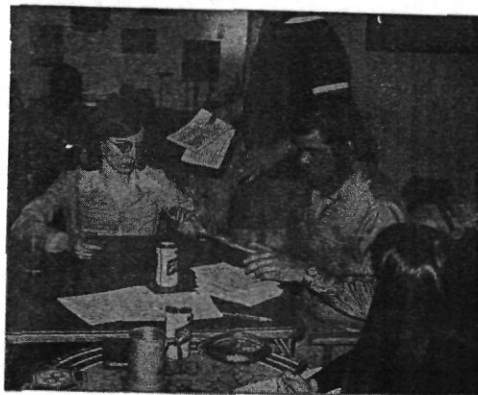




der bayerische

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There are several things we'd like to rant about this month. First is the BMWCCA championship autocross, which was held on March 23rd at Bowie Racetrack's parking lot. O.D. Chet Kingsbury designed a fast, exciting course with a tricky little slalom at the end that caused much consternation for many drivers. Chet also managed to allow three runs for everybody (the usual is two). It was a beautiful day, and Denise Price, chief of workers, managed to get enough people out to run the event smoothly. We had 175 competing cars, which made our event one of the largest events in recent Council history. There were lots of BMWs there, quite a few of which ran. Sadly, no BMW won a trophy, but there was a lot of good competition. There was even a big-money grudge match between Jack Rolfe in his Schuttlerized 74 2002 and Dave Roach in his BMW/Team Inka street racing machine, in which Rolfe narrowly squeaked to a win by .066 second (that's right, 66 thousandths of a second). Roach was overheard muttering something about Rolfe's illegal lead-soled racing shoe, but nothing came of it. Another outstanding feature of the event was the amazing start-flag waving of Fred Weinberg, who appeared to be trying out for the position of checkered-flag waver for Gran Prix racing. Fred will have a return engagement next year for those of you who missed him this year. In any case, all those who worked worked hard, and they deserve our thanks. Mr. Kingsbury and Ms. Price deserve garlands, champagne, and a standing ovation.

That weekend--March 23rd--was a good weekend for BMWs in general. At Sebring, Florida, Nick Craw won the IMSA RS race in a grand manner, beating Lee Mueller's Gremlin by 19.2 seconds. A close third was taken by Ray Korman, of Gambrills, Md., in another BMW (Keep your eyes on Ray, folks--he's a sharp driver). After the RS race, the big boys went out for a 12 hour race, and a BMW arrived at the checkered flag first--this time it was the BMW Motorsport factory CSL, driven by Brian Redman, Alan Moffat, Hans Stuck, and Sam Posey. The Sebring 12-hour Camel GT victory was a fitting birthday present for team manager Jochen Neerpasch.

Without a doubt, this year's IMSA series will be an exciting year of racing for us BMW fans. Nick Craw is out to win the RS series for the second time, and the BMW factory team wants first place or nothing. We can expect to see BMWs dominate IMSA this year, and I think it will be a very exciting season. Why not come to a race and see for yourself?

Correction

In last month's issue, an ad appeared for one Motorsport International that contained the statement "Motorsport is operated by BMWCCA." THIS IS AN ERROR. Motorsport International is not affiliated with the BMW Car Club of America. It is, however, owned and operated by BMWCCA members. Your favorite klutz/editor, David Roach, misspoke himself in typing the ad. I am sorry for the large amount of hassle I have caused BMWCCA in this manner.

Here's What's Happening

The Club's championship autocross was quite an event, with only a few problems which the O.D., Chet Kingsbury, managed to overcome. Due to TAA timing problems and 3 runs per car, we just barely beat the setting sun by finishing at 7:25. As usual, Chet received many compliments on the course layout. The Club's executive committee would like to thank each and every one of the course workers (especially those who appeared at 8 in the morning and worked all day long).

Our next event will be a tech session to be held on April 26 at Motorsport, 14650 Southlawn Lane, Rockville. The session will start at 10:00 a.m. and end somewhere around 4:00 in the afternoon.

