

# Das Kummert

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MARCH 1979

## ACTIVITIES

MARCH 6-Board Meeting, at Dave Pritchard's house, all members urged to attend, we can use all the input we can get.

MARCH 10- Bey Em Vey Birthday Party will be at the Barton's beautiful new home at 2 Farington Circle, Chesapeake. Door Prizes, good food and BYOB.

MARCH 17- Tech Session at the home of Amar Dwarkanath at 500 Scarborough Drive in Chesapeake. To find Amar's house take the Battlefield Blvd. Exit off I-64, go about 5 miles or until you pass Great Bridge High School then turn left onto Ashley proceed 2 blocks to Melanie which will go to your right. Take the first left off Melanie which is Arch go 2 blocks or until you get to Scarborough Dr. Amars house is the last house on the left. His phone number is 482-4220 in case you get lost.

APRIL 1- This is the last day you may register for our own Why Not Have A Driver's School -Send your check for \$8 per Driver to your Activities Chairman. -This event will help you to be a safer, more confident driver and if you find you really dig on jerking around the pylons it will be a good way to start auto crossing. -O.D. (That's the guy in charge) will be J.R. Barton.

ACTIVITIES cont'd

April 14- Tech Session time again- This time to check our cars over for the Drivers School on April 29th

- You can host this Tech Session by calling 488-0030 and volunteering your facilities - This is fun and not much trouble and the club will pay you for all refreshments you furnish.

APRIL 22- Something New, a PROGRESSIVE DINNER!

-This gives us a chance to

-Eat

-Socialize

-Drive our BMW's

-For this I need to hear from 3 members(Linda thought this up and so one course is already covered)

The way it works is (A)We all go to home of member A for cocktails, Hors d'oeuvres and socialize a bit.

(B)We get in our BMW's and go to home of members b for salad and socialize a bit.

(C)We mount up again and this time go to home of, you guessed it, member C where we have our main course and socialize a bit.

(D)We reload once more this time to descend upon the home of member D for my favorite course of Delicious Homemade Desert.

-Please feel free to call upon either Linda or myself to offer your help with this affair

- If you are not able to host this event but would like to attend call and let us know by April 15 because the number of guests must be given to each host. Once again the number to call is 488-0030.

APRIL 29- WHY NOT HAVE A DRIVER'S SCHOOL?

- If you didn't let me know you were interested by April 1st don't tell me now.

- This event will be held at Military Circle parking lot.

- Starting time will be announced in the April DAS KNMMET

MAY 1- If you want to go on our Blue Ridge Tour you should have already sent your money, \$80 per couple to me.

- Our first night will be spent at Bluffs Lodge in Doughton Park near Aparta, N.C.

- We will do our best to find the most fun way North to everybody's favorite-

- Peaks of Otter Lodge where we'll Arrive in plenty of time for their famous country buffet.

- Monday morning we'll be heading down some fun, roller coaster style roads leaving the Blue Ridge a little bit bluer.

JUNE 2 Tarheel Chapters Drivers School At Rockingham, N.C.

AND ULTIMATELY

OCTOBER 3-7 OCTOBERFEST in Boston- If you don't plan now you can't go then.

If at any time you have any questions or for that matter, any answers about these or any of our club activities please call me, Charles Dickens.

## A PAIR OF 733i's by Rusty Barton

A couple of weeks ago I had a rare opportunity to compare the performance of an automatic transmission equipped 733i and a 4 speed 733i (in itself a rarity). Through the generosity of Ken Todd at Atlantic BMW I spent about an hour with the stick version and the car is, in a word, fantastick! The manual 733i is the ultimate lux-performance car. Contrary to what I expected, the ride is not particularly soft, rather it is firm, but smooth, and the beast simply corners on rails, very flat, but still possessed of the typical BMW spinning of the inside rear wheel. Steering was on the firm side also- noticeably stiffer than my Bavaria's power steering. Brakes seemed strangely spongy but very sure; perhaps the hydraulic assist has a different feel than vacuum assist. All the preceding comments apply also to the auto trans 733i; it is in responsiveness and engine performance that the difference lies.

