



DER BAYERISCHE

Volume III No. 8

August 1973



OFFICIAL PUBLICATION OF
BMW Car Club of America / National Capital Chapter

From The Driver's Seat

The annual BMWCCA Chapter Congress was held on July 14 and 15 at Brookville, Pennsylvania. Representatives from most of the active chapters were present to discuss national business and to help form national policy. Two meetings, totalling some eight hours in duration, were held, and lots of business was conducted. These are the highlights of the Congress.

Membership Renewals. It was proposed that all membership renewals be handled at one level with both local and national renewals coming due at the same time and both forms coming from the same source. The national is now working on this as well as calendar year (Jan. - Jan.) membership with all dues prorated to January for those joining in other months.

Membership Cards. It was pointed out that we have to have them annually. Secretary Joe Chamberlain said he is catching up on the cards and is basically in good shape. If you're paid up for the current year, you should have your card. If you don't, write to him.

Oktoberfest. The Congress decided unanimously that all profits from Oktoberfest **would** be split evenly between the national and the sponsoring local. Front money is provided by the national to help the sponsoring local meet its initial expenses in planning the event. The national monitors progress and expenses to insure that the registration fee is not excessive.

Executive Secretary. A status report was asked for with respect to the hiring of an executive secretary and the increasing of dues. President Spooner noted that much of this is dependent upon negotiations with the International club and these are just beginning. We will be notified of further developments.

Events. Summerfest and Oktoberfest were discussed. Both events sound good, with New Jersey planning what looks like one fantastic show in October at Atlantic City.

BMWCCA and the International. This was, by far, the hottest item on the agenda. Details on the proposal are available elsewhere in this issue. The Congress voted unanimously to give the National board the power to pursue investigation of the club's taking over as the American representative of the international organization. Look for further developments in future issues of Der Bayerische and the Roundel.

Elections of National Officers. I talked at length with Parker Spooner about the elections of national officers. We discussed past problems, the question of representation, and the need for local proximity of working officers. I suggested that each interested chapter could present a slate of officers for consideration by the nominating committee, with the most qualified slates going on the ballot. His reaction was favorable.

Mike Leeper

Minutes

July 17, 1973

The meeting was called to order by Mike Leeper at 8:25 p.m.

The minutes of the last meeting were approved as printed in the Newsletter.

Paul Lenz gave the Activities report and announced upcoming events.

Fred Ipavich discussed future rallies and would like to see us field at least one rally team in all Championship rallies. Anyone interested in rallying, please call Fred.

Chet Kingsbury discussed the possibility of an autocross school at the University of Maryland.

Jerry Coffey gave the racing report and Chet reported on the Twin Six IMSA race.

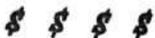
Mel Morganstein announced that he has now received five service reports. He went over the format of these reports.

John Coon gave the Store report. He only had a few parts at the meeting.

New Business: Oktoberfest '73 was announced.

Mike gave a report on the Chapter Congress held July 14 - 15.

Suzie Wyban



Balance as of July 1.....\$578.04

Incoming	\$48.50	- Advertising
	40.00	- Dues
	3.00	- T-shirts
	<hr/>	
	\$91.50	- Total
Outgoing	\$15.00	- Dues to Nat'l
	3.45	- Bank serv. chg.
	45.00	- Printing
	16.00	- Misc.
	138.92	- Rally Trophies
	<hr/>	
	\$218.37	- Total

Balance as of August 1.....\$451.17

Paul MacInnis

Member Memorabilia

Hi, gang!! It's time to count our new recruits. (There weren't very many this month - What Happened??? Where did all my faithful recruiters go??) Let's welcome to the club:

Michael and Anne Bell, 4901 Southland Ave., Alexandria, Va. Michael and Anne own a 1972 Bavaria.

Capt. William and Harriette Chadbourne, 9224 Bailey Lane, Fairfax, Va. The Chadbournes drive a 1971 2800CS.

