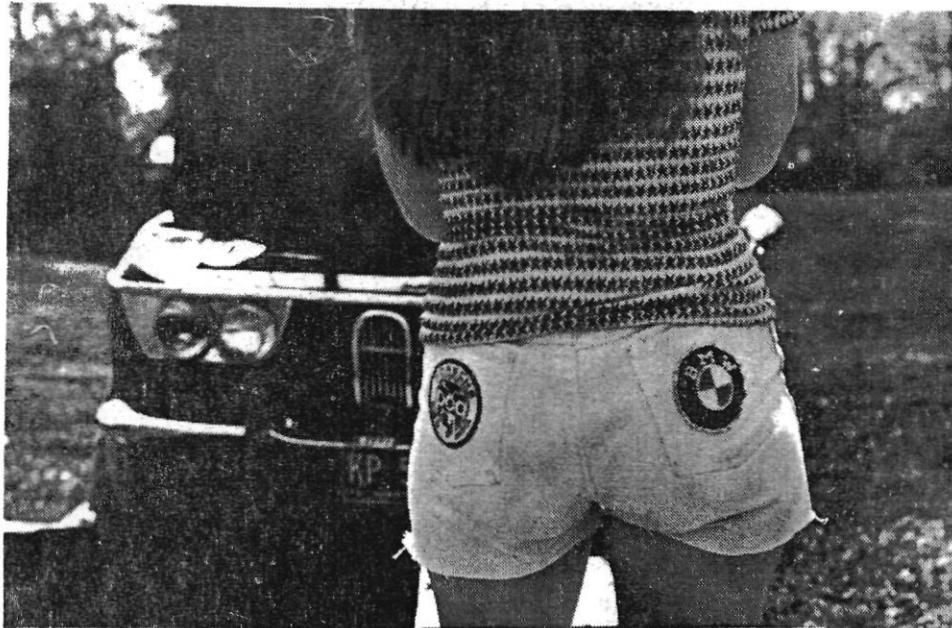




DER BAYERISCHE

Volume 11 No. 5

May 1972



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Official Publication Of
BMW CAR CLUB OF AMERICA/NATIONAL CAPITAL CHAPTER

NATIONAL CAPITAL CHAPTER
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Editorial

Ah Yes! Maybe it is all worth the trouble. I'm speaking of all the work and pains involved in trying to formulate an active and prosperous car club, namely the National Capital Chapter of BMWCCA. The three events held this past month were all extremely successful.. First, the club rally, although quite a few people got lost, overall I think most people had a good time and member turnout was good with 45 members involved. Second, the party at Bill Mason's after the rally. Fully 55 people attended and I believe they all had quite a time and certainly enjoyed all the free drinks supplied by the club.

Third, our April 29th tech. session was a roaring success with approximately 30 cars appearing. The weather was absolutely fantastic and most people seemed to accomplish some needed repairs and adjustments thus making the whole thing immensely worthwhile. I think everyone really enjoyed themselves even if I did leave all the beer locked in my car. Bunch of luses - - I didn't think anyone drank that early. Another tech session is planned for June 3rd. I hope this active response carries into our May 21st rally for we are in need of at least 30 workers. An active club is a happy club!

Ric Cavallero

Gavel Gab

The tech session, April 29th, turned out so well, we're planning another for sometime in June or July. Judging from some of the comments, even those who had no maintenance to perform found the day informative and enjoyable just watching and listening to those who actively participated.

Kathy Leeper's club TSD rally turned out to be a little more challenging than expected, but proved enjoyable and educational to almost all that participated. The weary drivers, navigators, and checkpoint workers returned to Bill Mason's place for a relaxing party that washed away (Schlitz) any pent-up hostilities and frustrations that are a normal part of the rally scene. All teasing aside I think Kathy deserves a tremendous amount of gratitude for the dozens of hours and hundreds of miles that she, Mike, and friends, put in on this event.

The "other" Leeper, Mike, is providing the leadership for our big splash into the Metropolitan Washington community of sports car enthusiasts - our May 21st championship calibre open rally. It is mandatory that we get a good turnout for this event, as we'll need upwards of thirty checkpoint workers to make it a success. We're expecting those who ran in the club rally to work this one and pick up experience on the other end along the way. Mark your calendars - this is a biggie!

The executive committee will be planning our summer activities soon, and we'd like to get some input from the membership. What would you like to do as a club this summer?

Chris Romine

Minutes

The meeting was called to order by our President Chris Romine at 8:15 P.M. at the Schnitzelbank Restaurant.

The Treasurer, Malcolm Stephens, reported a balance of \$328.47.

Committee reports were given.