Coming up in May will be the scenic spring tour, which will take us through scenic parts of Virginia, West Virginia, and Maryland and will end at Warner's German Restaurant, which is just outside of Cumberland, Maryland. Anyone who has taken this tour before can vouch for its enjoyability and all-around fun. If you're interested in going, please call me and register for this informal and relaxing event.

Incidentally, the drivers' school that was scheduled for May has been postponed until June 14th.

If anyone has any suggestions for future events, please call me and we'll see what we can work out.

Patti Cavallero

each month has been proposed, and this proposal is to be published in the Bayerische to be voted on by club members.

The next executive meeting has been changed to April ninth, not April eighth as was listed in the March BAYERISCHE.

The drivers' school is still scheduled for May 3rd, provided that Summit Point is open. There will be a tech session on Saturday, April 26th, which will serve as the tech inspection for cars to be used in the drivers' school. This inspection is a must for people planning to attend the school.

The Cobra Club has requested that they be allowed to use the track for one heat during the drivers' school. This request led to the following motion: if the number of BMWCCA members who register for the school is not sufficient to fill all of the heats, then we will open up one heat to other clubs with the necessary insurance coverage. The motion was carried.

A technical note: someone (sorry, I don't remember who) pointed out what happens to a BMW carburetor after 72,000 miles without the addition of an in-line fuel filter. Adding such a filter is strongly recommended.

After a buy-and-sell, the meeting was adjourned at 9:30.

After the meeting, Chet Kingsbury held a work session with those people who have offered to work at the club's autocross.

[CHANGE: the Drivers' School is now scheduled for June 14th. See Denise Price's article on it elsewhere in this issue.]

Bob Critchlow

Minutes

INTERNATIONAL

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BMWCCA

Treasurer's Report



Drivers' School

March 1 balance \$275.46

	IN	OUT
Dues new	\$152.00	
Dues renewal	12.00	
National	61.50	
Advertising	9.00	
Autocross	848.00	
Total	1082.50	

TAA	\$ 25.00
Autocross exp.	55.00
Autocross lot	175.00
Supplies	21.87
National dues, Jan.-Feb.	100.00
National dues, Feb.-Mar.	110.00
Service charge	.95
Total	487.82

April 1 balance \$870.14

Ron Beavers



Yes, folks, there is going to be a drivers' school at Summit Point Speedway, however a few aspects have been changed. First of all, the date is now June 14. Two members--Rick Price and Chet Kingsbury--have been talked into handling the job of ODing the event. Since June 14 isn't that far off, we need to know just how many members plan on running. To at least break even, we need about 40 cars registered, or about 50 people. One way or the other, the \$1000 cost of renting the track has to be met without dipping into the club's treasury. The drivers' school will be open to BMWCCA members only, as our insurance will not cover nonmembers. The O.D.'s hope to have 20 instructors, or a two to one ratio.

In order to ensure a definite commitment, the O.D.'s would like a deposit of \$10 (total fee is \$25) to be sent to Rick Price, Box 326, Barnesville, MD 20703. The money will be deposited in the Club's treasury, and if for some reason the driver's school is cancelled, the money will be refunded.

As with any other event, workers are needed to do flagging at various points on the track. If you prefer to watch rather than participate, let us know and we'll find a job for you.

More details and info will be forthcoming. If you have any questions, don't hesitate to call me at home, (301) 349-5370

Denise Price

Meeting Change

It has been suggested that a meeting day of the fourth Tuesday of each month would be more convenient for more members. Therefore, we are now accepting votes for whether to leave the meeting day as the third Wednesday or to move it to the fourth Tuesday. Please fill out the ballot below and mail it to:

Patti Cavallero
4300 Parkland Ct.
Rockville, MD 20853

We'll let you know the results in the May newsletter.

I vote for

- ☐ Leaving the meeting day where it is--the third Wednesday of each month
- ☐ Changing the meeting day to the fourth Tuesday of each month.

