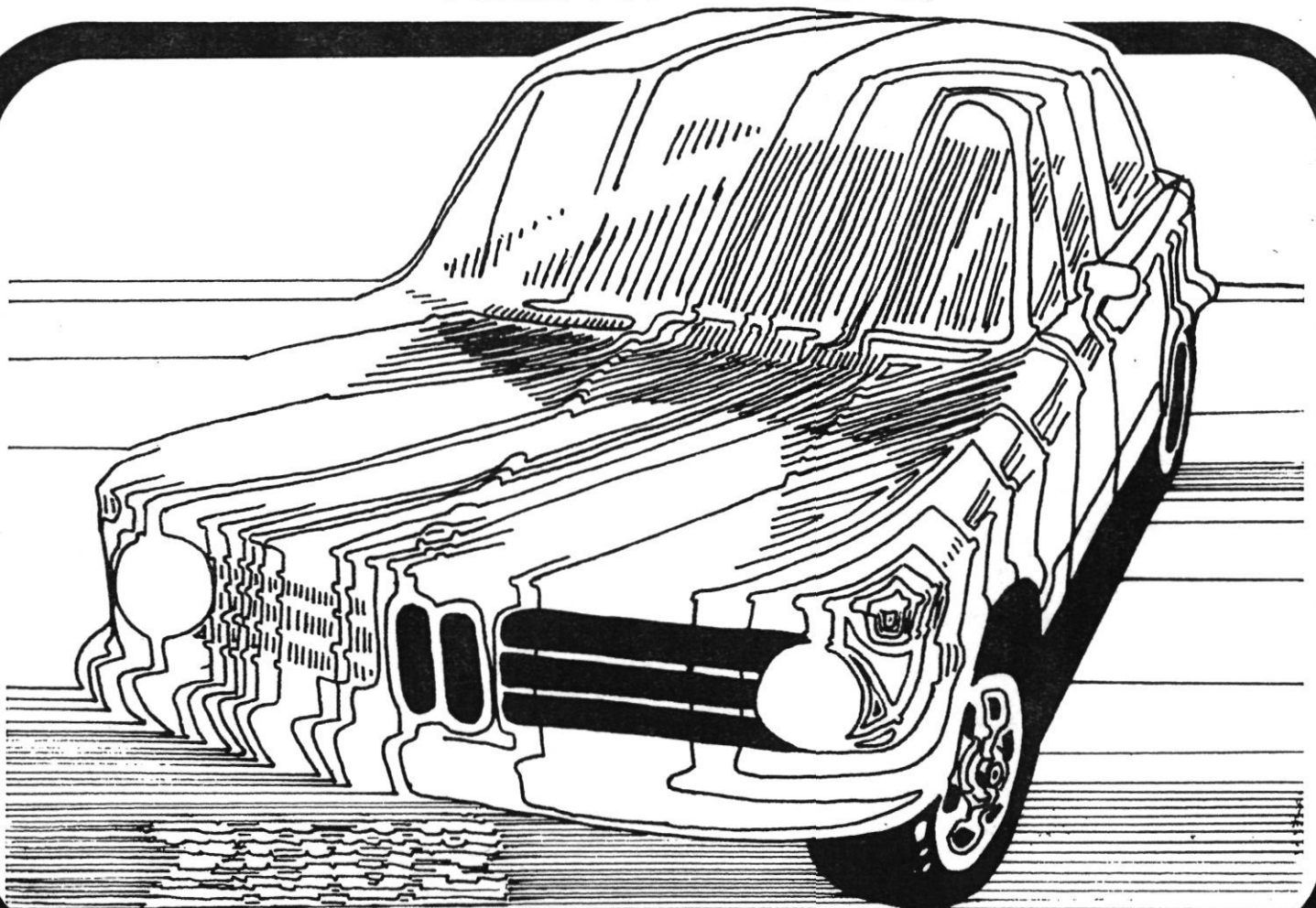




der bayerische

Volume 5, numbers 5 & 6

June-July 1975



MIKE SULLIVAN 75



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DER BAYERISCHE is published monthly eleven times a year, January through November, at 10425 Edgewood Avenue, Silver Spring, MD 20901. Individual chapter membership dues of \$6.00 includes \$5.50 for a subscription to DER BAYERISCHE. Single copies 50 cents each.

