



DER BAYERISCHE

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BMW CAR CLUB OF AMERICA/NATIONAL CAPITAL CHAPTER

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Gavel Gab

Chapter two of the "Great Restaurant Controversy" picked up at the Schnitzelbank where we left off last month. After Mel Morganstein's well-documented opening remarks, followed by some discussion and/or debate, and an analysis of the changes the restaurant owner made to correct our grievances, the verdict was to continue meeting at the Schnitzelbank, with the date set as the third (3rd) Tuesday of every month. Among the changes made specifically for our meetings were: a room to ourselves complete with public address system and bar (not necessarily in order of importance), much better service at dinner, and an over 25% decrease in the price

of the half-liter stein of Lowenbrau draught. Don't forget, the meals are outstanding, and mention the club when you order - your service will probably be better and we'll get credit for the business.

Our jointly sponsored open autocross at Tysons Corner on Feb. 27 was a great success (see article this issue). I would like to thank all of our members that came out in the chilly weather to help in conducting the event. If you didn't get a chance to compete this time there will be more, hopefully including a novice series that our club will sponsor. Now that we've got you interested keep an eye on George's autocross column.

(cont'd)

One of the highlights of the spring should be Kathy Leeper's club rally on Friday night, April 21, with party following. For those of you who don't already know, night rallying is great fun, and Kathy is designing a novice course so we can all enjoy it. We're looking for a big turnout for this member-only event (you can bring a friend). Those of you who would rather work a checkpoint along the route can do that, too. Mark the date on your calendars. We can't stress participation too much as the key to the club's success in servicing you.

Chris Romine

Minutes

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, Treasurer, reported a balance of \$252.12 in the club treasury.

Committee reports were given.

After old and new business was discussed an open discussion was held on the pros and cons of the Schnitzelbank Restaurant.

During the break (9:05 to 9:20) everyone went outside to look over a '72 2002 TII and '72 3.0 Bavaria which was loaned to the club by Manhattan Auto in Fairfax, Va. for presentation at the meeting.

After the break there was a buy and sell session.

George Maish of Universal Tire pre-

sented a show about auxilliary lighting.

The meeting was adjourned at 10:10 P.M.

Patti Cavallero

Membership

Someone out there in BMWland must be passing out flyers and flashing his lights as if his life and livelihood depended on it ... we have six more new members. Let's extend a welcome to:

Ronald Beavers, 2305 Stovepoint Ct., Alexandria, Va. owns a 1972 2002.

Ede Crammatte, 4207 Eastern Ave., Mt. Rainier, Md., motors around in a 1600.

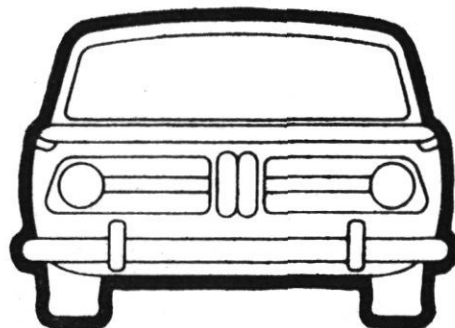
Edward Freedman, 1908 Fox St., Adelphi, Md., drives a '66 1800TI.

Jack Kuhn, 3900 Hamilton St., Hyattsville, Md., Jack, a salesman, hopes to participate in rallies in his 1969 1600.

Robert Mock will drive to our meetings in a 1967 1800 from his home at 3813 Ivydale Dr., Annandale, Va.

Carl Tishler of 5909 Cherrywood lane, Greenbelt, Md. while not engaged in his profession as a group therapist, hopes to attend club events in a 1970 2002.

Patti Cavallero



BMW Potpourri

Under great pressure from one of the more Simian of our club officers, I have reluctantly agreed to author yet another missive for der Bayerische. This modest example recounts the many things done to, for and by my once pristine 2002.

