



*Blau
Mit
Weiß*

ROUNDEL

Vol. 2, No. 11 Published June 18, 1971

MW CAR CLUB OF AMERICA INC.
Not Affiliated With Bayerische Motoren Werke
Box 96, Boston, Massachusetts 02199

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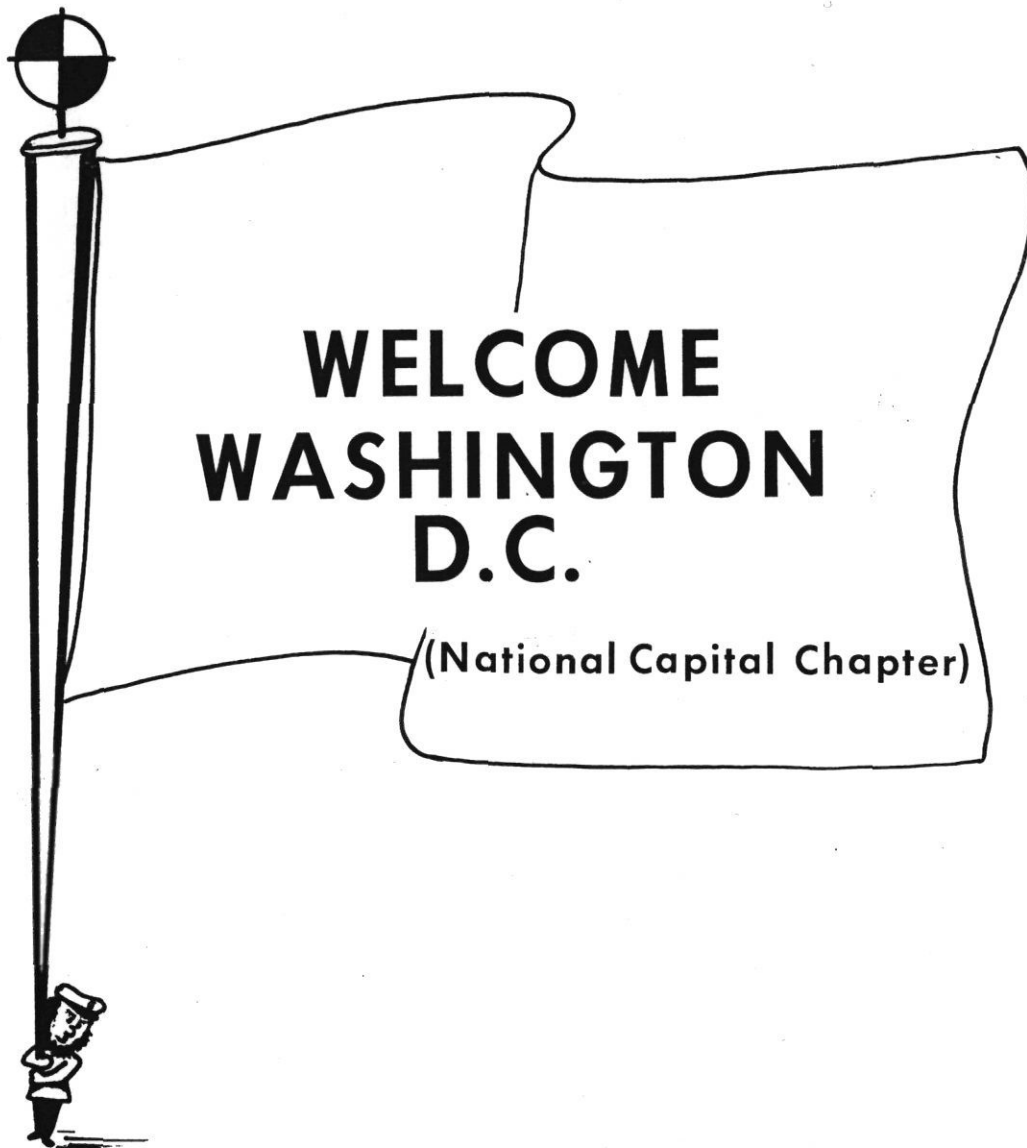
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Welcome to our latest chapter, the "National Capital Chapter", Washington, D.C. We are especially happy---BMWCCA represented in an area where there are so many active automobile clubs. Dave Shaw, one of the charter members of this new chapter, wrote to ask if the sale of our club badge is somehow limited to certain members. All we need is \$3.95 and to know you belong to BMWCCA and a badge will be on its way. There are about 20 left now and we will be ordering more soon. Sorry Dave, we do not have a complete dealer listing. I would suggest that you write Hoffman Motors (N.Y. address). Your tech tip has been passed on to our Tech Editor.

