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BMW CAR CLUB OF AMERICA/NATIONAL CAPITAL CHAPTER

Letter

AN OPEN LETTER TO THE MEMBERS

Gentlemen:

The Tidewater BMW Club invites the National Capitol Chapter to join us on a drive out. This activity includes traveling caravan style (families included) on winding roads to a picnic site.

We have tentatively chosen Sunday, May 21 for this activity. We suggest meeting near Richmond, joining forces and continuing to a park in the area.

Please let us know if you are interested in this activity and if this date is agreeable, so we can continue with plans.

Sincerely,

Rose Marie Sundstrom
Secretary
Tidewater BMW Club

Virtues

A DIFFERENT POINT OF VIEW

A super-yellow General Motors horny-toad 6000 cu. in. Chevrolet Impala smog machine understeering down a straight Tennessee road being driven by a hee-hawing ape-like form...

You follow this guy waiting for a chance to pass and you notice how he must have lowered his armrest down at least a foot in order to be able to lean up against the door and window that way. This, however,

gives his body the proper dias in order to properly position his right hand on the Nude-Under-Lucite-Suicide-Knob that he so carefully pop-riveted to his single-spoke Candy Apple red steering wheel. This little device is an attempt to make up for the 36.2 turns lock-to-lock competition steering box.

You know of course that Turbo-glide passing gear is an awesome muvva to compete against, as you hang only inches from his rear chromed hi-way guard rail-like bumper. His anger mounts -- he can't shake you off -- you want to pass.

For his next trick...he crams on the brakes. But no sweat, his only operational brake light comes on glimmering through a self-adhesive purple tail light cover as you begin a three-minutewait for his servo-assist to build up assist and to watch the beautiful Fourth of July display of brake drums igniting into flaming, sparking pinwheels, and it seems the Chevrolet is decelerating.

Failing at intimidation, speed is the only answer. Suddenly, Mr. Chevrolet's J. C. Whitney (Warshawski) Intake manifold Vacuum and Fuel Economy Brass-plated-with-light-inside-guage displays a reading of Pee Poor on the mileage scale, as his black patent leather pointed-toe cuban-heeled white sweat-sock-filled shoe tries to push the Warshawski (J. C. Whitney) foot shaped (with four toes) chrome accelerator pedal through the floorboard. Black smoke volumes from the left two exhaust extensions while blue smoke comes from the right rusted-off-at-the-axle tail-pipe.

Alas, a curve ahead that is not as blind as the others were. Twenty feet in front of your eyes, Mr. C's ducktail is flapping in the breeze. Into the curve you follow, tires screaming for mercy. Then, without

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warning, this uncoordinated yellow beast sails through the air where once the road may have been. You smile to yourself thanking the bank for letting you borrow four thousand dollars all at one time, and thanking Ralph Nader for all his wonderful information on the capabilities of the Detroit-Uaw-LaSalle Extension University-degree bearing automotive engineers.

Anonymous

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BMWCrossing

I feel like the BMW pioneer autocrosser when I know I am not. Jeff Wendell got there before me (about a year), as did Dan Torpy, Paul Mac Innis and others, but I don't know if they ever have played the suspension game like I have. I've cut springs at one end, then the other, tried that for a week or two, added a sway bar up front for a autocross or two, put one on the rear, and switched the front bar with a heavier one, added Morganstein/Sears shocks to the rear, bolted two sway bars together on the front, used wide wheels and super-wide recap bias-ply tires, 40 PSI air pressures, no gas, lots of gas, floor mats, no floor mats, Semperits, Continentals, (breathe) Etcetera. Now I have one sway bar up front, none in the rear, radial Semperits (I recommend against the Semperits I have as they are worthless for anything but a backyard swing, and then I'd only let my neighbor's punk brat use it!) and of course, the irreversable shortened springs. The bar is a 19 mm Bullco Flexo-

Bend deluxe. Good for the street. Exceptional street bars for the money they cost to make. Retail is a bit of a rip-off. However, it's too soft for me for competition.

Originally, the car was pretty stiff with all equipment bolted up, but my theory is that a large part of my traction problem was due to a curious BMW trick. The body twists up like a wet wash-rag in it's attempt to transfer inside rear weight to the front outside. Because the suspension just wouldn't give any more, it just assumed a very canine attitude at every inside pylon and the wheel just would not regain its intimacy with the pavement unless forced to by a jerk of the steering in the opposite direction, even though I didn't want to go there. So my conclusion has been to leave the independent. This will keep some of that weight back there where it belongs, but with a slight increase in understeer. Plans include: Lowering about another inch, 25 mm front sway bar, "green" springs from a TII at the rear, and A70 x 13 bias ply tires (not belted) on 5" rims. The reduced static radius of this tire should allow the extra inch of lowering, but I'm getting close to the fenders now. Then finally I'm going to do the smart thing: restore the BMW and autocross my Saab.

George deSocio



Tech Stuff

Super-Flo-Thru-Ventilation:

If you have a sunroof on your BMW sedan, you are without the "highly touted" flow-thru ventilation system. If you don't have a sunroof, you can improve the ventilation drastically and, at the same time, improve your rear window defrosting.

This factory system works as follows: in the "normal" sedan, air passes out of the passenger compartment through the perforated headliner and into a gap between that and the metal roof. (Such a headliner is precluded when a sunroof is installed hence the air cannot get out of the passenger compartment and into the system!) From the underroof chamber, the air passes down the hollow "C" pillars to molded plastic pipes shaped like question marks and through these out an oval orifice under the lips of the trunk lid near the front. (every attempt to draw this path looked confusing; go look in your trunk if you don't believe me!) Due to the aerodynamics of your car, a slight vacuum is created under this lip, pulling the stale air out.