In the beginning, there was F Motors (back in the days of yore, when both salesmen and mechanics took competent interest in BMWs). They were kind enough to let me fly to Newark and drive the thing back; since my air fare up and gas expenses back were less than the standard "transportation" charge, I actually saved a couple of dollars. Imagine my pride when, having had the car for only two hours, another Colorado 2002 should pass me with much waving of hands and tooting of horn. Oh, the pain of keeping under the 70 mph break-in speed!

F's was also most considerate in providing an installed set of Konis (f & r) for \$75.00 net (less stock parts trade-in), and giving me \$40.00 for 4 stock wheels and hubcaps so that my 5 1/2 x 13 Cosmics could be fitted. The next modifications, in rapid order, consisted of removing the smog "accessories" (except for the air injection nozzles in the exhaust manifold), fitting a Judson transistorized coil and adding Carello driving lights and some Italian airhorns. Shortly thereafter came my first experience with a "high performance header". The relatively low cost didn't fully compensate for the poor workmanship, unequal length tubes and prodigious number of welded up short pipes.

Moving right along, an Abarth came next, closely followed by a set of 40 DCOE Webers. The linkage suppli-

ed was almost non-existent, and made for a right hand version. I cobbled up my own, pending acquisition of TI linkage which was modified slightly for use with Webers. First, Addco swaybars (two different sizes) with poor results and then Bullco's with excellent results were installed, as were oversize 175 x 13 XAS's. For appearance's sake, two talbot mirrors were fitted on the front "fenders" (actually the bonnet), Cibie headlight conversions, a leather covered steering wheel, and, most recently, a superb reclining bucket seat from the English firm Restall. As added distinction, a wide black "accent" (spelled racing) stripe was added just below the chrome trim strip around the sides and back. To top it all off, pardon the pun, I acquired (from Germany, since none could be found in the states) an air spoiler for the sun roof (some insensitive wags have suggested that a neatly white-lettered "TAXI" would enhance this dark green plastic bubble immeasurably). Seriously, these spoilers are quite common in Europe as, of course, are sun roofs. The most recent addition has been an Ansa 180° tuned header to replace the previous one (now the victim of a cracked weld).

RESULTS: The combined effect of all these goodies is that the car's suspension is more firm than stock, with a noticeably more "pitchy" ride. Handling is much improved... definite and controllable... power on oversteer is relatively easy to bring about. Go power has undergone a healthy increase, with SAE horsepower now estimated to be about 140. Approximate 0-60 time is 9 sec. flat. The new seat has subjectively improved handling nearly as much as all the suspension mods combined. Rear axle tramp "off the line" can be induced, but requires much brutal clutch popping and

(cont'd)

accelerator mashing. Overall handling, for a sedan, must be rated excellent.

CONCLUSIONS: Presuming one would like to duplicate some or all of what I've accomplished, as opposed to achieving similar results by purchasing a showroom stock TII, some recommendations based upon my experience may prove helpful:

Suspension- The Bullco sway bars are excellent, and are recommended for overall handling improvement.

- Wider wheels and tires are very useful, although hindsight would predispose my use of 5" - 5 1/2" steel wheels rather than the hard-to-balance alloys (unsprung weight differences for street use are not that significant).

- Konis are very nice, if you can afford them, but the front strut replacements are virtually unadjustable without spring compressors and/or other factory tools. Spax or heavy duty Ford rear shocks (see previous issues of der Bayerische) would make more sense for the majority of BMW owners.

- Although I have yet to get some, heavy duty brake pads and linings are strongly recommended. I personally consider stock BMW brakes to be inadequate. ENGINE- The smog apparatus removal must be left up to your conscience, eco-concerns nad status of warranty. It is, however, mandatory for the use of any currently available induction or exhaust improvements other than different carburetor jets.

- Webers are great, although Solexes give nearly as much improvement. In either case, insist upon a cable linkage similar to Alpina's or Warnerford's. The TI linkage I have found workable, but not entirely satisfactory. Weber jet selection is critical. Normal

mileage is down to about 20 mpg with the Webers.

