



BMWCCA

Beverly Hills

SEPTEMBER, 1971

Member No. 28740

CLUB STORE PREMIERES

BILL MASON STOREKEEPER

The Club Store managed by Bill Mason had a grand opening at the August meeting. Financed on a limited budget, Bill picked up items he felt would provide a fast turnover and from the number of members around the table during the mid-meeting break, it appeared that Bill made some good selections.

If you need parts for your BMW, let Bill know. He will probably be able to get them for you and at a much better price.

GOOD NEWS FROM HOFFMAN

Hoffman is now handling importation of Turbo-May turbo charger units for BMW's. This unit is available from any dealer either in stock or on short order.

The May kit, tentative price between \$800-\$900, raises the München four to 195 SAE Porsche gobbling horsepower with a 0-60 run in the 7.5 seconds bracket. To top it off the unit comes fully guaranteed, whether the dealer installs it or you install it. Hm! Maybe Hoffman isn't all bad.

Wundercar

FROM THE DESK OF THE MEMBERSHIP CHAIRMAN

At the July meeting we brought in only one new member (Come on fellows, you can do better than that!). Andrew Jarosak, from Columbia, Maryland owns a 1969 2002. His main interest is rallying. Welcome to the club!

Folks, as I have stated Before, we must get out and recruit new members. Sometimes the enthusiasm in our chapter leaves a lot to be desired. Don't be afraid to walk up to someone who is sitting in a BMW - talk to him, spark some interest in the club!! Spread the word when you take your Bimmer (ECCHH-that ugly word) in for service, while doing your shopping or at a party. We have plenty of flyers available - just ask and they are yours!

Pat Cavallero

HASSENPFEFFER'S HOLE

Well, our party at Bill Mason's was a relative success. There weren't as many people there as I would liked to have seen, but those who did come had a good time, especially when Bob Mitchell let everyone run the "c#@ out of his beautiful 5 speed, limited slip 2002. I would like to see better turnouts at club events, I think that's what the club is all about, isn't it?

Oktoberfest '71 is coming along pretty well. The basic rundown of what to expect is: Headquarters will be at the Sheraton-Lanham Motor Inn at Beltway Exit 30. Friday night there will be a Cash-Bar Cocktail Party in Parker Spooner's (the National President) hotel room at the Sheraton. Saturday morning, Oct. 23 registration will be held in the hotel lobby, followed by a Concours D'Elegance in the back lot of the hotel. Saturday afternoon a rally will start from the Sheraton and the hungry rallists will end up back at the Sheraton that evening for a giant barbecue and many kegs of beer. After the effects of the barbecue have worn off there will be a tech session Sunday morning, hopefully conducted by a service rep. from Hoffmans with assistance from other knowledgeable people including some BMWCCA members. Sunday afternoon an autocross will be held followed that evening by a Banquet-Awards Dinner.

All of the planning in the world will be worthless unless we have help from the chapter members. We need people to work the rally, and the autocross, and most of all we expect every member to come to Oktoberfest. After all this is the largest and most exciting event staged all year. Furthermore, we probably won't sponsor Oktoberfest again for quite a few years. If you're not careful at Oktoberfest you just might happen to enjoy yourself.

Baron Von Hossenfeffer

BMW-CROSSING

Chris and Merry Romine drove their Lotus Super 7, Jeff Wendell drove his Waterbeds 2002, while Paul McInnis watched at the Mid-Atlantic Regional Championship Autocross (MARCA) August 15 at York, Pa. Thanks to Paul for going to represent us as spectator and congrats to Chris, Merry and Jeff for doing so well.

Oktoberfest is coming up fast. Chris Romine and I are to OD the autocross which I hope to model after a Gran Prix of some sort, if practical. We are going to need all the workers we can get. Please volunteer. Any worker that wants to run will be able to.

I would like to see all of our chaptermembers in this autocross. Experience is not important to enjoy the sport, and especially this event. Competition won't be stiff and nobody should be outclassed. We plan to set up a class system based on car types and experience of the drivers. To make it interesting and enjoyable we need all possible participation.

The Corvette Club of America put on their CAC August 22 at Montgomery Mall. The course was well designed, and although essentially a big oval it was still a challenge for smaller (better) cars. A must, I guess, for the extruded plastic pollution machines. Chris Romine ran out of gas on lap 2 of run 2. Jeff Wendell took either a second or third in E Stock, and I took fifth in F Stock.

