



Blau
Mit
Weiß

ROUNDEL

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EDITOR-IN-CHIEF
CHARLES BALDWIN
TECHNICAL EDITOR
JIM JELKE
ART EDITOR
LOU BOUDREAU
PRODUCTION EDITOR
MIKE IZOR
CONTRIBUTING WRITERS
EDDIE HARDMAN
CURTIS RICH

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Octoberfest 71

We, the National Capitol Chapter of Washington, D.C., will hold this year's Octoberfest. The date is set for October 23rd and 24th, with Monday the 25th being a holiday.

By being relatively centrally located, Boston figured we would be the ideal hosting chapter. We hope we can live up to their expectations by having a quite successful convention. The degree of success of Octoberfest '71 depends almost entirely on you, the members of BMWCCA. We are quite prepared for a large turnout, so I hope we won't be disappointed. We're planning quite an enjoyable time for everyone attending, and I am quite certain no one will be sorry they came.

More information concerning events, prices, lodging, etc., will follow in future Roundels.

Address all inquiries to:

National Capitol Chapter BMWCCA
P.O. Box 2413
Hyattsville, Md. 20784

Anyone wishing to register for Octoberfest '71 may do so by writing to the above address.

Pat Cavallero
Secretary, BMWCCA
National Capitol Chapter



Octoberfest

Set October 23, 24, and 25 aside folks. The National Capitol Chapter will be hosting Octoberfest this year. Those who came to Boston last year remember the good time we all had. This year promises to be better than ever and we look for an even bigger group. More information will follow next month.

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Badges

Our first order of 100 BMWCCA badges have now been depleted. Another order has been placed. Because of the long delay in obtaining these badges would you please not send in your order and check until we can announce in the Roundel that they have arrived. We do not anticipate any change in price. I hope that everyone who received a badge found it satisfactory. Very important.....If you have sent in your check for \$3.95 before July 1st, and you still do not have your badge, let me know right away.

- 0 -

Change of Officers

Many members know and have corresponded with Michel Potheau, our National Treasurer. Michel, who holds membership card number 2, was instrumental in organizing the club and has spent many hours on club work since then.

About a year ago Michel left the stately luxury of one of Boston's larger banks, where he was employed in the accounting department, to form his own automobile service and tire business. The demands of this new venture have cut sharply into his free time. For this and other personal reasons, Michel has submitted his resignation as Club Treasurer. I have accepted this resignation and appointed Michael Izor to complete Michel's term.

Michel will still be a member of the National Board of Directors and has offered to act as a liaison to new chapters as they are formed. I feel certain that the experience in forming BMWCCA, as well as the work Michel has done for other automobile clubs, will make this new work beneficial to both National and the new chapters of BMWCCA.

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Air Conditioners

Tony Przasnyski, our super-active club promoter in Philadelphia has asked if there are any special club discounts on air conditioners. At this time there are none, but on Tony's suggestion, I have written four manufacturers of BMW air conditioners and asked if we might be entitled to a special discount. More on this next month.

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New Chapter

We are happy to report the establishment of a new chapter which will serve the Mid-Ohio area. Pro tem President, Steve Newhouse has advised me that a temporary slate of officers has been elected after three meetings and that formal charter application will be forthcoming shortly. People living within a 40-50 mile radius of Columbus, or further for that matter, should contact Steve at 41E Como Ave., Columbus, Ohio 43203. The tentative name of this new chapter is "Mid-Ohio". Good luck to all of this new chapter's members.

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New Members

Mike (Gaining Weight) Izor has pointed out that I have not been mentioning the names of those members who have "scored" with our membership appeal flyer. Sorry about that, and without further ado, for last month:

Curt Rich	1	Joe Chamberlain	2
Mike Izor	3	Gene Wagner	5
Ramona Izor	1	J. MacDonald	1
Ken Lawrence	1	Bill Zimmer	1
Jay Whiteside	1	Jim Jelke	1

BMW owners in eastern Massachusetts should be on the watch for a blue Datsun. Driven by Ramona (Ralph) Izor, this car and driver hold the record for putting two flyers, one under each windshield wiper, in 3 seconds flat! Ramona's first score came this month, but we are looking for many more in the next few weeks.