- Recommended either Ansa (not quite as well finished, but \$20 cheaper) or Alpina headers. Installation is about 2 - 4 hours. Both of these units will bolt directly up to stock or Abarth front exhaust system flange. An Abarth is nice for use with either stock or TI (no air injection nozzles) manifold or with above headers. Stebro, which I consider unreasonable expensive, or other "straight through" rear resonators, work well also.

Although I haven't tried it yet, a TI (no vacuum advance) distributor may partially simulate the beneficial effects of a TI cam when dual throat carbs and a header are used. There have been rumors of stock piston and/or valve wear with the Weber/header set up, but I haven't had any known problems yet (at 28,000 miles).

APPEARANCE- The Cibie conversion is outstanding (and expensive) and requires significant modification of the headlight retaining rings to accept the deeper reflector. The low and high beam patterns are ideal. My Carello's (one narrow beam driving and one flat beam clear fog) are bumper-mounted and subject to great vibration. Better lights (particularly Cibie's) are available, and a more secure mounting is suggested.

- The steering wheel (and Spanish Also curved shift knob, which I neglected mentioning) are nice and useful accessories.

- The seat is a jewel. Although one glued seam has become loose and torn slightly, the seat is outstanding: excellent lateral support, quite comfortable and provides good

lower back and lower thigh support via extra padding in those areas. It reclines as fully as stock and gives slightly lower seating position increasing headroom if that's important to you- vision is still excellent.

- Even considering the unusually good all-around vision of a stock BMW, the convex fender mirrors make maneuvering in traffic more comfortable. High speed lane changes can be made safely with virtually no head-turning.

The above represents a highly individualized description of some of the many BMW modifications available, and is provided for what ever beneficial information can be obtained from it. It is not intended to be authoritative, but accurately reflects the advantages and disadvantages of this particular combination of accesories.

Malcolm Stephens



Feb. 27TH Autocross

"Hey Where's The Straight?" was what our co-sponsored open autocross was called on February 27 at Tysons Corner, Va. Those of you who didn't make it out there missed a truly fine event OD'ed by TAA's (The Autocross Association) Pete Crosby and yours truly. Pete designed the course, we more or less ran registration and tech inspection, and split on the course work-

ers. All in all it was a fine day for our club with 100 entrants altogether, many of them household autocrossing names warming up for the championship series. Our own Jeff Wendell took second place silver in E stock in his practically showroom stock 2002 (55.560), followed by Chet Kingsbury in another 2002 (56.045). One of the truly fascinating drives of the afternoon was by one Dan Torpy, of formula racing fame, in a brand new, stock, 3.0 Bavaria, when he conquered all but one of the well-prepared super pony cars for a solid second place in H stock (56.745) and the third fastest time of any BMW of any size (and there were plenty!).

We gained some valuable experience in co-sponsoring a championship-calibre autocross, and even make a few bucks on the side!

Chris Romine



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Rally Box

Spring approaches and brings with it a full season of rallies. WRC's Winter Rally "Series" came to an end on March 5. These rallies provided outstanding opportunities for beginners to get their feet wet in the sport. Those who missed this series (almost the entire club membership, unfortunately!) missed some good events.

BMWCCA is staging two rallies this spring. The first, which will be a night rally, will be held in April. It will be a closed event, so if no club members work or run, it will be a non-event. Kathy Leeper, who as a navigator destroyed most of her competition to finish second in the senior class in MWSCC Championship competition last year, will be OD. (Note: She also destroyed her driver, dammit!) See elsewhere for details.

In May comes the big one, with the club using a championship-calibre rally as a basis for acceptance into the Council. Kathy's driver will serve as rallymaster (there's a first time for everything!) and Ric Cavallero will be Chief of Controls. The rally will be about 150 miles long and will run mostly in Loudoun County, Virginia. We are hoping to use a dozen controls (or more), so we'll need about thirty workers. This shouldn't be any large hassle with our membership, but we had a slight problem finding workers for the Oktoberfest Rally (fewer than a dozen club members were on the checkpoints). Don't wait for Ric to call you; call him and volunteer. We will need a lead car, a sweep car, (two people each, preferably), enough control workers for at least five controls in each section (two sections or ten checkpoints minimum) and a scoring committee. Lots of

people are needed to put on a good rally, and a good rally, clean and efficient, will be needed to get into the Council. For further information, give me a call.