L.Cdr. J. F. and Sondra Roeber, Jr., 2702 Keystone Lane, Bowie, Md. Their model of the marque is a 1973 Bavaria.

Raymond A Sterling, Jr., 4301 Mass. Ave. N.W., Washington, D.C. Ray drives a 1972 2002.

Fred Stier, 6209 Dunrobbin Dr., Washington, D.C. Fred will be attending our meetings in his 1972 2002tii.

Carl and Dorothy Wagner, 7 Indian Spring Dr., Silver Spring, Md. The Wagners own a 1970 2002.

Now, the usually peaceful and quiet membership chairman is going to get nasty. I have sent membership renewals to the following members twice now with no response:

- | | |
|-------------------|----------------|
| Robert Mock | George deSocio |
| Terry Baker | Bill Mason |
| Ed Freedman | Tim Rooney |
| Chuck Kirkpatrick | Harold Rigas |
| Jack Kuhn | Myron Levy |
| Chris Romine | Jeff Frank |
| Joe DiDio | Barry Engel |
| Tim Lyons | Norman Edwards |
| Mel Morganstein | Bruce Cranford |
| Doug Shear | William Burr |
| William Flanigen | Joe Marchesani |
| | Mike Turner |

If your dues are overdue and you have not paid by the next meeting, August

21, 1973 you will be dropped from the membership and mailing lists.... I don't think some of you realize the cost involved in mailing of the newsletter and other data especially when there is no money coming back in the form of dues. So, please, if you want to remain a member of the club send in your renewal.. We really do enjoy having you in the club, not just because of your dues, but because of your enthusiasm for the marque.

Bye for now.....

Patti Cavallero

IABMWC

Probably the "hottest" topic at the Chapter Congress was the possibility of BMWCCA affiliation with the International Association of BMW Clubs. At present the American representative of IABMWC is the BMW Automobile Club of America. BMWACA does not seem to be fully satisfactory to the member clubs as we have received inquiries from several ACA chapters regarding their affiliation with CCA. The National Board of Directors is very enthusiastic about the possibility of our displacing ACA as the member of the IABMWC. (This affiliation with the international organization would include our being closely allied to Max Hoffman.)

Potential benefits of this association would include: technical assistance, up-to-the-minute news of competitive events and the publication, in English, of the BMW Journal (this publication was promised to ACA but never materialized). Needless to say, we would gain substantial prestige from this alliance.

The National Board of Directors has given considerable thought to the possible disadvantages of this proposed liaison and came up with the following safeguards for BMWCCA:

1. The BMWCCA would be the sole representative of the IABMWC in the U.S.
2. BMWCCA, Inc. would retain its corporate identity.
3. BMWCCA would remain self-supporting and financially independent.
4. Members of the BMWCCA will be represented by the National organization in communications with the IABMWC.
5. The IABMWC will exercise no editorial control over any BMWCCA publications.
6. Chapter granting authority will remain with BMWCCA.

Much heated discussion followed Parker Spooner's presentation of his proposal for affiliation with IABMWC, most of it in the nature of "but what will you say if they say . . ." Finally, out of sheer exhaustion, it was voted to allow the national board of directors to pursue negotiations. As the proposal stands, it looks to me as though BMWCCA stands to gain--possibly only prestige but possibly a good deal more--with our giving very little in return. We are the only alternative to the very weak BMWACA in the United States and thus are probably in a good bargaining position. If anyone has any thoughts on potential problems or any other aspect of this, let Mike Leeper or Parker Spooner know your feelings.

Suzie Wyban

TECH SESSION !!!!!

August 18



IMSA TWIN SIXES
MID-OHIO 1973



B.F.G. RADIAL SIX HOUR





CAMEL GT SIX HOUR



At Mid-Ohio...