Printed in U.S.A. Second-class postage pending at Silver Spring, Maryland.

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Here's What's Happening

On July 18 there will be an informal get-together-members-mixer party. Snacks and mixers will be provided so all you have to bring with you is a bottle of your favorite booze. Since we got zero volunteers for hosting the party in Virginia, the party will be held at Ric and Patti Cavallero's house, 4300 Parkland Ct., Rockville, MD. To get there, Take Georgia Avenue north from the beltway, bear right onto Viers Mill Road, follow Viers Mill Rd. past Connecticut Ave. and Randolph Rd. to Parkland Drive, turn right on Parkland drive, and follow it to Parkland Court. The house is halfway around the court.

On August 2, Dave Toy has graciously offered his residence for a BMW Club picnic. Bring your own picnic basket and we'll all have a great time together. Call Dave for directions. More details will follow in the July issue of the newsletter.

Patti Cavallero

BMWCCA EVENTS

July 17 - BMWCCA meeting, Diamond Head Restaurant

July 18 - BMWCCA Party - We need a Virginia volunteer to host this party.

August 2 - BMWCCA Picnic, Dave Toy's residence

August 19 - BMWCCA meeting, Carling Brewery, Baltimore-bring your beer mug.

Autocross

Since the Championship Autocross season is nearly half over, I thought I'd figure out just how the Club's respective members are doing. After 6 'crosses, Chet Kingsbury has a total of 36 points, followed by Rick Price with 31 and myself with 13.

The June 1st autocross at Bowie Race Track (the last one by the way at that location) was a very successful one for both Rick and myself plus the team as a whole. Rick garnered his first 1st place in E/P calss while I did a respectable 2nd in Ladies B (much to my surprise). With Curt Fee rounding out the team, a total of 23 points gave the Club a 6th place finish for this autocross.

Next autocross will be June 29th (not the 22nd as listed on the back of the MWCSCC rules book) at Montgomery Mall. TAA will be doing the honors.

Denise Price

Minutes

June 17, 1975

BMWCCA Monthly Meeting - May 21, 1975

The meeting was called to order by president Ric Cavallero at 8:20 pm.

Estelle Watts gave the council report: After the MGCC autocross on June 1st, there will be no more events held at the Bowie parking lot, as the surface of the parking lot is breaking up and Bowie does not want to repave it. Electronic ignition systems may be used for autocrossing in prepared classes. The Shelby Owners Club has joined the council. There are two changes in the 1975 rally rules (reported by Dave Roach): on page 3 of the rule book, section E.1.d, (definition of "before"), delete the word "reaching"; also, awards won in equipped classes do not count for contestants competing primarily in unequipped classes.

Dave Toy pointed out that the tech session on May 31st is an inspection for the drivers' school only - it is not a time for repairs or modifications to cars entered in the drivers' school. Dave also mentioned that there will be a regular tech session about a month after the drivers' school at Heishman's, and hopefully another in the future at VOB. Dave wants to compile a cross-reference list of parts, especially US-made parts, that will fit BMW's. Anyone who can contribute information for the list should call Dave.

Chet Kingsbury reported that, from what he has heard, the 4 days of O'fest 1975 may be the best O'fest yet.

Other reports given: autocross - Denise Price
membership - Jack Rolfe
racing - Dave Roach
rallying - Nancy Stutsman

The Spring Tour has been postponed until June 28th.

Only 10 people have registered for the drivers' school. The club needs at least 40 entrants to cover the cost of renting the track. If there are not enough BMWCCA entrants, we will have to open the school up to other clubs. (Ed. note: the drivers' school registration is now limited to BMWCCA members only.)

The June meeting will be held on the third Tuesday of the month, June 17th, at the Diamond Head restaurant, 6900 Wisconsin Ave., in Bethesda. The restaurant is offering drinks at the luncheon prices, ample parking and superb food.

The next executive meeting will be held on June 14th at Estelle Watts' home.