The club keeps growing, and that's good. An increase in activities and participation in same will help us grow even more. Taking part in club events is helpful and can be great fun, so let's make the two spring rallies -- and everything else we do -- a resounding success. End of pep talk.

Coming next time: How a rally works.

Mike Leeper



BMWCrossing

3.0 Bavaria - Driver's Impression

Due to my enjoyable experience at our last meeting and to the fact that Chris, who OD'ed our autocross, was composing an article about same, I decided to dispense with my usual autocross column and elaborate on the joys of the fortunate.

I've got to thank Manhattan Auto for entrusting a bit of their German excellence to me last meeting's night, and Bill Mason who called me one evening prior to that to ask if I could do him a favor: help him transport a 3.0 Bavaria and a 2002 TII from way out in Merrifield, Va. to the

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meeting in Maryland.

Reluctantly, that Tuesday night came, I flew out of my office, dashed home, then made it over to Bill's. Casually we drifted up to Manhattan (80 mph), and slowly sauntered into the showroom (50 yard dash). Bill and I had made an agreement - we would each drive one car over to the meeting, then we'd each drive the other back to Manhattan. The one decision we couldn't arrive at was who would get to drive which car first. After much tossing of coin, arm wrestling, etc., I drove the Bavaria over and the TII back.

The Bavaria: Burgundy with manual sunroof, 4-speed transmission, power steering, and air conditioning.

It's a very BMW car. Starkish in the front, continental in the back, and European in the interior, there is a blend of stylishness, necessity, sportiness, and quality about this car that no other manufacturer has been able to accomplish in the price category of the Bavaria.

After savoring the aesthetics of this car, I felt the need to allow it to fulfill it's other purpose, being driven. I got in, and found this to be no strange car. This happened once before when I first tried a BMW ... my 1602. The car is completely new to you yet there's an instantaneous familiarity with it, because everything is so practically put together. As said before, it's very BMWish. Speedo on the left, tach on the right, which, by the way, has a red light that lights up the red-line at night, gear lever where it should be, turn signals and washer-wiper on right stalk and hi-lo-dipper stalk on left. Seat belts and harness are still Krappon type and so could not be worn properly, but the seats are easy to adjust and comfortable once

adjusted. And of course, I cannot omit that BMW dash-tray, now a bit out of sight and reach, but nevertheless there.

A quick touch with the key and throttle and this 3 litre six came to life with all the smoottness one might desire. The cold engine idle was over 2 grand because of emission crap which is certainly not good for the engine, but this was not too bad as I drove off right away, at least putting a load on the engine while it warmed up. This engine is fantastic. It's response was perfect, and it supplied all the power required to keep the car in it's BMW niche-- out in front. Driving this car was very much like driving the smaller ones. The biggies are that it's phenomonally quiet, even with the sunroof open, ther's no buffetting by the wind. There is a bit more understeer and a bit more sway, but the suspension is designed to fully outperform the engine, so that the handling is fine for Europe and even beyond compare here. The power steering is a bummer to me, because it took away a feel of the road that I've become accustomed to. I'm sure it helps parking, but I'd gladly trade that off. The car is more prone to freeway wandering because the wheel control is so light, and steering return after cornering must be assisted by the driver, else you keep turning. (possibly a goof of adjustment.)

This car had Michelin XAS's on it, but their size I think is too small. The superb ride is gotten in part from the tires inflated to modest pressures, but this, unfortunately, is at the expense of cornering power. The next larger size tire at about 28 PSI should kill some of the understeer and drift in turns and help the power steering drawbacks, without sacrificing the

cont'd

quiet smooth ride.

This car is truly my choice for my entry in next year's Cannonball Baker Sea to Shining Sea Memorial Trophy Dash. (Car and Driver Feb., 72).

