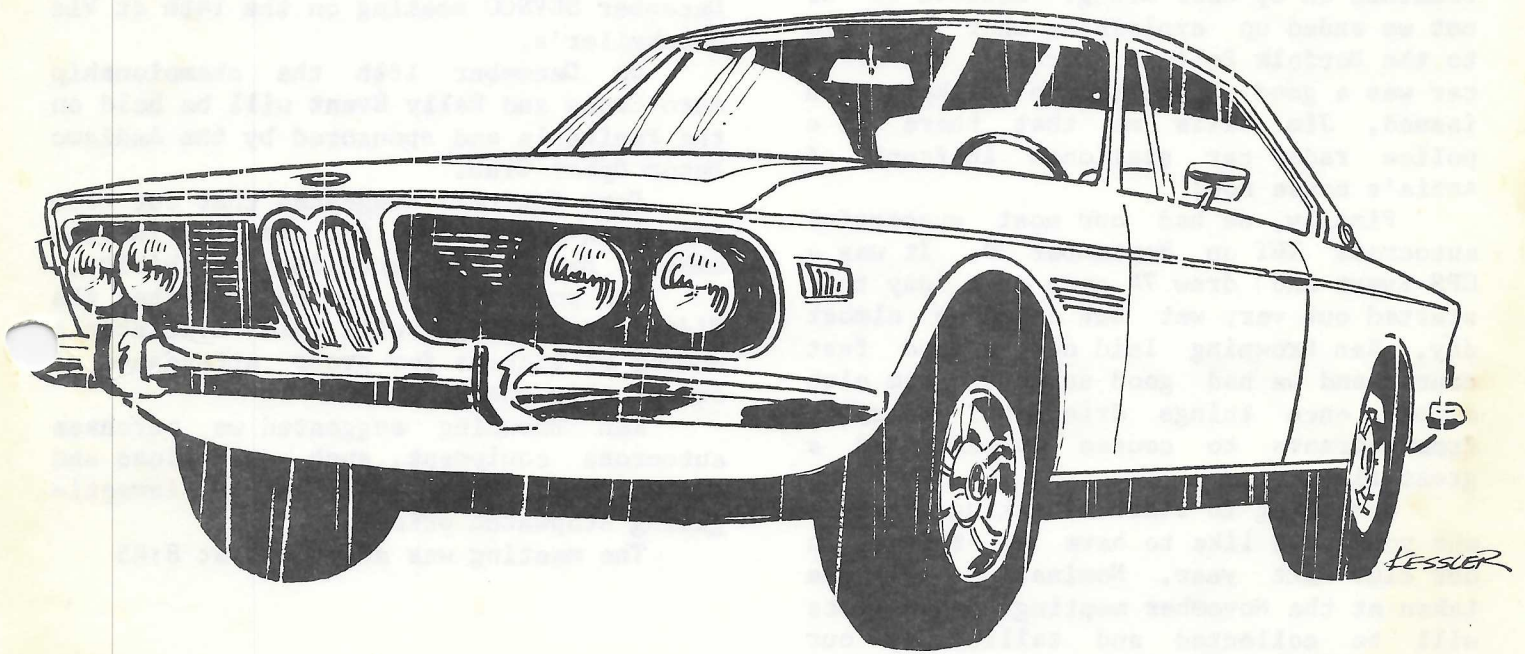




# das Kummer



# November



## PRESIDENT'S COLUMN

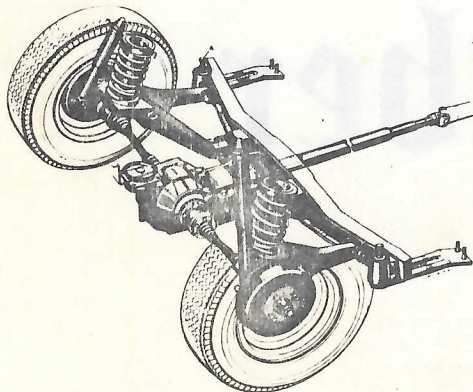
By Rusty Barton

We've just completed one of our most active months in quite a while. Things got off to a rousing start with our fest at the Sheraton Hotel's Bavaria Night. They have this buffet every Wednesday and I recommend it if you like German food.