Parker Spooner

FROM THE EDITOR

Good info from Tom Walker: "Alternator parts from Opel Kaydetts will fit the BMW 1600, they have the same alternator.

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We have two unhappy reports on Bull Engineering Co. (Bulco) in Greenbelt, Maryland. Calvin Jung of Bronx, N.Y. ordered Swa-bars for his 2002 and received them six weeks later. He had to pay shipping charges on each bar. Total shipping charges: \$18.00. Unfortunately, the Swa-bars do not fit his 2002. He is now trying to obtain the correct Swa-bars.

Prior to ordering the Swa-bars, Calvin ordered Cosmic wheels which "arrived 2 months later with flat spots on the rim due to poor packing and shipping".

T. Michael D'Angelo, Jr. of Jamaica, N.Y. placed an order on April 5, 1971. After hearing nothing by 5/13/71 he sent a registered letter cancelling his order and requesting that his money be returned. On June 11th he received a letter saying that his order had been mailed on 5/20/71 because one of the items had been backordered and took a while to come in.

As Roundel editor, I feel obligated to pass on such reports. But we always hear negative reports which may reflect unfairly on the Company involved. We would really like to hear of any favorable experience with Bulco so that our readers can make a fair evaluation.

Herb Lucas writes: "I would appreciate hearing from anyone who has done any modifications, few or extensive and how they feel about cost as related to performance/handling gained". Is there a supplier of imported performance goodies in addition to Import Extras for Herb to contact? He also recommends Webster Auto Service, St. Louis Mo. and European Automotive of Wichita, Kansas. - Herb Lucas CRNA, Box 67, Houston, Mo. 65483.

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Cam De Foe tells us: "The model BMW 3200CS was recently used in the movie 'The Last Run' starring George C. Scott. If any readers would like to see a BMW put through its paces, I recommend the movie. The photography is better than in the movie 'Le Mans'".

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BMW is realigning its models. The Touring, reviewed in the April R & T as the Touring 2002 Tii with fuel-injection engine, is being spread out as predicted: this hatch-back version of the 1600-2002 body will become available with the regular 1600 and 2002 (1.6 and 2.0 liter engines), signaling its future availability here.

The regular 2-door models get improvements and new names. They'll be the 1602, 1802 and 2002 now: the 1802 has the 1.8 liter engine and is thus a new combination, while the 1602 is simply an updated 1600 and the 2002 gets updated without a name change. The changes: rubber-covered bumpers, newly shaped seats, a "safety" instrument panel with recessed switches, improved electrics, wiper/washer and heater, and some minor mechanical improvements. The 2002 TI becomes 2002 Tii, getting mechanical fuel injection to replace its two carburetors. Meanwhile, back in the U.S., we don't get anything with more than one carburetor, so we'll have the 1602 and 2002. There would be no point in adding the 1802 to the U.S. lineup. The lineup for Europe also includes an odd-looking convertible with built-in rollbar, somewhat like the Triumph Stag. Porsche 914 and Targa: this isn't likely to reach the U.S. either.

Europe gets its version of the Bavaria, a basic 6-cyl. model with either 2.5 or 2.8 liter engine available. Following the Geneva introduction of the 3 liter coupe (3.0 CS), the 3-liter engine now goes into a 3.0 sedan to replace the former 2800 sedan, and at the same time all 6-cyl. models get revised suspension calibration and minor body changes.

Chuck Baldwin

MARKET BASKET

For Sale: 2 front seats from my 1968 BMW 1600-2 door, 4 position backseats, black skai upholstery, used 20,000 miles but can't be told from new. You tell me what they are worth. Gary H. Schmidt, 831 Hayden Drive, Colorado Spring, Colorado 80910

For Sale: TRAILER HITCH, mounting hardware, Extra safety chains and brackets and 1 7/8 ball for BMW 1600/2002, \$25.00.

