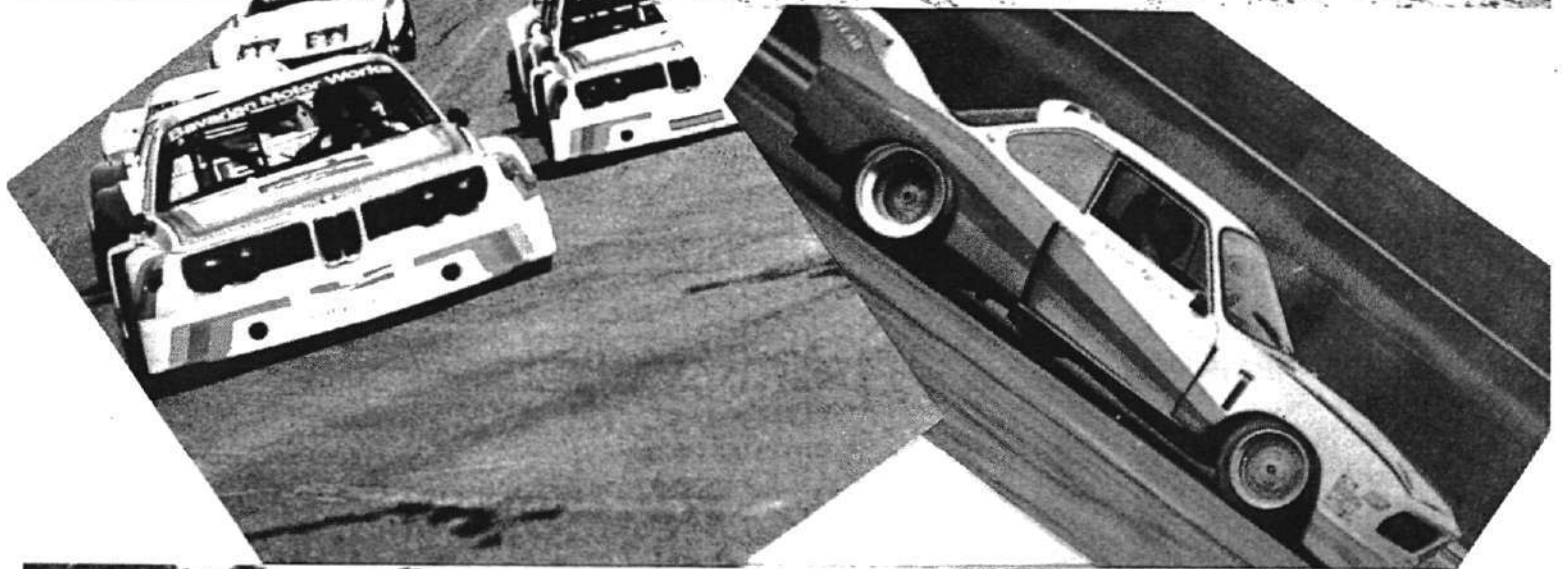


der bayerische

OCTOBER 1980



OFFICERS

President

Bill Loftin
12509 Millstream Drive
Bowie, MD 20715
301-262-0184

Vice President

Gordon Kimpel
3128 North Pollard Street
Arlington, VA 22207
703-524-4479

Treasurer

Chuck Garrish
185 West Lake Drive
Annapolis, MD 21403
301-268-5643

Secretary

Vicki Livingston
843 North Harnson Street
Arlington, VA 22205
703-522-8597

Member at Large

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

Membership Chairperson

Jane Touzalin
703-527-2694

Club Storekeeper

Chuck Garrish
301-268-5643

NEWSLETTER STAFF

Editor: Chip Gierhart
703-527-8837
Advertising: Dave Bowers
703-361-3259
Typesetting: AutoGraph
301-770-0360

Since taking over the Central Zone "TIPS" Representative job, I've heard a lot of horror stories relating to ownership of the "ultimate driving machine". One such case has almost reached an epidemic level, that being 530i cracked heads. The problem in every case is blamed on the thermal reactor - alias after burner, blast furnace, SOB, etc. The titanium laced Bimmer burners are designed to get VERY hot and burn off pollutants, aided by the air pump which supplies oxygen for improved combustion. It's BMW AG's answer to the infamous Detroit catalytic converters.

Sad part about the whole theory is that the thermal reactors are generating just too much heat for the aluminum head to take and very expensive repairs are required to fix them. The reports I'm receiving are from 75-77 530i's with 23,000+ miles; most of the owners, however, are in the 45K to 65K mileage category. Another interesting fact is that only one owner indicated that he was to receive financial help from BMW NA, that being the cost of the parts. How much does the little doggy cost, you say? Again, phone reports vary from \$850 to \$1,200. I wonder what CAR & DRIVER or ROAD & TRACK would say if one of their extended mileage test cars cracked its head after only two years of tender loving care?