We had an exciting tech session last month at Artie and Julia McCormick's. Seems one of the neighbors got a bit upset at this funny little yellow car that went screaming around a corner after being breathed on by Herr Craig. Believe it or not we ended up explaining what a BMW is to the Norfolk Police! Luckily the officer was a good sport and no tickets were issued. Jim tells me that there is a police radar car stationed in front of Artie's house now!

Finally, we had our most successful autocross YET on September 30. It was a CPS Event and drew 74 cars on a day that started out very wet but ended up almost dry. Ken Browning laid out a good fast course and we had good support from club members once things dried out! Everyone from entrants to course workers had a great time.

Something to start thinking about is who you would like to have as officers in our club next year. Nominations will be taken at the November meeting and ballots will be collected and tallied at our Christmas Party in December. Qualifications would include how active the person is, how interested he is in the club, his knowledge of BMW's and his general administrative ability. Think about it.



## MINUTES

By Janis Barton

The October 16th meeting was called to order at 7:40 P.M., by President Rusty Barton. Dave Pritchard reported a balance of \$186.25, in the club treasury.

A tech session will be held at Vic Shunkwiler's on November 18th at 12 noon.

Voting for the new points system, (explained elsewhere in this issue) will be done at the November meeting.

The Christmas party will be held at Dave and Mary Cottrell's home, on Saturday, December 15th, at 8:00 P. M. Pollyanna gifts will be exchanged.

The BMW Club will be host for the December SEVSCO meeting on the 14th at Vic Shunkwiler's.

On December 16th the championship Auto Cross and Rally Event will be held on the Peninsula and sponsored by the Andiamo Motor Sport Club.

Dave Cottrell suggested that our club put on an autocross for charity in December. He will research the possibility.

The possibility was raised that the Tidewater Redwings will make available a number of tickets for group attendance of one of their games.

Ken Browning suggested we purchase autocross equipment, such as pylons and stopwatches. Huey Sullivan is investigating stopwatch prices.

The meeting was adjourned at 8:45

## EDITOR'S COLUMN

SC

When filler material is needed this column will magically appear. Let's hope this is the first and last Editor's Column!

When was the last time you submitted an article to the newsletter? Except for four or five people, "Never" would be the only answer. Come on, get off your glutimus miximus and do something! You don't have to be a polished writer or even a good speller. Just scrawl it out and get it to me. OK? Otherwise the newsletter becomes thin, boring, or non-existent. Don't let it happen.



# ALL SEVSCO EVENTS

## ACTIVITIES

Date	Event	Club	Location
Nov. 11	Auto-X	BFMC	Wickes
18	Tech Session Turkey Shoot	BMW	Shunkwiler's (see map)
18	Rally	TSCC	?
20	Meeting	BMW	Janaf
25	Auto-X	TACH	Wickes
Dec. 2	Rally	PSCC	?
8	20th Anniversary Party	TSCC	Ironworker's Hall
9	Auto-X	SCCA	?
15	Christams Party	BMW	Cottrell's
16	SEVSCO Championship Auto-X/Rally	AMSC	N. News

Participation Points	# of Points
Attendance at meeting or drive out	5
Entry in rally or autocross	5
Host or party or tech session	10
Contribution of article to club newsletter	10
Formal presentation at meeting or tech session	15
Rally workers:	
OD 25 + 2 per car	
Asst OD 15 + 2 per car	
Worker 10	
Autocross Workers	
OD 15 + 1 per car	
Asst OD 5 + 1 per car	

**WORKER 10**

Competition Points	# of Points
TSD Rally Top 10 in class	
1st	10
2nd	9
3rd	8
4th	7
5th	6
6th	5
7th	4
8th	3
9th	2
10th	1