(name)

is out to win the RS series for the second time, and the BMW factory team wants first place or nothing. We can expect to see BMWs dominate IMSA this year, and I think it will be a very exciting season. Why not come to a race and see for yourself?

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Autocross

I'm happy to report our autocross on March 23rd was an unqualified success. Thanks to the many volunteers we were able to get 175 cars through three runs before dark, despite an hour's delay in starting. True to the O.D.'s word, the lot was enormous and lent itself very well to the fast course setup by Chet. However, Chet did throw in a few "tricks," one of which had more than half of the autocrossers off course at least once (right, Mr. Rolfe?). The only complaint I have is the use of the Bowie lot itself. Many people had trouble finding the track and once getting there, trying to get into the parting lot. But we were "blessed" with beautiful weather and several workers went home with sunburns. Due to the large number of entrants, we were able to donate \$175 to the Lions Club and swell the Club's treasury a bit. Again, I'd like to thank all those who gave up some (and in many cases, all) of their Sunday afternoon to help make our autocross successful. Without them, it would not have been possible.

One last note of interest. University of Maryland Sports Car Club held their championship autocross at Montgomery Mall on April 6th. The Motortech BMW driven by Rick Price and Chet Kingsbury took an excellent first and third in E/T to give the club's team a big boost in point standings.

Denise Price

Failsafes

Attention all would-be rallyists--your time is coming! Both BRANDED (a local rally club) and the Porsche Club of America (PCA) are sponsoring low-key rally series this summer. These are easy rallies, starting almost as a tour and increasing slightly in difficulty during the course of the events. They are 75-90 miles long. The BRANDED series is on Sunday afternoons--June 1, June 22, July 20, and sometime in August. The PCA series are all on Friday nights--June 6, July 25, August 22, and September 19. If you're still unsure of yourself as a rallyist but want to give it a try, give me a call at 593-1875, and I'll give you a short seminar before the series begins.

Dave Roach

Acknowledgement

You've no doubt noticed the attractive new design of the front and back covers of this magazine. These new items are solely the work of Mike Sullivan, a BMWCCA member and a graphic arts student at Montgomery College, who, you will remember, also is responsible for our new logo. To Mike we owe our thanks for his past and future efforts in making this mess into an attractive magazine.



14650 Southlawn Lane
Rockville, Maryland 20850

424-1010

Tired of dealers and "high performance" shops taking your money and giving you marginal service? Motorsport offers low labor rates on repair and improvement for your BMW. We offer qualified BMW mechanics who take pride and care in their work. Come on out and give us a try.

Directions: Take I-270 north from the Beltway, exit right at Shady Grove Road, turn right onto route 355 (Hungerford Drive), come down about a mile, turn left just past the Chevrolet dealer onto East Gude Dr., go about two miles to the next traffic light, turn right onto Southlawn La., and look for the Blue Motorsport sign on the right.

Even if you don't want to buy anything right now, come in and browse. We're always happy to talk.

Technical

A mysterious problem crept up in my 2002 which proved insoluble for about 6 months. During that period, the problem got steadily worse and really drove me up a tree trying to figure out what was going on. It started last summer with a slight roughness in the idle that proved totally unresponsive to idle jet adjustment. The timing was right on and the points were in perfect shape. Changes in gasoline had no effect. My '70 BMW runs perfectly on regular with a slightly modified Hydro-catalyst, changed to fit the smaller diameter mounting studs. I get about 3 more mpg overall and there is no ping even when lugging the engine with the timing set at 1400 rpm. High test did not help the situation. (You can't use no-lead gas with the Hydro, though; the device needs the heptane found in leaded gas to work.) The engine pings and idles poorly with no lead regular.) The jets were pulled and cleaned the the car still idled badly. It kept getting worse and there was some stumbling on initial acceleration. It finally reached a point where it sounded like it was running on three cylinders while idling but smoothed out at higher speeds. All plugs were clean and looked exactly like one another. Suspecting the electrical system, e.g., a bad wire, I disconnected the plug wires one at a time while the engine was idling. (Use heavy gloves, and, if you have a CD,

cut it off!) Pulling the wires on the back three cylinders produced a very notable drop in rpm. However, when I pulled the wire from #1, it produced no change whatsoever! That cylinder was essentially not working on idle. I changed all of the wires, plugs, distributor cap and rotor and this did not help the situation.