Chet Kingsbury is asking for volunteers to help organize our O'fest in 1976. Contact either Chet or Ric Cavallero. Estelle Watts, in charge of "odds and ends", wants suggestions on possible activities or anything else for O'fest '76.

Bill Ribblett announced that HANSA has alot of parts for older BMW's (1600, 1800, etc.).

There was no old or new business as such. The meeting was adjourned at 9:05 pm. After a buy and sell, we heard a presentation on the Ziebart rustproofing process given by Jim Kolakowski and Chip French.

The meeting was called to order at 8:30 by Vice President Chet Kingsbury.

Dave Roach gave the Council report. The Council has decided that winning an SCCA Class C rally trophy is worth 6 points toward MWCSCC championship rally classifications. Member clubs sponsoring championship autocrosses have 20 days in which to mail out the results, with a \$10 per day fine (to a maximum of \$100) imposed after the 20-day interval, and a loss of championship status for the event if the results have not been mailed out within 30 days.

Other reports given: Treasurer - Ron Beavers
O'fest '75 - Chet Kingsbury
Tech - Dave Toy
Rally - Bob Critchlow
Service - Mel Morganstein

During the comments on service reports there was a discussion of work performed on Carl Spaulding's car, with which he was dissatisfied. Parts were purchased from Motorsport and the work was done at Ric Cavallero's home. As the bill for the parts was on Motorsport stationery, Carl considers Motorsport responsible for the work, has given Mel Morganstein an unfavorable service report on Motorsport, and has contacted the Montgomery County Consumer Protection Agency. Mel had not reported this problem in the BAYERISCHE, as he was hoping to resolve it first - the method he prefers to use in handling unfavorable service reports.

OLD BUSINESS: The drivers' school was successful, but expensive, as costs exceeded entry fees by about \$400. School organizers learned a lot, so the next drivers' school (in September) should be even better. It was decided that the club should express it's appreciation to the instructors who helped us - one method being to provide free advertising space in the BAYERISCHE to those instructors who want it.

NEW BUSINESS: TAA proposed, at the last council meeting, a motion to be voted on by member clubs: that people who wish to preregister out of their proper heat for autocrosses be allowed to do so for the first and fifth



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BMWCCA

heats only. The main purpose of this motion is to eliminate the hardships imposed upon course workers when the middle heats contain very large numbers of cars. After some discussion, this motion was approved.

The meeting was adjourned at 9:30 p.m.

After a buy-and-sell, there was a slide show of the IMSA races at Lime Rock, narrated by Rick Price and Chet Kingsbury.

Bob Critchlow

1 June balance			\$567.01
	IN	OUT	
National Dues	\$63.50		
Drivers' School	730.00		
Postcards (ptg.)		\$ 8.32	
Service Charge		.50	
	<u>\$793.50</u>	<u>\$ 8.82</u>	
1 July balance			\$1351.69

Ron Beavers

Treasurer's Report

May 1 balance		\$ 498.50
	IN	OUT
Trophy payment - autocross		\$186.00
Council rally sanction fee		20.00
Eastern photoprint (autocross)		21.00
Club store		10.50
BMWCCA - dues (mar. & apr.)		80.00
Newsletter (May)		88.55
Postcards		7.49
Service Charge		1.45
Dues - new members	\$128.00	
Dues - renewal	<u>356.50</u>	
	484.50	<u>414.99</u>
June 1 balance		\$ 568.01

Announcement

At the Drivers' School, a wild rumor was spread that gas at the track was free. This is incorrect. Gas cost the club 65 cents a gallon with a total bill of around \$80. If you are one of those who got gas and did not pay, please multiply the number of gallons you got by .65 and send that many dollars to Ron Beavers, 8414 Eureka Ct., Alexandria, VA 22309.



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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.

IMSA Races at Lime Rock

Friday night, May 23, Rick Price and I pulled into the camping area at Lime Rock for a weekend of IMSA racing. We were there by the courtesy of Nick Craw, driver of the number 64 BMW, who obtained crew passes for us.

We found the only other BMW in the camping area and set up camp next door. The owner of the other car was Skip Spano, a BMW nut from Brooklyn. We proceeded to become friends during the weekend. Skip is a professional photographer, and a large number of the pictures at the slide show at the June meeting were taken by him.

