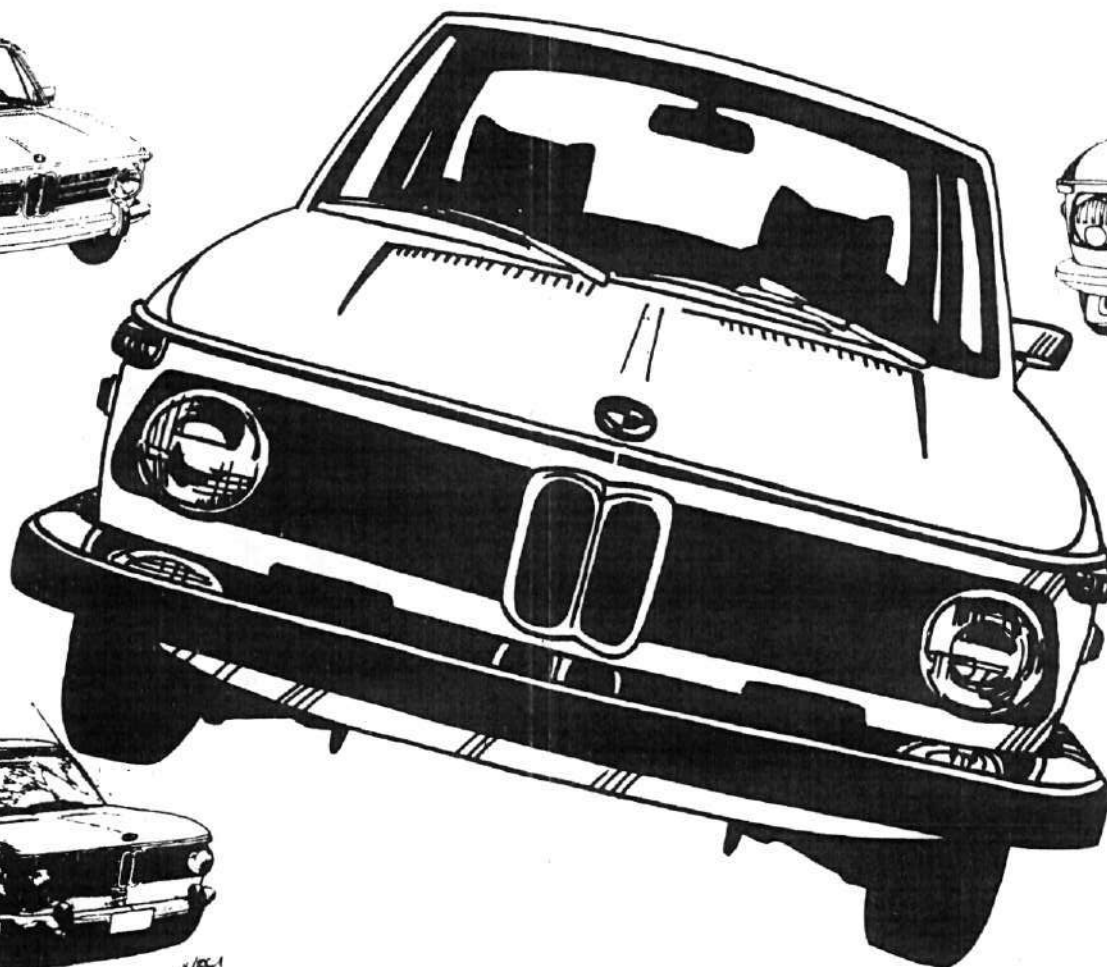




der bayerische

VOL.9 NO.4

MAY 1979



Editor's Notes

When BMW introduced the 320i to the United States in late 1976, it was advertised as the successor to the car that started a cult. For many in the BMWCCA (BMW Car Club of America), the 2002 was their first BMW experience, for many the only BMW experience. May's DER BAYERISCHE reflects on the 2002. June's issue is planned around the club's spring tour on some of Virginia's exciting back roads. Just how informative future issues are depends on contributions from the nearly 600 members in the National Capital Chapter.