What's the solution? Maybe easy, maybe not! First, check the thermostat and if it is an 84°C one, change it ASAP to either an 80°C or a 75°C unit. 1978 530i's should already have the 80°C one as standard equipment, but check it anyway. In any case, the coolant system is taxed to its limit when operating in optimum condition so don't let the levels get too low, and that goes for the oil level as well. Oil is a coolant, too.

But the water temperature gauge doesn't go in the red, you say. The temp sender is located next to the thermostat up front where the air flow from the fan and through the radiator can get to it. Better yet, do the above and then, if you can afford it, get the thermal reactor off the car. Install a Bavaria exhaust manifold or a good quality header and hope you weren't too late. The Feds may not like it, but your bank account will. Need I say more?

Bob Brown, Iowa Chapter
BMWCCA

Der bayerische

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PRESIDENT'S MESSAGE

For the last three of four months the leadership of BMWCCA has spent a lot of time and money recruiting new members. Posters and applications have been placed in the dealerships and a lot of arm twisting. The posters seem to disappear before anyone sees them. Some dealerships have no interest whatsoever in promoting BMWCCA. Some dealers will not allow a customer to leave until he has sworn a blood oath to join the club. I am sure you have an idea which ones fit which categories. While every other chapter is experiencing a 15-25% increase in membership this year, our chapter lost 18% and it seems that the board of National Capitol is not doing very well.

Well, it is time for me to ask for help from the membership. There are two things that you can do to help out. First is to put some pressure on the dealers. The next time you are in for service or whatever, take time to talk to the salesman who sold you your car and tell him how important you think the club is. Let him know that you think every BMW owner should benefit from club membership. Secondly, recruit members directly. Friends who are not members, BMW owners at your work, total strangers in parking lots or at red lights and any driver you have a chance to talk with. There is an application in the August issue of the ROUNDEL and I assume there will be in future issues. Make sure the prospective member includes your name on the application so we can see who is making an effort. There may be a move to grant free membership renewal to members who recruit several new members. This was discussed at the zone congress and will be on the agenda of a National meeting.

As I told you previously, I am working on at least one driver's school for the coming year. There are a great many people outside of the National Capital area who have already expressed an interest in attending. This past year was a hurry up thing and required a special mailing with a two week deadline. To avoid all the hassle and short fuses, I want to know how many people to schedule for. The dates will probably not be available until mid-January but that would not give us much lead time if the first school is late March or early April. Depending on the response to this plea, I might try to schedule a two day event with about 40 drivers per day. The probable

cost will be \$65 to \$70 with Bill Scott Racing conducting the school once again. If you want to attend, write me a letter sometime in the next two weeks including: name, address, telephone, prior schools, type car, non-stock equipment, number of drivers and any other information which you deem pertinent. Let me offer this caution: A number of drivers who wanted to attend this past year were unable to because there just was not enough space. So write now -- and no money, please.

At this past year's event, there were six gift certificates given by Bill Scott valued at \$70 each and I would expect the same to happen next year. If you are not prepared to outdrive me, don't count on winning one.

Write your letter as soon as possible to Bill Loftin, 12509 Millstream Drive, Bowie, MD 20715.

AN OUTRIGHT AND UNABASHED ENDORSEMENT OF
A PRODUCT

Alternate Title: "If It's This Good, I
Have An Absolute Obligation To Spread The
Word"

Subject: Kleber, pronounced "Clay Bear".
195 HR 70-13, to be more specific.

Background: Eddie Hardman, BMWCCA #18 I
think, and a favorite BMW guru-friend,
mentioned to me some months ago that last
time he was in Europe the hot setup for
BMW street runners was some French tire
called Kleber. Then Klebers showed up on
some stock-type race cars and got rave
reviews. Then I started to see Klebers in
mail order tire ads in car nut magazines.
Then one day Red was getting close to bare
foot and I stopped by to consult some
experts and guess what they were selling
-- Klebers. They know me, they know my
car, they know tires, and they agreed that
the Kleber was the answer to my search for
superior rubber for Red. We mounted a
set, and off I went.

Thirty-five hundred miles later, I'm more
than satisfied. Features I like about
them are:

They are round. - This sounds easy, but
some tires I have seen on the balancing
machine were shaped like donuts.

They are true. - My four took only 3.5
ounces to balance, and they ran very
smooth and straight on the machine.

They stick to the road like a yellow stripe

They still stick when it rains, unlike
some French tires I could name.

They give an excellent ride. This is not
a high priority item to me, but if the
tire can do everything else and ride good
too, fine. How good do they ride? I run
36 pounds per square inch in mine. It
runs ramps great.

The prices are very competitive.

