



PARTY! PARTY? PARTY! See inside

What's a Lincoln Continental Mark IV doing on the cover? See the interview with Nick Crow.

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der bayerische



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Moving Right Along

Our January meeting proved to be fairly successful. We were able to see a gathering of 50 or more members. There were a lot of new members present and I hope we managed to make them feel right at home. Hopefully, we'll see even more present at the February meeting.

The February meeting should be quite interesting. Our guest speaker for the evening will be IMSA racing driver Nick Craw, who drives a BMW (and wins the majority of the time, I might add). Nick will also show the B. F. Goodrich film of the 1974 IMSA season.

We have several events in the next few months which will require the assistance (and hard work) of quite a few of our members. Please don't hesitate to volunteer your services--we want this to be a successful year in every aspect.

Right now we have a problem. We need a storekeeper--Wally Welch has graciously declined the position due to a rather heavy work schedule. If anyone is interested in being the Club storekeeper, please call me as soon as possible.

Well, that's all for now.... See you at the next meetin

Ric Cavallero

Failsafes

The 1975 Rally Season is under way. WRC presented a very fine one-day rally seminar and the first really low pressure rally of the year. WRC plans to have another seminar next year. This is a good time for all of you who are interested in rallying to get started.

Dave Roach has a low pressure rally that we'll be presenting in April. I'm planning to help Dave with the rally as well as a rally school. We'll be going over the basics of rallying, simple course following hints and terminology. I'd like to see a big turn out both in workers and participants. I'll be needing at least 8 more people to work checkpoints. This will be good practice for our championship rally which will be on October 5th. Please note this date. We'll need many workers that day.

If any of you will be willing to work on checkpoints for the April rally please call me at 525-4094 anytime.

Rally Calendar

Feb. 23 - WRC Winter Series III

March 9 - WRC Winter Series IV

April 20 - BRANDED Championship

For information on upcoming rallies give me a call.

Nancy Stutsman

Here's What's Happening

On February 14th there will be a Club anniversary party at the home of Betty Kingsbury in Bethesda, Maryland. (It's also Chet Kingsbury's birthday party!) There will be free beer, mixers, and other goodies on hand. If you want to drink something a little harder, bring it along and have some fun. If you need directions, please call Chet at 345-2915.

In March we will hold our championship autocross (see autocross column for details). Denise Price, autocross chairperson, and Chet Kingsbury, O.D. of the event, are going to need a lot of help. Please call Denise or Chet to volunteer your services.

Patti Cavallero

Treasurer's Report

January 1 Balance		\$613.64
	IN	OUT
Newsletter		\$ 76.24
Rally Trophies		173.51
Slides		21.35
Council Assessment		10.00
Stamps		50.00
Report Printing		3.78
Total	0	334.88
February 1 Balance		\$278.76

Ron Beavers

Party!

The Saint Valentine's Day Massacre (in three-part harmony), featuring Chet's Tombstone Punch!

This year's Chapter Anniversary Party happens to coincide with Chet Kingsbury's birthday (well actually it always did; Chet was just afraid to admit it), so Chet has volunteered to hold the fiasco...er...affair at his old lady's house (I hope she knows about it). There will be lots of beer and goodies available, and it should be a great opportunity to get to know your fellow BMW nuts. The date of the St. Valentine's Day Massacre is obvious--February 14, at 9 p.m., at Chet's mom's home. If you don't like beer, bring your own moonshine, or whatever it is you drink. BYOD. Directions:

- From Beltway (495), take Old Georgetown Road North.
- Turn left at the first stoplight onto Lone Oak Dr.
- Left onto Bellhaven Rd.
- After about 100 yards, look for a wrecked Inka BMW on the left. The house address is 9329.

Autocross

Ever had the urge to enjoy your BMW in snowy weather without worrying about bending it? Those of us who feel this way had the chance on January 12 at the Frederick series. We arrived at the Zayre lot to find several autocrossers driving on the course to clear off the snow and slush from the night before. So we motored on down and joined the fun. What a sight--a dozen assorted cars chasing each other around some pylons in the snow. I'm sure the spectators on Route 40 thought we had all lost our marbles. However, there were no fender benders, although plenty of spinouts.

The January 26 autocross at the University of Maryland was fantastic--my hat's off to O.D. Jim McCracken. All club members who ran did excellently--including me! Wally Swift and his famous Sunbeam Alpine were finally toppled from first in E/P by a BMW [C'mon, Denise, admit it was your very own husband--Ed.].

I know this is early to bring up the club's autocross, but I'd like everyone to keep it in mind. Each year we get the same criticism about sloppy registration and lack of workers. Last year we had too few workers and those who did volunteer their time spent all day on the course. So keep March 23d in mind and plan on coming out to help.

One last note--if you'd like to start autocrossing now instead of waiting for the autocross school, then you can try what is known as a "fun run." This way you can run the course with or without another person (possibly a friend who has autocrossed, or any autocrossing club member) and receive a time. So any would-be autocrossers should look forward to giving it a try at our autocross on March 23d.

Denise Price



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Minutes

The meeting was called to order at 8:15 p.m. by President Ric Cavallero.

Denise Price gave the membership report.

Patti Cavallero gave the activities report.