It now appears that we will shortly have a separate column dealing with the six cylinder BMW's. A little more arm twisting and the name of the editor will be announced. In the meantime, I will try to pass on some of the information we have received.

Dick Ruth, who bought his 2500 from Speedcraft Enterprises of Devon, Pa., feels that his dealer lacks experience with BMW's and recommends Peter Tisserand d/b/a M B Service Center, Glenolden, Pa. 215 LU3-0322. This is an independent shop with whom Dick has dealt with before on his Mercedes. While in Hackensack, N.J., Dick stopped in to the Hoffman warehouse and asked to buy a 2500/2800 service manual. The answer was no. To the best of my knowledge, it is Hoffman Motor's stated policy not to sell this manual in an effort to keep the majority of six cylinder service work within their dealer network. This would be a reasonable course of action for them except for the fact that too many dealers have not been properly trained to service the six cylinder cars, independent shops have to work by trial and error. If anyone knows how a manual can be obtained, short of larceny, let me know and I'll see that others are advised.

In a later letter Dick says that he has switched to Champion N-8 plugs after going through the original Bosh plugs in less than 2000 miles. After 8000 miles the Champions are still going strong. Those who are thinking of experimenting with various main jet modification will find that Mercedes uses the same Solex carburetors as the 25/2800. Dick has bought a set of 1.20 jets but hasn't put them in yet. How did they work, Dick? Surely your out of warranty by now.

I hope that next month we will have our six cylinder column set up. In the meantime, drop me a line with your experiences.

Thanks to Eric Evens for his comments on my spark plug problem. I've got a CD system which to date has not been installed. Eric says that his car was delivered with a BOWAN AM-FM radio and that it has served him very well.

Joe Mello of Queens Village, N.Y. had one of the DA 70 S Continental which came on his 2800 CS blow out after only one weeks service. This tire is not imported in this country and Joe is thinking of changing over to Pirelli tires all around.

Personally, I like the XAS 175-14 Michelins which came on my 2800 sedan. They are a bit noisy but do allow for good highspeed control. If anyone has any experience with other than the original equipment tires, let us know.

Curt Rich will be getting out of the Army shortly and is fearful that it will be necessary to move to California. If this happens he will have to sell the fire breathing 1600TI featured in past issues of the Roundel as well as the 1600GT shown on last months cover. California "leads" the nation in auto pollution regulations and Curt feels the highway patrol would not look kindly on his charges. I don't know exactly what kind of work your looking for Curt, but let us know. Maybe we can find a job in another state.

Advertisements for new members will be appearing in Car and Driver and Road and Track for the next six months. I just received the July issue of Car and Driver and see that the factory club has its first ad in this issue. Our ad should be in Road and Track this month.

PARKER SPOONER

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Illegitmi Nils Carborundum

WEISSGEIST

Auto speed capabilities would be limited to 95 miles per hour for most vehicles effective Oct. 1, 1972, under a proposal of the National Highway Safety Bureau. The agency also proposed to require that when cars reach 81 to 85 mph their horns would automatically sound continuously and tail-lights flash, to alert drivers and police.

WALL STREET JOURNAL, Dec. 2, 1970

Position wanted: Employment desired in Germany or continent of Europe. Reason, I own two BMW's with TI engines, and every time I try to clean out the spark plugs even in third gear, I see blue lights and road blocks. Accomplished writer, photographer, trained ecologist and chemist, adept also at armed and unarmed combat, former racing driver, para-

chutist. Will relocate self, wife and collection of persian cats. Employer must move stereo set, camera gear, meager furniture collection, and 2 BMW's -- Cars MUST be crated. Salary negotiable.

The above ad is only partially in jest, because the Wall Street Journal wasn't kidding. The end is near. That's why I bought Weissgeist, one of the 5 known BMW 1600GT's in the country. The former owner (hereafter referred to as Dum-Dum) had sadly neglected it when I found it in Birmingham. Parts are mostly non-available. It'll cost me a fortune in maintenance I fear, but it's an endangered species, like tigers, and when they're gone, all the pussycats in the world won't replace them.

