

der bayerische

VOL.9 NO.8

SEPTEMBER 1979



**BMW PICNIC
ANNAPOLIS, MD.
SEPT. 23**

BMW Picnic Set For Bay Ridge

By Chuck Garrish

Sunday September 23rd is the date of the National Capital Chapter family picnic for 1979. The picnic will take place from about noon until six at the Bay Ridge community boat club grounds, just outside the city of Annapolis.

The location is easy to reach from the Baltimore and Washington areas. To reach the picnic grounds, take Route 50 from Washington or Routes 2 or 3 from Baltimore to the Route 50 Annapolis-Parole exit. Washington traffic exit Route 50 at Parole (the 1st Annapolis exit), turn left at traffic light onto West Street, go to next traffic light and turn right onto Route 2, turn left at next light onto Forest Drive (Route 665). Baltimore traffic exit Route 50 via Route 2 at Parole. At second traffic light, turn left onto Forest Drive (Route 665). All traffic follow Forest Drive (which later becomes Bay Ridge Ave.) for approximately 6 miles to the community of Bay Ridge. Take a left at East Lake Drive and follow signs to the picnic area, about 4 blocks. See next page for map. Pick your own route.

The club will provide beer, but you should plan to bring your own food and perhaps folding chairs.

The picnic will be held rain or shine. There is a covered area to provide shelter in case of bad weather. The area is ideal for walking and bike riding (if you want to bring your bikes) along the Bay beach front. There is a small boat ramp suitable for launching small sailboats.

If you have some BMW items collecting dust, bring them along for a swap and sell. There will be a superlative car contest--cleanest, dirtiest, oldest, cutist, somethingest to be determined at the picnic--hopefully with prizes.

ON THE COVER:

The Jim Busby 320i in action. Busby is now entering Winston GT races in either this 4 cylinder turbo or in the new 6-cylinder non-turboed M-1 (see page 6).

CALENDAR

- SEP 18.....BMWCCA Monthly Meeting 8pm
Diamond Head Restaurant
Chevy Chase, MD
- SEP 23.....Picnic 12-6pm
Bay Ridge Boat Club
Annapolis, MD
- SEP 23.....DEADLINE DER BAYERISCHE
- OCT 4-7.....BMWCCA Oktoberfest
Boston, Mass
- OCT 16.....BMWCCA Monthly Meeting
Annual Election of Officers
- OCT 26.....DEADLINE DER BAYERISCHE
- NOV ?.....Wine & Cheese or Beer & Bratwurst Party

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(7pm-10pm)



by heishman



320i VIBRATION, A New Theory!

Now, another theory on 320i vibration. This theory incorporates another 320i problem known to our chapter: listing to the left. The following theory was set forth by ROUNDEL technical editor Michel Potheau, reprinted from the July BOSTON BIMMER newsletter:

by MICHEL POTHEAU

For several years a lot of 320i owners have had a vibration in their cars between 48-62 indicated MPH. This problem has been diagnosed by many repairshops and dealers as being either in the tires or wheels used on the car. Several well known brands of radial tires were falsely accused of being at fault.

The actual cause of the vibration is inherent in the design and weight distribution of the US version of the car. Strangely enough, it does not manifest itself in every single car. Manufacturing tolerances for cars are laxer than those for missiles and hence some deviation from a norm occurs.

Every single BMW 320i lists to the left. This can be observed on level ground with no occupants and correctly inflated tires. A measurement was made from the lip of the left fender going straight to the ground, through the center of the BMW emblem on the center cap. This measurement was made with the wheels cut straight ahead.

The left side of each 320i in the sample group was lower in every instance. Generally, the left side of the car was 24 1/2 inches. The right side of the car generally was measured at 25 inches. Now, this is used as the "norm" for all the cars. Deviations from this occurred as a function of equipment, i.e. sunroof, A/C, automatic transmission etc. Also mileage on the car and the brand of shock absorbers also influence the deviation.

