive traditionally was used by many manufacturers to reduce engine wear, which BMW's engines did not need, Mr. Kraft said. 'Today's conditions have

changed and we introduced overdrive as an economy feature.' Mr. Kraft said it reduces the engine's work (RPM) by 20%.

"At the lower end of the BMW line, the 2-door 3-series for 1980 is expected to average 32 MPG in the U.S. EPA tests, Mr. Kraft said.

"Weight has been reduced and the engine size lowered from 2 liters to 1.8, while retaining the same torque and performance as its predecessor because of the corresponding loss of body weight.

(From that, CCA members can infer that the 318i will use a 3-way catalyst system similar to the 1979 528i. Most likely, the 6 and 7 series cars will also be UNleaded for 1980. Its a trade-off. You'll use less gas, but pay more for it.)

"A turbo-charged gasoline six-cylinder engine powers the top model, the 745i (sic) providing better mileage and lower pollutant emissions with less weight than that required for similar performance from standard engines.

(CCA members know that's probably a 735i, since BMW does not make a 4.5 liter engine. Don't expect a turbo BMW in the U.S. for 1980.)

"Another top model, the 732i, has a micro-computer that exactly regulates ignition and fuel injection, according to changing driving and environmental conditions. It is an expensive addition, but the micro-computer may well be a standard item in tomorrow's fuel-efficient car. Transistorized ignition used in all BMWs is claimed to reduce fuel use by 5% at high speeds.

"Another computer option is a dashboard display panel allowing the motorist to monitor his gas consumption rate as he drives and warning light to keep him within the planned consumption rate he fed into the memory before beginning his trip."

We'll just have to wait to see what the 1980 U.S.-bound Bimmers will feature. One thing for sure, whether MPGs are higher or not, price tags will be.

J.H.

BMW TECHNICAL TIPS

FRONT END VIBRATION

My '76 2002, purchased in April of this year, suffered from front end vibration. I was convinced that it was a balance problem. After 4 different firms tried to solve the problem by spin balancing the wheels off the car without success, I was advised to see Jim Junker at the Rockville, Md. office of Wheel Works, Inc. He spent an hour and a half with the car, adjusted toe in and balanced the front wheels ON the car. This process seems to have solved the problem. Wheel Works is at 866 Rockville Pike, behind a Universal Tire store. I highly recommend his work.

Mark S. von Wehrden, Fredericksburg, Va.

320i IGNITION KEY #s

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 lever 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.

Connecticut Valley Chapter

LEAKING HOSES?

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, I checked all the other hose clamps and found almost all of them very loose. Check them all, and don't forget the smaller ones on the heater hoses where they connect to the fire wall.

Connecticut Valley Chapter

NEW DISTRIBUTOR FOR 320i

Full mechanical timing distributors work well on 320is. There are two vacuum lines to plug: the one from the vacuum diaphragm on the old distributor and the one on the vacuum diaphragm nearest the battery. If you don't plug the latter line, once the car is properly timed, your idle will be about 2300 rpm. This vacuum line can be plugged with no affect on the fuel injection. Acceleration is noticeably improved and the car will run a little cooler. Since you can't set your timing at the old specs, there are two ways of doing it: by ear (easy) or with a vacuum gauge. Connect the gauge to the intake manifold at the point where the line to the diaphragm near the battery was plugged. Turn the distributor until you get the highest reading and it should be properly timed. I usually back off just a hair to avoid over-advance. Houston Chapter
(Iowa Chapter suggests timing at 2200 rpm.)
(Editor's note: If the timing is too retarded, the car could overheat; you will not get peak performance. If it is too advanced, you will hear the engine ping-ing on acceleration. You may also cause severe engine damage. Be careful about timing.)

BAVARIA IDLE/OIL TIPS

If your Bavaria won't idle when first started, try checking the triangular-shaped choke diaphragm. Many times these rubber diaphragms are full of holes.

Check your oil filter canister to make sure all the components are present. If the spring in the bottom is not there, your filter will leak. When changing oil, be sure to completely remove the oil filter canister and clean it to remove the sludge. It is very tempting to merely pull the cartridge and put in a new one without cleaning the canister. But, if you're going to do it, do it right.

Part #13-11-1-254 (\$3.58 ea.) will eliminate Bavaria hesitation problems. It is a brass injection nozzle.