I'll leave the TII up to Bill in his up and coming Roundel first: 2002 Tii Road Test.

Again I say to Manhattan Auto:
Thank you very much,

George deSocio

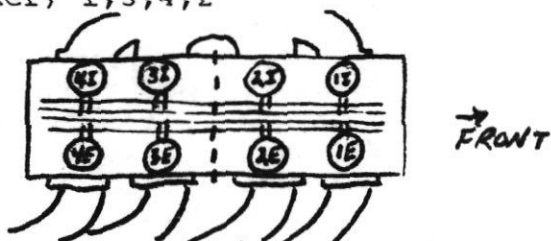


Tech Stuff

Valve Adjustment: Every 8,000 miles, the head should be torqued on your BMW. Due to the presence of many aluminum components, thermal expansion and contraction is greater. Thus, constant retightening of the head bolts is very important or the inevitable result will occur, a head gasket will be blown. The problems associated with this are more trouble than you need.

Once the head is torqued, the valves should be adjusted (as part of 8,000 mile service). This ad-

justment is quite important on a pushrod engine, but not nearly as critical on an OHC unit. Do this when your plugs are out for cleaning or replacement so it will be easier to turn the engine over. Now, try and forget that nonsense in the instruction manual and pay attention to the following: Study the diagram of the valve mechanism with the cam cover off and remember the good old zundfolge (firing order) 1,3,4,2



If one puts a mirror across the engine between the second and third cylinders (dotted line) then every valve has a mirror image; e. g., the image of 1E is 4E, of 2I is 3I, of 1I is 4I and likewise of 4I is 1I. Thus, the mirror cylinder of 1 is 4 and 2 is 3 (or of 3 is 2, etc.) Also remember that in a 4 cylinder engine, successive cylinders fire 180° apart and, therefore, every other fires 360° apart. That is, mirror cylinders run 360° apart. This also means, incidentally that when no. 1 is up, so is 4; and, at the same time, the mirror pair, 2 & 3 are both down, and vice versa. Thus, if any valve is being lifted and is definitely on the base circle of the cam (where you can now adjust it!).

cont'd



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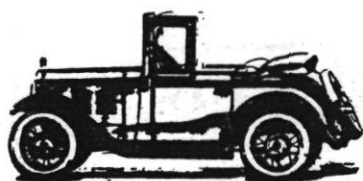


Now, let's put all this theory in action. Get all your tools together. For the .100 dia wire valve adjuster you can substitute a hex key (or allen wrench). This has the necessary bend in it so that you can clear the lip of the cam galley cast into the head if necessary. Put the car in gear and take off the brake so it can be rolled. Now inspect the valves and find those that are definitely open (the valve spring compressed, or down). You can spot two at a time easily. Now, if say no. 2E is open, adjust 3E (the mirror twin), etc. Make sure the feeler gauge is fairly snug and not at all easy to move around. To make keeping track of things easier, as you adjust the valves, wipe the rocker top surface off and make a small amrk on it with a "magic marker". (It won't hurt your engine.) After adjusting two valves, roll the car forward in gear to turn the engine over until two new valves open. Repeat the procedure until all valves are adjusted. Check the lock nuts with a box wrench when you're finished.

bei Graf Manfred Irwin
von Ratgeber

NOTICE:

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



BMW 3115 "Dixi"
1928-32 750cc 4.

