



BMW 2002tii

Run by David Evans

Miles since

July report 1317

Latest costs £592.50

Blowback ends hubs of activity

After Millers' technical guru and historic racer Robin Longdon had described the leading brand of lubricant that I was using as "the sliced white bread of oils", he volunteered some of the firm's CFS 10w40 fully synthetic to try in the BMW. So, about 1000 miles after the head gasket was replaced, in a bout of renewed enthusiasm for the car, I changed the engine oil and filter, plus, while everything was still warm, dropped the EP90 out of the diff too. All entirely subjective, but I reckon the oil pressure warning light goes out sooner than with brand X and less is burnt – which, as Dr Dave explained, you would expect with a fully synthetic.

The test run the next day was to the BMW Car Club's Coupé Register meeting near Guildford, where I met a few of the usual suspects: '02 Register chairman Mr Stern's tii, sporting freshly refurbished period Alpina multispokes, plus a couple of nice E9s – Magnus MacDowall's CSL and journo Tom Eales' CSI. It was great fun following the two of them on a wild goose chase looking for somewhere still serving meals, but seeing how much metal Eales had to replace in the Karmann-built car put me off the idea of having one (for about an hour or so).

Then, having bought a big box full of brake parts from Walloth und Nesch – about £135 for discs, pads,

backplates, shoes and handbrake cables – LPB went into Hartlake a few days later to have a suspected grumbling rear wheel bearing replaced. While the back end was in bits, they fitted the backplates and shoes. On the way back up the A2, it felt sharper through the steering, which I couldn't fathom until the next day when new mechanic Jim explained that he'd also adjusted up the front wheel bearings.

So that meant I could happily enjoy just tooling around in the old thing for a change, instead of shelling out cash. Not quite. The exhaust developed another blow – of the annoying, farty type, from the joint between the downpipe and the centre piece. Unbelievably, it's now no longer available from BMW, Jaymic has stopped making its pattern part and none of my mates had one. When I popped down to Westcombe Motor Spares to buy a Gungum bandage, Anthony mentioned that he uses a firm that makes classic exhaust parts and that he probably had a pattern book somewhere in the back of the shop (he had): £78 plus VAT, barely 15 quid more than either of the two bits I bought last summer. Those



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predictably efficient Germans at Walloth und Nesch are having the part remanufactured in stainless steel – hopefully within the next 12 months. Maybe BMW Mobile Tradition should make W&N its recommended supplier, instead of the bloke who uses the wrong sort of paint on his pattern radiators.

It's not all doom, gloom and vast



Inset, left: pipe dreams, new down section. Above: Jim sets to with rear bearings



Semi-trailing arm loses its bearings...



BMW backplates, bought for £17 each



Handbrake cable back on and new shoes

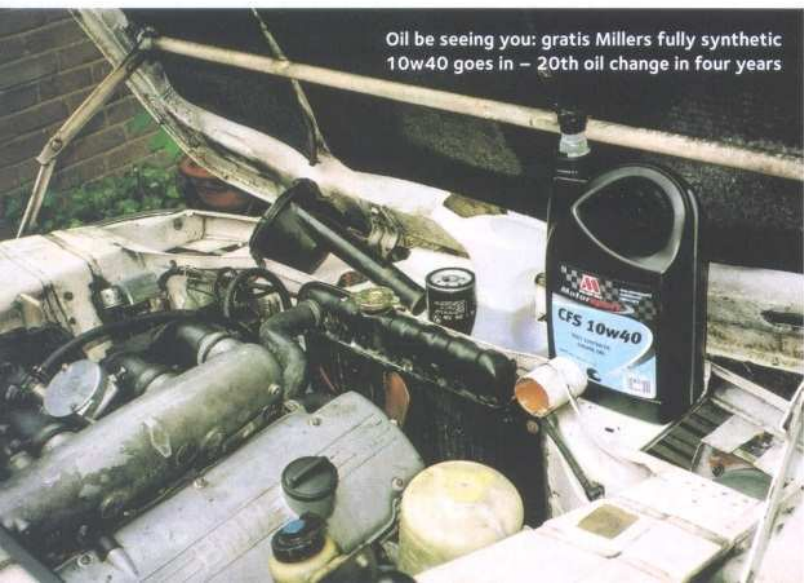


In every dream home, a heartache...

expense, though: on Mr Editor Elliott's recommendation, I tried RH Specialist Car Division for an insurance quote, which came out at less than a quarter of what I was paying. I also finally tracked down the bloke who owns the garages behind where I live and rented his empty one for a fair price. I only risked a few trips with the blowing

exhaust, including a run to Cheffins at Duxford (Auctions, this month) to see mate Neil Godwin-Stubbert, who'd broken a 1602/tii hybrid that had a good steering box.

Then, after a couple of weeks of lost Alf aritis – lock it away and forget about it – the BMW broke cover as far as Bromley and the KM Motoring Pageant at The Hop Farm.



Oil be seeing you: gratis Millers fully synthetic 10w40 goes in – 20th oil change in four years



Eales' CSI and MacDowall's CSL by a shed

THANKS TO

- Hartlake Specialist Cars 01474 326626; www.hartlake.com
- Millers Oils 0800 281053 (trade queries on 07974 169136)
- RH Specialist Car 01277 206911
- Walloth und Nesch 0049 2932 700020; www.wallothnesch.com
- Westcombe Motor Spares 020 8858 7265

NEXT ON THE LIST

- A nice set of 165 XASs, offered by the Michelin man
 - Having the steering box replaced
- HOPING FOR**
- A few months without haemorrhaging cash