



der bayerische

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Editor's Ramblings

This month we'll just babble on about the Drivers' School at Summit Point (See also several other mentions of it in this issue).

Things look really good for the drivers' school in June. We have quite a few excellent racing drivers to instruct us, among them D.C. region formula ford champion Dan Torpy, who last month set a new lap record for formula ford at Summit Point as he once again motored away from the competition. Dan drives a BMW Bavaria on the street, which makes him doubly qualified.

We've heard a certain amount of trepidation discussed about the drivers' school from some of the BMWCCA members we've talked to. They seem to think that a drivers' school means actually racing around Summit Point in their street cars, and thus taking a good-sized chance of permanently marring them. This is not the intent. We remember having the same fears about the Oktoberfest drivers' school at Lime Rock last year--nightmares about baked brakes, bare, ruined tires, blown engines, and so on. We had no intention of racing at Lime Rock, we just wanted to motor around the track, and that's what we did. In the course of two twenty-minute sessions, we passed one car and were passed by three (20 cars per session). We didn't push the car hard at all, we just motored along, trying to take the turns right and getting up to about 90 on the main straight (some cars were hitting about 110). At the end, the car worked as well as it had at the start; nothing was remiss. In fact, none of the 90 cars that participated were damaged at all by driving on the track.

The point is, you can drive as easy or as hard as you want at a drivers' school. The object of the game is to learn to walk before you learn to run--learn to take each of Summit Point's 7 or 8 unique turns perfectly, and then start speeding up as you get the hang of it. You'll find, we think, that those who carefully take each turn just right and drive at moderately high (tire-squealing, not car-wrecking) speeds will get around the track just as fast as those who flail around in what appear to be all-out attempts at destruction. Think precision, not speed. That's what you're there for.

Don't worry about the fast drivers running you off the track either. They'll be in their own separate heat. All of us novices will be placed in heats with other novices, and we won't be allowed to pass anywhere except the main straight.

By now you're wondering what the purpose of a drivers' school is, no doubt. Well, it can have a variety of purposes. For some of the more experienced drivers--those who want to race (they'll be in a separate heat, remember)--a drivers' school is a testing ground, a chance to find out if they have what it takes to really go racing. For us novices, it has a very different and twofold purpose. We learn better the capabilities of our cars; learn in fact that they deserve the title of Bavarian Miraculous Wonder. And we have the unbelievable thrill of driving our cars as they were meant to be driven. In our outing at Lime Rock, we sped up an average of 10 mph over the course of the track from beginning to end of the school, and even at the end we were acutely aware that our car could average another 10 mph

faster without difficulty; in other words, our nerve ran out before the car's capabilities. It should also be noted here that our car at that time was almost completely stock--all it had was Koni shocks and wider wheels and tires. Everything else was stock--suspension, engine, etc. We learned how good the braking capability of the car was, how well it could handle all sorts of turns, how to judge road surface and configuration, how to take turns properly, and so on. And all this was done in the safest manner possible, on a racetrack with equally good drivers and cars, no tankmobiles, no oncoming traffic, no radar traps, etc.

The most exciting aspect of the whole thing, however, was the jubilation of driving to our utmost. We were frankly frightened of the prospect of a drivers' school until the moment we moved out onto the track from the pit lane for the first time. At that moment, the butterflies stopped fluttering and all of our consciousness was taken up with the immense concentration of driving the track properly. But mixed with this concentration of where exactly to apex each turn, how fast to go, when to brake, and so on, was the incredible elation of being out there, driving as fast as possible without highway fears, and getting a small sense of what it's like to be a race-car driver. It's a wonderful experience for a person who likes to drive a BMW the way it was meant to be driven, and it's worth every penny of the \$25 fee.

Here's What's Happening

Hi, gang! The club tech session, which was held at Motorsport on April 26, 1975, came off without a hitch. Everyone went away pleased and several commented that they had learned quite a bit. During the day we had somewhere in the neighborhood of 20 cars.