2002 AMONG THE BEST

CONSUMER REPORTS, although often counter to BMW owner philosophy, does agree with the owners on the 2002. In the magazine's "Frequency of Repair Records" section, 1973-78 4 cylinder BMWs, including 2002s, are rated better than average. April's annual auto issue also recommends used car purchases. Among the top recommendations--1972-76 BMW 2002s. Oddly, under CONSUMER REPORTS "Used Car Models to Avoid"--the 1975-77 BMW 530i.

April Meeting News

There were some interesting revelations at the April meeting. Apparently because of the federal crackdown on imported quartz lights (bright but illegal), replacements are getting hard to find....One club member is trying to get BMW to level his car... claims it leans to the front left at rest. Expect follow-ups on these topics.

UPDATE: Auto Emissions

Last month DER BAYERISCHE reported the pressure is on states to clean up auto emissions. Maryland's General Assembly did approve a measure authorizing the state motor vehicle administration to set up an emissions inspection program. The inspections could begin as early as July, 1980. Those of you Marylanders with "European" tuned BMWs...stay tuned for details of emissions inspections.

CALENDAR

- MAY 15 BMW Monthly Meeting
8pm
Diamondhead Restaurant
Chevy Chase, MD
- JUNE 1 DEADLINE Bayerische (June)
- JUNE 19 BMW Monthly Meeting
~~JUNE 24~~ ~~SPRING TOUR~~
- WINSTON GT Races (w/BMW entries)
- MAY 13 Hallett, Oklahoma
- MAY 28 Lime Rock, Connecticut
- JUN 17 Brainerd, Minnesota
PICNIC IN AUGUST



der bayerische

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The Car That Started a Cult FOR MANY, THE BEST BIMMER

(This coming July will mark the third anniversary of the end of 2002 production. On the second anniversary, the following story on the 2002 appeared in the BOSTON BIMMER. A BMWCCA founder and ROUNDEL Technical Editor, Michel Potheau, prepared the report.)

To recount the saga of the 2002, we must go back to its little brother, the 1600. The 1600 is an older model, having come about first in 1966. The early 1600 as most of us know it, was called the 1600/02. Prior to and simultaneous with its production was a bulkier version of the same car, the 1600 (no slash 02 after its name).

The 1600 was a bulkier and roomier car. It looked like an 1800 or 2000 to most people. There were many subtle differences. Anyhow, the 1600/02 got the "2" to distinguish it and this represented the fact that it had 2 doors, not four.

In 1968 BMW decided to stuff a larger motor into the car, a 2-litre one. The new car was to be the 2000/2 but people tell me

when you say its name in German it comes out "2002". Also, the symmetry is kind of neat.

The 1968 2002 is a quite distinctive car. As with all BMW models there was an early and late version of the same model, a part's man's nightmare. The later, updated versions were introduced after the European car shows and hence became available in the U.S. only in March, or the middle of our model year. The 1968 was really a reworked 1600. The only difference was it had a tachometer. Actually the first 300 or so didn't. Early ones also did not have sway bars. The color choices were red, silver and white, while at the same time the 1600 came in about 9 basic colors.

Emission controls in the car were basic, a smog pump, and diverter valve (gulp valve to the cognoscenti). It became dubbed the gulp valve because when it failed it went gulp, gulp, gulp. When the owner went to the parts counter and was told it cost \$37, he also went gulp, gulp, gulp. In truth, it was a General Motors part used origin-

Continued Page 5

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by heishman

BMW 2002 in Review

ally for 1965 California version mid-sized cars. The writer of this article will take credit for lowering the price to \$9 in an early version of the BIMMER by obtaining the GM part.

The drive line on a 1968 was somewhat unique in that it is the only 2002 to use the long neck differential and a driveshaft with replaceable U-joints instead of a CV joint as the later models used. Weak points in the car were the half shaft boots and the U-joints which often didn't get the service required.

