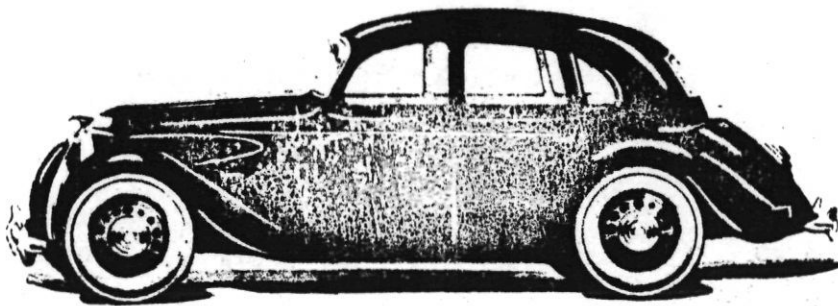


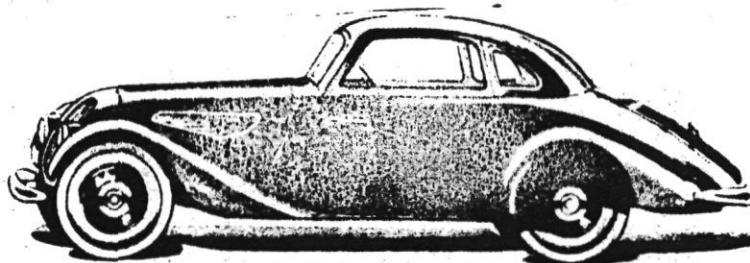
Der Bayerische

Volume II No. II

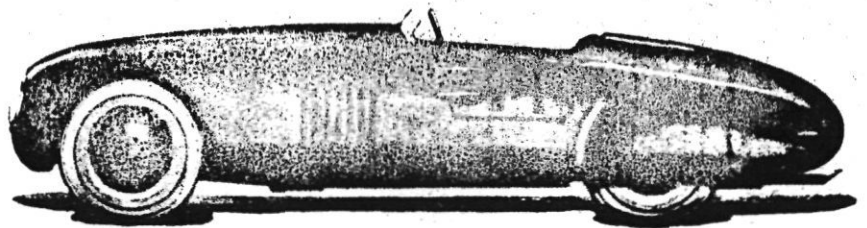
February, 1972



BMW 326 (1936-40) 2-litre six



BMW 327 Coupé (1937-40) 2-litre six



BMW 328 Mille Miglia (1939) 2-litre six

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Hyattsville, Md. 20784

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Editorial

It appears by our last two events that enthusiasm for our club is at an alltime high. The party held at Chris's house was a complete success with 25 people showing up, all of whom seemed to enjoy themselves very much. Our January meeting, though disappointing in some respects, was attended by approximately 50 people. I hope this apparent enthusiasm doesn't dwindle as we have a very active year planned for 1972. The next event will be a co-sponsored autocross on Feb. 27th, followed in March by two events, a rally and tech session on the 25th. April will see a trip to Autorama in Harrisburg, Pa. and hopefully an autocross school. May brings forth another rally, this one of championship caliber, and June follows with

our own championship style autocross. Plans for the last half of the year will depend on membership interest and participation in these events, so I encourage all members to come out and support your club by attending, competing, and working.

This newsletter serves as a nucleus for our club, so with this in mind I am encouraging all members to assist in making Der Bayerische and the club successful by contributing articles of interest, whether they be of a complaintant nature or merely a comment about the club, car, or almost anything. It's your club....make it work!

See you at the next meeting....

Ric Cavallero

Savel Gab

Some of our members left the Schnitzelbank Restaurant last month with a bad taste in their mouth - due not to the food, which was acclaimed by almost all as excellent, but due to the poor service and the price we paid for it. After the meeting both Ric and I spoke to the owner and expressed our dissatisfaction with the service and general arrangement of the restaurant for a meeting. Mr. Galten explained that he was not ready for such a crowd - I must confess that the most recent notice he had been given was four weeks earlier - and that he would plan ahead for more waitresses the next time. Reflecting the general reactions: the food was excellent, the beer was excellent, the atmosphere confused and disorganized, the prices expensive (average meal \$4.00, 0.5 liter (18 oz.) Lowenbrau draught \$1.40) and the service outrageous. For the next meeting, Feb. 15, Mr. Galten promised the larger adjoining room all to ourselves starting at 8 P.M. Dinner will be in the main dining area and checks will be paid on a table by table basis. He promises good service. That should solve two of the problems. The other is price, and there is a possibility we can get a better price on beer after establishing ourselves as a good customer. We have checked all over town, and any place that will provide a meeting place for us requires either a rental fee or a stiff minimum in food and drink. When our club gets larger we'll be able to handle just about anybody's minimum, but right now it's a dry meeting at New Carrollton City Hall and driving up the

road to a crowded Lum's, or the Schnitzelbank. It is only one night a month, and I personally don't mind springing for the good German food and Lowenbrau as an occasional treat, so let's give it another try.