On Saturday, May 24th, we will have a scenic spring tour which will run through parts of Maryland, Virginia, and West Virginia. We will leave from Tysons Corner Shopping Center (meeting in front of Korvettes) at 10 AM. There will be a lunch break for one hour in Harpers' Ferry, West Virginia. The tour will end at Warner's German Restaurant near Cumberland, Md. Each car will be given a set of route instructions so if anyone falls behind or gets away from the group you won't be lost. The meals at Warner's (German and American) are moderately priced (and delicious, I might add). To be on the safe side, plan the cost per person at \$10 (maybe more or less, depending on what you order). So really, all you're spending on the tour is money for gas and food--there is no entry fee or registration fee. Dinner will be somewhere between 3 and 4, so you can plan on being back in good ol' Washington by 8 at the latest. I would like to voice some words of caution--West Virginia police ride in unmarked cars--you know, the kind you least expect, like a Ford station wagon full of kids and groceries or maybe even a Super Bee with a little old farmer driving. For those of you who

have taken the tour before, it should be just as much fun as it was two years ago. For you newcomers, all I can say is, "Try it, you'll like it!"

Upcoming events are:

May 31 - Car prep and inspection for Drivers School
June 4 - Executive meeting, Estelle Watts' residence
June 14 - Drivers School, Summit Point, W. VA.
July 18 - BMWCCA party

That's all for now . . .

Patti Cavallero

Please Note

IMSA RS champion Nick Craw has volunteered to be an instructor at our Drivers' School at Summit Point. In addition, Nick's car preparer and last year's IMSA Mechanic of the Year Preston Miller will be there also, with Nick's number 64 racecar in tow. Mr. Miller will hold a tech and question-and-answer session sometime during the day. Nick's car is pictured below.



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BMWCCA			

Treasurer's Report

April 1 balance		\$870.14
	IN	OUT
Newsletter Printing (Mar.)		\$ 85.07
TAA		78.52
Postcards		8.32
Postcard Printing		22.30
P.O. Box Rental		16.20
Newsletter Printing (Apr.)		111.23
Stamps		50.00
	\$ 0	\$371.64
May 1 balance		\$498.50

Ron Beavers

Membership

We have sixteen new members this month. Here they are:

Robert Pakulski	Susan Williams
Doug Lee	Gary Powell
Robert Buffum	Dave Ransom
Fred and Marjory Pitts	William King
William Beal	Nadine Rier
Hugh Kelly	Walter Foley
Alan Strelser	Dale Koch
Tom Driscoll	Jay Darmsteadter

Welcome. We have a lot of activities going on in the next few months, so watch out for them. It would be nice if you could make it to a meeting so we could meet you in person. Those of you who have yet to send your 16 dollars, please do so. Any suggestions you may have on activities or running the club, please direct them to Ric Cavallero.

Again, to all of you, Welcome, Gladtohaveya.

Jack Rolfe

On the Cover

This is National Capital Chapter member and German Correspondent Gunther Conrad's beautiful 2002ti. It's not homemade, folks, it's the real thing. From this picture, one might get the opinion that Gunther likes to drive at night.



Drivers' School

Another word about the drivers' school at Summit Point. Here's your chance to really drive your BMW. Summit Point is a road course approximately 2.2 miles long, very challenging, and features a series of curves and straightaways which duplicate actual road conditions. Even if you are not interested in "racing" your Bimmer or just going fast, the instruction you will receive will increase your competence as a driver. You will learn such things as proper braking, apexing curves, drifting, and other skills which contribute to the total driver. Not only this, but also you'll have a good time. We have scheduled a party Friday night at the track which will feature free food, beer, and excellent conversation. Saturday will feature morning instruction by qualified SCCA, IMSA, and FIA drivers, some of whom are well known, such as Nick Craw, IMSA RS champion; Earl Fellin, IMSA RS champion; Dan Torpy and Larry Logue, SCCA Formula Ford drivers; and other drivers particularly familiar with Summit Point itself. With kind of talent available to us, this school should be one of the best on the east coast. The afternoon sessions will be instructor optional, so if you feel you are ready to try the Point on your own, you can. Actual on-track time for each entrant will be two hours with an optional 45-minute open heat. For application and packet, contact

BMWCCA Drivers' School
c/o Denise Price
P.O. Box 326
Barnesville, MD 20703

For additional info, call Chet Kingsbury or Ric Cavallero at (301)424-1010 (day) or (301)345-2915 (evening). Oh yes, one final item; I hope I do not have to remind club members that this is a club event and that I will need workers, so if you do not plan to run but would like to make this school a

To register for the Drivers' School, please fill out the form below, and mail it to Denise Price, Box 326, Barnesville, MD 20703. Please enclose a check for \$10, made payable to BMWCCA-NCC, as a refundable deposit.