The first problem was tyres - in a hurry. Dum-Dum had knocked the front end out of alignment and never bothered to get it aligned, so all 5 tyres were junk. He would just rotate the tyres and ruin another on the right front. Birmingham Alabama is a bit out of the swing of things. The tyres they sell there still say "NOSKIDNOSKID ..." across the tread. Normally I buy Michelins. Since I once fought in the Michelin Rubber Plantations, they're the only tire company I ever fought for, so why let it go to waste, right? Seriously, I'd had good luck with them before, sooo... so the Michelin dealer didn't even know what XAS or ZX were. When he found out, he wanted roughly a mint more than the tyres on my TI had cost me. GAA... but he couldn't get any in less than three years or so, so on to the Pirelli dealer... no tyres, Dunlop was out of everything except the Le Mans bridge, no Semperits, Curses... no Continentals, so I bought Bridgestones, no, not a motorcycle, Bridgestone radials. Whee.

Next came a tune-up. Surprise, surprise, Dum-Dum, it wouldn't run for you because the condenser was shot as my pre-purchase examination by German Auto's crack mechanic foretold. Since BMW condensers won't fit (!), at least not the ones available, I put in a certain model VW condenser, did my thing with the points, plugs, valves, timing, and dual Solex carbs. That and replacement of the rusted out exhaust system with a 2002 resonator and a T-bird muffler resulted in 0-62* times of 11.2 seconds, no cheating, identical to factory advertisements circa 1967-68, meaning they could be better, but those tyres did weird things in the acceleration tests. Drag slicks they aren't, and I never do 0-62 for fun or profit anyway. Top end is 6400 rpms. I was watching the tach and oil pressure, temperature, water temperature, and the brown Chevy with revolving blue light* receding in the distance while the wife was giggling, so I'm not sure what the speedo said. It's PESSIMISTIC at top end. The book says 190/km/hr with 155 x 14 Dunlops. We had 165 X 14 Bridgestones. You figure it out.

Handling is direct, tending toward power on over-steer despite the massive anti-sway bar up front and none in back. (The mechanic who suggested a rear anti-sway bar MUST be a Porscheophile at heart or he must be joking). It has a lower center

of gravity and the same weight as a 1600, stiffer shocks. Cornering is less dramatic and probably better. I don't have a G meter or a skid pad.

Braking: It has bigger discs and drums than a 1600, larger tyres, and the power booster of a TI. Fade? Are you serious? In a BMW? The braking is balanced and massive, need I say more?

The wife and I waxed the Chamonix paint, probably for the first time since it left the dealer. (Will the guy who figured out what Agave means please tell me what a CHAMONIX is?) We used Classic Car Finish Restorer, and it needed it, followed by Classic Car wax. Voila instant car again after only 4 hours.

At the first available opportunity I took the GT to the local Sports Car Club and Street Brawling meeting, arriving early and parking in a conspicuous place. Fred Ellis showed up in his new Chamonix 2002 with Cosmic mags and all the goodies, drool, drool. Fred obviously has taste and breeding. He sold a nearly new silver Datsun 240Z so he could buy the 2002. Actually he sold it just so he could join the BMWCCA. We played I-CAN-OUTCORNER-YOU all the way back from the meeting to his place. Whenever I would scare myself, my wife would indicate I was getting into the groove again. The cornering power far outreaches the headlamps at night. Fred learned power-over-steer, and we played "We'll all hang out our tails on the Siegfried Line" in unison. It was very nice to corner without the world tilting 45 degrees for a change.

If anyone knows how to get an ignition key blank with a Z serial number, I would appreciate it, also a gas cap key blank or complete key (they have 2 digit numbers so the series can't be too large). Dum-Dum lost the spares. I'm surprised he didn't lose the car. BMW dealers don't stock gas cap keys or, apparently, Z blanks. Locksmiths faint when they look at the ones I have.

Driving the car must be like making love to Raquel Welch, a lot of fun but you worry a lot about doing something wrong. Raquel has no spares, either.

Finally the Blaupunkt AM/FM/Shortwave converted me to radios in cars. FM makes all the difference. Instead of Johnny Cash you can get Mantovani, and Beethoven sounds much better with a little wind noise and a tach reading 6000 or so.

Peace.