Tech Session

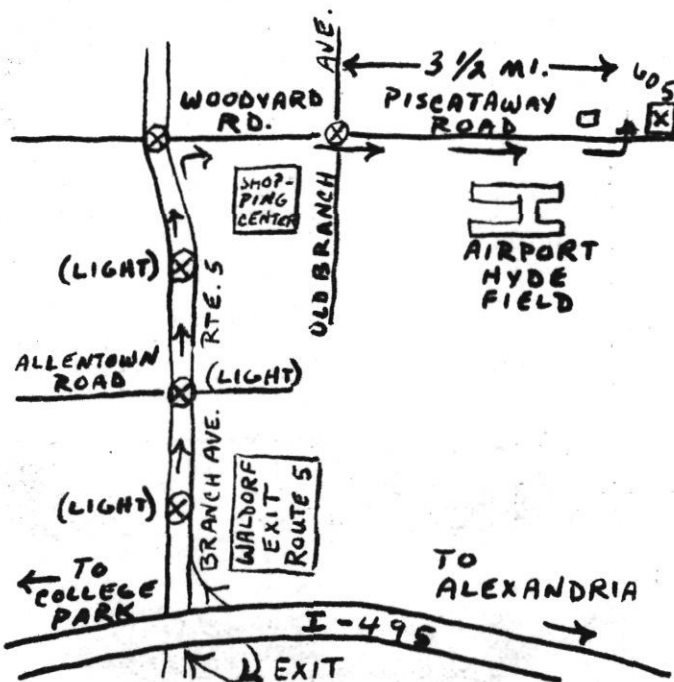
Here's your chance to get a little greasy and put that tool kit of yours to work! This is the time to perform that overdue tune-up, change your oil, adjust carburetors, check brakes and whatever that suits your fancy and you can do (or talk one of our resident experts into doing) in 6 - 8 hours. Don't worry if you don't know anything about your car and are afraid to admit it - this will be a learning experience for us all. Bring your tune-up kit (plugs, points, condenser, maybe rotor), oil filter, oil, air filter, etc. If you don't have the stuff now visit the club store at the next meeting, or call Ric Cavallero - you will find the prices somewhat more reasonable than anyone else can give.

Time: 10 A.M., Saturday, Apr. 8

Place: 605 Piscataway Rd.,

Clinton, Md. (see map)

Event will be postponed to later date if rain on Saturday or heavy rain on Friday. If in doubt call Mel Morganstein.



Club Rally

A TSD rally will take place on Friday evening, April 21 for club members only. Kathy Leeper, the OD, has geared this event for the beginning or novice rallyist. Some frequently encountered traps are included, but it will not be difficult to stay on (or return to) the course.

The rally will begin at Woodson High School on route 236 in Annandale, Va. It will also end in the Annandale/Fairfax area, either at Lum's in Fairfax or at a member's house. The course is approximately sixty-five miles long and will take about two hours to run at rally speed.

Exact time of the start has not been determined.

Ric Cavallero is the Chief of Controls. Those who are willing to work on a check point might call Ric at 577-8768.

Pat Cavallero will be the official registrar. It is not necessary to pre-register, but it is recommended so that participants may study the general instructions.

If there are any questions about the rally, call Kathy Leeper at 941-3924. Everybody come run! It will be good practice for the BMWCCA championship calibre rally on May 21.

Trading Post

FOR SALE: 1969 2002 with 135 hp Ti engine. Other Ti extras included such as wood steering wheel, and carpeted trunk. Vredestein radials with extra mounted Vredestein radial snow tires. AM/FM/SW radio. Delta Mark Ten C/D ignition system. A rare buy, leaving civilization, moving South, a steal at \$2200.

Call Nick Voigt, 725-8065 after 4:00

FOR SALE: As a result of my 1971 Trans-Am and F.I.A. races, I have many useable spare parts for sale, including modified struts, shocks, brake parts, steering boxes, wheels, used Firestone 4.25/9.50 xl3 racing tires, engine parts, etc. Contact Phil Dermer at 948-1474 or 75 during the day.

FOR SALE: Miscellaneous rear end parts for late model 2002 including repairable final drive unit. Stock wheels. Stebro Porsche exhaust. Call Ric at 577-3768

CLUB STORE: The club store, now under new management, always has many, many things for sale. We have recently received an extra large stock of parts for our April 8th Tech Session including front disc pads. Any special items you wish ordered for future needs such as clutches, etc. may be ordered by calling John (Bud) Coon at 941-3329.