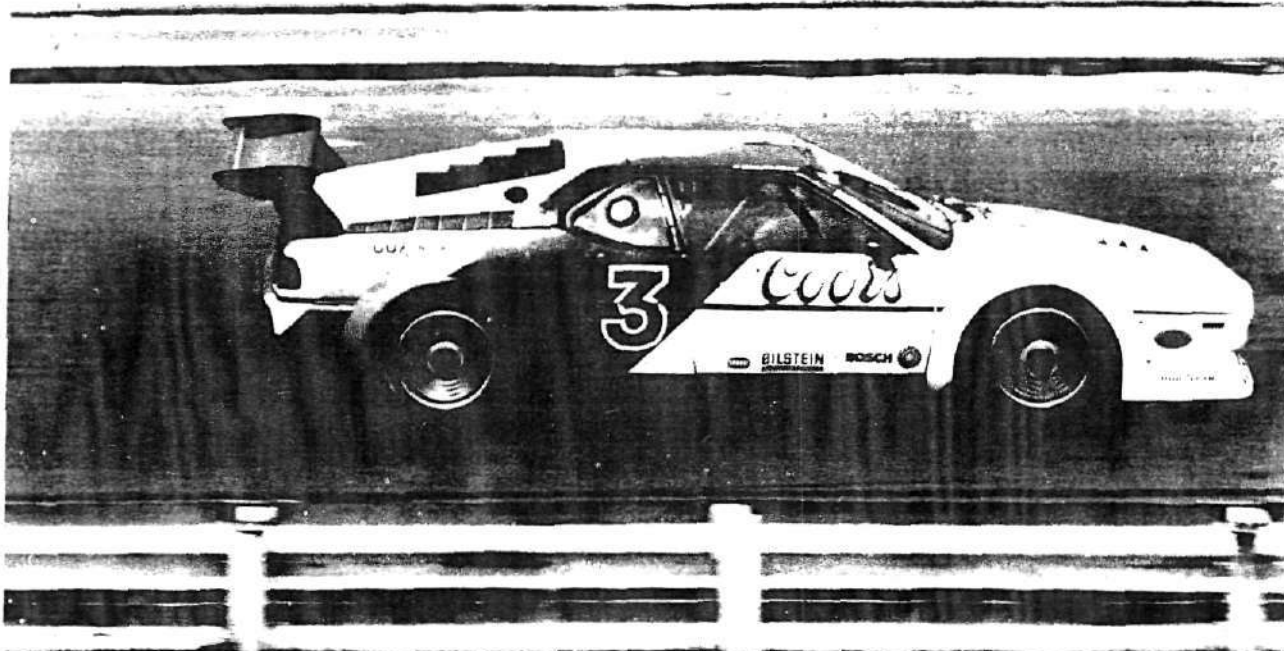
The vibration the cars experience is due to a wind buffeting which occurs at a specific speed. Lacking a wind tunnel to determine if the buffeting is due to "crouch" or "lift" it can only be speculated upon

The amount of vibration varies in direct proportion to the difference in the height of the left front of the car. There is also a difference in the left rear but it is a result of the vagaries in the left front. In the test group a difference of 1/2 inch resulted in no vibration. Again, all measurements are made without a driver. Depending upon the mass of the driver the numbers change by differing amounts. Also, a given driver changed the ride heights of different cars by different amounts. Based upon this, it can be surmised that different spring rates have a different effect under static load. Also, different cars have individually different balance points. When the left to right difference is between 7/16 and 5/8 inch no vibration is noticed. As soon as the difference is greater than 5/8 inch, vibration occurs. Differences up to 1 1/16 inch were observed.



Crude as it seems, the solution is to install a pair of spacers within the coil spring on the left side in both the first and last coil. This brings the left side of the car up by about 3/8 inch and results in a car which is level and then can have the headlights properly adjusted. The cure works on one type of vibration only. It is possible that there are others in the same car. The type of spacer used was rubber face, the metal ones are not satisfactory. A 2002 sway bar bushing was found to be the most satisfactory one since it could be wedged very firmly when the car was jacked up and not fall out. Due to the size of the springs generally a spacer intended for pick up trucks is in order.

M1 USA RACING DEBUT



(Busby's BMW M-1 made a strong number 3 finish in 2nd USA outing--Mid-Ohio.)