For Sale: NUVOX AM-FM Radio speaker and center console for BMW 1600/2002. Cost in late '69 \$140.00, Now \$90.00 including console.

For Sale: Whole or in parts - 1967 1800 TI engine and clutch in pieces, and cleaned. One badly damaged rod bearing. Rest O.K. Make offer George Nolfi, 1150 Broadway #3R, Somerville, Mass. 02144 Tel (617) 625-2448

For Sale: 1968 BMW 2002, 38,000 miles Koni's, Abarth, widewheels; 1968 BMW 1600 rebuilt engine, 40,000 miles; 1969 BMW 2002, 39,000 miles; 1965 BMW 700 Luxus, 1963 BMW 700 CS, 1967 BMW 1800 Automatic, 1969 BMW 2002, 1968 BMW 1600. Following parts for sale: 1970 2002 engine, 1970 automatic transmission (for 4 cyl. cars), 2002 rear-end (short neck) 1966 1800 engine, complete; 1800 transmission, 1800 differential. Also many other BMW parts, too numerous to list, state your specific needs. Set of 4 Polyglas A70 x 13 Good-year tires, only 2,000 miles \$105 set. Pair of Firestone Phoenix 165 x 13, one never used. Michel Potheau, 5 Circle Tire Co., 111 Rt. 9, Natick, Mass. 01760. Tel (617) 235-6838

If any of your members are interested, I have available, at \$25.00, a complete, new, factory-issued Workshop Manual (Reparaturanleitung) for the BMW 501, 501A, 501B, 501/6, 501/8, and 502. The manual is in German.

I also have available literature on the BMW Isetta 300, which includes 15 copies of the U.S. sales brochure and various service bulletins and price sheets from the Northern California distributor (1957). The entire lot is for sale at \$5.00. J. J. Lamb, 661 Ridgewood Ave., Mill Valley, CA. 94941 Tel (415) 388-9470

1600/2002 Owners: I've just gone to wider wheels so I'm offering pair 165 x 13 studded Semperit radial snows mounted on 4 1/2 x 13 steel rims. Practically no wear - used only in snow. Wheels balanced and ready to go on. \$90.00 Also 4 stock wheels w/worn radials plus nice hub caps and wheel trim. Will sell by piece. Paul Carmody Brookline Road, Glen Head, N.Y. 11545 Tel (516) WA 1-3824

"Wanted: One 165SR13 Continental Radial tire for 2002. Two of my tires have worn badly and I need a new or used tire to combine with my spare." Tom Chen, The Hill School, Pottstown, Pa. 19464

German Auto Inc. (205) 322-6538 in Birmingham, Ala. has one BMW 1600GT, Serial number W001199, Grey, with AM and cartridge stereo, 40,000KM, Vredestein tires. The car is near mint and is being restored to smooth away the rough edges. It is ALMOST as good as mine. Price it. I'd just like to see it go to a member, for it is a nice one. (And the bank wouldn't let me have another one.) Curt Rich

For Sale: Mid 1969 BMW 2002, very good condition, 4 Koni shocks. Expecting delivery of new BMW in October. Charles Baldwin RFD #1, Lake Road, Brentwood, N.H. (603) 772-6070





Lots of news this month. I have been appointed Treasurer upon the resignation of Michel Potheau. Michel has been asked to remain on the Board of Directors as Chapter Liaison Officer, and his primary function will be that of assisting in the formation of new chapters. Originally, Michel was one of the guys that insured the transition from a fledgling local organization to a bona fide national club by personal attention to the formation of the New York, New Jersey and Boston Chapters.

Public Apology #1 - extended to Steve Newhouse and Bill Malis, Columbus, Ohio, two of the founders and prime movers in the formation of a potential chapter: BMWCCA, Central Ohio Region. They have had 3 meetings, garnered approximately 20 national memberships, and have a potential membership list optimistically pegged at about 40, with untapped sources in reserve. In exchange for their efforts, they had received no ink in the Roundel, and I am at fault. I apologize.

I would like to request that all of you who are moving use a Post Office Form #3573. It's a card the size of a postcard. Please send us one. They are very expeditious.