Name _____

Address _____

City _____ State _____ ZIP _____

Telephone _____

Is your BMW set up for high performance driving? _____

Do you have any previous drivers' school or racing experience? _____

You will be sent a tech checklist, directions to the track, and more information concerning time, heat, and so forth.

success and have a good time, come out and join in the activities. If you would like to work tech or administration, please call me. We will also have a free flag and communication school for those who would like to see BMWs from a different standpoint. So much for now . . .

Chet Kingsbury

Minutes

The meeting was called to order by President Ric Cavallero at 8:30 p.m.

Estelle Watts gave the council report: BMW ti's will autocross in the same class now as 2002s and tii's--C/S, E/P, and C/M. The Council's awards banquet for the 1975 season will be held on January 10, 1976, at the same place as last year's banquet (Brook Manor Country Club in Rockville). The Council will sponsor a championship rally on November 16th to augment the limited number of club-sponsored CRs this year, and each club is expected to provide personnel for one checkpoint. The Shelby Owners' Club has joined the Council.

Other reports given: Activities--Patti Cavallero
Treasurer--balance reported
by Ric Cavallero
Autocross--Denise Price
Tech--Dave Toy

Chet Kingsbury reported on the status of the Summit Point drivers' school. The new date is June 14th, registration is \$25, and we have some very good instructors lined up. For those interested, the BAYERISCHE will contain a form to mail in, in order to get a registration form and a tech list for items on the cars to be inspected at the mandatory tech session one week prior to the school.

OLD BUSINESS:

Summit Point has a race scheduled for April 20th, and spectators are needed.

Appreciation was expressed to the Kingsburys and Prices for their efforts in organizing and supervising the club's autocross.

The date for the club's monthly meeting is again under discussion: either the 3rd Wednesday or the 4th Tuesday of the month. There will be a ballot in the April issue of the Bayerische. The May meeting will be determined by the results of the mail-in vote.

NEW BUSINESS:

Jim Blankenship mentioned that he had heard National expects to run a \$5,000 deficit this year.

There was discussion over whether or not the chapter should continue letting National collect chapter dues. Dave Roach noted that the chapter has been receiving regular payments from National. The suggestion was made that National should send several reminders to members when renewals are due, rather than the one notice presently sent.

The Chapter Congress is to be held on July 12 and 13 in St. Louis.



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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.

Ric Cavallero announced that any member of the executive committee missing two executive meetings in a row without a reasonable excuse will be dropped from the executive committee. The next executive meeting will be held on May 7th, at the Critchlows.

Paul Schauble suggested reserving "BMW" auto tags in Virginia and Maryland. We would have to guarantee to purchase 200 auto tags in each state in order to reserve the BMW series. We will contact BMW Organizations in Richmond and Baltimore, and the Tidewater chapter about this idea.

Dave Toy mentioned that he thought it might be possible to get the Diamond Head Restaurant in Bethesda as a meeting place. It would be available for Tuesday nights only.

Terry Wyban announced the presence of his BMW Sport 700 in the parking lot for any interested people to look at.

Jack Rolfe reported that VOB's body shop did some very good repair work on his car.

The meeting was adjourned at 9:30, after a buy and sell.

There was a slide show after the meeting of the Daytona IMSA race and of our club autocross.

Bob Critchlow

Technical

In light of the upcoming drivers' school at Summit Point, the next tech session, on 31 May, will be solely for the purpose of inspecting entrants' cars. Due to the anticipated schedule at Summit Point, tech inspection at this session is mandatory for all metropolitan Washington entrants. If an entrant cannot be at the tech inspection, he must contact the ODs for the event (Rick Price or Chet Kingsbury) for alternate plans. The session will be held at Motorsport, which may be found at 14650 Southlawn Lane, Rockville. The session will be open from 9 AM to 7 PM. Again, this is mandatory.