Our next big event, after the meeting, is an open autocross at the GEM store in Tysons Corner, Va. on Feb. 27th. We hope to make this a championship caliber event, and establish BMWCCA as a moving force in Washington area sports car(?) club activities. The event will be co-sponsored with T.A.A. (The Autocross Association), a large and active local autocross club. O.D. for the event will be Pete Crosby of T.A.A. with myself as co-O.D. George deSocio will be in charge of tech with an assist from Ed Alber and Mel Morganstein, while registration will be handled by Kathy Leeper. Tech and registration will run from 9 A.M. until 3 P.M. and everyone is encouraged to pre-register. Workers are desperately needed so anyone asking to work will be allowed to run for free. Non-member cost will be \$3.50 - bring your membership cards. For more information give me a call.

We have an exciting year of activities coming up, so let's come out of hibernation and we'll see you at this coming meeting for more previews and a really fine driving light show sponsored by Universal tire.

Chris Romine



Minutes Jan. 18, 1972

The meeting was called to order at 8:15 P.M. by our President, Chris Romine at the Schnitzelbank Restaurant. The minutes were approved as published in the newsletter. Malcolm Stephens reported on the club treasury.

Committee reports were given.

Activities for the first six months of the year were discussed under new business. There will be an autocross in February, a tech session in March, a rally in May, and a possible trip to Autorama in Harrisburg, Pa.

After a ten minute break, Dennis Donahue of Importire presented two films and conducted a question and answer session.

The meeting was adjourned at 10 P.M.

Patti Cavallero

Membership

I would like to extend a welcome to our new members:

Ed Alber, 11102 Cavalier Ct., Fairfax, Va. Ed drives a 1968 2002.

Ron & Cindy Costell, 6909 Wilson lane, Bethesda, Md., own a '67 1800 TI.

Woodrow & Ruth Lee, 1121 University Blvd., Silver Spring, Md. The Lees drive a 1971 2002.

Stephen Vandivere, 8419 Idylwood Rd., Vienna, Va. Stephen, who heard about us from SCCA, owns a 1600.

Patti Cavallero



Commentary

At the Jan. 18th meeting of the National Capital Chapter, we were entertained by two interesting films on radial tire manufacture performance. The movies were provided by Mr. Dennis Donahue of Importire, Ltd., regional representative for Vredestein tires.

The first, and more informative, of the two films was obtained "fresh off the boat" from Vredestein. It showed in some detail how this Dutch tire firm designs, develops, constructs, tests, and eventually manufacture a production radial tire. Among facts not previously known by this writer were: 1. The requirement for all pilot (i.e. considered for eventual production) tires to "...endure 150 mph sustained speeds for miles at a stretch..."; and 2. The great extent of hand labor utilized in the manufacture of production line tires (e.g. laying up casings).

Perhaps the most interesting aspect of the Vredestein operation to BMW owners is that BMW 1600s are used exclusively for all

actual road tests of their tires. Although the Lowenbrau may have been affecting my perception somewhat, I'm absolutely positive that I saw local BMWCCA'ers Ric "Pylon Pete" Cavallero and George "Esses" deSocio doing some of the tire testing in those obscenely undulating 1600s.

Well, back to reality: the second film, of 1970 vintage, concerned the "T/A" and "Lifesaver" radials manufactured by the B.F. Goodrich Company. Among other delights, we witnessed B.F.G. footballs (thrown by Namath), basketballs (thrown by Chamberlain), and tires accompanied by Blood, Sweat and Tears "Spinning Wheel" (you know the obvious lyric "...what goes up must come down..."). Admittedly, there was some good, if repetitive, racing photography of the Trans-Am Firebird (T/A radials) and some IMSA cars, including our beloved BMW 2002 (Lifesaver radials). At an early Watkins Glen Trans-Am, John Cordt's Firebird with T/A radials "...took on the racing tires and won..." (its remaining season performance was less than spectacular). As an appropriate conclusion to this Calvin Cliche-directed extravaganza, the fade-out of hairy-looking pony cars dicing around was narrated with a predictable "...thundering herd of a new tough breed of racing cars stampeding across America.." Hi-O Silver, Away!

Malcolm Stephens

Tech Stuff

REAR SHOCKS:

Experience has shown me that the small BMWs (1600-2, 2002, etc.) suffer from poor rear shock control. One major source of trouble lay with the flabby upper rubber damper bushings. These allow a certain degree of suspension excursion without even bringing the dampers into play. A quick solution would be to tighten down the upper shock (or damper mounting nuts until the bushings are well compressed. A better approach would be the replacement of the bushings, along with the dampers, of course. This can be done relatively inexpensively by using HD rear shocks from the 1967-on Falcon and Ford station wagons. These cost about \$5.70 from the catalogue and their body



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BMW
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(smaller) diameter is bigger than the sleeve (larger) diameter of the BMW units. The proper configuration has a stud on the top and a rubber-bushed knuckle on the bottom. The only "tricky" part of this installation involves the fact that the Sears

-- cont'd



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REAR SHOCKS: cont'd

damper does not have a little metal sleeve (5/8"OD, 3/8"ID) in the bushing of the knuckle. The units come with a new lower mounting stud which is the standard 3/8" in diameter except for a thicker section of 5/8" diameter over which the unsleeved bushing fits. Unfortunately, the mounting stud on the BMW is mounted semi-permanently and appears relatively difficult to replace. At this juncture, we now use a little imagination!!! Either: 1. Scrounge up some steel tubing of appropriate dimensions to make a sleeve. 2. Press the old sleeves out of the BMW dampers using, e.g., a gear puller. In either case, the sleeve is either slipped onto the stud or into the bushing on installation. Don't forget to replace the upper bushes.

