

## BMW 2002 MAXI

For the longest time, I've been aware of a rare breed of BMW 2002 called 'the 2002 Maxi'. I had seen the handful of available images of the Maxi's literature on numerous occasions but it wasn't until recently that my curiosity finally got the better of me. With the help of some friends, we were able to put a few giant pieces of the puzzle together in regards to the Maxi's specs etc. The largest piece of the puzzle, which was getting a translation of the French-written article, proved to be a little more difficult since we had to seek someone who could read and write both French and English. We didn't have much of a problem finding people that understood both languages, it was finding someone who had the time and was willing to sit down and do the actual translation of the article that was difficult.



The popular image below of a Maxi brochure was taken from a Japanese eBay auction. The seller of the brochure gave it a print date of 1968. From all of the Maxi information that I've seen, this is the only indication of the Maxi's model year.



The small handful of 2002 Maxis were produced by a Belgian importing / manufacturing company called Moorkens. The Maxis were created specifically for the Belgian market with the intention of delivering a street-legal, track-worthy BMW 2002 that could be used in rallies as well as for general family use.



La 2002 MAXI est une BMW spécialement conçue et construite pour la compétition, tout en continuant à se prêter à l'usage urbain et routier. La 2002 MAXI garantit une pointe de vitesse vraiment étonnante et des performances exceptionnelles, cela en restant rigoureusement conforme aux dispositions réglementaires du groupe 2. Ce n'est pas une voiture de série « gonflée » mais une voiture de compétition digne de ce nom.

The Maxis were more powerful than the average 2002s. Producing 145 hp (108 kW) with a top speed of 125 mph (201 km/h). They came equipped with dual Weber 45 DCOE carburetors, a 5 speed gearbox, a 3.64 differential, a stiffer lowered suspension, larger brakes and a free-flowing sport exhaust. Other non-standard 2002 items included leather sport seats, auxiliary lighting, and two fuel tanks that had a total holding capacity of 100 liters. The total production numbers of the Maxi 2002s is unknown.



# B. M. W.

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C'est à l'initiative de l'importateur belge que nous devons cette réalisation. Il s'agit d'un modèle élaboré en vue d'une utilisation sportive immédiate (aucune adaptation n'est nécessaire). La « maxi » ainsi réalisée conserve ses caractéristiques de voiture de tous les jours ou, plus exactement, ses « inventeurs » espèrent avoir réussi, enfin, à concilier l'inconciliable, c'est-à-dire un modèle bivalent qui puisse être utilisé en toute tranquillité pour les déplacements familiaux et participer, tel quel, avec de sérieuses chances aux compétitions automobiles.

Outre les transformations moteur que nous verrons plus loin, l'ensemble a subi un certain nombre d'adaptations. La suspension, renforcée par des amortisseurs spéciaux, est sensiblement abaissée.

Les freins à disques à l'avant sont commandés par un double circuit. Sur le plan équipement, on notera les jantes larges, les deux réservoirs totalisant cent litres, le pare-brise en verre laminé et les deux projecteurs supplémentaires à iode. A l'intérieur, on trouve des sièges haquets et des ceintures trois points.

Actuellement, la « Maxi » n'est destinée qu'au marché belge et sa mise en route ne se fera qu'à partir du mois de février. Il n'est pas encore question d'une importation pour la France.



Extérieurement, on l'identifiera à sa large bande de couleur correspondant à celle du pays de l'utilisateur. Le bas de caisse, modifié à l'avant, permet un meilleur refroidissement des freins et du radiateur d'huile. A l'arrière on notera le monogramme et l'embout d'échappement.

Le moteur reçoit une nouvelle culasse, un arbre à cames redessiné et deux carburateurs horizontaux, double corps. Le système d'échappement est lui aussi revu. Le taux de compression passe à 10:1, la puissance étant de 145 ch DIN. La boîte de vitesses, à cinq rapports, est celle offerte en option sur les 2002 TI. Le pont autobloquant est le plus long de la maison (3,64:1) mais peut être remplacé par de plus courts à la demande du client. Six choix sont disponibles.



The following is the translation from the unknown French magazine article pictured above.  
Section A: "It is thanks to the Belgian importer that we have this invention. It was about building a model that was meant for sports use. The 'Maxi' in spite of this kept the characteristics of an every day car. The inventors hoped that they had finally achieved the impossible - a car built for two purposes; to be used for nice family days out and with the potential to win races.

In addition to motor car invention that we came to see in later times, the car was subject to a couple of adaptations. The suspension, reinforced by special shock absorbers, was somewhat sensibly lowered. The break pads (discs) at the front were controlled by a double circuit. On equipment plan / map, you will note the large rims, the two 100L tanks, the windscreen with laminated glass and the two additional iodine protectors. Inside you will find bucket seats and three point seat belts.

Actually, the 'Maxi' wasn't meant for the Belgian market and won't be ready to run until February. It's no longer a question of importing for France."



Section B: "On the exterior you can see a large colour band, which relates to the country it was produced in. The body kit is modified at the front, producing a better cooling system to the breaks and oil radiator. At the back you will note the monogramme and exhaust pipe.