Heishman BMW has just offered their facilities for a future tech session. We'll try to set up a date several weeks after the drivers' school.

- . . . -

Now that all of you have put washers in the steering control arms and adjusted the steering boxes of your BMWs (see the March issue of DER BAYERISCHE), here is another thing you can do to improve its handling.

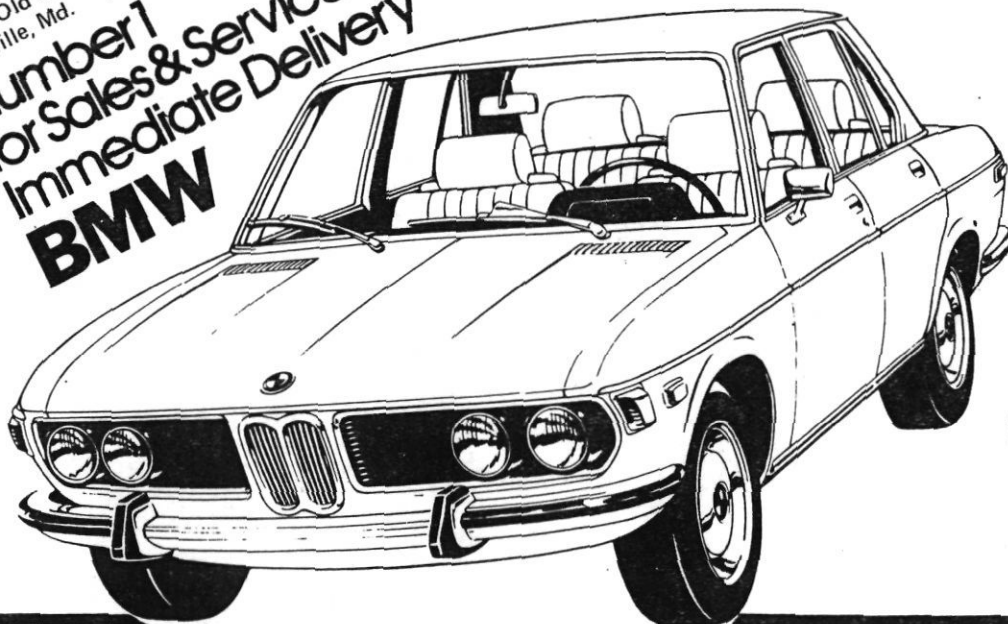
When the Bavarian Munich Wizards conceived the design of the 4-cylinder BMW sedan, they did not have to reckon with the forthcoming U.S. headlight regulations. When the regulations were put into effect, the factory opted to raise the entire car to comply with the minimum headlight height requirements. To do this, they inserted 19 mm aluminum spacers between chassis and the strut upper support bearings in the front. In the rear, the thickness of the upper rubber damper ring was increased from 28 to 38 mm. Removing the aluminum spacers and replacing the thick damper rings with thinner ones

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will return the car to its original design height without affecting the ride. The car will then have a slight nose-down stance instead of the current nose-up stance.

Here are the steps necessary for this modification. You should consult a good repair manual for details as required.

Front:

1. Loosen the front wheel lugs.
2. Jack up the front of the car and support it with jackstands.
3. Remove the front wheels.
4. Unbolt the brake caliper and hang it up out of the way by a piece of wire or string (not by the brake lines!)
5. Disconnect the sway bar from the transverse control arm.
6. Remove the three nuts from the strut upper support bearing.
7. Lower the entire strut assembly until you can remove the aluminum spacer.
8. Reassemble the front suspension in the reverse order. The aluminum spacer can be put on top of the chassis wheel arch for extra strength.

Rear:

Before starting this procedure, have on hand two 28 mm damper rings. These are available from BMW dealers. They can be identified by the single dot on the side. (The 38 mm rings have 3 dots.)

1. Loosen the rear wheel lugs.
2. Jack up the rear of the car and support it with jackstands.
3. Remove the rear wheel.
4. Unbolt the half-shaft from the stub axle (6 bolts).
5. Disconnect the sway bar links from the trailing arms.
6. Support the trailing arm with the jack.
7. Unbolt the top of the shock absorber inside the trunk.