Good driving has characterized BMW's U.S. race effort since June, unfortunately, David Hobbs, who was in second place in the Winston standings, is now in sixth. Here's what's been happening on the track:

July 1-4 (Daytona)--David Hobbs' 320i was in the lead for about 10 laps about midway into the race, but a broken turbo-charger retired him from the race. Jim Busby did not enter the Daytona event.

July 6 (Watkins Glen, N.Y.)--BMW's M-1 made its U.S. debut in the 6 hour endurance race. Jim Busby Racing sponsored the brand new, unraced, German-prepared Procar. Jim Busby, David Hobbs, and Manfred Winkelhock were the drivers. The M-1 qualified 13th. That was the fastest of the non-turbo qualifications. About 35 minutes into the race a 25-minute pit stop was necessary because of a broken header. The car ran strong for about 2/3rds of the race, then a short in the instrument panel blew out

the tach. Engineers figure that was a freak happening...that Manfred's sudden stop to avoid a spinning Porsche shook loose some wires. The M-1 took 6th place.

July 15 (Mid-Ohio)--David Hobbs' 320i qualified second to Peter Gregg's Porsche. Those two cars joined by Don Whittington ran a close race until the 320i's brakes failed, sending the car off the track and damaging its nose. Another freak incident. Engineers theorize that hitting a certain bump momentarily incapacitated the brake calipers just as Hobbs needed them. The 320 still managed a 9th place finish. The big story at Mid-Ohio was the BMW M-1. In its second U.S. appearance, the mid-engine BMW ran a strong race, finishing third behind 2 turbo-charged Porsches. That was after a 7th place qualification.

July 29 (Sears Point, Cal.)--Jim Busby's 320i qualified second. He took the lead for a time, but an oil leak retired him

STRONG AS 320i FALTERS

on lap 5. Hobbs also had bad luck in his 320i. He was running hard with Bill Whittington and Hurley Haywood, but after the mid-way mark, Whittington hesitated in the track's final 180 degree turn, forcing Hobbs into the wall. Not Good. It broke the left rear trailing arm and retired Hobbs' car.

August 5 (Portland, Ore.)--Jim Busby drove his 320i to a 7th place finish. David Hobbs, who qualified second just 1 second after the Gregg Porsche, blew a head gasket. That put him out of the race. The water pump belt apparently broke, allowing the engine to heat up, blowing the gasket.

September 1-2 (Road America, Wisc.)--As DER BAYERISCHE goes to press, David Hobbs is racing his 320i and Jim Busby the M-1 in this 500-mile race.

The remainder of the Winston Championship series for 1979 should see the Hobbs and Busby 320i's at Road Atlanta September 23

and possibly Busby's M-1 and Hobbs' 320i at Daytona Beach November 25.

BMW's 320i's can provide some real excitement in tough driving duels with the more powerful Porsches, but some mechanical problems, freak or otherwise, are frustrating the BMW 320i teams from top finishes. The M-1, after some breaking in at its first U.S. race at Watkins Glen, made a strong showing against the double-turboed Porsches at Mid-Ohio. Perhaps the M-1 will give BMW a big boost in its battle against the Porsches.

J.H.



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320i FUEL FILTERS

The '79 320is are arriving with a new larger fuel filter (Purolator GF-148). The end fittings are the same as the previous GF-140s, so either can be interchanged. The mounting clamp size is the only difference. I've cut open one of the larger units and other than the much larger capacity, have found no difference. Now, the "blue" book says to replace it every 18,000 miles or when it clogs up. The latter is usually the case. Reports from the TIPS network seem to show that 10,000 miles is excessive. A new filter may cost \$10 every few months, but replacing the entire injection system, and it has happened, is a whole lot more.

Bob Brown, Iowa Chapter

2002 FUEL PUMPS

I have noticed that the fuel pumps on the Ford/Mercury V-6 (which is made in Germany) is exactly the same as the fuel

pump on the 2002 with 32/32 DIDTA carbs. So, if you are ever stuck in Luray, Virginia, with a holed diaphragm, go to the Ford people.