A last subtle difference between the 1600 and the 2002 was that the 2002 had reclining seats and the 1600 did not.

There were few changes in 1969. Most of the changes were the result of federal legislation. Again, there was an early and a late version of the car. The early ones had the 3 finger clutch like the 1968's and a six bolt flywheel. However, unlike the '68's, all of the '69's had hydraulic clutch linkage. A problem which plagued the early 1969's was that the flywheel (six bolt) was heavier than the 1600 one and the holes in it were larger than the bolts holding it to the crankshaft. This resulted in an incredibly expensive repair. The flywheel would walk on the bolts and elongate the holes in it and often stretch the bolts and damage the crankshaft.

Except for a few minor subtleties like different carpets and different trim rings on the 2 piece hubcaps, the early '69's were identical to the '68's. The '69's delivered after January, 1969 were, however, substantially different. Federal regulations required head rests and side reflectors on the front of the car. Also, a different seat belt was used. Other changes were partly by regulation and partly by evolution. The regulations for the first time considered the unladen weight of the car and that brought about some changes.

The clutch set up was changed substantially. lighter flywheel and a diaphragm (self-adjusting) clutch were introduced. This greatly reduced the weight of the clutch. The late '69's also brought some different paint schemes at the expense of some of the earlier ones. There was also a change

in the interior color only for the 2002. Likewise, some of the colors were strictly for the 2002, which is why you never see a legitimate Colorado 1600. The first BMW metallic paint problems were developing. 1968's Polaris, the only metallic imported, darkened incredibly in just a few months and resulted in a re-formulated paint for 1969, called Polaris Neu. The two new 1969 metallic paints developed their own problems by 1971 or so.

In 1969, the long-neck differential and U-joints in the half-shafts were eliminated. BMW introduced CV joints (no maintenance) and eliminated the replaceable U-joints in the driveshaft. The short neck differential was cheaper to produce but had about 10% the reliability of the long neck unit. Anyone who has watched IMSA RS racing has noticed that the teams using the long neck units never had a failure, whereas the short neck units lasted about one race. Nick Craw once remarked that he had a differential worth about \$10,000 in the "64" car.

Although some federal regulations were obnoxious, others were beneficial. The brakes on the '69 were far superior in design, although no better in stopping the car. They utilized a double circuit system with twin pistons in the front calipers. These used a larger front brake pad. At the same time, the rear brake diameter was unchanged.

The automatic was introduced. It was an unreliable unit prone to failure at 50,000 miles. '69 2002s also had day-night mirrors. 1600s did not.

Tinted glass was first introduced on the late '69 models. So were one-piece hubcaps. The 1969 hubcaps had a frosty finish that peeled off quickly.

When the first 1970's were born some changes were apparent even to complete neophytes. The head rests were different. There were more new paint colors. The front sidemarkers were shorter. The directionals assumed their bulging protuberant look. Rear side-markers were illuminated. The seat belt and shoulder harness became a spider web, adjustable only by using the right swear words. The steering wheel and dashboard padding were changed. After the failure of the frosty one-piece hubcaps, new shiney

The 1970s Bring More BMWs

ones were introduced. Also, sway bars, a mandatory option in 1969, became standard equipment.

1970s used a different cylinder head--bearing the casting 121ti. In truth, it was nearly identical and serious (racer) engine builders have had difficulty noticing a difference. The old 121 and 121ti heads are fully interchangeable.

The price tag was also higher than the previous year's. Then again, any one of us would be happy to buy a new BMW now for under \$4,000.

Heated rear windows were introduced as a limited availability option. There were other changes like a vapor recovery system for the gas tank and other federally mandated changes.

In 1971 there were no real mechanical changes at all. A nitrous oxide line was added to the pollution control system, but it didn't change performance. There were several new colors. Several old ones were phased out.