The car received a new cylinder head a redesigned camshaft and two, double bodied horizontal carburetors. The exhaust system was also reviewed. The compression ratio is 10:1, the speed 145chDIN. The gearbox has 5 gears - this was offered as an option on the 2002ti. The unlocked traction

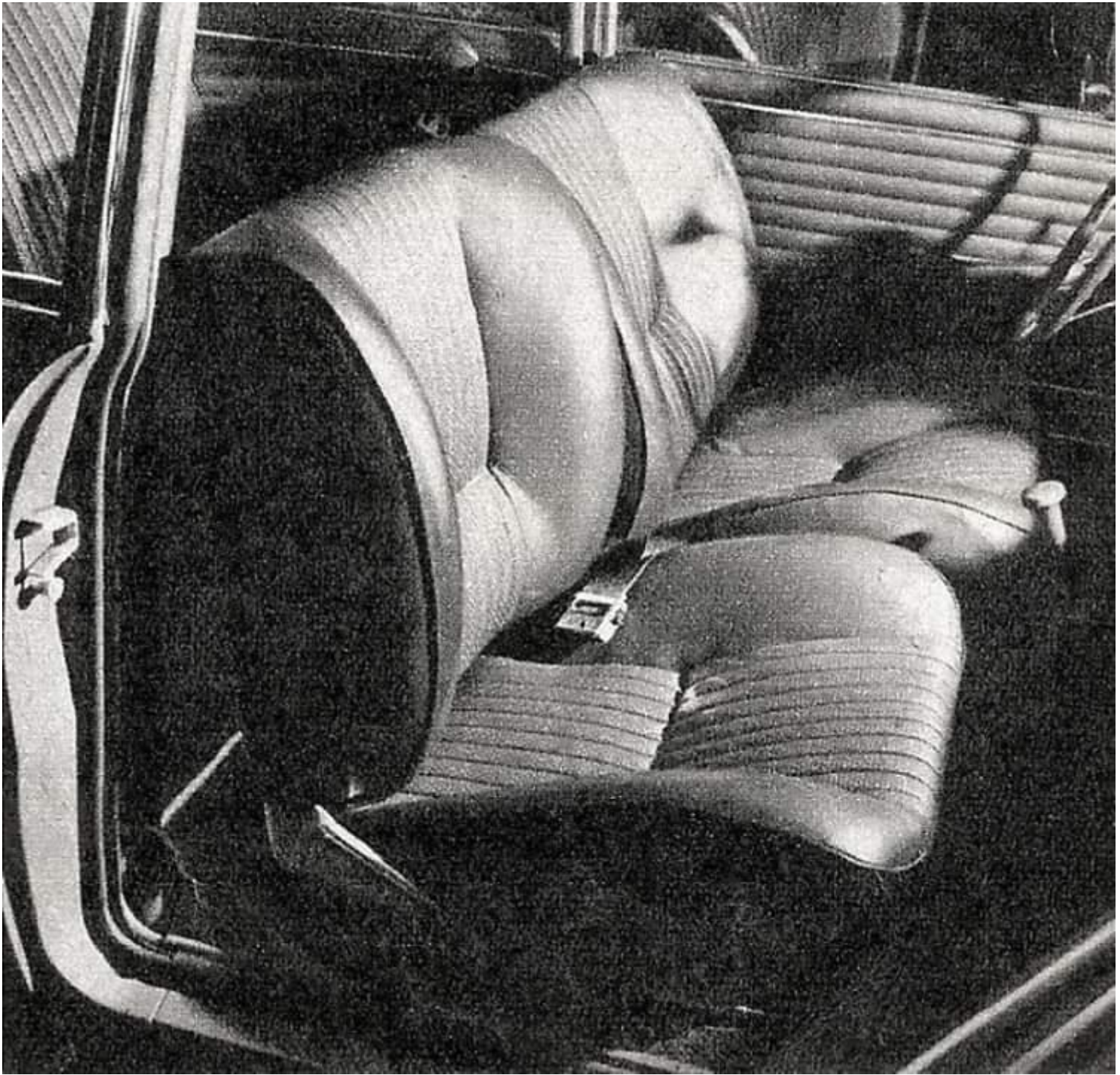


is the longest of the lot (3,64:1) but can be replaced with a shorter one if the customer requests it. Six options are available.”



Section C: “The car was presented at the racing car show in Brussels the month before and we quickly realised the future of this model had been confirmed, we wanted to hear about every detail. Take for instance it was available in beige, a first for a 2000 model. The result is a car ahead of the competition, without need for additional transformation. The special cylinder head, the camshaft, the double side drafts, on the outside Binch wheels, additional fog lights and more decorative than useful a large band of colour. Less visible is the different traction. The price was fixed at 174,000 Francs (Belge)”





Section D: "The bucket seats ensure a comfortable ride. The front seats were equipped with seat belts as standard. The dashboard was complete but there was never a clock. On the other hand, you will note the map reader in front of the passenger seat."