Tidewater, Virginia, is steaming ahead at full speed. Jim (Mr. Clean) Craig and Frank (The Lens) Pokorny have held 4 meetings, a picnic, and a tech-type session. Incidentally, I challenged Jim Craig regarding the concours at Octoberfest this year, but withdrew the challenge when I heard that he cleans the slots in his engine screws with an emery board. Frank mailed me a beautiful enlargement of a picture he snapped when we attended the Lime Rock Trans-Am. When he told me those pictures of his would come out, he knew whereof he SPAKE.

Have any of you 2002 guys with Abarth had the problem of shredding the middle hangar-strap every three blocks or so? What can it be? I would really appreciate help.

Happy Motoren.

Mike Izor
(Treasurer)

Chassis Rumbblings

If anyone is interested the club could duplicate and distribute a maintenance chart for a very nominal fee. The preliminary one I made is D size (22" x 34") and allows for 108 thousand miles. I put 74 operations, a few of which are more in the nature of repair or modification, on the list. In addition to the D size chart (suitable for hanging on the living room wall) a scaled down version on two sheets would become available. Write to tell me what you'd like.

Jim Jelke

ST. LOUIS

Jay and Imo Whiteside tell us that the Mid-Ohio Trans Am was quite a gathering place for BMWCCA freaks. They met Jeff McDonald from the New York chapter (the three then flowered the parking lot Bimmers with membership flyers), Ernst and Joanne Corr of the New Jersey chapter (Ernst was a crew man for the N.J. BMW entry. Sorry to learn of the blown engine during practice, Ernst). Next the Whiteside's ran into our friends from Columbus, Ohio who have put together a Central Ohio Region Chapter.

We're glad the BMWCCA exists to serve as a rallying point for such meetings of BMW enthusiasts.

CENTRAL OHIO REGION

Our various chapters are turning out some superb newsletters. Driving Light from Ohio is one of the finest. This enthusiastic group has quadrupled in size since forming in April. We appreciate their interest in the National.

Steve Newhouse, President of Central Ohio has done a great job putting together a personal evaluation of various rubber shoes for our BMW's. We plan to reproduce this evaluation in an upcoming issue.

The Ohio folks speak very highly of Lou Gregg's Autohaus, the Fairborn Ohio BMW Dealer.

Steve and his 1600 took 1st place in a local hill-climb (F production sedans and sports cars ran together). John Steitz, Ohio's Competition/Tech Director and super competition nut "lowered the B sedan gymkhana class by 3 seconds in July to become the dominating force in about 1/2 dozen classes". John is far too modest to relate all of his exploits, but his friends "fink" on him and keep us informed.

(If any members anywhere have competition results to pass along we would enjoy printing same.)



TECH TIPS

1. Air Vent Unplugging

The BMW 1600-2/2002 comes from the factory with the side dash defroster vents plugged with a piece of foam. I think this is a carry-over from the days of the 2-speed blower which simply didn't move enough air to allow the use of these vents and still supply an adequate amount of air to the windshield. With the advent of the 3-speed blower, these side vents may be used with little or no degradation of windshield defrosting capability. Using a flashlight, sight down the side vent and see if a piece of black foam is visible. If it is, use a screwdriver to pull it towards the vent opening until it can be removed with needle-nose pliers. If the foam is not visible from the vent opening, go under the dash and remove the flexible tubing from the bottom of the vent. Next, insert a hacksaw blade through the dashboard opening for the side vent and push the foam out of the duct. Reassemble the tubing and under dash cover and now maybe your side windows will defrost easier.

Jim Craig

2. Shift Lever Lubrication

For those BMW owners who either service their own cars, or don't have faith in their dealer: it would be a good idea to check the shift lever for proper lubrication. Lift up the rubber shift boot and the piece of foam rubber under the boot. This will expose the bottom of the shift lever. Apply a small amount of all-purpose grease or motor oil to the ball on the bottom lever. This should be done every 15 to 20 thousand miles or one day you may find that shifting gears requires a very strong arm.