**RALLY OVERALL RALLY**  
 1st 20  
 2nd 15  
 3rd 10

**AUTO X - IN CLASS**  
~~Overall Finishers~~

1st	10
2nd	8
3rd	6
4th	4
5th	2
6th	1

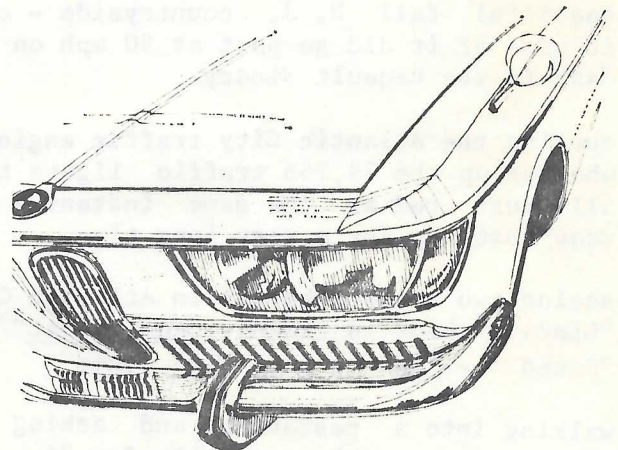
FTD\*

FSTD\*

\*Overall rally and FTD, FSTD winners do not receive points for class standings.

**GIMMICK RALLYS**

## 2000 CS



## SPECIAL REPORT

### POINTS SYSTEM, A PROPOSED REVISION:

By Dave Cottrell

A committee was appointed at the August meeting for the purpose of revising the present points system. The committee (consisting of Dave and Mary Cottrell, Ken and Debbie Browning and Dave Pritchard) found that the present system favored competitors in club events over workers. The club has been having problems finding workers for events and has been criticized for not having more participants in SEVSCO events. The proposed system is designed to promote participation and competition. Instead of trying to cover all aspects, the proposed system will give separate trophies to (1) the man and woman who participate in and work for the club; (2) the man and woman who do the best in SEVSCO autocross and rally competition and (3) one trophy to the individual with the highest total points. A break down of the proposed system follows:



## OKTOBERFEST '73 WAS

By Jim Craig

leaving home at 6:00 A. M. Friday to insure plenty of daylight for cleaning the car in Atlantic City

obeying all posted speed limits so nothing would spoil the weekend

driving with hands that ached from the many cuts, bruises, and chemical burns that came from cleaning the suspension components.

telling the hotel car-jockey "No, I'll park my own car" and getting a "Oh, you're one of them" in reply

checking the car at 10:00 P.M. to see if it's still OK.

seeing John "only 900 miles this year" Fisher from Anniston, Alabama, again

crazy people washing, waxing, and vacuuming their cars in the pre-dawn cold of the parking lot

some cars so clean that you say "How in the..." and some so dirty that Joe Chamberlain would've said "I know how..."

concours judges going "hmm, hmm, aha! Oh boy - caught this guy. Hey look at this!" and wiping off a now dirty finger or hand.

rallying - and getting lost as usual. From sheer stupidity and lack of sleep, as opposed to the usual lack of intelligence

beautiful fall N. J. countryside - even if some of it did go past at 90 mph on the dash to the Renault Winery

cursing the Atlantic City traffic engineer who set up the 29,256 traffic lights that all turn red at the same instant - and stay that way for a very long time

seeing two movie theatres in Atlantic City "Linda's back in town...Deep Throat" and "Rated X - The Devil in Miss Jones"

walking into a restaurant and asking the hostess for a table. A table for 26

more door prizes than imagineable. Wheels, tires, lights, oil, spark plugs..., and on and on.

an autocross on a 1/2 mile paved oval track. Incredibly fast - and fun like you wouldn't believe

people driving fast who knew how; people driving fast who didn't know how; and people driving slow - but everybody having such a gas!

an awards banquet with good food for a change

not winning the new BMW again - for the 2nd time in a row. Dammit

beautiful trophies

being impressed with and proud of fellow club members all trying to help ease another's misfortune

seeing old friends for the 2nd, 3rd, or 4th consecutive Oktoberfest and meeting new friends for the first of the many Oktoberfests yet to come





## TECH TIPS

### DO-IT-YOURSELF TESTS ON YOUR MOTOR OIL:

By Collis Ackiss

Very little is needed in the way of equipment to make motor oil tests, but quite a lot of information can be gained from them. All are qualitative, but they are valuable as an aid to trouble shooting and deciding what in-depth tests may be required for quantitative analysis of the problem.