Well, it happened again at Mid-Ohio on July 14th. Earl Fellin, for the second time in two races, "handed" a class B Baby Grand victory to Nick Craw in his Miller/Norburn BMW. Just like at Pocono, the failure of a small seemingly insignificant part in the carburetion setup was the cause. Before the part broke, Earl was pulling some lap times around 1:59 and walking away from the competition. Even after the float in the carb came loose Earl was motoring around the 2.4 mile track at close to the pole position qualifying time.

About an hour after the part broke, John Morton, co-driving with Nick Craw, went past to hold the lead until the end.

Jerry Cohen and Gerry Thanner moved into second when Earl pitted for good with only 45 minutes left to go. Russ Norburn and Bob Johnson placed third to make a clean sweep for the Marque. Carson Baird helped Mike Dempsey and Joe Richardson place first in class A in an Opel.

On Sunday, the biggies (and Porsches) went out to race for another 6-hour event. Would you believe a Capri had the pole? With 1:39? Believe it or not, Horst Kwech did it in a very impressive and well prepared Capri sponsored by Yaschica Camera. The Capri wound up developing a commanding lead late in the race only to have a half-shaft break and drop to third place. Imagine how a factory prepared 3 liter BMW would perform. Maybe next year? Rumor has it that some people are pushing in that direction. Toad Hall Racing took the overall winnings again proving that fuel economy can and does make a difference (despite the fact that the car was also faster than the Corvettes and Camaros).

Where the BMWs hang out in the Camel GT series, the Marque placed 1-2 with Dave Nicholas and John Magee first in Touring Under (2.5 liters) and 11th

overall, and Phil Dermer and John Morton second in class and 29th overall.

For the members that haven't witnessed an IMSA event, I highly recommend it. There are some beautiful looking cars entered and most of all there is some great racing. Really a great way to spend a weekend! Next one is at Lime Rock, Connecticut. If I can get my car ready by next February, I'll be out there next season in--yes, a BMW 2002. Anyone want to sponsor me?

Dave Toy

Pylon Propaganda

Greetings. Due to constant, vigilant harrassment by certain staff members of Der Bayerische, I have gotten my article written on time.

Just to fill you in on our coming activities....an autocross school is still in the planning stage. It will be sometime in September in conjunction with the University Sports Car Club limited to Club members and guests only. Trophies will be awarded, probably accompanied by a nominal entry fee.

Ric Cavallero and I will co-OD our cherished date autocross on a date following the autocross school. It will be titled BMWCCA's Fall Frenzy II. Again, it promises to be a super smooth course designed for BMW's. I hope we can call on members not only to staff the autocross but also to participate. Possibly, we could give special inter-club trophies on an indexed basis to the highest placed members. Further details of these events will be in the next Bayerische.

Now, to get somewhat off the track from autocrossing, I would like to talk about IMSA and a few of their races I've been to and worked at. I and Dave Toy have been working in the pits for last year's Baby Grand Champion,

the Earl Fellin-Terry Luxford BMW. Other members of our club, Ric Cavallero, Rick Price, Jerry Coffey, I.V. and Susan Mellups have also been actively engaging in IMSA events.

Technical Trivia

Suspension Sorting

The car had all the latest modified suspension pieces from Alpina--we had a full season's experience wrapped in the initial suspension settings--so why were we at Pocono three days before the race? The answer lay in a padded blue case shaded by the pit wall from the heat of the sun. The device inside was the most valuable tool in the chassis tuner's arsenal--a quick reacting electric thermometer known as a tire pyrometer.

This gadget can detect errors in toe-in, camber, sway bar setting, and inflation pressure--and sense oversteer and understeer better than most drivers. The test procedure is simple. The driver runs the car hard for several laps to heat up the tires, then pulls into the pits for a reading. Three temperatures are taken at each tire, on the outside, center, and inside of the "tread." The readings are recorded and then analyzed according to the rule: the rubber that works hardest gets hottest.