Malcolm Stephens gave a report on racing.

A vote was taken on the entry fee for the Friday night rally. It was decided that \$1.00 per car would be sufficient to cover the cost of trophies.

A question was raised about an officer of the club selling his BMW and still serving the remainder of his term in that office. Motion was made and seconded for the officer to remain in office as long as he did the office duties.

John Coon, club storekeeper, gave a report on the store inventory.

It was suggested a list of dealers of car parts giving discounts to club members be made available to the members. This will be prepared in the future.

There was a break from 9:20 to 9:40. After the break there was a discussion on rallying and the Friday night rally.

The meeting was adjourned at 10:30 P.M.

Patti Cavallero

Membership

Would you believe eight new members?! Right on!! Welcome to the club --

R. D. Gibson of 1330 N.H. Ave., Washington, drives a 1971 2800A.

Dr. Walter Barquist also of Washington owns a brand new 1972 2002.

A. Jeffrey Thoman will be driving to our meetings in a 1970 2002 from 3953 N. Dumbarton St., McLean, Va.

Myron Levy, 3016 Fallstaff Manor Ct., Baltimore, Md. is the lucky owner of a 1970 Turbo May 2002.

Tim Rooney, a mechanic at International Motors in Falls Church, can be seen at local autocrosses in his 1967 1600-2.

Stephen Tenney, 300 Rollins St., Falls Church, Va. will be attending club events in his 1972 2002.

Harold Rigas of Silver Spring, Md. is the second member in this chapter to own a 2002tii.

Claude P. Oliver, 1143 Towlston Rd., Great Falls, Va. owns a 1970 2002A.

Congratulations, Folks! And many thanks to present members who have been faithfully recruiting every month.

Patti Cavallero



Notice

TO ALL BMW DEALERS

Gentlemen:

It has come to our attention that a rumor has been started according to which model BMW 2002 would be de-emphasized in the U.S. market.

We wish to inform you herewith that there is absolutely no basis for such a rumor. The BMW 2002 in all three versions: standard, automatic and TII (fuel injected) is in the U.S. program as an important 4-cylinder series of our established BMW line of quality automobiles. In fact, we expect another model or more to be added to the U.S. equipped BMW two liter series in the foreseeable future.

Our lawyers are currently contemplating legal action against those who have circulated these rumors. You will be advised of any action which is taken in this regard.

HOFFMAN MOTORS CORPORATION

The above letter was graciously submitted to us by a salesman at one of the local dealerships for use in Der Bayerische as a noteworthy comment.

Many thanks - Ed.

BMW Crossing

International Motors in Falls Church sells Saabs, Alfas, funny-looking British cars and an occasional not-so-funny British Rover. They don't sell BMWs. So why mention this place at all? No reason. Except that Tim Rooney, a mechanic who works there, has a BMW 1600 of 1967

cont'd

vintage. This car is a box stock Hoffman special complete without sway-bars and various other things (like 400 cc's) that Hoffman thought he'd import on the USA 2002s. So his car is the same as mine was at the beginning of last autocross year.

So far, Tim has three autocrosses under his belt, two of which were run in his BMW. He borrowed veteran Pete Crosby's Spitfire for the other, and beat Pete by 2 seconds!

So, Tim is the third guy to come along and prove that the BMW is an out of the showroom winner. Dan Torpy did it some years back in a 2002, and more recently in a Bavaria, Jeff Wendell (outlaw) did it last year and the year before and now Tim Rooney is doing it this year, taking 1st place at Manassas last week.

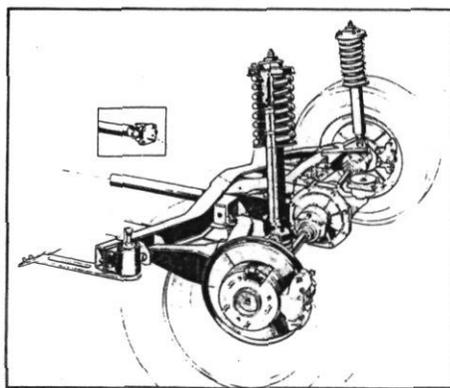
All of these people have some thing in common besides BMW. It's the ability to drive the course smoothly, a technique I have yet to master myself. When they drive the cars around out there they are flowing (rapidly) along a pre-determined path. No erratic changes in speed or vehicle attitude, but smooth flowing lines. This is where the is being saved, no unnecessary wheelspin or sliding, or plowing.