#### Oil Color Test:

Black colored oil may indicate the presence of oxidation or certain detergent products. Milky color indicates the formation of an oil and water emulsion. A gray color is normal for a gasoline engine (and denotes a healthy engine). In either of the first two cases, a sample of the oil should be subjected to a more detailed analysis to determine if there is a problem and what might be causing it.

#### Hot Plate Test:

If an oil sample sputters and spits when dropped on a sheet of metal (placed on a hot plate preheated to around 250° F), there is a good chance the oil contains water. As little as  $\frac{1}{2}$  to 1 % water in oil can be detected by this method. If the sample just smokes it probably contains less than  $\frac{1}{2}$  % water by volume. Be careful with this test and avoid being burned by the hot oil.

#### Ether Test:

With the engine idling, spray ether (starting fluid, available at all auto parts stores) around the air induction components and listen for the engine to speed up, which indicates that ether is being sucked in. You can detect a leak in the manifold gaskets or filter housing with this well established test method. If ether is drawn into the engine, dirt may be entering at the same place. As ether is highly flammable, keep a fire extinguisher handy.

#### Taste Test:

A slightly sweet taste to used engine oil may indicate that it contains glycol (antifreeze) from your cooling system, which means a leaky head gasket, cracked cylinder head or engine block and therefore it should be subjected to further testing by a lubrication engineer or laboratory. Modern, heavy duty engine oils are formulated with additives that impart high alkaline characteristics and a bitterness to the taste. Regardless of taste, a sample should be taken occasionally for analysis because of the damage glycol can do if it is not removed from the engine.

#### Cookie Sheet Test:

When the oil filter is removed, the end should be cut off and the filter media spread out on a cookie sheet for inspection. Because contaminants and wear particulates are collected in oil filters, proper diagnosis of their condition can reveal potential problems in your engine. As an aid to diagnosing engine problems, lubricant suppliers will perform laboratory analysis of oil filters. If unusual wear particulates are present and you desire more information, you can send a sample of the oil to a laboratory where a complete analysis can be made.

#### Coffee Filters:

Drain engine, transmission or rear end on a coffee filter to collect the particulates which might not be caught on a screen. Spread out the residue for inspection, and wash it with solvent or gasoline to leave only metallic particulates. Note: Oxidation and carbon particulates may be dissolved and lost by this solvent washing.

#### Summary:

The above tests are not difficult to make or particularly time consuming and can give a wealth of information about an engine to anyone taking the small amount of time required to perform them. With the cost of our cars going up and up it would seem to me that a little extra time is a small price to pay to be assured that we are maintaining them in a manner that will give us many years of trouble-free service.



## GAS CAP BLUES, SOLUTION #385

By Pete Vack

If you have been ignoring all of the Tech Tips written on the Stupid Sticking Gas Caps (like I), you may be out in the boonies (Pennsylvania), in the freezing cold, late at night with a near empty tank, trying like hell to get the gas cap off, kicking yourself for not solving the problem beforehand, all while the also-freezing attendant is muttering something about "them damned furrin' cars".

It had been tight before, but never this tight, and I was getting worried (visions of crowbars and claw hammers). Eventually it came off, and the only solution I could think of to try and prevent this insult from happening at my next stop was to use soap on the gasket. I tried it, coating the gasket thinly with normal hand soap, and it gave me no further problems. However, the best results are obtained by using the more permanent cures offered in previous Tech Tips. Profit by others mis.....etc.

## WHAT OIL SHORTAGE?

By Rusty Barton

Recently, I had a very cordial discussion with Jim Ward, owner of Ward Oil Company, 701 Front St., Norfolk. Ward Oil Co. is the local distributor for Kendall Oil products which are among the best petroleum products available.

Mr. Ward is a very interesting and articulate man who is very interested in establishing rewarding relationships with the sports car clubs in the Tidewater area. When he learned I was President of our club he flooded me with stickers, decals, and information on Kendall products and offered to loan us some of his racing films for a future meeting. Also he will give our club members a fantastic price for oil by the case. Kendall makes a 20-W-50 racing oil (GT-1) that is ideal for BMW's and our climate.