In late 1971, no automatics were imported. Problems with the transmissions for several years forced the decision, which was no doubt assisted by sagging sales.

The console and other controls in the car were changed dramatically. The late '71s used the turnsignal stalk for a wiper switch as well. Heated rear windows became more common and its switch location was changed. Heater controls were more complicated, the hazard warning switch was moved, and the dashboard was made from a 3 to 2 piece affair.

In late 1970 and early 1971 most of the cars had black spoked steering wheels which were leather covered. These wheels had been used on the 2002ti, a European version with twin carbs. However, in 1971, the factory making the plastic wheels was closed down for the better part of the year by a strike. Hence, the leather-covered wheels were substituted.

The front bumper brackets were changed. They resisted towing damage slightly better than the earlier ones but the parts remained interchangeable. Seat belt adjustment was improved slightly.

Late 1971s were dramatically different. They had a different transmission. This marked the beginning of output flange failure. Actually, there were late and very late '71s. The very late ones hit U.S. shores in May. They had the now familiar rubber moldings on the bumpers and the side of the car. Finally, the seat belt mess was straightened out. Retractable belts were introduced. The only way to tell a late 1971 from an early '72 was that the '71s did not have the seat belt buzzer and the reminder panel on the top of the dash board.

In 1971, the speedometer gained a 1/10 mile digit. Also, a very limited number of five speeds sneaked into the country. However, the then importer would not honor an order for them and in an interview denied that any five speeds had hit U.S. shores.

tii model

With the 1972 model...an engine option, the "tii" was introduced. The fuelie was more expensive and much faster. It had larger front brakes and larger rear wheel cylinders. Also, on the dash was a clock. Other than those features and a slightly heavier clutch, the cars were identical in every respect. Early tii's, a few hundred, had a 3.45 rear end ratio which gave them a higher top end.

To follow the tii to its end in 1974, in 1973 the plastic manifold trumpets were changed to a more reliable aluminum unit that resisted blowing the "o" rings out. In 1974, a new distributor was in order to meet emission controls. '74s were slower than their earlier counterparts mainly because of increased weight.

Back to the 1972 2002. The instruments underwent a facial with the numbers slimmer and more pleasing to the eye. Again, in June a late version was available. It had a 2 barrel carburetor and more emission controls. It was differentiated from early '73s by different bumper brackets. Also in 1972, the

to the Drivers of the World

grilles were blacked out using a material which did not fade as readily. The 1972s were intended to run on regular gasoline, but few did so satisfactorily, due in part to a lowering of the octane by the big oil companies.

The 1973's front bumper overriders were shorter and the bumper was further out. Likewise, the rear bumper was extended. The front bumper brackets were much more substantial and "Y" shaped. The heater controls on the dash were illuminated. The emission controls changed slightly from the '72 2 barrel. You'll find that if you're shopping for a used 2002, a good clean '73 commands a strong price, and with good cause. It is about the nicest example (except for a '67 1600) of the 2 door BMW.

1973 also brought slightly different color upholstery and different seat cushions. A rubber pad was added to the transmission tunnel to prevent scuffing of the carpets.

(Editor's note: The author shows a strong bias against the '74-'76 2002s in the fol-

lowing paragraphs. The editor has added a few comments of his own.)

1974 was a turning point, downhill, for the 2002. Large protuberant bumpers were added as a result of federal rules. (Such bumpers prove very effective for residents of such crowded areas as Washington, D.C.) The grill and tail lights were restyled. Again, the yearly dose of increased emission controls. The carpets became one piece, shrunk to fit the car--a real pain in the tail for neat rear speaker installers. The seat knobs were different, as were the turn signals and wiper controls. The turn signals moved to the left of the steering column. A new steering wheel was added, partly as a result of federal rules.

Some 1974 automatics were interesting. For a time they all had mag wheels, which, combined with the ridiculous price for the automatic transmission, made them more than a thousand dollars more expensive than 4 speeds. The mag wheels were usually installed at random, but a computer programming screw up at the factory dictated that they all go on automatics.