In specific cases the rule translates as follows:

- 1) Too much toe-in--outside is hotter (outside edge is slightly ahead of inside edge and takes more load)
- 2) Too little toe-in--inside is hotter
- 3) Underinflation--edges hotter than center
- 4) Overinflation--center hotter than edges
- 5) Too much negative camber--increase in temperature from the outside in
- 6) Too little negative camber--increase from the inside out
- 7) Understeer--fronts 15°F or more hotter than rears
- 8) Oversteer--fronts and rears equal or rears hotter (a neutral steering car leaves the front tires 5 to 10° hotter than the rears, since the

The International Motor Sport Association is a relatively new organization and has gained the respect of other automobile competitive groups very quickly. It has just recently been given new status when IMSA was accepted as a member club of the Automobile Competition Committee for the United States (ACCUS). ACCUS is a federation of the major auto race sanctioning bodies of the U.S. and represents the authority of the International Sporting Commission (CSI) of the Federation Internationale de L'Automobile in this country. So you can see, it is not only truly international but also provides us as BMW club members with a very reasonable form of racing. In Baby Grand, BMW's have always been in contention for the top sports, usually competing against other BMW's or occasionally a Mazda or Gremlin. In the last two IMSA races, the Fellin-Luxford BMW showed it was truly a better auto by leading the race most of the way. But unfortunately, as things do happen in races, the car was beset by minor, but ver crucial, difficulties near the end of both races. These problems allowed Nick Craw to take first. One good thing - he was driving a BMW. But we can only learn from these experiences and all I have to say is they better watch out at Lime Rock. Bye.

Chet Kingsbury



fronts have to absorb the extra work of initiating steering maneuvers and corrections)

- 9) Sway bars--front to rear balance is read from understeer/oversteer, total roll stiffness shows up in camber readings (stiff bars restrict wheel travel and thus camber change)

No, it isn't really that simple. For instance, the reading

O:160, C:155, I:150

could represent too little negative camber or it could be the combination of slight overinflation and too much toe-in. And even if it is the camber, is the problem the initial setting or the amount of camber change?

At Pocono the main problem was camber. The high speed banked turns force the car down on its suspension and the tires assume excessive negative camber. But without some negative the car won't corner well in the infield. Where to strike a compromise? Read the answer on the tires with a pyrometer.

If you'd like to try your hand at tire reading, change "high temperature" to "high wear" in the rules above and you can make some guesses about your own tires and suspension.

P.S. That same weekend BMW won Group II and placed 11th overall at Le Mans-- details at the next meeting.

Jerry Coffey

PICNIC RALLY - August 12

The Second Annual

Beer and Melon-Wagen Rally

For Info, call

Ron Beavers 360-7212

or see July Bayerische

NAT'L ELECTRIC

Three years is a very short time for a club to grow nationally as much as we have. Over three thousand members are currently with us and at least three new chapters are about to join. Several others are gathering forces in the west, midwest and south.

Although there have been many problems in National/Chapter relationships, there are several strong points in favor of the National.

Most important, National has simply lasted. It did not fold. We need a group with the clout of three thousand members behind it.

The membership has continued to grow, by leaps since the Spring Offensive, a Nationally planned activity. ACA is losing member chapters; more than half a dozen recently resigned citing no promised services. Several of these chapters are currently processing applications to CCA. They feel that CCA offers, and actually provides, more services.

Even National Capital Chapter must admit that although there have been some frustrating problems, most members receive most services; newer members particularly have few complaints.

One continuing sore point has been the domination of National by essentially the same group of officers. Undoubtedly this is not an ideal situation. During the first two years of National's existence, it was probably for the best nonetheless, since this nucleus of people was probably the only one with any knowledge about what should and could be done nationally. Maybe even this year the National power should have stayed put, and the better organization which has been apparent recently suggests this view, though it is still debatable.

The question is not whether the National power should remain in the hands of a few individuals; everyone now agrees that it really should not. Where should it be is the question.