The automatic makes a striated, taut, muscular machine feel like a car twice as big. It lulls you into driving in a conservative manner, but there is another side to this car; floor the pedal and you find an automatic shift that takes place at 6000 rpm-that's Don Garlits territory! For a slush box, this is one good tranny. Part throttle downshifts are provided so acceleration is there when you need it. Part of the auto trans package is a first ever for BMW- a cruise control. It's a beaut, dead accurate thanks to the electronic speedometer.

The tried and true fuel injected BMW six has reached its peak in this car with 3.3 liters of displacement. While subdued in normal driving, the engine will wind out smoothly with an accompanying growl that is absolutely musical. The 733i has all the right noises, just at a lower level.

Miscellaneous observations; The Blaupunkt AM/FM cassette with dolby is absolutely fantastic- even driving down Military Highway past the WCMS antenna, it would lock onto WWDE and not waver. The speakers are small but the sound is good. The heating-airconditioning is infinitely adjustable and very effective. The four speed shifter seems tighter and more accurate than past BMW's. It feels more heavily spring loaded. The speed dial is not graduated fine enough. Can't see the clock- its angled down. The leather smells great but looks like vinyl. This is nitpicking I know, but for 25 bills, I get to nitpick!

Finally, The proof of the pudding comes on the Va. Beach Expressway. It begins at the toll booth with a sudden slam of pedal hitting the floor. 600 comes up quickly and slam, the trans is in second, 6000 again and we're in third doing 110 and still climbing sharply before we have to slow for the traffic. How did it feel? Well, 60 in a 733i feels like 25 in any other car. 110 in a 733i feels like.....

Rusty

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Nelson Workman.

## PRESIDENTS COLUMN

I promise this is the last time we will change the meeting dates for the Board Meeting! From now on, they will be the first Tuesday of each month. The general membership is invited to attend; location will be at a board members house. Call me or any Board member for the location that month.

Thanks to the Hallmans for hosting the February Tech Session on probably, the coldest day of the year. Even so, eight cars appeared and lots of BMW talk ensued. We even installed an air filter on Paul Areson's car! Ron's Wife spoiled us all by serving sandwiches, hot hors'douvres, and carrot and celery dip with no running water, yet. They live out near Frentress and have a well and pump which decided to freeze up; poor Ron had to spend most of the afternoon thawing the pump.

The change in organization at Meekins Pontiac which resulted in Gene Meekins becoming owner of one of the few exclusive BMW dealers on the East Coast, Atlantic BMW, could be good news for all of us. Relying solely on BMW sales and service should result in increased effort to please consumers. Evidence of the beginning of this attitude appears elsewhere in this issue, in the form of a report on two 733i's which were very generously lent to yours truly for evaluation. Ken Todd has always been most friendly and cooperative but until recently it has seemed like he felt a bit restricted in his efforts. This is changing however. Atlantic will be furnishing door prizes at our 7th birthday party at my house on the 10th (plug) and has expressed interest in providing support in other ways also. All in all, things are looking brighter for our relations with the dealer and I hope the trend continues; everyone will come out the winner if it does.

Rusty



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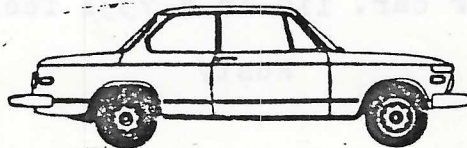
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Editors note; My Brother is the real car nut in the family, and recently he sent me this, that he is going to send to wherever it may do some good.

R.D.#1 Box 1A  
Hartwick, N.Y. 13348  
February , 1979

The Honorable

Washington, D.C. 20515

Dear

Until recently I have not bothered to express my views concerning the 55 mile per hour speed limit, Federally imposed in 1974 on a national basis. Recent actions of several State legislatures, to lift the limit within their boundaries, have encouraged me to write as I feel that there is now a recognizable groundswelling of support to abolish the "55" limit on a nation-wide basis.

Countless millions of your constituents' tax dollars have been expended in establishing the greatest complex of limited access highways in the world. In quality they are far superior to the famed high speed Autobahn of Germany and the Autostrada of Italy. Why was the Interstate system established? Purely and simply to SAVE TIME! At 55 mph we are saving precious little time and not much else.