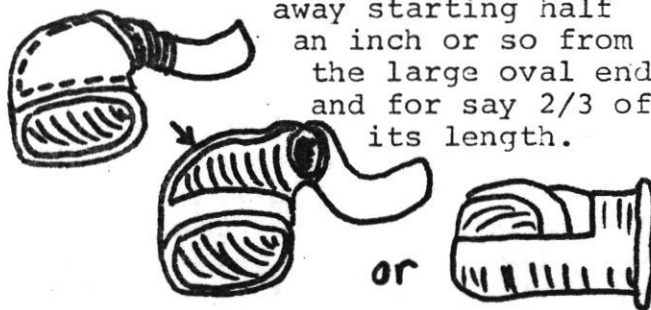
The object of the game is to provide a new, better, more direct and more useful path for the air. There will be two methods described. For the first method, you will need about 3 feet of 2 1/2 " diameter flexible heater duct hose. (The rubberized cloth stuff with the wire spiral) Pull out the plastic

pipes and cut off about 1" of the oval end which fits into the exit orifice. Water sometimes works its way in



through this hole -- this will be minimized now that you have air blasting out -- and it is important to have a good seal. These stubs of the pipe will be re-installed and will provide a place for the hose to be taped to. (The taping is best done out of the car!) The duct hose can now be squeezed oval and it will fit very nicely over the pipe stub. I will leave it up to your own ingenuity as to how you will build your own outlet vents on the rear package shelf. You can use speaker grills, sheet aluminum, etc. I will point out that if you need a ready made pipe to attach the hose to at the upper (shelf) end, a beer can happens to have a diameter of 2 1/2". The ends must be cut off of course. This venting arrangement is far more direct than the factory style and the air will provide a demisting action to some extent, as it passes out the vents past the windows.

There is a similar method which obviates the use of the hoses. Simply cut the pipes as shown below. That is, the top half is cut away starting half an inch or so from the large oval end and for say 2/3 of its length.



Vents are now installed in the shelf but open into the trunk. The air now passes into the trunk itself and through the large cutout in the pipe and out under the lip. Thus, the air vents through the trunk rather than down flex hoses. By leaving the bottom half of the pipe in place, any water that works its way into the pipe remains trapped in it and not in the trunk.

bei Graf Manfred Irwin
von Ratgeber

Gas Cap Gasket

Is your old cork gas cap gasket cracked and falling (mainly into the gas tank) apart? Do you have a gas cap gasket? Now, at last, you can buy a neoprene gasket from your favorite BMW dealer for about 25¢.

Reprint from Das Kummel

Shifter

Does your BMW shift as slick as it did 40,000 miles ago? Your problem may be lack of an antifriction substance on your gear shift ball. Just pull back the rubber boot on your gear shift lever, hold the foam pad back and apply a generous amount of heavy weight oil to the ball joint. This may also cure some of your gear crunching, although it won't hide a worn second gear synchro.

Cummins Motor Sales

Rally Box

What is a rally? Really, it's not much more than a glorified Sunday drive (although it may be a Saturday drive, a Friday night drive, etc.) The only thing that makes it different is that you gotta follow the rules; sometimes that is a bit of a trick and sometimes it isn't.

The course is set up so that everybody gets to drive the same roads (theoretically) at the same speeds as everybody else. If you stay on the course and drive at exactly the correct speeds, you should (distance = rate x time) arrive at certain points along the way at exactly given times. This is the first rub: usually you are timed into these locations (check points)

to the nearest second, and each second - early or late - adds a point to a score that's usually too high anyway.

Rules for the rally are contained in a set of general instructions which are handed out as soon as registration is complete. These instructions lay the ground rules for the event. Tidbits contained therein include the types of roads to be used, descriptions of signs, course following priorities, and so forth.

About a minute before a car leaves the start line on the rally, the crew gets its route instructions. These are the nuts and bolts directions which are designed to get the crew through the course. All the lefts, rights, RIPS, pauses, gains, transit zones, etc., etc., are in them. They also contain most of the traps to be found in the rally.

It's an exact sport. Timing to the second, the necessity of following instructions to the letter, and a full understanding of a rallymaster's concept make it that way. But it is really great to come through a difficult section of a rally knowing you did it right - particularly when you meet a half dozen cars coming backwards through the checkpoint as you sit savoring a zero timing error.

If all of this makes no sense to you, try running a rally and things will start falling into place. The best start is a rally organized for novices, like the April 21 closed event for club members only. Give it a try.

Registration - Patti Cavallero
Workers - Ric Cavallero 577-8768

Sign up now!

Mike Leeper

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Jim Miner

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Columbia, Md. 21043

Dues

For those of you who have received notice of chapter dues renewal, this is a reminder to send them in as soon as possible.

Tech Session

As you all know our April 8th Tech Session was rained (and snowed out. The date has tentatively been rescheduled for Saturday April 29th at the same place. If you have any questions call Mel Morganstein at 384-5858.

Next Meeting

As you may have read earlier our meetings are set permanently for the third Tuesday of each month at the Schnitzelbank Restaurant in Wheaton, Md.

Our program for the next meeting is hopefully to be a movie, made by BMW, about the construction and racing of the cars, compliments of the new Chicago chapter.

Ric Cavallero

DATE: April 18th Tues.
TIME: 8:00 P.M.
PLACE: 2417 Univ. Blvd.
Wheaton, Md.