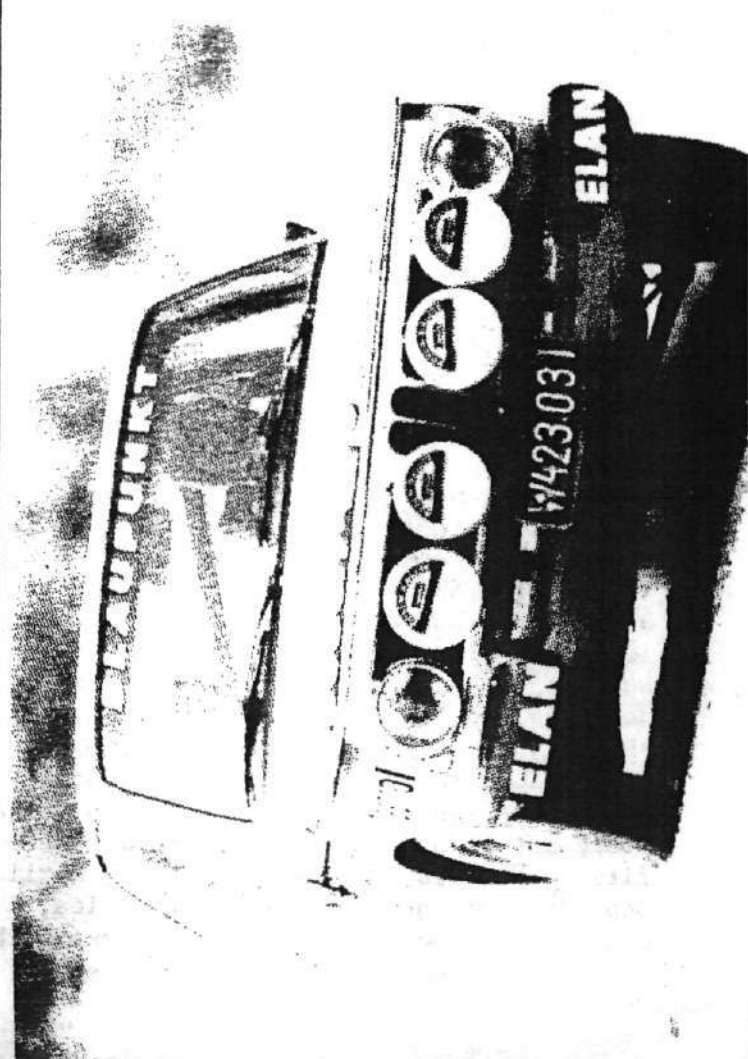
Try 'em, you'll like 'em!

Charles Dickens - TIDEWATER CHAPTER



My muffler on my 320i began to
develop holes in it at 25,000 miles.
After inquiring about a new muffler
from the dealership, I was told that
it would set me back \$107 with no
guarantee that it wouldn't burn out
again in 25,000 miles. Feeling
somewhat frustrated, I just happened
to stop at a local Midas Muffler shop.
They carried exact replacement alum-
inized mufflers for all BMW models.
These mufflers bolt on identical to
factory mufflers, they fit like fac-
tory mufflers, they have the same
back pressure, and most important
they carry a lifetime guarantee at
any Midas shop. By the way the
muffler cost me \$91 installed.

San Diego





JOIN US

FOR A FUN SUNDAY
in
VIRGINIA
WINE COUNTRY

Meredyth Vineyards
in

the foothills of the historic
Bull Run Mountains

DATE: SUNDAY, OCTOBER 19, 1980

MEETING TIME: 9:00 A.M. DULLES PASSENGER ARRIVAL PICKUP
10:00 A.M. ACTUAL TOUR BEGINS

PLACE: MEREDYTH VINEYARDS, MIDDLEBURG, VIRGINIA

COST: \$2.00 PER PERSON

RSVP: DAVE BOWERS (after 6:00 P.M.) 703-361-3259
GORDON KIMPEL (work) 703-524-8712

DESCRIPTION OF EVENTS:

ONE HOUR TOUR OF WINERY FOLLOWED BY A PICNIC IN THE
VINEYARD. BRING YOUR OWN PICNIC LUNCH AND WINE GLASSES!

PRICE OF WINE - \$4.50 PER BOTTLE

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PROFILE - RACING BMW's

Garth Ullom has raced BMWs in SCCA competition for five years, plus. Classes of competition have ranged from Modified B Sedan to Show Room Stock (SS) which are street legal automobiles modified only to increase them from a safety standpoint. Garth, who has been selling BMWs for a period of eight years is sponsored in part by Cumberland Valley Motors, the dealership with which he is associated. For the past two years he has been racing a SS Class B, 1978, 320i. In 1979, Ullom had six wins in national events (events at which points are awarded to top finishers which result in an invitation to Road Atlanta for the National runoffs). During that season Ullom set two tract records at Watkins Glen. However, as luck may have it, the season's finale for Garth was an eleventh place at Road Atlanta.