Curt Rich
Tuscaloosa, Alabama

*0-62 = 0 - 100 Km. Of COURSE it's a Km speedo.

** I was only kidding. I wouldn't evade the law. (chortle chortle)

BMWCCA

OPINION

WHERE ARE THEY NOW?

Last week the mail box by the front door delivered up the May issue of Car and Driver to this writer's eager hand. Perhaps everyone will not share our enthusiasm for C & D, but the fact remains that it is the most successful and influential 'sports and sporty car' magazine in the U.S. today. This New York-based monthly has a circulation that Road & Track can only envy and we'll not mention Sports Car Graphic since they appear to be in their death throes.

Every January Car and Driver produces a Readers Choice Poll where the readers of the magazine are invited to pick their choice car in fourteen different categories. The popularity of this poll is such that over forty thousand people filled out the ballot, addressed an envelope and licked a stamp to let their voices be heard.

Of the fourteen classes to choose in, some showed the final vote between the most popular cars to be separated by mere tenths of a percentage point. However, in the Sports Sedan category, "Your Majesty, there is no second place," the BMW 1600/2002 was picked as the best by a staggering 43.8% of the people who voted. No other car received such a majority in the entire poll. As C & D's writers expressed it ".....two out of every five votes cast went to this sports car dressed in sedan clothing." The competition wasn't even close. The Fiat 124 Coupe, for all its popularity, garnered less than twenty percent of the votes cast and the Alfa-Romeo Berlina, Capri, Rover, etc. were further down the scale.

In addition to this runaway victory there were other honorable mentions for our marque. Under the heading of Imported Luxury/Personal car the 2500/2800 series of the four door sedans finished second only to the awesome Mercedes-Benz 300 SEL 6.3. Considering the nearly \$10,000 difference in price, the six holers should be accredited with a moral victory there. For best Sports/G.T. Car, Category III (\$\$\$) the 2800 CS wound up in third slot behind the omnipotent Corvette and the omnipresent Porsche 911, but ahead of such worthies as Jaguar, Lotus and Mercedes.

Perhaps ever more significant were the results in the contest for Best All-Around Car. The criteria for selecting a favorite in this bracket were stated as such: "Taking into account all factors - initial price, maintenance, styling, engineering, comfort, performance, reliability, etc. - what, in your opinion, is the best all-around car of 1971?" Now that threw the doors wide open. Those 40,000+ individuals could select from any one of hundreds of four wheel, passenger carrying conveyances manufactured in, or imported to, this country. From the myriad answers they must have received, the staff could list only the top five nominees. In fourth spot came the BMW 1600/2002's with a 4.3% of the votes, followed closely in fifth by the 2800 CS at 3.7%.

It is encouraging to note that so many other people concur in our taste in cars. This scribe is a Bimmer nut or he wouldn't be writing this. You must be a BMW fan or you wouldn't be reading same. So where are those other eighteen thousand people who believe the best sports sedans in the world come from Munich? At last report the club rolls had not grown to quite that number. Are all those believers or would be believers driving around in Impala hardtops or Rambler station wagons? If the name of Bavarian Motor Works is that well thought of by the great unwashed why aren't we all snowed under by hordes of double oval grilles running down our roadways every day?

Since moving to Jacksonville (Florida) a month ago, we have had the opportunity to flash the flashers at one white two door. Once. A salesman for the local BMW/Datsun/Triumph store reports that: "You can't sell BMW's for beans in this town!" Gawkers and tire kickers squint at the window sticker and expostulate, "Why, I could buy a Buick (Chrysler, Mercury, etc., pick one for that price! A two door? "But that costs as much as two Datsuns." How about a six cylinder sport coupe? "That's the kind of money you pay for a Porsche. Right on, Brother. Go on and buy the Porsche and meet yourself coming around every corner in your 'belly-button car'. (Belly-button car: EVERYBODY has one.)

It is beginning to look like the salesmen aren't going to be able to carry it alone. The time is here for us, the enthusiasts, to pitch in on a selling job to extoll the virtues that should justify the price to the motoring masses. Quality does cost, but it is generally worth it. In this era of carbon copy everything, individuality should have its value, too.

Wouldn't it be great to have those 18,000 Car and Driver readers as members of the BMW Car Club of America? Where are they now?