Bill Foster, Delaware Valley Chapter

Spare Parts Good Policy

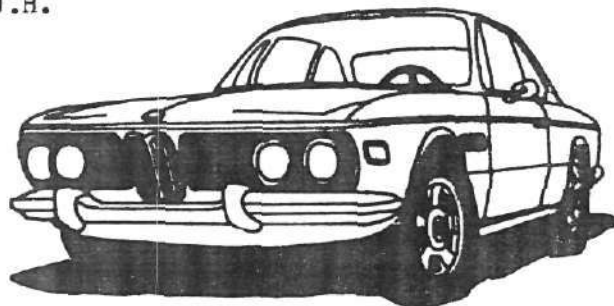
I have often found that the spare parts, tools, jumper cables, etc. that I carry in my trunk are of more use to other motorists than to me. Such was the case when I noticed a Smokie with a disabled 2002 on Route 50 near Annapolis earlier this summer. There was plenty of shoulder area, so I pulled over and offered my services, such as they are.

Seems this fella (on his way from Virginia to New Jersey) had a fire; not serious though. An exhaust manifold stud had backed out, spewing oil onto the ~~hot~~ manifold, producing flames. Luckily he quickly pulled over and smothered the flames. But, the fire had melted one of his spark plug connectors, leaving him with just 3 wires. I still don't know where I picked it up, but in my parts'n'tool box was 1 spark plug connector. The grateful disabled Bimmer man was soon on his way, after the engine cooled and he was able to tighten the manifold stud. Smokie was able to cancel his call for a tow truck.

Moral of the story...torque those manifold studs as required at service intervals, and carry an assortment of spare parts.

Chances are you won't need the parts (it's like carrying an umbrella: it never rains while you have it with you.), but some Bimmer buddy might. Which reminds me... ever change a 2002 fanbelt on the non-existent shoulder of the 11th Street Bridge in D.C.'s rush-hour traffic on a hot humid summer day in a 3 piece suit on your way to work, late already??? At least I had the spare belt with me. Describing the belt repair under those conditions could fill another column.

J.H.



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HALF-SHAFTS, NO-SHAFTS

Your 320i, like other Bimmers, has independent rear suspension. This means that there are two "half-axles" connecting the differential to the wheel hubs. Each half shaft is connected to the differential and to the hub by a number of cap screws. Those should have been torqued during the pre-delivery inspection. In case that did not happen, check to see that all the cap screws are tight and that they are all there.

Phil Williamson, TARHEEL FOOTNOTES

ROCKER SHAFTS, WORN SHAFTS

Ever hear about a BMW that developed low oil pressure at idle and later developed worn cam rocker shafts? This occurs infrequently in BMWs, but can be prevented by an inspection while adjusting the valves. With the valve cover off, take an inspection mirror and look at the front ends of the rocker shafts. If one of its plugs has worked itself loose and fallen out, the oil pressure to the rocker shaft falls below normal pressure. This is noticeable only by the oil pressure light coming on occasionally at low idle or quick deceleration. If left unattended, the condition results in valves that can not be adjusted: thus replacement of the rocker shafts. So inspect for the rocker shaft plugs when adjusting the valves.

Al Riemenschneider, Allegheny Chapter

WATCH THOSE NEW TRANSMISSION BEARINGS

Several months ago, the clutch pilot bearing on my 1976 2002 seized on the transmission shaft, by-passing the clutch assembly. The repair bill was over \$600 for a \$35 part failure. The failure required replacement of the 4th gearset as well as the bearing.

John Donnelly

Personally I had never heard of the problem, but after checking several repair shops, the problem appears quite frequently. Since 1975, BMW has used needle bearings for the pilot bearing and total failure of this bearing results in destruction of the input shaft to the transmission. However, early detection will save the shaft and about \$400. The bearing noise is only prevalent when the car is stopped, the transmission in neutral and the clutch engaged. Check for the noise regularly.

Stan Spas

(The above exchange from BAVARIAN BEAMER, Sacramento Valley Chapter, BMWCCA)

IMSA POCONO RACE

The IMSA RS Series race August 19 at the Pocono International Raceway is the closest IMSA race to our area this year. There are no BMW factory-backed cars in the RS series, but BMW/NA is offering cash awards to drivers of BMWs who finish in the top 5 overall positions.

The Pocono track is located roughly 200-miles from the Washington area. From I-80 East, you would take Exit 43 (Route 115) South to Pocono International Raceway. The track opens at 9 a.m. There will be practice and qualifying runs Saturday, Aug 18 (\$7), and the race on Sunday (\$10). There is a weekend ticket for both events for \$15. Suggest you call ahead for details before hand (717-646-2300).