This year Ullom's finishes have been varied with three wins, two seconds, and one sixth place. In the unofficial standings he is ranked second in the division and is looking toward Road Atlanta. There will be need to do some additional preparation this year in order to avoid another eleventh place finish. Also, Garth will be driving a not so familiar car, that of his father who also races. The reason behind the car change stems from an armco at Lime Rock that performed its function all so well. It kept Garth's car from careening off the track but at the same time applied extensive damage to the car. Garth says he has turned to the factory for technical advice and support when competitors have filed grievances relative to the car's factory status. He is pleased with the factory's response but is a little surprised at their limited participation. It appears as though Garth Ullom lives and breaths BMW. For this, the avid BMW car enthusiast must say, "a victory at Road Atlanta for the car's sake."

Product Review

by John Hartge

Auto enthusiast publications like this one present us with many ads promoting the worth of all sorts of aftermarket parts and accessories. In the past 108,000 miles I've had the chance to try some of these items on my '75 2002. Here, for whatever they're worth, are my comments.

ANSA EXHAUST: SHORT-LIVED. At 72,000 miles and almost 4-years, the original muffler stopped muffling. I had heard lots about Supersprints, but I was able to find an ANSA for about a third less (\$100), so I tried it. A year or so later (about 30,000 highway miles) the end of the ANSA muffler had a hole in it. I tried patching it. Within months and a few thousand more miles, the muffler and pipe leading to it were peppered with holes. This time I bought a Supersprint. Acceleration feels strong and smooth now: the car pings funny as I walk away from it on a parking lot (Supersprints are known for that "ping") but it sure sounds and feels good on the road. Actually, I doubt the Supersprint or any other free flow system will make a noticeable difference in performance on the street (unless you've done a whole modification with a tuned header), but you know how it is when you've just spent a day working on the car. It always runs better, even if you've just waxed it. If the Supersprint does not hold up any longer than the ANSA, it's back to the stocker, or maybe Midas?

KAMEI AIRDAM: PRETTY, BUT PRACTICAL? I've seen some reasonable prices lately, but when I bought mine last fall it was about \$100. Installation on a '74-'76 2002 requires drilling several holes and modifying the rubber accordion end pieces on the bumper for a good fit. The Kamei looks good, but what about the advertised claims? No noticeable difference in gas mileage or performance. There may be somewhat less buffeting from big trucks. I keep records, so I would know if the gas mileage were better. Recently, I somehow cracked the damn dam. By carefully adjusting the bottom bracket, the crack is hard to see, but it serves as a constant reminder that you can never be careful enough with that hunk of dam plastic hanging just a few inches off the road. If there was some improved performance, it would be worth the extra care, but I don't think the dam has practical value for street use.

CIBIE LIGHTS: ENLIGHTENING. You can now get U.S.A.-legal halogen lamps, but they give you extra light on high beams only. The Cibie Z-beam replacement headlamps make a tremendous difference high and low. The low-beam has a sharp cutoff to prevent glare on opposing traffic and they provide a wide sweep of light on the road from the left shoulder to the right. The cutoff also makes them ideal for rain, snow, and fog. The only drawback is the price. I did break one lens--stone from a truck I guess. \$26 to replace it. By the way, I recently bought rectangular Cibies for my Rabbit diesel. A stone broke one of those, too. Seems to be a rule that I break 1 expensive lens soon after purchase. The rectangular lights do not have as good a pattern as the Z-beams, which come only in the round 7-inch lights.

ALLISON ELECTRONIC IGNITION: A SPARK OF JOY. This cost only about \$40 when I bought it about 4-years ago. Installation is a bit tedious unless you have miniature fingers to squeeze into the distributor, but once installed, that's it. I have had no points to replace in more than 80-thousand miles. I just try to keep the distributor clean. Don't expect any dramatic performance improvement over points, unless the points were bad. But an electronic ad-on ignition will eliminate the hassle of changing points and setting dwell. The Allison was worth the money.

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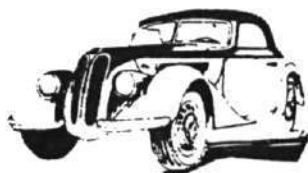
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~~Davidsonville, Md. 21035~~



BMW CAR CLUB OF AMERICA, INC.

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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: \$25.00

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

EVENTS

SUNDAY OCT 19 WINE TOUR
details inside

SAT NOV 1 AUTOCROSS at
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Parkway
call BILL LOFTIN

FRI NOV 7 BLOB's PARK
830 pm
Exit MD 155
off BW PARKWAY