Eddie Hardman
Jacksonville, Florida



If there was one thing I always counted on, it was the zeal of the BMW owners. I never for a minute guessed that there would come a day when, upon flicking my lights, I would get a blank look from the oncoming BMW driver. Well, I'm getting those looks now, and it upsets me. It is, I suppose overly optimistic of me to hope that all BMW

owners will always feel a kinship with other BMW folks. It could be said that it's only natural for some dilution to occur as the product becomes more widespread. By the same token, however, we aren't talking about a liquid cleanser here. I'm talking about the greatest thing to happen to me since Ralph (my wife). I'd hate to see us go the way of the Romans - a lean, hungry empire which grew fat (how repugnant) and decadent. I therefore wish to actively campaign for a return to zealotry. (1) Go out of your way to pollinate with flyers - like you used to. (2) Don't just flick - wave! And smile! (3) Try to remember the enthusiasm that led you to buy your car in the first place - and keep that fire burning.

The new flyers are printed and ready - please write for a supply. Smokey says: Remember - only you can present glorious flyers. (Read that until you get it.)

If any of you are interested in a proposed trip to Germany this summer, to include the BMW factory in Munich, write to: "Trip" c/o club address. We may charter a BMW-powered fokker triplane for the excursion.

You might be interested in Bud Smith's approach to distributing windshield flyers. He categorizes his victims by model, state and color of car. Bud sold his Bimmer months ago, but I think he transferred the BMW emblems to his new wagon.

Ladies and Gentlemen, the sermon is over.

Happy Motoren
Mike Izor

FROM THE CHAPTERS

WASHINGTON D.C.

Our National Capital Chapter reports 34 members in its great newsletter the "Bayerische". Jim Miner and George de Socio have been appointed to the posts of Rally Chairman and Autocross Chairman, respectively.

Four chapter members placed 5th, 8th, 9th and 10th in E Stock class of the SCCA D.C. Solo II Autocross in 2002's while another placed 9th in F Stock with a 1600-2. Our autocrossers are running in the championship series as the BMWCCA Team. Good luck carrying our banner, guys.

Club member James Ferris of D.C. had his Bimmer stolen recently. Please keep your eyes peeled for a 1969 BMW 2002, serial #1662342, Maryland license number 6X3735. It had Semperit snow tires on the rear.

ST LOUIS

Here is an idea that our mid-west chapter has used effectively to boost attendance at events and meetings. After new members receive their monthly newsletter, they are called on the phone and asked to participate in the next affair.

The St. Louis Chapter held a gimmick rally in April that was a great ball of fun by all accounts.

Mr. Richard Cattanari, member, American Society of Lubrication Engineers, told a St. Louis Tech Session group that S.T.P. is not suitable for use in BMW's.

EDITORS COLUMN

I suppose it's no secret that the Roundel exists for its readers, but perhaps a less obvious fact is that the Roundel couldn't exist if it weren't for its readers. Our thanks to all of you for your tech tips, contributions to Dear April and your complimentary letters. Our volunteers could never fill our pages each month by themselves. We need your questions, comments and ideas to print. Thanks.

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While we are passing out our gratitude in bunches, we would like to thank Messrs. Mania and Peters of the Hoffman Motors Corporation Parts and Service Division for obtaining an ignition key for our Curt Rich and his 1600 GT.

- 0 -

We recently received a letter from Stan and Maxine Adkins of Speedway, Indiana ("Race Capital of the World") and they had high praise for their local BMW dealer, Mr. & Mrs. Richard Reinbold of Dreyer and Reinbold Auto Sales, Indianapolis, Indiana.

The Adkins also had the following "tech tip" for our readers:

We've solved one perplexing rattle on the 2002 which always seemed to appear when entering our driveway. In short, make sure the rubber socket at the firewall end of the throttle linkage is well lubricated. We've had less luck with the front-end shimmy at 40-60 mph, but we at least know the answer. The tires have to be perfectly balanced and not out-of-round or "flat-spotted" from exuberant braking. Our dealer does an excellent job with a Hoffman stud-type balancer. We also have a Frigiking type air-conditioner for the 2002 and are quite happy with it. Horsepower and mileage losses are negligible.

One less happy note. Mr. Adel Foz of Arlington, Mass. passes along the following:

Last November, I sent you a summary of my troubles with John Finlayson of Mt. Auburn Competition Engineering, Watertown, Mass. Since then I have had to take him to court; I won the case by default. It's taking a writ of capias and a constable to get him to pay up. So I think it's fair to warn people against him in the Roundel.