When one considers that energy conservation was the original reason for imposing this restrictive limit, the savings are, after all, rather limited: "According to Dr. John Eberhart of the Department of Transportation, Office of Driver Research, the most accurate government study shows a maximum fuel savings of only one percent directly attributable to the 55-mph speed limit." As a practical matter, in terms of enforcement and voluntary compliance, the record and current trends indicate that the "55" limit is an utter failure and is being 'violatingly' ignored by a majority of the American citizenry. The legislative activity in the states is indicative of these facts. Accepting the premise that energy could be saved if the limit were adhered to I would point out that, by argument of logical extension, more energy could be conserved if the limit were dropped further to 50 mph and then to 45 mph and so on. Would that be generally accepted by the American public? You tell me, although I can hazard a guess as to what your response would be - an emphatic NO. What good is having a personal transportation system if it can't be utilized to its optimal potential? Not much. Although I enjoy driving, I do not enjoy wasting time in my car. I applaud the efforts of Congress to mandate corporate fuel economy standards - that is a practical way of achieving energy conservation. I drive a car that gets 30 mpg; why should some other driver get to use up twice as much gas, going slower than I, in an energy inefficient vehicle?

A much ballyhooed fringe benefit of the "55" limit has been the virtually spurious claim that lives have been saved and that severe accidents have diminished. The following comments, as well as the quotation in the previous paragraph, are taken from pages 75 to 83 of the May 1978 issue of the magazine Car and Driver and are most pertinent and illuminating:

"Until 1975, all government traffic-fatality figures included everyone who died within one year as a result of injuries suffered in a vehicular accident:

Continued

(quotation continued)

But in the fall of 1975, according to Marvin Stevens of the NHTSA Office of Statistics and Analysis, the recording system was changed to include only people who died within thirty days after an accident. The published 1975 and 1976 fatality figures have been artificially reduced by five percent, says Stevens, making direct comparison impossible with earlier years. As research is being done for this article, the NHTSA has yet to publicize this change."

"Still...the real question is how many of these fatalities were even subject to the 55-mph speed limit in the first place. ...59.35 percent of all vehicles in fatal accidents in 1973 were traveling 55 mph or less before the accident, even though the speed limit was 70 mph. In 1974 and 1975 this figure was 66 percent."

"This reduction of 1484 pedestrian deaths is due to a combination of factors, none of which had anything to do with the 55-mph speed limit."

# Speed Kills But Not Very Often

Every fatal accident in the U.S. is investigated by a state-police unit which reports the "primary collision factor." Blood tests are used to identify drunken drivers, and experienced investigators can reconstruct the events leading up to an accident with surprising accuracy.

The result? Typically, speeding ranks about eleventh as a cause of highway deaths, well behind such sundries as "improper turns" and "drivers being distracted by passengers." In 1976, only 2.3 percent of fatal accidents in California, and only 5.4 percent of fatal accidents in New Jersey, were caused by vehicles exceeding the speed limit, according to the respective state-police Fatal Accident Investigating Units. New Jersey and California are significant for this comparison because New Jersey has just about the highest concentration of radar units per mile of Interstate in the country, and consequently the strictest enforcement of the 55 mph speed limit. In California, on the other hand, police radar may not be used by the highway patrol.

Even more interesting, these percentages didn't change much when the speed limit was reduced from 70 mph to 55 mph. Complete statistics weren't compiled in 1973, but New Jersey's 1972 figure was 6.25 percent fatalities caused by exceeding the speed limit. In California in 1972, unfortunately, fatality figures for exceeding the speed limit weren't broken out of the total. But it's easy to see that in New Jersey, at least, the number of people killed because of speeding stayed virtually the same no matter what the speed limit, while the percentage of drivers driving faster than the posted speed limit rose from only 10 percent who exceeded the 70-mph limit in 1972 to over 60 percent who exceeded the 55-mph limit in 1976.

Surprisingly enough, there has been no NHTSA study on the causes of fatal accidents. These records are kept only on a state level, but, according to NHTSA, figures have been collected on a national level for drunken drivers' and youthful drivers. And it's pretty well documented that over 50 percent of all vehicular fatalities are caused by

drunks and 20 percent by drivers between the ages of 17 and 24.