Thus, it appeared to be something other than the electrical system and the behavior immediately pointed to a burnt valve. (All the valve clearances had been checked and were spot on!) A compression check both wet and dry showed all cylinders within a range of 7 psi of one another and #1 was right in the middle. A very slight leak might not show on a compression check, requiring a cylinder leakdown test, but it wouldn't completely cut out a cylinder either. I suspected a leaky manifold gasket but listening for a hiss near the joint did not prove fruitful. Neither did squirting oil on the various mating joints appear to produce a temporary normal running due to the sealing action of the oil work also. Our esteemed Bimmermeister Ric Cavallero still thought it might be a leaky manifold gasket. Sure enough, when I pulled the manifold, the front gasket was split wide open on the bottom! (In-line engines with fairly long intake manifold runners, e.g., the Chrysler slant-six, are prone to this type failure due to the hefty momentary—and thus compressive—load imposed on the lower half of the runner-to-head gaskets.) After I replaced the gasket, the car now runs as smooth as a baby's butt! Thank you, Ric; I was about ready to call in an exorcist!!

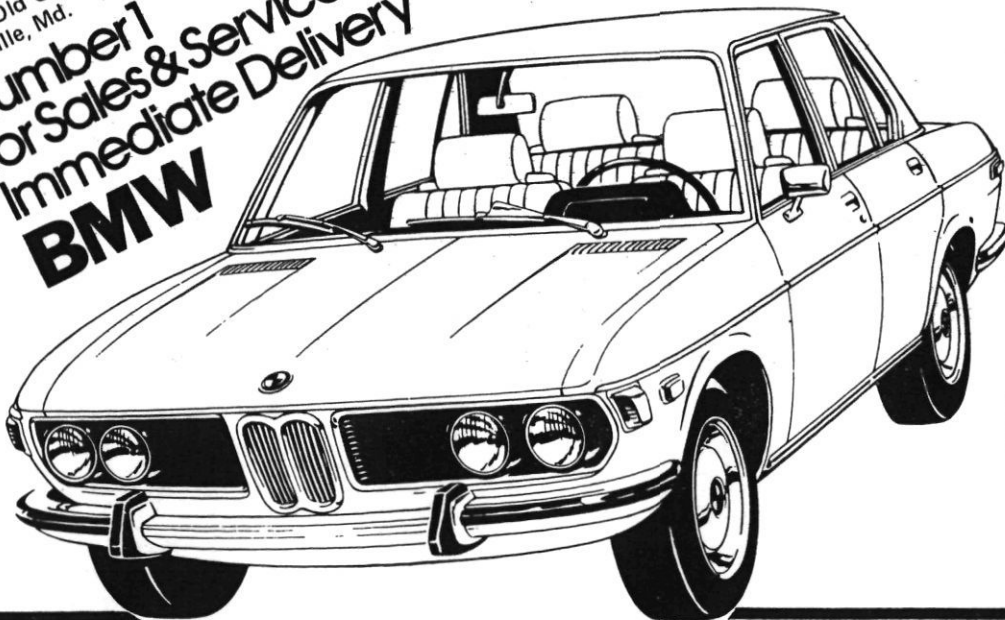
Mel Morganstein

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Racing Notes



On the Cover



A few pictures of the BMWCCA championship autocross on March 23rd. Clockwise from upper left: remember Jack Rolfe telling you last month that you'd be amazed how much your BMW can lean? Here he is, demonstrating. Next, O.D. (Official of the Day) Chet Kingsbury surveys the course with a watchful eye. Next, here's a few of the many BMWs that came out to watch, help, or run. Finally, we have the couples at the scoring party--after twelve hours of supervising an autocross, you'd think Chet would be ready to pass out, but no, there's still the scoring party (?) Assisting are Patti Cavallero and Carol Kingsbury.