Continued Next Page

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The Final Generation of 2ers

In 1974, heated rear windows and tinted glass became standard mandatory "options." The instrument panel was worsened by the addition of plastic wood. The seat upholstery became a material that breathed, relieving perspiration somewhat. The '74 headrests were still somewhat unmanageable with the bars stretching to the outer edges of the seats. The headrest contour and material was changed to match the seats.

The '74s had wider 5-inch wheels, with a new appearance. A smaller, lighter (less durable) clutch was used. A larger gas tank was introduced because of poorer gas mileage. '74s got 24-25 mpg, '73s 27-32 mpg. The wiper blades were blacked out, too. Required seat belt interlock was introduced. That was a real dinosaur, since on almost every '74 I've seen it's dismantled. A new transmission output flange was added, ending the flange fiasco of years past.

In 1974, a lot of the cars had faulty engines. A new cylinder head design was introduced in late 1973, the E-12 head which had larger intake valves and a larger combustion chamber. That greatly reduced compression. (Undoubtedly part of the emission control effort.) The '74 year saw BMW import a lot of foreign labor to their factory. The rings were improperly clearanced in a lot of '74s, causing excessive oil consumption. Surgery was often required while still under warranty.

In short, 1974 was not a very good year for BMW. To summarize, the interior was cheapened, the cars were slower and more prone to failure than in previous years.

1975 brought more severe emission controls and with them the infamous thermal reactor which tried to choke the very life out of the superb engine. Performance was at an all-time low. The cars run willingly on regular gas. Even with excellent maintenance, the engines have a much shorter life expectancy.

The 1975 tailpipe exits from the center of the rear. (The chrome extension is often burned off by the thermal reactor.) Also, the headrests are improved. A release button and posts nearer the center finally made them

workable. (Seats also had more lateral support.) A new seat color was introduced as were more paint colors than in any previous year. Many colors were retired. Also added were intermittent wipers.

1976 was a great year. The emission controls were reworked largely as a result of lower compression new cylinder head and a return to flat topped pistons. The thermal reactor and EGR lines were removed.

The 1976 engine ran smoother than other years using the 2 barrel carb. The semblance of performance returned because of a change in rear end gearing--from a 3.64 to 3.90 ratio. That meant you couldn't go as fast at the top end, but you got there faster. (It also decreased gas mileage.)

The 1976's included the option of new corduroy seats and beautiful new carpeting. Due to the repositioning of the gas tank, they held about $\frac{1}{2}$ gallon more gas than the '75s with the identical tank.

(Steering wheel rims had a molded grain.) Late '76s had a different hand brake lever. It conforms to the shape of your hand. As with most of the improvements made over the years, it will fit earlier models.

1976 2002s are quite desirable to own. They are smooth, burn little oil and have few gremlins lurking within them. (As the last year in production, they are also collectors' items.)

So much for the evolution of the 2002. It will be for many people the only BMW they will ever own and second to the 733i the best one built. The 2002 history traced here has been strictly for U.S. version cars and has omitted any discussion of turbos, touring models, ti models, and Cabriolets. In many cases, U.S. cars were the first to sport a particular change, since they make up such a large percentage of BMW sales. Many changes were continuous, producing early/late versions of cars in a particular model year.