The moral of this story is obvious. Speed may kill, but drunks and inexperienced drivers kill about fifteen times as often. It's about time that the NHTSA rearranged its priorities accordingly. —Rich Taylor

- 1. Driving while intoxicated .....1126
  - 2. Driving within speed limit, but too fast for conditions .....584
  - 3. Pedestrian stepped into road .....375
  - 4. Driving on wrong side .....237
  - 5. Failed to yield at intersection .....237
  - 6. Disobeyed stop signal .....190
  - 7. Improper driving maneuver .....141
  - 8. Driver distracted by passenger .....140
  - 9. Improper turn .....103
  - 10. Pedestrian failed to yield .....98
  - 11. Driving over speed limit .....90
  - 12. Improper passing .....53
  - 13. Improper lane change .....48
  - 14. Under the influence of drugs .....18
  - 15. Improper parking .....17
  - 16. Brakes failed .....14
  - 17. Following too close .....11
  - 18. Other equipment failure .....9
  - 19. Improper backing up .....7
  - 20. Headlights failed .....2
  - 21. Undetermined .....438
  - Total California 1976 fatal accidents...3980
- Source: Analysis Section of CHP

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In summary I will again quote from Car and Driver: "Looking back into our history for precedents, Prohibition was another misguided attempt to restrict the American people, and when it was proven ineffectual it was rescinded. We think the same time has come for the 55-mph speed limit." Your careful consideration of and affirmative action on this plea is respectfully requested.

Sincerely,

Thomas Pritchard

# CAR and DRIVER

February 12, 1979

Mr. Thomas A. Pritchard  
R.D. #1, Box 1A  
Hartwick, New York 13348

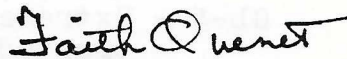
Dear Mr. Pritchard:

This letter grants "editorial" approval for reprint of Rich Taylor's article, "Speed Kills But Not Very Often."

I have sent a copy of your request and this reply to Mr. Taylor.

We're glad to be of some help in anyone's efforts to rescind the 55-mph speed limit. Wish you luck and keep after 'em.

Sincerely yours,



Faith F. Quenet  
Editorial Assistant

fq

cc: Rich Taylor  
Jerry Schneider

## WHAT'S A HYPOID? by Hans Himler from TARHEEL FOOTNOTES

Owner's manuals for BMW's equipped with manual transmissions specify 80 wt. non-hypoid gear lube in the transmission and 90 wt. hypoid gear lube for the differential. At tech sessions, mechanics and other authorities tell horror stories about the poor unsuspecting owner who got the wrong gear oil. You've checked your transmission, rear end and steering box and discovered that you need gear lube in a few places. It's likely, at this point, that a discussion of "what's hypoid?" with your local gas station attendant, or that guy who knew everything at the last tech session doesn't help much, and you're beginning to feel, understandably, a certain amount of trepidation about the whole business.

Let's check the dictionary. The unabridged version of the Random house Dictionary says, succinctly: "Hypoid Gear, a gear resembling a bevel gear in form but designed to mesh with a similar gear in such a way that their axes would not intersect, one axis crossing over the other at approximately a right angle." Now, that was helpful, wasn't it?

Actually it's not that hard. The ring and pinion in an automobile's rear end rotate with axes at a right angle. That's a hypoid gear. The arrangement poses a special problem for lubrication engineers because the relative speed and pressure with which these gears mesh can literally squeeze all of the lubricant from the gear face, allowing metal-to-metal contact and causing a welding effect which transfers metal from one gear face to the other, resulting in a galling of the gears.

The solution to this problem is to compound lubricating oils with so-called extreme pressure additives, or EP additives for short. These are normally compounds of sulphur, lead, and chlorine which have a mildly corrosive effect in the metal surfaces of the gears and thus provide a "grip" for the lubricant. The American Petroleum Institute (API) has six classifications for gear lubes:

- GL-1 - Pure mineral oil (PMO)
- GL-2 - Worm gear oil
- GL-3 - Mild extreme pressure gear lube: meets API GL-2
- GL-4 - Extreme pressure gear lube, and meets API GL-2 and GL-3
- GL-5 - Extreme pressure gear lube for phosphate-treated gears, and meets API GL-2, GL-3 and GL-4
- GL-6 - A Ford Motor requirement for high angle gears similar to GL-5

GL-2, -3 and -4 are now obsolete. Also note in the above discussion that the GL-5 does not meet API requirements for GL-1 because it is not pure mineral oil. Non-hypoid gear lube is PMO (GL-1), while hypoid gear lube is GL-5.