Mel Morganstein

NOTICE:

All material for Der Bayerische must be received by the next meeting date.

BMW crossing

I began autocrossing last year at Wintercross II, last year's forerunner of this year's Thurmont, Md. Wintercross III Snowball Classic. I missed the snow last year, having attended only the last two of the five autocrosses, and I hope I miss it this year too, even though I plan to race in all five.

I first got the actual feel of my car in Thurmont. Somehow you can't push your car as hard as you'd like when there's always that fear of the Man lurking in the dark shadows of every side street. So on the pylon laden parking lot everything was set free and slowly the inhibitions that kept me from my car disappeared.

The more I got into autocrossing, the more I found that a little chassis tuning was necessary -- at least for the success of me and a BMW.

Basically the BMW is a performance car, the most practical of performance cars. The 7" suspension travel, good track-wheel-base ratio, weight distribution, and low unsprung weight all contribute to the high speed handling characteristics of the chassis. The relatively low spring rates and torsionally stressable body contribute to the excellent quiet and comfortable ride at all speeds. It seems a crime to mess up any of these factors to prepare a BMW for autocross, but some changes can improve the handling qualities of the car, while



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somewhat reducing the riding comfort. Personally, I don't mind stopping once in a while extra to drain the old kidneys, as a trade for more agility and stability on the road. (especially the way I drive, my fellowman needs the protection.)

Two basic changes that I feel should be made are:

1. Lower the car's center of gravity.
2. Increase roll stiffness.

There are four ways to lower the front end of the car, listed in order of increasing cost.

- a. cut stock springs shorter or install shorter springs.
- b. build deeper strut towers with steel plate and welding.
- c. lower spring holder down on strut and re-weld.
- d. install struts with repositioned spindles.

Results are:

- a. will cut down on compression distance in the suspension, but decreases camber of front wheels - cost: one hacksaw blade.
- b. will not alter suspension travel, and can be used to decrease camber if desired.
- c. lowers compression distance without changing spring rate.
- d. is the way to go if you've got the money.

I chose a, for economic reasons. I got improved center of gravity, increased roll stiffness, slightly stiffer front suspension, and have not noticed the lessened compression distance.

Lowering the rear suspension is a different situation. Short of buying modified wishbones and setting the whole rear assembly up into the body farther, the

only answer is the cheapest. Cut the rear springs or install shorter springs. I cut my rear springs. This decreased camber, evened the car out, and increased the rear roll stiffness. The drawback to this is the full load capacity of the car is reduced by about 75 pounds or so. I have noticed the car is a bit lower in the rear than in the front which is the probable cause of this. My weight distribution is pretty close to 50/50 now with a full tank.

Other additions to my car are Bullico 3/4" anti-sway bars and 67 Falcon station wagon Sears heavy duty rear shocks. (since the addition of the shocks I haven't experienced bottoming in the rear.)

That's the state of prep of my car to date and I am very happy with it. Me and Mine, that's four of us and lots of baby junk (playpen, etc.) went to Rhode Island last week, and the car is the best on the road that I can recall.

We'll see what it does for my driving skill this year. (kind of like a \$4000.00 stereo system in the living room of a guy with a tin ear.)

George deSocio



For those of you interested in just occasionally running an autocross these aforementioned modifications are not necessary to be relatively competitive, as was proven last year by Jeff Wendell taking 3rd for the year running perfectly stock. It is advisable though if you are a serious trophy hunter.



I am encouraging members to buy their parts and supplies at the meetings. There will no longer be any parts stored at Ric Cavallero's as this is causing a number of bookkeeping problems.

orders should be given to me well in advance, as there will be less trips to our supplier. The larger the order the more of a discount we can obtain, hopefully!

Bill Mason

Hossenzaffer's Hole

Most members that ate dinner said the food was quite good, but the price was too high. It's not mandatory that we eat dinner, but we encourage members to possibly eat there occasionally. We are hoping to get a better rate on the price of beer during the meeting also.

We told Mr. Galten we would meet here at least once more, February 15



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Next Meeting

The speaker for our next meeting will be Mr. Don Heinz from Universal Tire Company in Rockville. He will not be talking about tires though, but about auxillary lighting. He will have a display with him that enables him to demonstrate different driving and fog light patterns yielded by different brands and types of auxillary lights.

Mr. Heinz has appeared before a number of local car clubs with this display and they all agree that it is an excellent and well executed demonstration. All you rally nuts as well as anyone else interested in improving their night sight should find this demonstration quite informative.

Ric Cavallero

DATE: Feb. 15 Tues.

TIME: 8:00 P.M.

PLACE: 2417 Univ. Blvd.
Wheaton, Md.