Denise Price gave the autocross report. Results of the USCC "Moneycross" were given and members were reminded that this is a good series for beginning autocrossers. The first championship autocross will be held on March 9. A club autocross school is planned for warmer weather, with a blackboard session and hopefully a skid pad.

Nancy Stutsman gave the rally report, mentioning the WRC Winter Series and rally seminar.

There was no racing report.

Dave Roach announced that he is planning a low-pressure club rally with seminar in April.

Patti Cavallero announced a spring tour to Warner's Restaurant in Cumberland, Md. Ric and Patti Cavallero are OD'ing the event.

Estelle Watts gave the council report. Championship autocross and rally calendars are now available. The council has proposed a 50¢ fee for an autocross charity fund to serve as a goodwill gesture that will hopefully make more parking lots available for autocrossing.

Wally Welch has agreed to be the club's storekeeper.

There was no tech report.

Old business: Mike Sullivan displayed his proposals for a new chapter logo and a new cover for the Bayerische.

New business: Dave Roach proposed that the club pay \$21.35 for the development of 76 photos taken at O'Fest '74. The motion was seconded and passed.

Denise Price noted that the Landmark parking lot has been lost for autocrossing. Any members who know of any parking lots that might be available for autocrossing are requested to get in touch with Estelle Watts.

Ric Cavallero noted that some club members have expressed an interest in drag racing their BMW's. If enough club members are interested, we can get in touch with the local drag racing club to see if we can use their drag strip.

Chet Kingsbury related his bad service experiences with East-West Lincoln-Mercury-BMW. He does not recommend this BMW dealer.

Ric Cavallero pointed out a change in the council's autocross rules that affects BMW's; it is now illegal in the stock classes to change from one type of shock absorber (such as oil-filled) to another type (such as gas-filled). This means that Bilstein shocks cannot be used on BMWs competing in stock classes. After some discussion, it was moved that the club send a letter to the council recommending two possible alternatives to the present rule: (1) that any type of shock absorber be allowed in the stock classes or (2) that

only stock shock absorbers be allowed. The motion was seconded and carried.

After a buy-and-sell, there was a slide show of O'Fest '74, after which the meeting was adjourned at 10:15.

Bob Critchlow

Membership

Willkommen Neue Mitglieder
(Gladtohaveya)

Another good month for new members. Keep on passing the word, folks.

James B. Bradshaw, 6032 N. Kings Highway, Alexandria, has a '74 2002tii (a quickie!)

Laurence C. Davis, 4115 N. 17th St., Arlington, also has a fast little '74 2002tii.

R. E. French, 1500 S. George Mason Drive, Arlington, owns a 1971 2002.

John L. Fryling, 4519 N. 25th Rd., Arlington, has a no doubt beautiful 1973 3.0CS. Wow!

Not only that, but S. R. Hannon, 2416 McKenzie Rd., Ellicott City, Maryland, has a 1972 3.0CS (Covet, covet).

Jim Miner, long-time national member, has finally succumbed to our badgering and joined the chapter. Jim lives at 1909 Everglade Court, Crofton, Md., and has a 1974 2002tii.

Mr. and Mrs. John F. Mitchell live at 9011 Edgewood Drive, Gaithersburg, and they own a family of BMWs--a 1973 2002 and a 1974 Bavaria. The family that drives BMWs together...uh...uh...

Wayne Riddle, 9104 Vosger Ct., Fairfax, owns a relatively new 1974 2002.

George Schmoltz, of 11310 Old Club Rd, Rockville, has a '72 Bavaria 3.0.

Charles F. Warburton, Jr., 1601 Northcrest Drive, Silver Spring, owns another "big" car--a 1974 Bavaria

And last but not least, Wayne Wiswell, Wayberry Inn, East Middlebury, Vermont, owns a 1970 2002. That's a long way to come to a meeting!

The National Capital Chapter welcomes you to our club. We sure hope you all will be active members. Should you feel our present activities are not adequate, tell us about your ideas at the next meeting. Also check the autocross column for a special idea for an activity. We hope to see you all at Pop's in Wheaton for the next meeting on February 19.

Jack Rolfe

Interview

A Conversation with Nick Craw

When BMW is mentioned in connection with IMSA's Goodrich Radial Challenge racing series, the first name that comes to most race fans' lips is that of Nick Craw, followed closely by Miller and Norburn. Craw drives the number 64 blue and yellow Miller and Norburn-prepared BMW 2002, and he's usually out there, dicing for the lead with George Alderman, Carson Baird, or Amos Johnson. In fact, Nick Craw won the Goodrich Radial Challenge series in 1973 and placed second--after a heartbreaking loss to Alderman--in 1974. He is the outstanding BMW racing driver in the United States today.

I first saw Nick Craw at the IMSA six-hour endurance race at Mid-Ohio last summer. I had just finished filming the pit stop where his co-driver, John Morton, turned the number 64 car over to him after putting it in first place, when Craw came walking down the pit lane as calmly as a bird watcher on a nature walk to tell crew chief Preston Miller that the brakes had failed completely and the car was sitting somewhat crunched out on the infield of the track.