Following is the IMSA Schedule for the remainder of 1979:

August 19	Pocono, PA	RS
August 26	North American Sports Car Championship	
	Mid-Ohio, OH	FIA Groups 5, 6, 7, 8
September 1-2	Road America, WI	GT, RS
September 23	Road Atlanta, GA	GT, GTU, RS
October 13	Lime Rock, CT	GT, RS
November 4	Mexico City, MEX	GT
November 25	Daytona Beach, FL	GT, RS

Bold Face: Race in the World Challenge for Endurance Drivers
Race in the World Championship of Makes

GTU: Separate GTU race; otherwise, will run with GT cars



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IMPORT CAR FIGURES

Along with the ever rising price tags on new BMWs are ever rising sales figures in the U.S.A. In the first six months of 1979, BMW's U.S. sales were up about 13% from sales in the first half of 1978.

Mercedes sales in the same period were up 28% (undoubtedly because of higher demand for diesels) and Porsche sales were down 22%. Many of the less expensive Japanese imports have enjoyed a massive boost in sales because of their fuel economy.

The following are sales figures for the first half of 1979, compiled by the WALL STREET JOURNAL.

Renault	8,432
Challenger	8,340
Saab	7,736
Sapporo	7,369
Porsche	7,338
Peugeot	6,233
Alfa Romeo	2,071
Lancia	853

*Does not include gasoline Rabbits made in Pennsylvania.

**Formerly British Leyland, includes Jaguar, MG, Triumph.

Toyota	255,150
Datsun	235,732
Honda	190,809
Volkswagen	84,506*
Mazda	78,228
Subaru	69,546
Fiesta	42,582
Colt	37,869
Fiat	33,726
Volvo	30,638
Arrow	29,136
Mercedes	25,883
JRT**	23,444
Audi	20,987
BMW	17,231
Opel	10,230



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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.

Outraged (Cont. from p.3)

ages, inconveniences and economic hardship. We are always asked to accept and adjust. It began with "cleaner air" (well, O.K.), then poorer gas mileage (oh well), then a shortage of gas with the poorer gas mileage (WHAT!), the ultimate, 55 MPH with little or no gas (water and something that burns) at \$1 a gallon (NOW WAIT A MINUTE!!!)

We should all stop and say, "Now wait a minute! My livelihood depends on this!" We should take a stand and express our opinions. Let your opinions be heard. Write to Mr. Berry and let him know how you feel. (Jim Berry, Room 2314-C, Department of Energy, Evaluation and Regulation, 2000 M St. NW, Washington, D.C. 20461) Write to DER BAYERISCHE and let your Bimmer Buddies know how you feel.

Don't be as apathetic about the energy problem as you seem to be about attending meetings. I try to schedule interesting speakers who can add their expertise on the current events that concern all of us. Out of a membership of 500, we can not draw better than 5%. This is pathetic and makes fools of the officers who work so hard on your behalf to obtain speakers.

BMW Retains \$ Value

BMW's get good marks as investments in the August issue of MONEY magazine. Noting that 1975 models are most likely to be traded this year, MONEY rates cars according to their depreciation, or lack of it. In its calculations, MONEY used a 1979 wholesale, or trade-in value, not retail value. Porsche 911S was the winner, retaining 82.8% of its average 1975 price. Next came Corvette (82.1%), Mercedes 450SL (79.7%), 300D (71.1%), BMW 530i (69.6%), Pontiac Trans Am (67.0%), BMW 2002 (66.7%). 2 BMWs in the top 6 of 80 cars listed is not bad. The average 1975 import retained 55% of its value, domestic compacts just 50%, mid-sized domestics 48%, and full sized luxury domestic 38%.

BMW owners pay through the nose to buy a new car, but it's money well spent. Owners who resell their own cars will find an even better return than MONEY's estimates for wholesale or trade-in values.

CLASSIFIED ADS

FOR SALE:

1967 BMW 1800--4 door, 76K Engine runs great, excellent interior, good body (new paint), new Konis, clutch, hoses, radials. Transmission problems. First \$800 takes it. Ken Price 301-557-7525

1972 2002--58,900 miles, new radials, new brakes, new orange paint, just tuned up. Body excellent. All maintenance receipts. Sunroof, 4-speed, AM-FM. \$3,500. 301-439-3882

1 Conti TS 771 tubeless radial 185/70-13, new tire. \$35. Chuck Garrish after 6p.m. 301-268-5643

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NEXT MEETING:

NO AUGUST MEETING, NEXT MEETING,

DATE: SEPT 18, 1979

TIME: 8:00 P.M.

PLACE: Diamond Head Restaurant
6900 Wisconsin Ave
Chevy Chase, MD