8. Carefully lower the trailing arm until the spring is free.
 9. Remove the thick damper ring (carefully noting its orientation with the spring) and replace it with the thin ring. Ensure that the ends of the spring are located in the rings properly and that the groove in the lower ring mates with the bump on the trailing arm.
 10. Reassemble in the reverse order (use blue loctite and the proper torque on the 6 half-shaft bolts.)
- Be sure to realign the headlights as this modification tends to aim them much lower.

Now your BMW's height is what it was originally intended to be before Detroit lobbyists and the Government got together and messed things up.

Hopefully, next month's tech article will be on the interchangeability of parts from bearings to spark plugs. If anyone can offer tips or specification tables on interchanging part numbers please contact me. The depth of this article will depend, in part (no pun), on how much response I get. A phone call will suffice.

Dave Toy

for sale

Anyone interested in a breakerless electronic ignition system or a capacitor discharge system (or both) please contact Dave Toy. I plan to order a bunch of these soon and the prices will be "way below wholesale." Other BMW parts on hand. Phone 299-3363 evenings and weekends, or 979-3613 weekdays.

WANTED: Bosch distributor # 0 231 180 003 or # 0 231 115 081 (46° total centrifugal advance). Cap, points, condensor not important nor required. Distributor housing, bushings, and advance mechanism must be sound and tight and in good condition. Call Bob French, home (703)671-1001, work (202)695-4786.



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Parts and Accessories!

Motorsport now has in stock for your BMW 1602, 2002, Bavaria, or CS: Bilstein 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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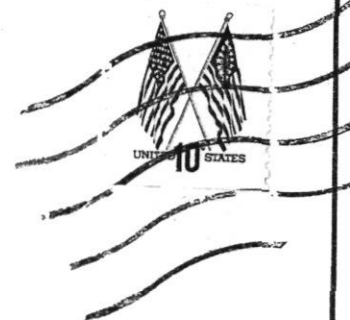
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ncc calendar

May

- 21 BMWCCA monthly meeting, Pop's, Wheaton, Md., 8 p.m.
- 23-26 IMSA GT, RS, & FSV races, Lime Rock, Conn. For directions, call Dave Roach, 593-1875.
- 24 BMWCCA Scenic Spring Tour to Cumberland, Md. call Patti Cavallero, 871-1101
- 25 Capital Z Sports Car Club Rally. TSD, about 80 miles. Starts Sears parking lot, New Hampshire Ave. and Lockwood Dr., White Oak, Md. Reg. 8:30 a.m., FCO 9:30. Bring picnic lunch. \$6 fee includes beer and soda at end. Preregister to Frank Edwards, (301)622-4774
- 31 BMWCCA drivers' school tech session, Motorsport, Rockville, Md. 9 a.m. - 7 p.m.

June

- 1 MGCC Championship autocross. No info.
- 1 BRANDED Summer Rally Series 1. Easy TSD rallying. Call John Ortaldo, 774-6796, Steve Butler, 350-3948, or Al Marsh, 667-6970
- 2 BAYERISCHE deadline
- 4 BMWCCA executive meeting, Estelle Watts' house. Call Estelle for directions.
- 6 PCA Friday Night Rally 1. Starts Carderock Rec. Area, next to Naval Ship R & D center. Reg. 7:00 p.m., FCO 7:31. Call Ruth Nelson, 299-2971
- 14 BMWCCA drivers' school, Summit Point, West Virginia
- 18 BMWCCA monthly meeting
- 22 BRANDED Summer Rally Series 2. See above.

July

- 1 BAYERISCHE deadline
- 2 BMWCCA executive meeting
- 16 BMWCCA monthly meeting
- 20 BRANDED Summer Series Rally 3. See above.
- 25 PCA Friday night rally 2. See above.

next meeting

The next meeting will be held on Wednesday, May 21, at Pop's Italian Restaurant, 2423 Hickerson Drive, Wheaton, Maryland, 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 still there, on the left, and ample parking is available just beyond.