Nick Craw at home doesn't look quite as tall and awe-inspiring as Nick Craw the racing driver at the track, but he is the same assured, affable person, very willing to talk about himself and his sport. The only evidence of his racing career in the living room where we talk is two large trophies--one from the Japan Grand Prix and from the 1974 Goodrich Radial Challenge--sitting on a mantelpiece. Upstairs in the trophy room, if one can see by the bearskin with huge, toothy head, one can view a long wall of trophies. Outside the house sits Craw's monstrous Lincoln with the only other hint of his part-time profession--license plates that read "RACER."

As we sit talking into an annoying tape recorder, I wish the tape weren't so near the end. There's so much more to talk about, so much to be learned in a conversation with Nick Craw.

BAYERISCHE: The first question that I think most BMW owners would like to ask you is why, after racing the fastest 2002 on the IMSA RS circuit, you come home to drive a Lincoln Continental Mark IV on the street. That's quite a switch, isn't it?

CRAW: A lot of people have joked about that. That's a throwback to my formula days. When I first started racing, I had to have a tow car, and I managed to lease a Lincoln Continental. The lease was a complete maintenance deal, whereby the leasing company took care of all the maintenance, so I could beat the living hell out of the Lincoln towing a formula B Brabham all over the country, and they would replace transmissions and tires and things like that. After I stopped towing my own car, they gave me a good deal on buying it, so I kept it. The other



ancillary reason is that I was so uncomfortable on the track that I wanted to have something nice and relaxed to drive on the street, and I figured with all the idiots on the street, that if I got hit by somebody, I wanted to be as protected as I could. The nature of driving on the street is such that you see a heck of a lot more idiots than you do on the racetrack. So it's partly defensive and it's partly for comfort. A lot of people assume that a race-car driver has to drive something sporty or responsive and hairy on the street, and I don't find that necessarily true. My theory is that I can drive anything with wheels on it. In point of fact, the knowledge I've gained on the track is terribly useful to me on the street; I'm very much more aware of how dangerous the street is, so I'd just as soon have something that's pretty well protected. I do my racing on the track and not on the street; I just use my car to get around with.

BAYERISCHE: The last time I talked to you, you mentioned that you and the Peace Corps had an understanding that racing is your prime interest. Since then, you and the Peace Corps have had a parting of the ways, haven't you?

CRAW: Well, that's not completely accurate. To say that I and the Peace Corps had an understanding would be to say that I had an understanding with myself. My understanding with the Federal government was not that racing was my prime interest--my prime interest was the Peace Corps, it always has been--but that that was an activity which I carried on on the side, which was subservient to my work. It meant many times that I sacrificed my time on the track or my physical alertness because I worked too hard or had traveled some incredible distance to make a race. But it was a healthy, symbiotic existence where they could live side by side. One of the reasons that I took up sedan racing was because I could not maintain the schedule of international racing I was doing before. We came to a parting of the ways for the simple reason that I had been there four and a half years, and I had done probably ninety percent of the things that I wanted to get done. I'm not a believer in standing around and accepting a paycheck when you don't think you're making your maximum possible contribution.

BAYERISCHE: When did you start racing? What kinds of racing have you done? You mentioned formula B.

CRAW: The only other type of racing I've ever done has been formula cars and prototypes; I'd never driven a sedan before I got into the BMW. I started in 1968 down here at Marlboro speedway, went to drivers' school, got a national licence, ran national races in 1969, went to the ARRC, and turned pro in 1970. I raced with Fred Opert and went all over the world--I ran the Japanese Grand Prix, formula 2 and formula Atlantic in Europe and South America, the old L&M Continental series--I was

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fourth in 1971 nationally and I was third in '72. I ran a two-liter prototype Chevron for Doug Shearson Racing at Sebring, Daytona, Donnybrook 500--Uncola 500, it was called--and when the formula B series went down the tubes in this country, I had to find something else to race that was compatible with my work schedule, so therefore sedans, therefore Goodrich Challenge.

BAYERISCHE: What are your future racing plans? Do you plan on sticking with sedans? You've obviously had a lot of experience with formula cars.

CRAW: I probably will, for two reasons. One, from a practical standpoint: I didn't start racing until I was 32--I'm now 38--and even though I think I would be competitive in a formula car, I don't think I would have quite the same edge I would have had, say, five or six years ago, or even ten years ago. The other practical reality is work--the amount of time you have to devote to racing should be total in terms of your concentration and so forth. The difference in driving a sedan or even a GT car and running a full-bore professional effort in a formula car is the difference between full time and part time. I had to make the decision of whether I was going to work and race or just race and I pretty much decided I wanted to do both. I'll probably stick with sedans. I think the IMSA series--both series--is ideal from that standpoint, because it allows me to work and race at the same time.

BAYERISCHE: You've had a good bit of time to observe John Morton, your co-driver--do you think he's going to gain his dream and get into formula 1?

CRAW: I don't know if he'll get into formula 1, for a reason that has nothing to do with John's talents. John is one of the best all-around drivers I've ever known. He and I have driven the same car at the same tracks at the same times; we've been extremely close. I have a tremendous respect for his ability. I believe he will get a formula 5000 ride this season, and I think he'll do very well at it; John's a very talented driver. Unless he gets very lucky, I don't think he'll get a formula 1 ride for two reasons: One, there are not enough American teams that have formula 1 rides to offer; secondly, John is probably the most self-effacing individual that ever came down the pike. Formula 1 is very much a promoter's game. John's talent, for my book, is enough; but for that book, you've got to be not only talented but also a good promoter and PR man, and that's just not John's bag.