The reason that BMW specifies non-hypoid or API GL-1 gear lube for transmissions is because the EP additives in many extreme pressure lubes are so corrosive as to be harmful to synchromesh rings and other soft metal parts. It is possible to find a GL-5 lube with no harmful additives, but they are not generally available and command a premium price. Unfortunately, pure mineral oil is just that - oil without the benefit of waterproofing agents, rust inhibitors, corrosive inhibitors,



heat stabilizers, and such. The solution is to use PMO GL-1 of the correct viscosity (80) for your transmission and change it periodically. In a pinch use 30 wt. engine oil temporarily. (As often as not, PMO won't be available.) For your rear end, 90 wt. GL-5 does the trick. Fortunatley, it's easy to find; it's easy to find; it's normally found at your local service station - and it, too, should be changed on a regular basis.

ALLOY WHEELS? READ THIS! by TBN from PUGET SOUN CHAPTER'S "ZUNDFOGE"

Owners of alloy wheels don't need to be told of the advantages of them (or the cost, or the difficulty in cleaning them). But it worth a reminder to readers to ALWAYS USE A TORQUE WRENCH when installing alloy wheels. Failure to do so can result in SERIOUS INJURY or DEATH! Uneven trquing of lugs can cause cracking. The use of an impact wrench can cause the wheel to disintegrate, without warning, during use. This HAS happened. If you suspect a cracked wheel or that an impact wrench has EVER been used, the wheel should be x-rayed for cracks. This may seem like a lot of trouble, but your life may be at stake. And if you take your car in for wheel or tire work to a shop you don't implicitly trust, WATCH them to be sure an impact wrench is not used to reinstall the wheels. You wouldn't eat yellow snow, would you?

HONEST OFFICER, IT WAS LIKE THIS from Whispering Bomb

As we all know auto insurance companies require a description of traffic mishaps on which they pay claims. Below are some descriptions submitted to a Canadian insurance company....

- \*\*\*Coming home, I drove into the wrong house and collided with a tree I don't have.
- \*\*\*The other car collided with mine without giving warning of it's intentions.
- \*\*\*I thought my window was down, but I found out it was up when I put my hand through it.
- \*\*\*I collided with a stationary truck coming the other way.
- \*\*\*A pedestrian hit me and went under the car.
- \*\*\*The guy was all over the road; I had to swerve a number of times before I hit him.
- \*\*\*I pulled away from the side of the road, glanced at my mother-in-law, and headed over the embankment.
- \*\*\*In my attempt to kill a fly, I just drove into a telephone pole.
- \*\*\*I had been driving for forty years when I fell asleep at the wheel and had an accident.
- \*\*\*I was on my way to the Doctor with rear end trouble, when my universal joint gave way and caused me to have the accident.
- \*\*\*My car was leagally parked as it backed into the other vehicle.
- \*\*\*An invisible car came out of nowhere, struck my vehicle and vanished.
- \*\*\*I told the Police I was not injured, but on removing my hat I found I had a fractured skull.
- \*\*\*I was sure the old fellow would never make it to the other side of the road as I hit him.
- \*\*\*The pedestrian had no idea in which direction to run so I ran over him.
- \*\*\*I saw the slow-moving, sad-faced old gentleman as he bounced of my hood.
- \*\*\*The indirect cause of the accident was a little guy in a small car with a big mouth.
- \*\*\* I was thrown from the car as it left the road. I was later found in a ditch by some dirty cows.
- \*\*\*The telephone pole was approaching me and as I was attempting to sweve out of it's way it struck my front end.

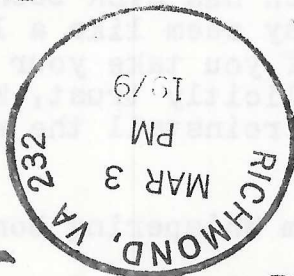
I struck the pedestrian. The driver aimed into the other vehicle. The driver aimed into the other vehicle. I struck the pedestrian. The driver aimed into the other vehicle. I struck the pedestrian. The driver aimed into the other vehicle. I struck the pedestrian. The driver aimed into the other vehicle.

Rusty & Janis BARTON  
2 Farington Circle  
Chesapeake, Va. 23320

VA. BEACH, VA. 23462

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