On Monday, March 24 1975, your fearful editor took the liberty of sending the following telegram to the BMW Motorsport garage in Hueytown, Alabama:

Mr. Jochen Neerpasch, Mr. Brian Redman, Mr. Hans Stuck, Mr. Sam Posey, Mr. Alan Moffat, and crew. Gentlemen: Congratulations on your victory at Sebring. We hope it's the first of many, and will be looking forward to seeing you at races closer to Washington. Now if you could offer Nick Craw and Miller and Norburn some factory help in winning the RS series, we could desire nothing more. Again, congratulations and best of luck.

The Members of the BMW Car Club of America, National Capital Chapter

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MotorSport now has in stock for your BMW 1602, 2002, Bavaria, or CS: Blister shocks, Ansa exhausts, Marchal lights, BWA wheels, and Borrani wheels. Many other items are either here or available on three days' notice. Call us for your BMW needs--we'll fix you up, and cheap too!

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For Sale: 4 like-new (less than 10,000 miles) Kon
shocks for \$50. Call Rick or Denise Price at
349-5370.

For Sale: Complete 1969 2002 equipped with Weber carbs (and manual) manifolded to a 1972 head atop a 1969 block (work required) linked to a five-speed transmission. Koni shocks 5 1/2 inch wheels, and flares all around. \$1000. Call Mark at (301) 586-1722.

14650 Southlawn Lane
Rockville, MD 20850
(301)424-1010

Bilstein Shocks

Supersprint Exhaust

Marchal Lights

BWA: Wheels

Mulholland Shocks

Ansai Exhaust

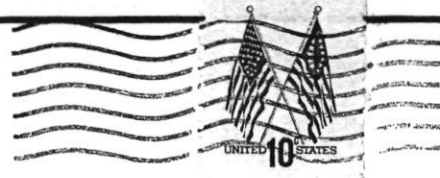
Cibie Lights

Borrani Wheels

Racemark Steering Wheels



**box 41046
bethesda
md 20014**



James Miner, Jr.
1909 Everglade Ct.
Crofton, MD 21113

ncc calendar

April

- 26 BMWCCA tech session (general), Motorsport, Rockville. Call 424-1010.
- 27 SCSA Championship autocross, Bowie racetrack. Reg. 8:30, FCO 9:30. \$5. Call Jay Topping, 656-3620

May

- 1 BAYERISCHE deadline.
- 7 BMWCCA executive meeting, Bob Critchlow's house. Call 578-1367
- 16-18 SCCA Virginia Reel national rally, Richmond, Va. Call Liz Lieberman, 560-8033
- 18 AJSTC Championship Autocross. No info
- 21 BMWCCA monthly meeting, Pop's Rest., Wheaton, Md. OR see May 27 entry.
- 23-26 IMSA GT, RS, & FSV races, Lime Rock, Conn.
- 24 BMWCCA Scenic Spring Tour. Call Patti Cavallero, 871-1101
- 27 BMWCCA monthly meeting, same place. See next month's issue for answer.
- 31 BMWCCA drivers' school tech session.

June

- 1 MGCC Championship autocross. No info
- 1 BRANDED summer rally series 1.
- 2 BAYERISCHE deadline
- 4 BMWCCA executive meeting
- 6 PCA Friday night rally 1, Call Ruth Nelson, 299-2971
- 14 BMWCCA drivers' school, Summit Point W. VA.
- 18 BMWCCA monthly meeting, Pop's, Wheaton OR it may be on the 24th. Check next month.

next meeting

The next meeting was held on Wednesday, April 16, at Pop's Italian Restaurant, 2423 Hickerson Drive, Wheaton, Md., at 8 p.m. To get there, take the beltway to Georgia Ave., exit north and travel for about two miles, pass University Blvd., and take the next right onto Hickerson. Pop's is there, on the left, and ample parking is available just beyond.