BAYERISCHE: A general question for us spectators. I went to a drivers' school at Lime Rock last fall, and the main feeling I got was one of elation--the excitement of being out on a racecourse--but at the same time I did experience some of the concentration and tension necessary to maneuver the course. I would imagine that when you're out there really racing you need a tremendous amount of concentration and stamina to get around the course the quickest way every time. But you must feel some of the elation and excitement, too. What goes through you when you're out there racing to win?

CRAW: Both of those sentiments are there. You're right, one of the things that fascinates me about motor racing is the level of emotional, mental, and physical concentration that's required. It's very rarely ever appreciated by a spectator. That's a tremendous challenge to the individual--to perform at his maximum and to ensure that the car is performing to its maximum. That's a unique thing--it's pretty much unique to motor racing.

BAYERISCHE: To be able to concentrate perfectly all the time.

CRAW: Yes. You cannot afford to have a lapse. There's precious little relaxation time, because you're constantly thinking and anticipating what is going to happen in the traffic you're coming up on; how you're going to get through traffic without your competitor catching you, and so forth. There's also the other element of the elation that you talk about. I think that's an indispensable element to racing. If you lack that you lose some of your enthusiasm for the sport. The thought races through your mind that you are one of the few people who can get out on the track, and that there are all those people out there standing around wishing they could do it, and you were once one of those people standing around wishing you could do it, and now you're doing it. That's very much a part of it, and I think it should be a part of it. If you don't have that, some of the fun of racing--and there's plenty of time in racing that is not fun; there's a lot of hard work, there's a lot of sweat and frustration, long hours, things like that, but you've got to have a little bit of fun to really make the right combination. That's very much a part of it.

BAYERISCHE: I imagine you have to be absolutely sure of yourself when you're out there.

CRAW: It's not so much absolute sureness of yourself, although that is a very important element. I think it's also a matter of not allowing your mind to be diverted or to have your concentration spoiled. The total concentration that's required will not permit the luxury of having your mind wander on other things; you've got more than enough to keep you busy.

BAYERISCHE: I believe the original theory behind the IMSA/Goodrich Radial challenge series was to create a racing series that would cost the contestant as little as possible. About how much does it cost to campaign a competitive car?

CRAW: I'm not certain, to tell you the honest-to-god truth, because I don't see all the expenses that are incurred. I can tell you that a reasonable figure is somewhere between ten and fifteen thousand dollars a year to campaign the entire series, including the west-coast series. I think the series leader for the past two years has won somewhere between twelve and fourteen thousand dollars. So I think IMSA's objectives are being realized. There are a lot of competitors who do not spend the amount of money the front runners do, but they have a good time; they race competitively, even if they're racing for tenth. As in any sport, and motor racing isn't peculiar in this respect, the people who are the front runners by definition are almost always spending more money, but they're also earning more money. Some people are idiotic about it and spend gobs of money and don't make enough; there's a certain amount of risk involved. But I would say that between ten and fifteen thousand dollars for a ten-race series is pretty realistic; that's probably about what it costs us to run.

BAYERISCHE: So you can, theoretically, break even?

CRAW: Oh, you can make money. That's overlooking one crucial thing, and that's sponsorship. Sponsorship more often than not means the difference between breaking even or losing money and making a profit. Again, you're involved in a Catch-22, because your front-running cars are the ones that are most likely to get sponsorship.

BAYERISCHE: Would you say that the front runners are equally prepared?

CRAW: Yes, they probably are. That's a fair statement.

BAYERISCHE: So, as Goodrich originally planned it, it's a driver's racing series?

CRAW: Yes, I think the driver makes the edge. The purpose and the intent behind all of IMSA's regulations that I've seen so far has been to maintain as close an equality as possible. They are fairly flexible about rules; they'll change them if they think a rule is giving somebody an advantage that's too great. If you look at this past season, the first five races had five different winners. That should probably tell you more than anything else about how close the racing is.

BAYERISCHE: On the other hand, I was reading an article by Fred Miller in which he was of the opinion that the rules are stacked a little bit in favor of the American cars, particularly the Gremlin. Do you think there's a slight edge there?

CRAW: Well, I've always thought that we were laboring under a bit of a handicap with a two-liter engine against a 3.8-liter engine, but by the same token we could have gone out and gotten a Gremlin. We had an opportunity to have a Gremlin this past season and turned it down.

BAYERISCHE: Good for you. Who did you learn race driving from? What race-car drivers do you admire?