Bayou Chapter

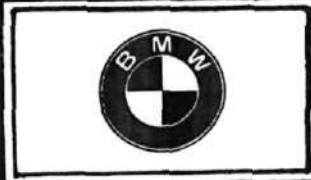
WATER PUMP LUBRICANT

A crew member of Miller and Norburn Racing recommended Soderseal Water Pump Lubricant and Rust Inhibitor as the superior product on the market. It is found in discount and auto parts stores for about 90¢ a can. One can every six months will keep your seals in your water pump from drying out, and keep your water passages free from rust. Anti-freeze does NOT have that much lubricant in it. Change your anti-freeze at least every two years.

Warren Markey, Connecticut Valley Chapter



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INSURANCE SAVINGS TIPS

We've often heard it pays to shop around for insurance as well as anything else for our BMWs. I've learned just how much insurance coverage can vary, from company to company and from location to location within a company. The following is my experience with my 1975 2002.

1977...living in D.C...single...under 30...clean driving record. Nationwide comes in lowest at \$390/year, Allstate highest at \$696/year, four other big insurers fall within that range.

1979...living in Maryland...married...over 30...but driving long commuting distance. Nationwide still running near \$390/year...but shopping reveals same coverage at Prudential, \$308/year...at State Farm, \$284/year...at Allstate, \$262/year. Changes in my situation actually put Nationwide and Allstate in completely opposite rate structures.

It is difficult to compare exact costs for insurance, since companies have various packages that include different items. But you can compare rates for the basic necessities of liability, property damage, comprehensive, and collision. You can also save by taking a deductible on comprehensive (fire, theft, vandalism) and a big deductible on collision. J.H.

TO ALL BMW CLUBS:

News About The Forthcoming
English Edition of the Book

BMW: A History

Automobile Quarterly Publications is making a deal available to BMW Club members. IF you order before September 15th (if your Mailman is speedy you have DER BAYERISCHE before then), you can save 20% on "The History of the BMW Automobile 1928-1978" by Halwart Schrader translated and adapted by Ron Wakefield.

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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.

EDITOR'S NOTES

HELP WANTED

Summer is just ending, but it is already time to start thinking about next year. The National Capital Chapter's officers are elected at the October Monthly meeting. They take office in January. A new newsletter editor will also be chosen. It is important that the club has members who are willing to take an active role in the planning and execution of activities. Start thinking NOW about what role you would like to play in 1980. Current officers are ready to answer any questions about what is involved. They will also help you get started. The Newsletter Editor, likewise, will assist the new editor, who should plan on starting his job in December to prepare the January issue. Don't be bashful. Step forward now and express your interest. You may want to discuss the jobs with the present office holders at the chapter picnic, or you may wish to phone. Start thinking now. The election is scheduled for October. The chapter's success in 1980 depends on YOU.

NO AIR BAGS IN BMWs, MAYBE.

"Road and Track" readers have received some excellent information on passive restraints, that is air bags and automatic seatbelts. Between 1982 and 84 U.S. cars (including imports sold here) will have to have as standard equipment some form of passive restraint. Air bags are those big balloons hiding in the steering wheel and instrument panel. In the event of a frontal, or near frontal collision a sensor ignites sodium azide, which converts to nitrogen gas, inflating the air bags--all in a split second. The government figures that's the best way to keep seatbelt lazy people in their cars in an accident. What about rear end collisions? What about rollovers? What about sliding broadside into something? Or having someone hit you broadside? Tough! The air bags will NOT inflate. That seems to cover the most obvious flaws. There are also problems with sodium azide and cost of repacking air bags once they inflate (@ \$1,000). Seatbelts are a lot cheaper and more versatile. Road and Track conducted a big campaign to tell congress to change its mind.

If the legislators do NOT change their minds, maybe the sensible engineers in Munich will opt for an automatic seat belt system similar to that on the Volkswagen Rabbit. Otherwise we'll be stuck paying for those balloons and safety belts besides (as an option no doubt). Because, who among us BMW drivers would venture onto the killer roads without the proven lap and shoulder belts?

J.H.

CLASSIFIED ADS

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1972 Bavaria--Malaga, new paint; engine overhauled, new exhaust system, water pump, battery and more; tan interior in excellent condition; p/s; a/c; am/fm; automatic transmission needs some work; call for details. 301-466-4270 N.I. Fishman, Baltimore

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