It was said to me that Autocrossing is very hard on a car. Well, cars do break, but most of the time people break them, whether they realize it or not, either by abuse or neglect. I think what was meant was that some people tend to abuse their cars in an autocross. This is true and I am guilty of it. But one doesn't have to be that way, and if he isn't, his car will probably go on autocrossing for years without an overly accelerated rate of wear. The real abuses I am writing about are the ones that affect the car over short periods of time. They are overrevving the engine, popping the clutch hard, first gear downshifting when going too fast, and hard braking in a tight turn. The damages can be broken valves, wrecked rocker arms and shafts, torn motor mounts, and transmission mounts, broken universal joints, broken synchronizer rings, and last but not least, a rolled car. But all this can be avoided just by driving cool and not thinking you're in the Can-Am or something. Tires aren't cheap, but those and brake pads and shoes are all that suffer on a well made, well driven car in an autocross . . . and only that after a long period of time.

This is not to say that nothing will ever happen to a car in an autocross or as a result of autocrossing, but any adverse affects are due to the way the car is driven. In other words, one time out (Oktoberfest) and proper driving won't hurt a car at all.

George de Socio

TECH TIPS

Non-Restrictive Exhaust System for 1600/2 & 2002

The rear muffler or resonator on the BMW is expensive (almost \$30) and will rust out in a relatively short time. A less restrictive, longer-lived alternative exhaust system is phenomenally expensive (about \$90). That's a hell of a price to pay for a black wrinkle finish. I have an alternative which is low restrictive (straight-through glasspack), cheap (about \$15 for the whole system), and sounds great!

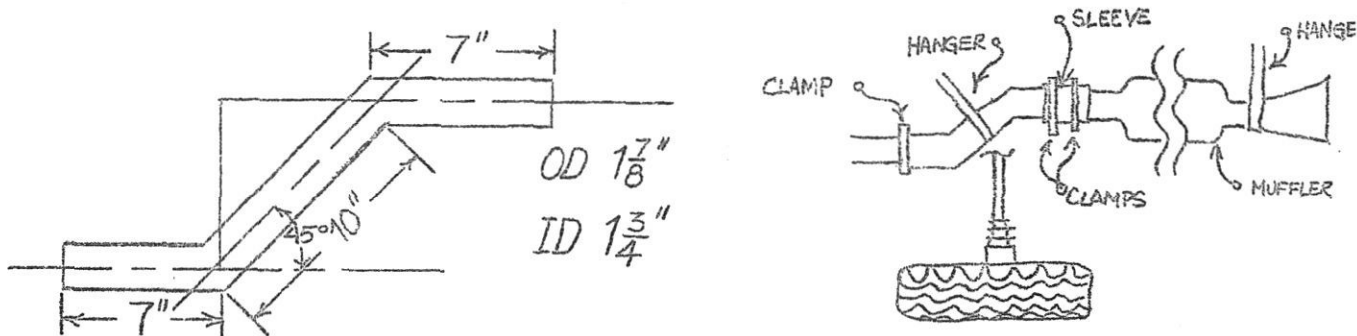
Start with a "Thrush" glasspack model 31-62. This has a 16" long body and is listed with a 2" inlet and 1 3/4" exhaust. It will be mounted in the reversed direction though. The cost from say Penn Jersey, is \$8 to \$9. You will need fittings.

Now, go over to a Midas muffler shop and get an offset or "s" pipe made up. (see drawing on next page). The 7" offset is very important and shouldn't vary more than 1" or so on either side of this. Bring a ruler to check it when you pick it up. It should cost between two and four dollars.

There should be a 2" O.D. sleeve enclosed with the muffler as well as a 1 3/4" or so 'U' clamp. Check for these! Also buy two 2" U-clamps and two universal hangers.

Remove the present resonator. Don't try the stupid stunt of attempting to slide it off the pipe from the front muffler. This doesn't work even with penetrating oil. Instead, remove the clamp (naturally) and rock it laterally (side to side and back and forth). The inlet pipe is slitted where it fits over the front juffler pipe and this action flares it out. It drops off into your hands practically. Now place several longitudinal slits in one end of the offset pipe and slide it over the front muffler pipe where it ends at the left half-shaft. Using the sleeve (slit it first) to couple the muffler to the S-pipe (it slides over each) temporarily put the muffler in place. Now mark off the S-pipe and/or the small inlet pipe of the muffler so that after cutting off the indicated amount you have enough outlet pipe under the car body to install a hanger. Perform the necessary surgery and recheck the muffler. Drill a hole in the rear of the car and mount a hanger from this. With the muffler supported in the rear, mount a second hanger, this time from the lower left differential support bolt and clamp to the S-pipe. Finish off the mounting operation with a 1 7/8" U-clamp on the front end of the S-pipe and 2" clamp on either end of the sleeve.