CRAW: Well, strangely enough, I don't think I really learned it from anyone. I came up in the SCCA farm system, which as you know is pretty much of a self-taught medium. You learn by making mistakes or by finding out what makes you go faster or not go faster. Bill Scott was my instructor in driving school, and I don't know whether he was pulling my leg or not, but he used to tell me a couple of years ago that I was one of his best students. So I probably didn't learn all that much. You learn by doing. Racing is the kind of sport where you really don't have the luxury of being taught by someone or being able to copy someone, because, number

one, you're yourself; you may not be able to copy someone—he may use a technique or a style that you're not comfortable with. It requires the most intense form of critical self-examination in that you're out on the track yourself; there's no one there beating you over the head and saying "you must do this" or "you mustn't do that." The bottom line comes out as to whether or not you're going faster than everybody else. So you have to adapt yourself; you have to wipe away off your subconscious slate techniques or tactics that tend to hinder you from that goal. So it's a completely self-disciplined type of thing.

BAYERISCHE: You get out there and know that if you do it this way you can get around turn three faster but you might possibly lose it. So you have to decide to learn either by your mistakes or by your success.

CRAW: Yes. You may take one turn one way, which you feel terribly comfortable with, but then you give up a lot of time on another turn. You've got to make a judgment and come into the pits and change your suspension so that you can take both turns faster than the sum of the total of the two previous lines. You're essentially prisoner to the clock, and the clock is the determinant of whether you're doing well or not. That's a very unforgiving, very impersonal task mistress.

BAYERISCHE: So you would say, then, that especially on tight road courses, there's an element of compromise?

CRAW: It's not so much compromise as it is trying to mate to get the best possible line. You may end up by having to compromise one turn where you wouldn't be gaining much time because you could go into the turn prior to that extremely fast. It is a series of matings of various elements that you've got to come up with the fastest combination from. It's a combination; it's always a combination. There are all different classes of turns, some of which are what I call giveaway turns where you deliberately go through the turn slowly when

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you could in fact go through it faster, but what you're doing is you're making an investment in the next turn where you will gain perhaps two or three tenths, as opposed to the one tenth you would have picked up in the prior turn.

BAYERISCHE: Do you have a favorite track?

CRAW: I don't really have one. No track has ever been so good to me that it's my favorite. I like Lime Rock, I like Road America, I like Laguna Seca. I basically prefer tracks which have a premium on handling as opposed to plain flat-out, blinding speed. So tracks like Talladega, Daytona, Charlotte... You've got to drive them and do the best you can, but they're not as exciting or as challenging.

BAYERISCHE: Moving on to your current racing in the BMW, we were sorry to hear of your loss to George Alderman at Daytona and your winding up second place in the series. What went wrong down there? You finished 17th, I believe.

CRAW: We didn't finish, as far as I'm concerned. The strategy for that race was that all I had to do was make three points--which would be an eighth-place finish or better--and we had three cars available for me to drive, which were placed third, fourth, and fifth, respectively, at the half point of the race.

BAYERISCHE: What cars?

CRAW: The 64 car, which is mine, the 65 car, which is the other team car, and Ray Korman's car. John was driving the 64 car; it had electrical problems and went off the charts, so when it came time to switch drivers, I had two cars remaining, which then were placed third and fourth. I just had to assume--even though the engine in Korman's car was one of ours--that our car would have been better prepared and have a greater chance of finishing, especially as it was running third or fourth and all I had to do was finish eighth. I could practically drive backwards. I got in the car, and after one lap the engine exploded. I was of course committed at that point and could not drive another car, and George went on to win the race, so that was it.

BAYERISCHE: You usually seem to have bad luck at Daytona. Is there any particular reason, or are the gods just against you there?

CRAW: I don't know. I don't believe in luck all that much, but I have to concede that after five starts at Daytona I've never finished once. There must be something in that course that's just defeating us. I'm not sure what it is, but something is. We'll put a finisher together one of these days, and if it finishes, we'll win.

BAYERISCHE: (Changing tape, which still has five minutes on that side.) This is why I'd never make a racing driver--I allow too large a margin for error. When you're out there racing, and even in autocrossing, you have to push yourself and the car to the limit.

CRAW: Well, it's how you do it though. That's the kicker. I don't know whether it's my formula-car heritage or what, but I almost never spin; never go off the road. We kept track last year, and I think I spun a total of three times all season long, and that includes five different test sessions and eight races. That's the philosophy of pushing up to a limit but never stepping over it; of constantly expanding that limit but not expanding it to the breaking point, as opposed to just coming crashing into a turn and seeing what happens. That's not terribly smart.

BAYERISCHE: You seem to win every time your car holds together, but it apparently has broken once or twice too often this past season. Have you been having the same troubles over and over again, or is it something new and surprising every time?

CRAW: No, it's a mixture of the two. You've put your finger on what our strategy for '75 is going to be. We analyzed our performance this past year. Interestingly enough, in '73, most of the races we won were endurance races with a premium on reliability and consistency. In '74, it turned around a little bit. Most of the endurance races that we should have won we didn't, and I had to make it up by winning sprint races. We spent a very intensive period over the winter finding out some things to try and cut down on the unreliability. For example, something that happened this past season that should never have happened with a Miller & Norburn engine--we started blowing engines. So we've spent a lot of time on the engine to find out where those components are that are unreliable or unstable, and I think that will make the difference in '75. Our theory for the '75 season is that if they can keep the car together, then I'll win with it.

BAYERISCHE: No doubt you will.