This is all to say that the cars don't need a lot of preparation to be competitive, though I may have implied that in the past. I have found, through trial and error, and through observance of others, that a tremendous amount of chassis modification is not needed. It's, for the most part, up to the driver to use the technique best suited for the application. And, curious enough, street driving and autocross driving in a BMW demand the same techniques, if one chooses

to drive that way. It's more fun, because most of the junk in highway land can't do more than play follow the leader. So, I am challenging all of you to improve your driving skills by testing yourself amongst the much hassled pylons. Any driver can stop for a stop sign but not every driver can avoid another who doesn't. There's a lot to autocrossing. (no pun intended)

It's fun and competition. While winning a trophy is rewarding, so is completing the course without mistakes. It's learning the full capabilities of the driver-car combination, and in the learning environment, It's one in which the driver-car homogenization can reach it's full potential. Last but not least, it's you and your car, with others in their cars, competing against the clock, and each other. A welcome change from the current attitude of car-beat-out-car on the highway.

George deSocio



Rear axle

PAY YOUR DUES

Rally Box

The rally is over. Seems as how it was a little harder than we had all planned. Good old Virginia County route following and some confusion about definitions took their toll as only two crews got through before all the check points closed. Reactions of most participants, however, were less hostile than could have been expected, and the party at Bill Mason's had all the earmarks of a resounding success. Take heart folks: if you think you felt bad, imagine the anxiety of the crew on check point five who didn't even see one car!

More is in the offing. We saw a substantial number of potential rally freaks in the crowd at Bill's and we don't intend to let all that talent go begging. We'll do it again, probably with a picnic rally or something similar and a little less taxing. A short rally seminar at a future meeting would be a good idea also.

Administratively the rally didn't quite get off without a hitch, but there were fewer problems than we really anticipated for a first-time venture. We really don't know whether check point operation was flawless since so few cars tested their mettle. But things seemed to be in pretty good shape as we came through in the lead car. Many thanks to all, both workers and contestants, who came out. The event can probably be termed a success even though the results may indicate otherwise.

On to bigger things. All you check point crews are going to get another crack at it and this time we'll guarantee you some business. The May 21st rally, which is being called "Bottle of May Wine" (get

it? - Bottle of May Wine) is ready to run. All we need to make this one a success is those hard working check point crews. We'll need about thirty workers for the event. Our fearless vice-president, Ric Cavallero, got his arm twisted and is going to put all his new-found expertise as chief of controls into operation again. Give him a call; come out and work. Anyone who would like to check the rally can give me a call - my number's in the front of the mag. Final checks will be run on the 13th or 14th (or maybe both, God forbid). Assuming this gets to you in time, you're welcome to come out and get lost!

All of this isn't what I was supposed to get into this month, but this has been more fun, anyway. Think zero.

Coming Rally Events:

May 12 PCA Friday Nighter I
May 19 Branded Friday Outlaw I
June 9 PCA Friday Nighter II
June 11 GSTC Cherished Date
June 11 VMC (Baltimore) Team Trophy Rally

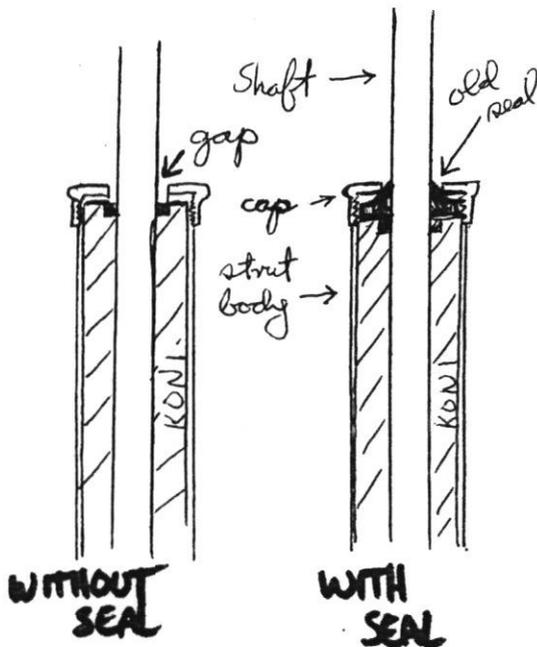
Mike Leeper

Tech Stuff

A note for anyone installing Konis in the front struts: the Konis have one bad feature - the seal on the top is flat and slightly recessed in the strut. The recess allows dirt to build up and work its way into the seal allowing fluid to lead (not to mention all that dirt in those close tolerances inside your exotic -- read expensive-- Konis). Don't despair! Instead save the old seals from the original shocks or try and find new ones. The seals fit

cont'd

(tightly) on top of the Konis and under the cap. Their tapered lip extends out of the cap hole and peels away the dirt before it reaches the Konis seal, and keeps that nasty dirt from building up. The cap will not thread as far down as before, but still far enough to hold well. Of course all of this is second only to getting the cap off. A pipe wrench will work but a "big" strap wrench won't tear up things at over 80 foot pounds of torque. Anyway, if you try to disassemble a strut, don't forget that the spring is under tension! Don't be afraid to ask for help. This is also a good time to cut a half coil off and reshape the end of the spring.