Michel Potheau, BOSTON BIMMER, July 1978



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BMW Ownership Costs

May

1-8	Expenses for old car while shopping the foreign car lots	\$22.00
8	Flowers for wife to introduce subject of bargain BMW	9.50
9	Dinner for wife to lure her by dealer to see 2002	18.00
9	Late evening at Crystal Pistol after argument	7.00
10	New hairdo for wife after demonstration ride in 2002 sunroof	12.00
11	Bought BMW 2002 with sunroof	8,174.23
11	Bought babuska for wife so hair wouldn't blow	.99
12	After dramatic scene, traded babuska for air conditioning	420.00
13	Friend who claimed to be expert demonstrated speed-shifting. New 2nd gear	96.00
14	Wife bought sweater to match car	35.00
18	Raced Porsche 914 on way to work. Speeding citation	25.00
19	Wife bought slacks to go with sweater which matched car	45.00
20	Removed emission crap. Raced Porsche 914 on way to work. Speeding citation and engine modifications	87.50
21	Neighbors five-year-old drew crayon picture on upholstery. Vinyl cleaner	1.79
22	Settled out of court for clobbering neighbor's son	100.00
23	Wife bought shoes to go with slacks which went with sweater which matched car	26.95
24	Expert friend showed me how to adjust valves. Replaced four burned valves	164.20
25	Evening at Crystal Pistol after argument resulting from wife's returning handbag bought to go with shoes which went with slacks which went with sweater which matched car	11.00
26	BMWCCA membership, grille badges, jacket patch, Roundel binders, etc.	38.00
27	Raced Porsche 914 on the way to work. Had twin Webers and manifold installed	791.00

June

1	Added up all figures so far. Told wife she'd have to economize. Evening at Crystal Pistol	16.00
19	Expert friend demonstrated proper cornering technique. Replaced two right tires and wheels	175.00
30	Tought wife to drive BMW. New clutch	154.00

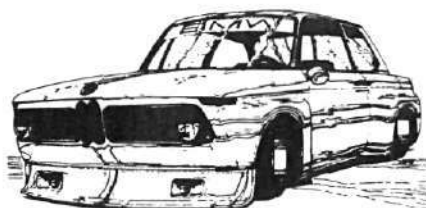
July

2	Gave wife another driving lesson. Evening at Crystal Pistol	8.00
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August

1	Wife raced with Porsche 914. Speeding citation	25.00
2	2002 expenses while shopping for new 530i	.45
9	New 530i	11,177.44
9	Evening at Crystal Pistol before going home	6.00
Total		\$21,651.05

Some articles find their way into DER BAYERISCHE from other Chapter Newsletters. This is reprinted from the May 1979 Central Florida Chapter, where it was copied from the November 1978 Puget Sound Chapter, where it was borrowed from the Madison Wisconsin Chapter, who snitched it from its original source, The ROUNDEL of July 1972. Therefore, you should probably add about 50% for inflation.



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Letter to the Editor

Dear Editor:

For some time now I have been receiving my copy of DER BAYERISCHE several weeks after it was published. Virtually every monthly meeting has long since passed by the time I receive my issue. But I never was particularly concerned until several days ago, as I had assumed that everybody's was late.

I received the March issue 2 days ago on April 2. That struck me as odd, since I had recognized the cover of that issue as having been on Dave Toy's desk at Autoy a week before. I then placed a call for one of the advertised items in the classifieds only to find out they had been sold about two weeks ago when he and most other people got their issues.

Since it is highly unlikely that the U.S. postal service requires 2-2½ weeks to carry mail between Arlington and Baltimore, there must be some other problem.

David Katz, Baltimore, MD

Editor's Response--Although it is highly unlikely that the U.S. postal service requires 2-2½ weeks to carry mail between Arlington and Baltimore, it required 3-weeks in your case. The March BAYERISCHE was mailed March 13. We use bulk rate 3rd class mail in which all issues are mailed at once, bundled into stacks according to zip code destinations. This year we set up a schedule designed to get the Bayerische to club members before the 3rd Tuesday of each month. If it is any consolation, I'm still waiting for the February issue, although I did receive the others on time. Here's how our schedule works:

April 27 Deadline (A Friday deadline allows me the weekend to type and layout the newsletter.)

April 30 Printer (After work Monday I drop the "camera ready" copy off at the printer)

May 4 Circulation (After picking up issues from printer, I deliver them to Circulation Manager Jane Touzalin, who maintains the mailing list and spends the weekend addressing the newsletters and bundling them for the postal service.)

May 7 Mailing

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