CRAW: That's the approach we're using. We haven't found anything that's consistent. We've found basically failures in the engine which are just hard to put your finger on. We have a tell-tale on the tachometer, and I've been very religious about it. At no time when the engine was blown has the tell-tale been over 7000, and that engine will go to 8500 without breaking. So, it's something inherent within the engine which we think we've found; we'll let you know. It's so small, so weird, and so far out, that you'd never think of it. It's something that I doubt if the other competitors are going to figure out for a long time to come, and we're not about to tell I can't fault Preston Miller's preparation of the car and the engine, he does just an immaculate, surgical job. But it's something inherent in the engineering that we've finally found, we think. It should make all the difference in the world.

BAYERISCHE: Do you think that BMWs are more prone to break?

CRAW: No. One of the reasons why I selected the BMW was because of the strength of the components and the inherent reliability. In '73, that was a correct assumption, because most of the races we won were endurance races. In '74, for example, we won the first race by two laps--I think Autoweek said we humiliated the opposition--and we were just cruising; we weren't really pushing. So reliability has a lot to do with it.

BAYERISCHE: I understand that you own the number 64 BMW and pay Miller and Norburn to build and maintain it. I guess it's safe to assume that you like their work. Do you plan on keeping your arrangement with them?

CRAW: Well, it's kind of an unusual arrangement. I do own the car, although the part of the car I own doesn't even begin to represent what it's worth. I think that's true also in terms of my relationship with Miller and Norburn. I do throw some money into the kitty, both out of my own pocket and also from sponsorship, but the cost of preparing, supporting, and particularly the research and development of the car I do not pay, and they have thrown in very substantial amounts of sponsorship. So it's a team arrangement, where essentially doesn't cost me anything to race, and what they derive out of it is the development work and experience and exposure that they get on the track. So as far as

indefinitely is concerned, we'll be working together in '75; it was very good in '73 and '74, and we just take a year as we take it. Our first priority will be the Rich Series and there are some possible developments may occur during the year. We may, frankly just for the hell of it and because one of our sponsors wants us to, take the 64 car and turn it into a B/Sedan [SCCA] for a couple of races. We may even run it on street tires. But that's pretty far down the list of priorities right now. We have two other projects that involve an entirely new car and another project that involves a new sponsor.

BAYERISCHE: I gather there are a lot of goings-on behind your racing.

CRAW: Well, we've been approached to run a three-car team of an entirely different marque, and we're waiting to see what all the details of it are. The basic decision that we made was that if this new marque were competitive to the point of being equally as fast or faster than the BMW on any given track, we'd consider it; if it wasn't, we wouldn't. We'll just wait and see what they come up with. One of the other things that we're balancing off against that quite frankly is some support from the BMW factory.

BAYERISCHE: Do you get any support now?

CRAW: No, we do not. Not one nickel's worth. Our attitude toward that is that we've campaigned BMWs for two years, we've won more races than anybody else--any other marque--and we're the only people to win races in BMWs. If there is any support forthcoming, either from the factory or from BMW North America, we obviously think we should be entitled to it. Over the past two years, the factory's been telling us "well, we want to wait a little longer," and my view of that is, how much longer do you want to look? If some support is forthcoming, I think we would say that we would stay with BMW, but given the fact that we're competing against other factory-backed teams, it's very difficult to operate without that kind of help, and we are at a disadvantage sometimes even trying to get parts that we're paying for. Perhaps with the factory team and Jochen Neerpasch being over here, they'll be able to look at us and decide that they do want to support us. But until such time that they do, it's conjectural. We will have to make a decision sometime early in the season as to whether to continue with BMW or not. If they give us some help, we'll certainly consider going on with them. We've had offers from other manufacturers to do it first class, with everything. Sooner or later, if some decision isn't made, we will definitely go to another manufacturer. From my standpoint it's just a matter of economics.

BAYERISCHE: What's your outlook on the 1975 RS season? Who do you think will be your main competitors?

CRAW: Well, I'll be a prophet for a minute, because I haven't seen any of them yet. George [Alderman] is going to get a two-liter Datsun, and he'll get some Datsun factory help. I think his car will be very competitive. The other person that I think would be our strongest competitor would be Carson Baird. He will have a two-liter Colt with a five-speed. Carson's a very competitive driver, the car's got a good competitive weight; it's light, and so is the Datsun, they're both lighter than we are. And they both have cleaner shapes from the standpoint of slipstreaming. I would say that the two guys will really be tough competition; you're always going to contend with the damn Gremlins and Hornets and Pacers, but they're not really the ones I would be most concerned with. The other car that could be really dangerous if someone did it right is the 2300 cc Pinto.

The 2300 cc Pinto has 300 cc's more than we do but actually runs the same weight, and with a cleaner shape.

BAYERISCHE: Have you ever dynoed one of your engines to find out what it puts out? Or is that classified information?

CRAW: We dyno all our engines, and it is classified. Sorry. You get into horsepower figures, and one of the risks in doing that is that people will say, "well, we're getting 216 horsepower out of this engine," when you know it's a crock. So we just don't give out any horsepower figures at all. All our customers' engines we guarantee will be exactly the same as ours, or within a very, very close ballpark. I don't think there's ever a variance of more than two or three horsepower amongst any of our engines.

BAYERISCHE: Well, let's put it this way, then--would you say that you have the most powerful BMW engines?