Saturday - the day of qualifying - dawned foggy but cleared by 9 o'clock to become a real scorcher. In the pits, Miller and Norburn were worrying about their tires overheating. Michel Potheau's Circle Tire BMW was running perfectly. Martin Palmer's number 36 car was having carburetor problems. Craw's car got into some trouble during qualifying when an Opel had the audacity to blow its engine and then spin in its own oil - right into Craw's passenger door. As a result, Craw qualified eleventh - the worst starting position he's had this year. Ray Korman was seventh, the best-gridded BMW. Carson Baird had the pole in his Armor-All Colt.

The BMW factory team was there. They brought their two Mercedes trucks and one car transporter borrowed from Bobby Allison Racing, where they rent shop space. In addition, they had the usual amenities - a GMC motor home for the drivers to change in, and several 3.0Si's loaned by BMW North America. Rumor had it that Limer

Rock was to be a Porsche track and that the BMWs would have to fight for places in the top 5. This proved partially true, as Peter Gregg qualified on the pole in the Brumos Porsche, followed by Hans Stuck, Jr., in the number 25 CSL. Third was Al Holbert in the number 14 Carrera, and Sam Posey was on the outside in the number 24 CSL. Carl Schaeffer looked like a threat in his immaculately-prepared Camaro.

Qualifying ended, and the scene was set for the races on Monday. The various crews had all day Sunday to sort out last-minute problems. Sunday saw Miller and Norburn working on Craw's car, playing with the suspension and changing the brakes. The BMW team switched engines in Posey's car, then trailered the car to Posey's mother's house to start it up. (No racecar was allowed to be started on Sunday at the track.)

At dinner that night, neither of the major BMW competitors were pleased. Craw was worried about starting eleventh - he was faced with a lot of traffic to get through. Jochen Neerpasch, BMW team manager was resigned to Lime Rock's growing reputation as a Porsche track.

Race day was cloudy and cooler - just the sort of weather Craw was hoping for. Still, there was the matter of traffic. Going into turn one on the first lap, there were maybe five rows of three cars abreast, with Craw in the midst. When he came around again, he showed some front end damage and was running 13th. Gradually he worked through traffic as Carson Baird, Dennis Shaw, and

Miller and Norburn is proud to have the winningest BMW driver in America as part of our team. Since Mr. Craw chose Miller and Norburn to prepare his BMW, he has won 40% of the races he started in the Goodrich Radial Challenge Series, and our BMWs have been the only winning BMWs in the last two years.

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Our catalog, which details our complete range of parts, accessories, and services, is available for one dollar. As BMWCCA members, you are entitled to a 10% discount on everything we sell.



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Amos Johnson established their positions of first, second, and third, respectively. By the tenth lap of the 66-lap race, Craw had worked his way up to fourth, but fourth proved to be the upward limit of his climb. Carson Baird finished with a comfortable lead, followed by Shaw, Johnson a half lap behind, and Craw 17 seconds behind Johnson. Ray Korman finished in the top 10, the next highest BMW. The Circle Tire car had an altercation with another car which tucked its left front wheel under and left it out on the track.

The first heat of the GT race turned out much as expected. The four top qualifying cars finished over a lap ahead of the fifth-place car in the order they qualified: Gregg, Stuck, Holbert, Posey. The NART Ferrari had handling problems all day. Carl Schaefer muscled his amazing Camaro around handsomely. But the performance of the day went to Stuck - he drove the number 25 CSL to its absolute limit every lap, including wandering into the dust on most of the turns and taking most of turn one on two wheels. Gregg's Carrera was simply too fast for the CSL.

As the cars gridded for heat two (each heat was 100 miles), Gregg walked over to Stuck. "Hans," he said, "in this country there is a tradition that the pole-sitter is allowed to lead for the first few laps." "OK," Hans replied, "we let you lead for two laps, then we pass you." The race started, and Gregg led for two laps. At the start of the third lap, Stuck overpowered Gregg on the straight and dived under at turn one. The crowd went wild (well, at least the BMW crowd). Stuck led for six laps, until Gregg outbraked him at turn one again and proceeded to lead almost the rest of the race. Posey began to fall back, although he maintained fourth place. Eventually, Holbert passed Stuck to take over second place. On the last lap of the race, Peter "Perfect" Gregg, victory almost in hand with a 10-second lead over Holbert, spun out, giving Holbert time to pass and go on to win. Stuck finished third behind Gregg; Posey fourth, over a lap behind.