NCC Calendar

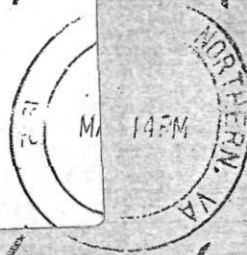
- Mar. 19 - AJSTC Autocross NSA parking lot, Ft. Meade, Md.
- 21 - BMWCCA monthly meeting Schnitzelbank Restaurant
- 26 - SCCA Endurance Autocross GEM lot, Rockville, Md.
- Apr. 8 - BMWCCA Tech Session, Clinton, Md.
- 8,9- WRC Bob Bridges Memorial Rally
- 9 - SESA Championship Autocross
- 16 - Branded Championship Rally
- 18 - BMWCCA monthly meeting Schnitzelbank Restaurant
- 21 - BMWCCA Members Only Rally

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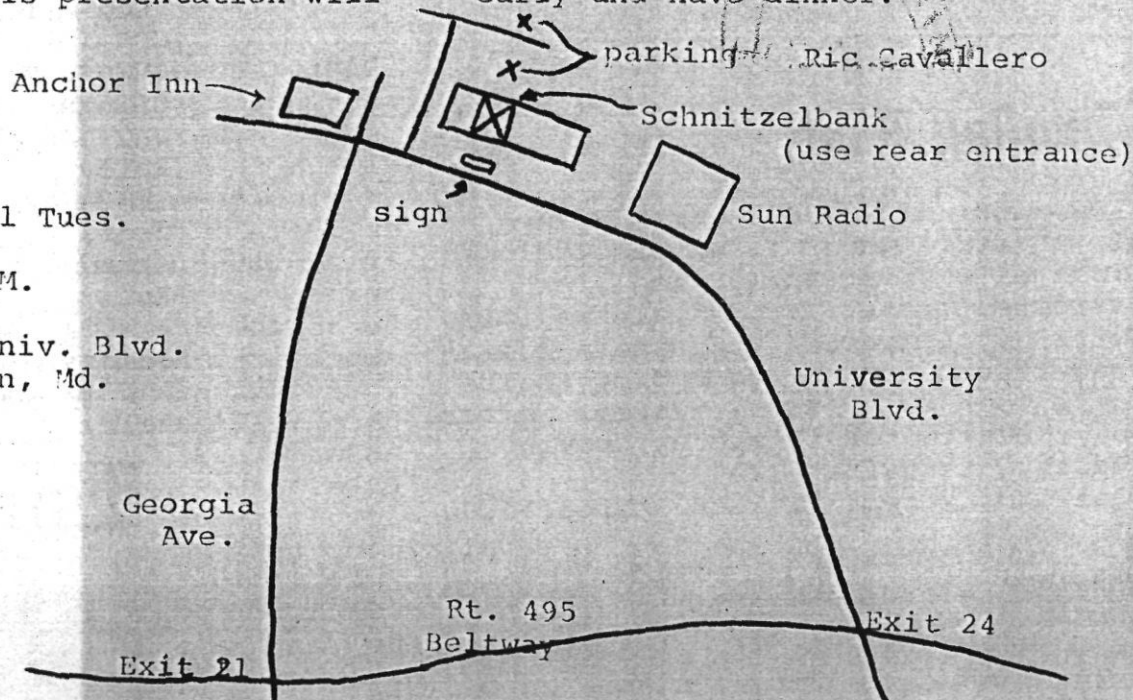
Next Meeting

The speaker for our next meeting, Mr. John Dow comes to us from State Farm Insurance Co. He will be discussing the major confusing aspects of automobile insurance and of the new proposed Maryland insurance laws as well as no-fault type insurance.

Mr. Dow, a young and usually quite humorous individual, should prove to provide a very interesting and informative program. The majority of his presentation will

be devoted to a question and answer session for he presumes there will be quite a few questions raised.

The Schnitzelbank is apparently becoming an ideal meeting place - as mentioned in our President's column - the beer is cheaper, the food is great, we have plenty of room and now a P.A. system so everyone can hear. Get there early and have dinner.



DATE: March 21 Tues.

TIME: 8:00 P.M.

PLACE: 2417 Univ. Blvd.
Wheaton, Md.