So far, two ideas have been suggested. The one holds for random nominations for any office from any club. The second suggests a slate (or a partial slate consisting of major officers only) from any club desiring to submit one.

The first idea is the more ideal one but presents serious problems in communication among the major officers. Certainly this proposal cannot be implemented unless board members are wealthy or heavily subsidized by National. This still does not consider the amount of time which could be wasted traveling between distant cities cities five or six times a year. The President in New York could get hungry waiting for the Treasurer in St. Louis to reimburse him for club expenses, too.

The slate idea seems the most workable and flexible of those so far suggested. The major officers, at least, could meet informally and could hold phone conferences at little or no cost. It is open to many modifications. For instance, the slate could be offered from an area containing several clubs (ours, Baltimore, and Tidewater, for example). Another possibility could be two year terms of office instead of one year terms.

The nominating committee's role would be influenced by any change. What should be its job?

A problem which exists in any change is the transportation of files, membership machinery, etc., from one "seat of power" to another. If the executive secretary post were filled, there would be no problem. Right now, it is at least an immense chore, and at most

an impossibility. This should not be forgotten in any proposal for relocation.

Since everyone agrees that the power should be spread, including, apparently, the present National officers, these are ideas that deserve thought and debate. The work and paper shuffling done at National level as well as the need for quick, constant communication among the officers cannot be ignored. What would be a good solution to these very real problems? We have reason to believe that National would welcome reasonable ideas with open arms. Could we help our editor with copy and send in some reactions over the next few months?

Kathy Leeper

Rally Corner

There isn't much in the way of upcoming rallies. The last Friday night of the year will be the PCA rally on August 17. The next two championship rallies will be September 9 (GSTC) and September 23 (SESCA). As per usual, call me if you need info on any of these rallies.

We finally got a team together--the event was the MCMC championship rally on July 8. Many thanks to Dave Roach, Nancy Stutsman, Jean Frane, Malcolm Stephens, and Suzie Wyban. We finished 13th out of 15 teams, which really isn't bad for the newest team on the circuit. All seemed to have a good time. As promised, here are some anonymous, unexpurgated comments from some members of the team after running their first championship rally: "Difficult, but interesting," "It was freaky; surprised we finished," "I promised myself if I got to the finish I would down six beers and I did," and last but not least "Tell the rallymaster to stick his mailboxes in his ear."

POR...

Fred Ipavich



P. O. BOX 2413
HYATTSVILLE, MD.
20784

First Class



U.S. POSTAGE

William Riblett, Jr.
11736 Cherry Grove Dr.
Gaithersburg, Md. 20760

TECH. SESSION

The club's tech session will be held on August 18, 10:00 A.M., at Ed Alber's parents home in Vienna, Va. There is a big field for plenty of cars. This is the perfect time for that much needed tune-up or minor repair. The directions are as follows:

Take route 495 (Beltway) to the exit for route 123 west to Vienna. Follow 123 through Vienna to the last traffic light that you can see. Make a right onto Lawyers Rd. and follow it until it ends. Make a left onto Hunters Mill Rd. Make a right at the top of the hill. Follow that road to the checkpoint signs.

If you have any questions about the tech session call Ed at 527-6879 or Ric Cavallero at 577-8768.

N.C.C. Calender

- Aug. 12 - BMWCCA Picnic Rally
- 17 - PCA Friday Night Rally
- 18 - BMWCCA Tech Session
- 21 - BMWCCA Meeting
- Sept. 4 - BMWCCA Executive Meeting
- 4 - Der Bayerische Deadline
- 9 - GSTC Championship Rally
- 18 - BMWCCA Meeting
- 23 - SESCA Championship Rally

Poor taste is having a vinyl roof
on your BMW

Next Meeting

Our next meeting will be held on August 21, 1973, 8:00 P.M. at the Brook Farm Restaurant in Chevy Chase, Md. The program for the evening will be a slide show of the Mid-Ohio Races.