It was an exciting weekend. The BMW team was perfectly prepared and it was a joy to watch them, even though they didn't win. I guess part of the excitement was knowing that they had the potential to win, unlike the 12-valve CSLs of Hurtig-Team Libra last year. The remainder of the season should prove exciting to watch. One alarming note: Neerpasch seemed surprised to find that the average American BMW owner would be interested in watching the factory race! Let's try to come out in force and show our support. I plan to go to Mid-Ohio (a seven-hour drive) for the twin six-hour IMSA races in August. If anyone else wants to go, give me a call.

Dave Roach

Technical

The tech inspection session held on the 31st provided eighteen entrants with relief from the dust and hassles of an inspection at the track. Some unexpected abnormalities were noticed, such as, on two consecutive

cars, Michelin radials with sidewall cuts deep enough to see the fabric. It is a good idea to occasionally check over your tires for this whether you are going to a drivers' school or not.

The drivers' school was tremendous! But it is also going to wind up being quite expensive. Around our house there have been heard mutterings such as "I've got to get that race car finished!" "Bill said I could borrow his car to get my competition license!" and "I hope I can get my street BMW ready for the next club drivers' school." Seriously, the event was a real education, both for the driver who wanted to learn more about how his car handled and for the driver who is seriously planning to go racing. I recommend the next drivers' school to anyone who wants exhilarating enlightenment.

This month's article will dwell on interchangeability. My thanks to the two individuals who contributed to this effort. You know who you are. And for the rest of you - you will be given another chance later.

Bearings:

The following are the Timken Company front wheel bearings made for BMW's:

1965 1500, 1800TISA		
1966-67 1600, 1602		
	L44610 inner	LM11710 outer
	L44649	LM11749
1968-74 1600, 1600GT/TI, 1602, 1802, 2002, Touring 1600, 1800, 2000		
	L45410 inner	LM11710 outer
	L45449	LM11749
1966-74 Bavaria, 3.0CS/CSL/S/SI, 3.3L, 520, 525, 520i, 1800, 1800TI, 2000, 2000CS/CA/TI, 2002TI, 2002TII, Touring 2000TII, 2500, 2800, 3000V8, TURBO		
	LM67010 inner	LM11910 outer
	LM67048	LM11949

If you need bearings or hardware and go to a BMW (or any other) dealer to get it, be wary about being charged BMW prices for the less expensive (but just as good) American made components. Some dealers make a habit of this. Sorry, but rear wheel bearings are unique to BMW's with no known American made counterpart.

The Sears Die Hard 24F will fit (very snugly) in a 1600 or 2002.

Ignition parts:

The following ignition parts can be exchanged with the four cylinder BMW's:

Capacitor:	Porsche 912
Distributor cap:	Volvo
	Porsche 356
	Opel (62-65)
Rotor:	Volvo
	Opel (71 on)
	Pinto
	Crapi
Points:	VW
	Saab
	Porsche
	Opel
	Pinto
	Capri

Filters for 4 and 6 cylinder models:

	Oil	Air(All Carb. exc 2 bbl 2002)	Air(2bbl 2002)
Fram	PH-16	CA-2606	none

Purolator PC-201 1027 1137
Knecht AW-14 - -

(note: 6 cylinder models require one filter per carb.)

Spark plugs:

Bosch	NGK	KLG	Lodge	Champion	Application
W175T2	B8ES	FE75	2HL	N4	6 cylinder models
W230T30	BP8ES	FE125P	2HLNY	N6Y	Cold ↓ 4 cylinder models Hot
W215T30	BP7ES	none	none	N7Y	
W200T30	BP6ES	none	none	N8Y	
W175T30	BP5ES	FE65P	HLNY	N9Y	

42XLS (AC) and AG22 (Autolite) are also equivalent to the N8Y for the four cylinder models.