Add a sexy chrome tailpipe to set the exhaust out and away from the car body to avoid back pressure caused by turbulence.



MINUTES, AUGUST 25, 1971

The meeting was called to order by the Vice President, Ric Cavallero, at 7:40 PM. The minutes were read and approved. Chris Romine gave the Treasurer's report. George de Socio, Autocross Chairman, was not available. Ric gave some of the results on MARCA and Montgomery Mall. Tech Chairman, Mel Morganstein, reported that he is working on an article about suspension changes. A report on racing activities was given by Malcolm Stephens. Ric gave a report on Oktoberfest: Friday night - cocktail party; Saturday morning - registration; Saturday afternoon - concours; Saturday night - rally with barbecue; Sunday morning - tech session; Sunday afternoon - autocross; and Sunday evening - banquet. More information will be published in the "Roundel". Volunteers to work the Oktoberfest are needed. Howard lefkowitz is checking on the possibility of BMW dealers handing out flyers for the club. There will be copies of the by-laws at the next meeting and voting will be held. Nick Voigt, editor of the "Bayerische" has set a deadline for submitted articles for the newsletter - two weeks after each meeting. Bill Mason gave a report on the parts store. Store phone # is 573-5321. Speaker for the evening was John Foster, Researcher with the National Highway Traffic Safety Administration. The meeting was adjourned to Lun's at 9:30 PM.

The opening of the National Capital Chapter Club Store, albeit on a modest financial scale marks an important addition to the services your club can render you. It is probable that everyone has experienced that feeling of despair when a relatively simple part or component has failed, and the cost of replacement has loomed like Black Friday on your economic horizon. Our most fundamental purpose in the store is to provide original replacement parts and high quality proprietary parts at a substantially reduced price. Presently our stock is limited to tune-up items; i.e. oil filters, air filters, points, plugs, condensers, and fuses, but every effort is being made to provide other interesting items at attractive prices. The lineup at the September 29 meeting should include a set of green (highest rate) rear springs, a 300 degree small bearing cam, late model consoles, and perhaps a few Alpina goodies. Special items such as sway-bars, shocks, carburetors, headers, TI distributors, windscreen washer pumps, windscreen wiper motors, and other high unit price parts and accessories can be obtained on a few days notice, usually at excellent discounts. All parts in stock and previously obtained special order items can be picked up all day Saturday and Sunday on most weekends. Installation assistance and a garage are available by prior arrangement. The club store number is (703)573-5321, and maps will be available at the meeting.

SPEAKER NOTES

A vote of sincere thanks is due our speaker for the August meeting, Mr. John Foster, for his outstanding presentation. It came as a great surprise to some of us to find that there really are some intelligent, conscientious, and interested people in the employ of our benevolent and protective government's highway safety program. Some of the more interesting points of his talk included mention of the adamant opposition to stopping distance standards voiced by Detroit's makers of mechanical mastodons; how to rate your brake linings by the New York State alphabetical code; composition of brake linings; self-serve effect; a discussion of hybrid vs. homogenous braking systems; and thoughts for the future. Mr. Foster was most entertaining, and proved to be a delightful personality as well at the social session at Lum's after the meeting. Tales from his youth about his corporately owned Hudson Terraplane provoked general hilarity among the fascinated listeners. Again, many thanks to Mr. Foster, and we hope he'll visit us again.

The September 29 meeting will see a representative from Chesapeake Petroleum Co. for a talk on lubricants. Mr. George Davidson, a professional speaker, will present a program sponsored by Quaker State Oil, so members should come prepared for an absorbing evening. There will also be a short slide presentation on a BMW racing effort, so we are confident of a large member turnout.

MEETING PLACE: NEW CARROLTON CITY HALL

TIME: 7:30 SEPTEMBER 29

FINAL PLANS FOR OKTOBERFEST WILL BE DISCUSSED . . . SEE YOU THERE !!!

ADDENDA

Disregard the flash on the front page entitled "Good News from Hoffman". A recent letter to all BMW dealers states that the Turbo-May unit will neither be stocked by BMW dealers, nor is it recommended for installation by reason of the fact that it does not meet smog requirements. Oh, well, how about a Tii?

Lousy typing job courtesy of Honest Wilhelm. The original was beautiful, though; thanks Starling!