Jim Craig

3. Shift Lever Noise Insulation

BMW's are reasonably quiet and well sound insulated. However, there were some neglected areas on my 1969 2002.

Take off the shift knob, the stick's rubber boot, and the foam doughnut packing under it. You're now looking at the outside. Road, gear, and resonator noise reach the passenger compartment unimpeded through this gaping hole. To cut down on noise inside, you need to 1) Isolate the sound, i.e. prevent structure-borne noise, 2) Provide a sound barrier, incl. sealing off direct air connections, 3) Dampen vibrating panels, and 4) Absorb what's left over. In this case, the air path is the easiest to deal with.

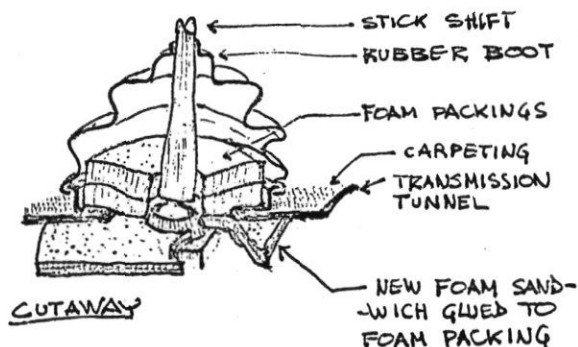
From inside the car, I slipped in a 3/16 x 6" x 6" piece of polyu. foam/bitumen/polyu. foam sandwich (see the drawing). The foam had a sticky back which let me glue it to the doughnut. I added another foam doughnut for good measure, and replaced the boot and knob.

The results surprised both my wife and I; the increased quiet is especially noticeable from 60mph on up. Not bad for 10 minute's easy work. A mechanic pointed out that the handbrake has the same problem, but I haven't yet dealt with it.

There are also air connections where wiring, etc., enters the bulkhead. Silicone glop seals it.

Now I suspect the trunk/passenger compartment bulkhead acts as a drumskin for exhaust noise; I'm figuring out a way to dampen it. For a thorough explanation of sound insulation in cars, see the British magazine Motor for January 16, 1971.

Adel Foz



Dear April...

Dear April,

You'll be interested to know that two days after your newsletter published my comments, I received a letter from Hoffman Motors. They are very upset and their regional man is going to call on me.

I want to emphasize my enthusiasm for your club and my wonderful machine. If I can bore you for a moment, I'll cite one example of why I can't recommend BMW to my friends in the area:

Dealer "A" put a 2nd gear synchro in my transmission. He botched the job and also bolted up everything without noticing a broken engine mount on the right side.

Dealer "B" then looked at it and said the rear mount tab on the transmission end cover plate was broken, but he could not give even a rough estimate of cost to repair. I took the car to an independent.

"Independent" said new end plate needed. I went to Parts/Service Manager of Dealer "B" and ordered part(s) offering to pay all special costs including phone calls to Hackensack and air freight. One full week later . . . no word. Two full weeks later I called Hackensack and was told no such part was on order but they had one in stock and could ship the same day if a dealer ordered it. I went to Dealer "B's" shop and told them this, repeating my offer to pay special costs. Ten days later . . . nothing!

I had a business trip to New York so I stopped in Hackensack, paid cash for the part, mailed it in Newark VIA Air Parcel Post and my "independent" had it the next day in less than 24 hours.

The story could go on about Dealer "C" and his 10:00 a.m. to 3:00 p.m. shop hours but I think you can understand my frustration.

John Barrow
Chagrin Falls, Ohio

Dear John:

We are all sorry when a BMW fan is denied the pleasure of his automobile by poor dealer service and interest. I hope some satisfied owner in your area can provide us with the names of a dealer who is an enthusiast as well as a seller.

April

Dear April,

Here is a car care tip. On my '70 2002, the trough between the windshield and firewall has three drainage holes. These have sections of rubber hose which exit in the engine compartment. These hoses tend to collect leaves etc., and should be cleaned out every few months.