Hardware (nuts, bolts & studs):

Grade ratings for hardware indicate its strength. The higher the grade numbers, the stronger the hardware. The following compares the equivalent values between German, U.S. and British hardware grades:

Current	3.6	4.6	4.8	5.6	5.8	6.6	6.8	6.9	8.8	10.9	12.9	14.9
DIN	36	46	48	56	58	66	68	69	88	109	129	149

Old DIN	4A	4D	4S	5D	5S	6D	6S	6G	8G	10K	12K
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U.S.	1	1	2	2	2	3	3	3	5	8
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British						R	R	R	S	V	X
---------	--	--	--	--	--	---	---	---	---	---	---

(note: Never use a lesser grade piece of hardware than required for the application!)

That's all for now, folks. Again, if anyone has any ideas, suggestions or criticisms, please feel free to call me at home or at my office.

Dave Toy

for sale

FOR SALE: Complete Mark IV Air Conditioner. Fits 1600 or 2002. Call John at 431-4373.

FOR SALE - Twin Solex side-draft carbs for ti conversion. With linkage, no manifold. \$60. Call Jack Rolfe, 565-0615.

FOR SALE - 19/3 3.0 CS, Silver, Sun roof, AC, AM-FM, XAS, 4-speed. Call F. H. Miller days 451-1011, evenings 703-687-6859.

Here are the prices for ignition systems and oil - - -

	List	Our Price
Mobelec breakerless (2 year guarantee)	\$115.95	\$ 64.00
Speedatron standard CD	124.95	62.00
Speedatron standard CD with adjustable rev limiter	139.95	74.00
Speedatron Opto breakerless CD	160.00	84.00
Speedatron Opto with adjustable rev limiter	175.00	94.00

EON E-11 Synthetic Oil - \$4.25/qt (30,000 mile oil)

Note: Depending on response, I am going to order a few cases of this synthetic oil. Its retail price is \$4.95/qt and I have arranged a "commercial" price on a trial basis with the factory. Indications are that this oil is superior to other "synthetics" like OLLMO (which is only 40% synthetic).

Please contact Dave Toy at 299-3363 (eves & wkends) 979-3613 (wkdays 9 to 5)



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ncc calendar

July

- 17 BMWCCA monthly meeting, Diamondhead Restaurant, Bethesda, Md. 8 p.m.
- 18 BMWCCA party, Ric and Patti Cavallero's house. See Here's What's Happening for details.
- 20 BRANDED summer rally series 3. Starts Gaithersburg Square Shopping Ctr., Rt. 355 & Montgomery Village Ave. Reg. 10 a.m., FCO 10:30. \$4. Registrar John Ortaldo, (301) 774-6796 evenings.
- 20 IMSA Camel GT, Goodrich RS, at Mid-America Raceway, Wentzville, Mo.
- 20 CCA Championship Autocross. No info.
- 25 PCA Friday Night Rally 2. Registrar Ruth Nelson, 299-2971. For more info before you register, call Nancy Stutsman or Dave Roach

August

- 1 BAYERISCHE deadline. Send anything to be published to Dave Roach, 10425 Edgewood Ave., Silver Spring, Md. 20901.
- 2 BAYERISCHE typing session, Springfield, Va. TYPISTS NEEDED. Call Dave Roach
- 2 BMWCCA party, Dave Toy's house, Democracy Lane, Potomac, Md. Call Dave Toy for directions.
- 5 BMWCCA executive meeting. Call Ric Cavallero for location, 871-1101
- 19 BMWCCA monthly meeting, Carling Brewery, Baltimore, Md.
- 23 & 24 IMSA 6-hour endurance races. Camel GT, Goodrich RS, and Bosch Gold Cup FSV. At Mid-Ohio Racecourse, Lexington, Ohio. Call Dave Roach for directions and caravan info.

next meeting

Due to the marriage of the owner of the Diamondhead Restaurant's daughter on Tuesday, July 15, the next meeting will be held on THURSDAY, JULY 17 at the Diamondhead Restaurant at 8 p.m. The Diamondhead is located at 4600 Wisconsin Ave., Bethesda, Md. It's between Bradley Lane and East-West Highway, on the west side of the street.