Ed Alber

Spark Plug Connectors

BMW uses spark plug connectors manufactured by both Bosch and Beru. New cars are generally equipped with the Bosch connectors while the replacement parts are virtually identical in appearance, construction, and performance. They consist of a red plastic shell which contains a molded-in screw-on brass terminal for the ignition wire, a short length of aluminum rod, a small resistor, a coiled tensioning spring and the brass terminal which connects to the spark plug.

As you probably know by now the connectors are easily broken (clumsy, aren't we all?), but these red chunks of plastic are also sensitive to heat and vibration. The red plastic shell will become brittle from the exhaust manifold heat and can develop a small hair-line crack. Check carefully because the smallest crack can cause a miss. On the Beru connectors the brass spark plug attachment terminal is simply screwed into the plastic shell. The terminal will gradually work loose and conceivably back out far enough to cause an open circuit. How does your 4 cyl. sound running on 3? Check the connectors soon - you'll probably find the brass terminals can be tightened 1/8 - 1/4 of a turn at least. Be careful, you don't want to break anything.

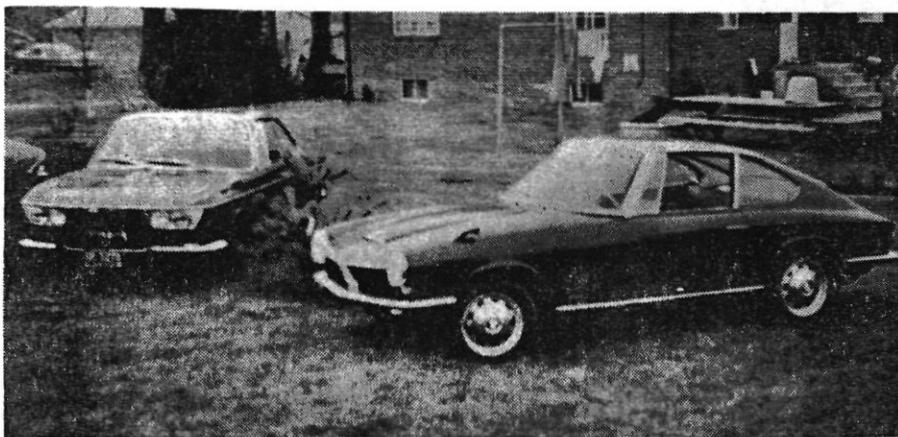
Jim Craig
Tidewater Chapter

NOTICE: All articles for Der Bayerische MUST be received no later than the meeting date. Anything received later will be postponed to the following publication.

Tech Session

Our April 29th tech session was so successful that another is planned for Saturday June ~~17th~~ at the same location. Again if you want to take your car down the night before call Chris and if you need any special parts be sure to call John Coon and order it from the club store. Time is 10:00 A.M.

Again, beer will be supplied for those working up a thirst.



A highlight of the tech session: ↑
Chris Romine's 1967 2000 CS and Terry Baker's 1967 1600 GT (yes, that is a BMW). Rumor has it they are both for sale.

As I said before, the event was most successful with approximately 30 cars showing up and various things accomplished such as: valve adjusting, brake overhauls, engine tune-ups, beer drinking, exhaust system work, wheel bearing work, etc.

Put that tool box to work and come on out to the June ~~17th~~ tech session. Rain Date: June ~~17th~~ 24th

If existence of event is in doubt,

due to weather, call Mel Morganstein at 384-5858.

Time: 10:00 A.M.

Place: 605 Piscataway Rd., Clinton, Md. Look for the BMWCCA check point sign.

For directions to tech session see March issue of Der Bayerische or call Mel or the club number 577-8768.

Autocross School

After many demands from the membership we have now scheduled an autocross school. Date is set for Sunday May 28th at the Federal Building Lot near Prince Georges Plaza. O.D. is George deSocio with assistance in instruction from top autocrossers: Chris and Merry Romine, Jeff Wendell, Tim Rooney, Paul MacInnis, and Chet Kingsbury.

The event will be very low pressure, geared especially for the novice. If you have ever trophied in an autocross within the past 3 years you will not be allowed to run, but will be expected to work.

Trophies will be awarded and the admission fee is \$1.50 - to cover cost of trophies.