NOW HEAR THIS

Many readers and contributors have questioned us about the deadline for the submission of material for the Roundel. As you may have noticed, our publication date has slipped a bit, thanks to the inefficiency of your editor. In an effort to solve our timing problem, all material must be received at our National Headquarters address by the 15th of the month prior to the publication month.



Dear April,

Several notes of general interest to BMW owners:

#1 - Bullco of Greenbelt, Md. is a bummer - no delivery, the stuff they sent me was bad quality, and I am now after them thru the Better Business Bureau for a refund.

#2 - A happier note. After much waiting and mental anguish, I have installed a 500 CFM Holley carb. With ram manifold on my 2002 ('69). Although it's not properly tuned yet, I can report the results as something worth waiting for. So far, I've pulled 911's, Chevilles, and I'm just waiting for a Capri 2000 or a Mazda RX 2. One note of caution: due to overall enlargement of my intake - exhaust system (I also have 4-into 1 extractor headers), I am going to install an electric fuel pump since the original one just isn't up to the task of dumping all that good stuff into that big Holley. The equipment is available for \$140.00 from Import Extras on Lankershim Blvd., No. Hollywood, Cal. My headers, heavy sways bars came from Hyde Park Motors, L. A., and I am running on a Delta Mark 10 capacitive discharge ignition with nice hard Konis; - wild! If I could only find a 5 speed transmission, I would really be in business.

See you at the races.

J. S. Walling
Lake Oswego, Ore.

P.S. Polishing your intake manifold makes a world of difference. Allow 1 hour/port, and do a good job.



Dear April,

Wym's Kwik-Kool has worked for me for the past two summers, lowering the operating temperature some 15-20°. It does, however, negate the anti-freeze qualities of the antifreeze. Perhaps it should be used only with water. I think this could get another controversy going! Also, reverse flushing of the cooling system seems to offer some relief in cases of cooling systems partially plugged with anti-leak formula antifreeze. Dow Chemical (makers of napalm) makes Dow Guard, an anti-freeze with no anti-leak formula, and I am presently using this brand.

Joe Chamberlain

(Note: Joe sent along a copy of a Consumer Bulletin that generally disagrees with what Joe says. Has anyone else had any experience with these products? April)

MARKET BASKET

For Sale: Rally equipment. Navigator's dual rally-board, 2 clips, lighted, vinyl covered, foam backed big enough to mount watches, odos, etc, small enough to fit in the car (even a VW, heaven forbid), with retractable power cable, \$19.95, other options write. Rally scroll, lighted internally, plexiglass front, metal case, 7 x 9 x 2" wooden rollers, plastic/metal knobs, wiring and plug included - \$19.95 (cheaper than our competition!). VIBRATION FREE SPOT AND FOG LAMP MOUNTS - better than using the bumper, does not damage grill, mounts on verticals in front of radiator but does not interfere with air flow, 2 lamp model - \$23.95, 4 lamp model \$26.95 - machined steel. 2002/1600 SUMP GUARD 14 gauge steel sump guard to protect your oil supply on those REALLY BAD rallies, the Baja 1000, driving to work, etc., similar to belly pan on 2800 sedan, designed by factory racing mechanic. Requires two 5/16" holes drilled. Other mounting points use existing holes. 5 minute removal for oil changes. Does not interfere with engine cooling. (Choice of desert or winter models - no cooling holes - not recommended for temperature above freezing). Desert (standard) model - \$59.95, winter model - \$49.95. Shipping extra on all items. Curt Rich, R and R Rally Team, 2515 10th Ave., Apt. E-24, Tuscaloosa, Ala. 35401 - FREE CATALOGUE WITH PICTURES - Orders MUST be accompanied by membership number (civilian prices are higher).

For Sale: BMW 1600 1966-70 Autobook Manual. \$5 It is brand new, but I have a Bavaria on order. Victor J. Garber, 347 Summer St., Lynn, Mass. 01905

For Sale: 1970 2500-Manual - AM-FM - Woodrim SW. Heated rear window. Vinyl covered roof - 14,000 miles XAS tires - tinted glass - Mr. Simon Doyon - Days 617-262-3760 Nights 617-254-4069 or 500 Boylston St., Boston, Mass. 02116