CRAW: Well, not necessarily. There was another competitor at Daytona who was getting away from us on the banking, so I would have to say he had a stronger engine. He didn't drive it as well, but he was getting away. You're constantly making tradeoffs when you're building engines. One of the rules of thumb that Preston and I have used is that we might well be able to squeeze a few more horsepower out of an engine, but to what extent are we going to be compromising reliability? I don't like to trade reliability for horsepower. We built an engine for Talladega last year, which should have been a Gremlin race; in fact, there were five Gremlins and myself contesting for the lead for 90% of the race--most of the Gremlins either crashed or broke or did something--and we were even with them; we could stay with them. The way we stayed with them was the fact that I'd get ten or twelve car lengths on them on the infield, then they'd go zipping by on the banking and I'd tuck into their tow and stay with them. That engine we thought was going to be a 100-mile special. That engine is still running very reliably. It's the same engine we had in the 64 car at Daytona.

BAYERISCHE: What made you decide to race a BMW in the first place?

CRAW: I'll tell you a funny story. I had never driven a sedan on a racecourse; I'd never driven anything but formula cars. At the time when I decided that small-bore formula racing was going out of existence in this country, from a professional standpoint, at least, I called up my team manager, Fred Opert, and I said, "what do you know about the IMSA series?" He told me what little he knew, which wasn't much. I said I'd looked over the prize money and the purses and this and the other thing. It looked like it made good sense. I said, "but they've got dozens of these cars that are listed, which one do you think would be the best?" At the time I was talking to Miller and Norburn, and they were well experienced in BMWs. I said, "what do you think about the BMW?" He said, "I think the best way for you to figure that out is to go over to your friendly local BMW dealer and take one out and drive it and see if you don't think it's perky and very much of a handling car. I think you'll find it a much easier transition to go from a formula car to this than you would most other cars." So I went over to my friendly local BMW dealer and drove one around for about an hour and a half. The very next time I ever drove one was on the track.

BAYERISCHE: Fred Miller describes the BMW as a perfect compromise between the high-powered Gremlin--which performs best on fast, open courses, such as Daytona--and the lower-powered Pinto and Dodge Colt, which can

handle a tighter course better, such as Lime Rock. What's your opinion on this?

CRAW: I think the Pinto's got more power, but that's neither here or there. I think it's a very good amalgam of a respectable amount of power wedded to a very sophisticated suspension. From my perspective, the advantage of the BMW is primarily reliability and handling--you've got to finish a race in order to win it--and a reasonable amount of power, though you cannot compete head-to-head with the Gremlins and bigger-engine cars. But on the road courses, and where there are road portions, you have a chance of making up what you're losing in plain straight-out torque. So it's a good compromise. And I think it's reflective of the way the rules were written in IMSA; it's designed to be that way. Take 50 or 100

pounds off that car and it would be a screamer. But they wrote the rules that way and that's the way it's intended to be. I would have to say that the rules are working. The rules were designed to make the cars as equal as possible, so the differential would have to come from the driver.

BAYERISCHE: Well, you certainly seem to have that differential edge.

CRAW: When the car stays together.

BAYERISCHE: Well, Nick, it's been very enjoyable talking to you, and I think I speak for all of BMWCCA in wishing you the very best of luck in the coming season and in getting factory assistance.

Club Store

The Club Store is healthy and strong thanks to outgoing manager Paul MacInnis. Paul applied expert management to his familiarity with BMW parts and achieved what will surely be a high mark for the store's history. He willingly made himself and his home available to meet the members' needs and made innumerable trips to the wholesalers. Thanks, Paul - someone owes you a beer; well, maybe a case.

I cannot be nearly as helpful or even permanent. Yes, Virginia, there are a few Civil Servants who actually work a 56 hour week. I'm trying to find a nice "dud" job like anyone else - no luck yet. The talent search for a good store manager is underway! If you think you can handle this hard, yet interesting job, give the President a call.

The store will be "open" at this meeting with our usual supply of BMWCCA goodies and most tune-up parts. A temporary shortage of W175T2 plugs and PM2106 filters should be replenished by meeting time. If a more available cannot be found, I'll initiate an "open store" for the first Sunday of each month at my townhouse - details and a good map will appear in a future BAYERISCHE.

The store cash and stock inventory is currently over \$800. This fund is separate from all other club activities - used only as the Club Store - much to the chagrin of the treasurer. Future special orders will require half-value cash deposits before being accepted. This is needed because a few pretty expensive parts are tying up a considerable amount of cash.

SPECIAL ORDERS IN: George Wagner - 2002 water pump; Ed Scheick - 2002 pressure plate; Harry Fulton - release bearing and disc. Let's get together on your needed pressure plate at the meeting. These items will be ready at the meeting, so come on by.

Unfortunately, my phone number will have to remain unpublished - I'm never home anyway, and my Siamese cat really does attack the telephone when it rings. Come to this meeting and you can yell at me.