Registration begins at 10:00 A.M. with the first car off at 11:00. Come early and learn how a course is constructed. You may pre-register by calling the Kingsbury residence at 345-2915; information and directions from George or by calling the club number 577-8768. Bring your wives - everyone is expected to be there.

Ric Cavallero

LATE ADDITIONS

LOST: At tech session, a 10/11 mm Craftsman box end wrench, please bring to meeting.

FOR SALE: Four "TI" (high compression) pistons with rings and pins, one race on three (look like new) fourth is new in box, standard bore, 2002, 2000TI, 2000 CA, 2000CS. \$90.00 (or best offer) Cheep! Now making own pistons. Other parts and modifications. Leave note for Earl Fellen 656-2700.

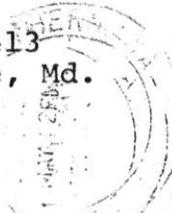
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Leave note for Earl Fellen 656-2700.

Natl. Cap. Chapter
 BMWCCA
 P.O. Box 2413
 Hyattsville, Md.
 20784

FIRST CLASS



JIM MINER
 5018 CLOUDBURST HILL
 COLUMBIA, MD. 21043

Rally

Many workers are needed for the May 21st championship calibre rally. This event will prove the strength of BMWCCA in Washington area activities. An involvement of the majority of the members is critical for the success of the event. If interested in working (no experience necessary) call Ric Cavallero at 577-8768.

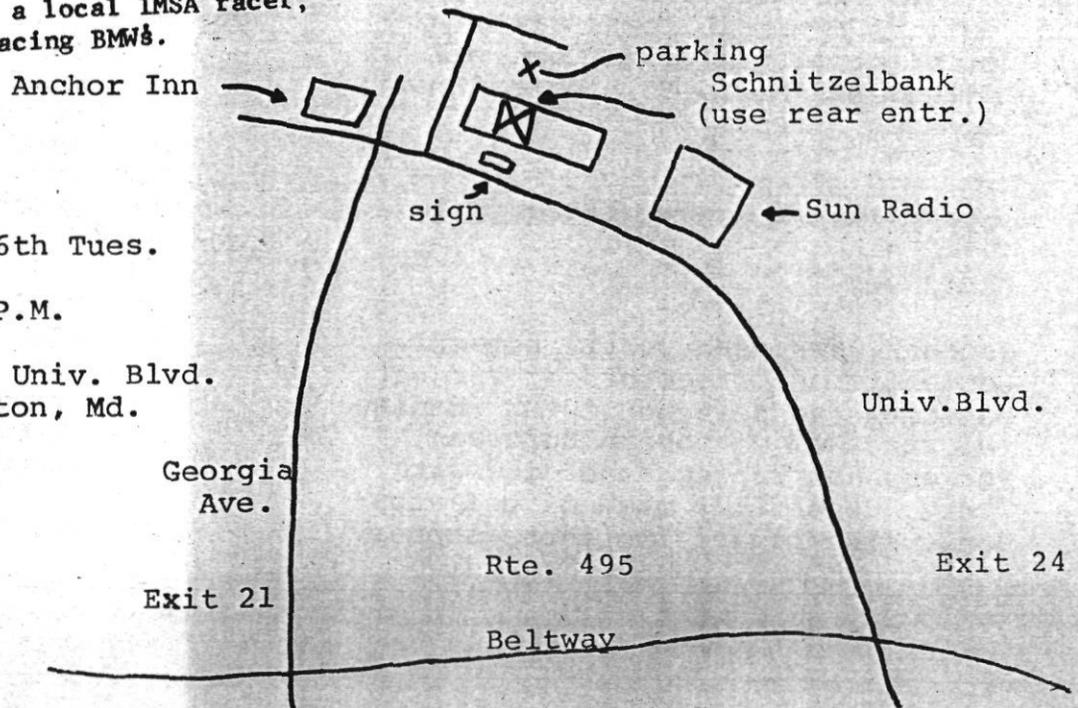
Next Meeting

An apology is in order for the lack of a program at our last meeting but the before scheduled movie on BMW racing and construction did not arrive from Chicago but is due in on time for our next meeting, hopefully. * Stop the press

Come early and have dinner. The Schnitzelbank serves excellent German and American food.

➔ * Sorry but it didn't make it, so instead we'll have guest speaker Phil Dermer, a local IMSA racer, talk about racing BMWs.

Ric Cavallero



DATE: May 16th Tues.

TIME: 8:00 P.M.

PLACE: 2417 Univ. Blvd.
 Wheaton, Md.

Georgia Ave.

Exit 21

Rte. 495

Beltway

Univ. Blvd.

Exit 24