Leigh D. Gates
Flushing, New York

Dear April,

My 1600-2 came from Trans-Atlantic Motor Cars here in New York City in January, 1969. The service has always been good (and expensive) and with the loss of Porsche there, is still good. Often there will still be six or eight little Ferdinands in the shop along with all the BMW's. Service manager is Dieter Nagel, and I do recommend this outfit to newcomers to the Big Apple. I hear from a few others that Bavarian (another BMW dealer in Queens) is more performance oriented than Trans-Atlantic, but I have no first-hand knowledge that this is true.

If George Nardi puts his cassette player on the dash top, I'll bet someone steals it before the sun ruins it. Speaking as an amateur radio operator (and you KNOW how we all like to put rigs in cars), it must be said that the 1600/2002 is a pain in the ear to put electronic gear into. Best way: remove the glove box. 2nd best way: put the rig to fit the console (width). 3rd best way: remove the console and hang the rig under the dash, but there's not much depth available. You must keep those output transistors out of the airstream of the heater. I now have a Boman (Whitney) AM radio under the standard console ashtray, mounted in a little black wrinkle aluminum bracket, with a small 15 watt VHF transceiver mounted under that. Small stuff, true, but with the two rigs the console is crowded, believe me. The removal of the console's masonite floor plate can help in some cases to squeeze gear into the console.

Thomas W. Donohoe
New York, New York

Dear April,

I have been a Mercedes driver for the last 14 years, and still am, but I am thrilled with my acquisition of a new 2800CSA. The more I drive it, the better I like it, but there is one thing that annoyed me when I first got the car, and I think I have solved it. That one thing is the rather dinky shift knob on the automatic lever. This has probably bugged other 2500 and 2800 automatic owners also. At first, I was distressed to find that the Amco leather, chrome, or wood conversion knobs do not fit on the too narrow gauge automatic shaft, so here is what I did. I wrapped filament tape around the top of the shaft until the knob just squeezed on. Then, I covered both surfaces with epoxy cement and let dry over night. The result is solid as a rock, and a pleasure to use.

Regards

Herb Levinson

Dear Herb,

Thanks for the knob.

April

Dear April,

Re: George Nardi's inquiry of where to mount his stereo cassette player.

After mounting my Craig model 3119 stereo FM 8-track deck where he suggested, below the ashtray on the console, and having my 2002 broken into by attempted thieves (to the tune of \$60.00 for replacing side window and door pillar) I decided to mount it under the driver's seat. This requires taking out the seat for installation, but it is hidden from view of would-be car stereo thieves and once installed, is impossible to remove without taking out the seat. Note, there is just barely enough room under the seat for my unit, a thicker one may be impossible to mount there.

Gary Gaska
Portland, Oregon

Dear April,

I may have the answer to some of you who are looking for customized audio installations in BMW's.

This happens to be my line of work. I have successfully installed cassette and 8-track players in the center console where the ash tray would be. My BMW has a Sony TC-20 with a detachable mount. There are 5" speakers located in the forward lower corners of the front doors. Mounted under the rear deck are two 6 x 9" speakers. I have received compliments on the sound and appearance of the setup.

I hope this information can solve the problem some of you are having. Those seeking custom installations or more information please write.

Bob Pletschke
23 Hudson St.
Worcester, Mass. 01609

Dear April,

Can you or anyone out in BMWland tell me what is the widest tire that a BMW 1600 (1967) can take without fender well problems when fully loaded? B.F. Goodrich sells a lifesaver radial with 6" of tread on the ground. The A70-13 Goodyear Polyglas tire is also 6" on the ground, and Mickey Thompson makes a D70-13 - 7" on the ground. Will any of these fit, assuming I go to a 5 1/2 wide rim?

I know in a past Roundel that a reader said he had no trouble going to a 175 x 13 from a 165 x 13 but this is really not much of an increase (10 mm or Approximately 1/2").

Also, do any of you know of any other wide oval radials or regular tires for 13" wheels? Would appreciate any letters I receive.

Kenneth J. Batha
8900 W 24th Street
No. Riverside, Del.
60546