Wally Welch

Technical

As your new Technical Chairman, I would like to offer a few hopes for this year. Dave Roach recently mentioned my BMW racing effort. Well, this has had to slow down somewhat in light of my personal economic situation (disaster!). However, as the race preparation continues, I will offer tips and recommendations that I have picked up to improve a street or autocross BMW in the areas of fuel economy, safety, handling, etc. When time becomes available, I will commence rebuilding a 1969 European 2002 strictly for maximum fuel economy and cruising range. This will not be the 200+ hp "masher" BMW, but instead may sport a finely tuned 1600 engine with 40 DCOE Weber carburetors and a 30-gallon gas reservoir. My goal is 40 miles per gallon.

As a number of club members are interested, I intend to pursue technical sessions. Once a kindly patron (BMW service center or equivalent) is located, I will attempt to schedule some sessions and hopefully some seminars. So far, VOB has indicated that it will allow us one technical session.

Ideas, suggestions, recommendations, criticism (not obscene, please) and questions are most welcome. Please consider that enthusiasm and interest are essential to success; so any and all help will be appreciated and will insure a rewarding year.

I can be reached at home, 299-3363 in Potomac, Md., or at my office, 979-3613 (9 to 3 weekdays) in Arlington, Va.

Dave Toy



etc.



Pictured above is Mike Sullivan's new logo for the National Capital Chapter. We will vote on whether or not to accept it as the official logo of the National Capital Chapter at the February meeting. Copyright © 1975 by Mike Sullivan.

Driver's School

So what's an apex, anyway, besides a theater in Washington? Well, now you can find out first-hand. The National Capital Chapter is planning a driver's school at Summit Point Raceway in Summit Point, West Virginia, on May 3. We'll have real live SCCA-licensed drivers (not to include P.-L. Newman) to show us how to get from point A back around to point A again in the shortest time without running off the track. If you want to learn how to drive that German vehicle of yours, come on out. If you don't want to learn to drive better, but enjoy seeing cars--specially BMWs--run around a race track, come on up to work a flagging station or just watch. Directions and lots more information are forthcoming.

for sale

WANTED: Used ti or tii distributor. Call Mike at 469-6373.

FOR SALE: 2 inertia-reel seatbelts (front) for 1972 or later 2002, with hardware. Dick Eppig, (703)942-9291, 1528 Tuckahoe Rd., Waynesboro, VA 22980.

FOR SALE: Used items from 4-cylinder BMW: 2 stock rims, 4 1/2 X 13, \$10. 2 Michelin XAS, 165 X 13 mounted on stock rims; one has 5/32" tread, the other 8/32, \$40. 4 Superior aluminum mags, 5 1/2 X 13, used about 8,000 miles; cost \$130, will sell for \$55 (these rims have about 1 1/2" more offset than stock rims). Call Fred, 454-3135 (day), 779-2175 (evenings).

FOR SALE: 1973 Bavaria, Silver-Blue, automatic, power steering, air conditioning, AM/FM radio, sunroof, 6000 miles, concours condition. \$9000. Call Joseph Kelly, 466-4793, weekdays.

BMW AUTO BODY REPAIR work--major or minor--very competitive rates. Please contact Kensington Automotive Repair, c/o Dave Toy, 299-3363 Home or 979-3613 (9-3 weekdays).

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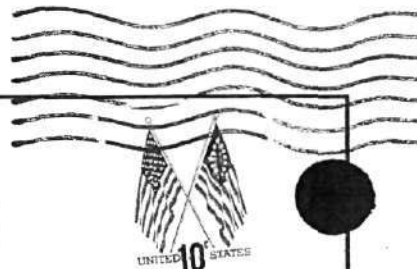
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NCC Calendar

February

- 14 St. Valentine's Day Massacre (in three-part harmony), which is more easily recognized as the National Capital Chapter Anniversary/Chet Kingsbury's birthday party. To be held at Betty Kingsbury's house in Bethesda. See elsewhere in this issue for more details.
- 16 MDSCC Wintercross, Zayre, route 40 west, Frederick, Md. Reg. 10 a.m. to 2 p.m., FCO 11. Call Ann Ford, (717)762-1596, 5 to 10 p.m. \$4 entry fee.
- 19 BMWCCA monthly meeting, Pop's Italian Restaurant, Wheaton, Md. See "next meeting" for details.
- 23 WRC Winter Rally Series 3. Call Liz Lieberman for more info at 560-8033

March

- 1 BAYERISCHE deadline.
- 9 SCCA championship autocross. Call Denise Price for details at (301)349-5370.
- 9 WRC Winter Rally Series 4. See above.
- 11 BMWCCA executive meeting. Note that it's a TUESDAY. At Nancy Stutsman's house, 2917 N. 2nd St., Arlington, Va.
- 19 BMWCCA monthly meeting.

next meeting

The next meeting will be held on Wednesday, February 19 at Pop's Italian Restaurant, 2423 Hickerson Drive, Wheaton, Maryland, at 8 p.m. sharp. To get there, take the beltway to Georgia Ave., exit north and travel about two miles, pass University Blvd., aka route 193, and take the next right onto Hickerson. Pop's is almost right there, on the left, and ample parking is available just beyond Pop's in the public parking lot.

After a short business meeting, the program will feature race-car driver Nick Craw to answer all your questions about racing that weren't asked in the interview. Nick will also show the B.F. Goodrich film of the 1974 IMSA Radial Challenge series.