I urge you all to visit Mr. Ward for a very good price on some very good oil; just tell him you are a member of our club. By the way Ward Oil closes at 4P.M. and is closed on weekends.

## SPEAKERS, MOUNT:

By Pete Vack

For tow years I was stuck with a cheap speaker stuck in a cardboard box which was in turn stuck shamefully under the driver's seat. Pity of it was, the guilty speaker was wired to a superb AM FM SW Blaupunkt radio. When Norfolk's last flood wiped out my cardboard boxed speaker, I knew I'd have to make a decision on where to mount new speakers. Or, in other words, where to drill and mutilate the interior.

The rear window shelf was out. Kid's mouths would overpower the speaker and the sun tends to dehydrate them. There was little or no room in the doors. Mounting up under the dash was too flimsy and protruding. The center console was the only answer. Despite having fit the radio in the console shelf already, I measured and found that a pair of 5" speakers (one on either side) not more than 2½" deep would fit. The rest was simple.

Removing the sides of the console I measured the proper placement (carefully) and cut two tapered holes for the speaker into each side piece. Screwed it all together and it looks good (using face mounting speakers with flat black covers), sounds good and is out of the sun (and water).

A tip on choosing speakers...I'm no stereo or sound freak, but one can see a lot by comparing the various name brands (Craig, Panasonic, etc.) is price, magnet size, and of course sound. Be sure to listen and compare. I chose a set of 5" 3oz Mikado speakers (\$14.95) and am very satisfied.



QUALITY PRODUCTS SINCE 1881

WARD OIL COMPANY  
701 FRONT STREET  
NORFOLK 20, VIRGINIA

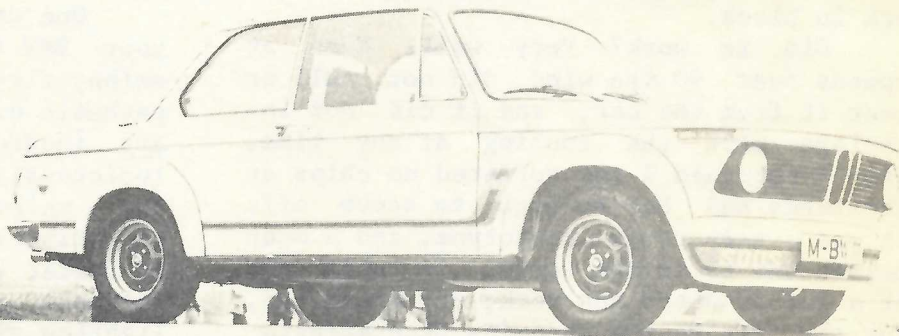
JAMES A. WARD

BUS.: MADISON 7-3461  
RES.: 460-0552





*Spoiler and the dual rear wings reduce air resistance by 15%. Car comes in white or silver with stripes as used by the works racers.*



The 2002 turbo



*Turbo interior with sporty seats and wheel plus boost gauge over in middle where it is hard to see.*



## THE BMW BRA

By Pete Vack

The Porsche bra had always looked like a good idea...why couldn't one be fabricated to fit a BMW 2002, I thought? Mulling it over for about a year, I did nothing until a 3000 mile trip to Minnesota was planned. Then I decided to make one up...to see if the idea was valid and practical.

Using the cheapest materials available (this was to be strictly experimental), I stole an old plastic shower curtain, drawing on it the headlight and grill locations. Then I cut out the openings leaving enough for a good hem. I left the grill opening about 1" smaller than actual size, in order to protect the chrome yet leave plenty of cooling area. Then we hemmed it and dyed it black.

Alone, the plastic was too flimsy, and poster board glued to most of the backside gave it more than enough rigidity. Only three lines were needed to tie it in place, while Weldwood Contact cement was applied to the backside of the front spoiler, to keep the bottom edge of the bra in place.

Did it work? Very well. Even at speeds over 90 the wind did not pull or tear it from the car, and it did not interfere with the cooling at any time. When I returned I had suffered no chips or scratches and had no bugs to scrub off. It was a very rough prototype, and a much better one is in the works. It takes care of a lot of worry and work, and ideal too, for the trip to the upcoming Oktoberfest. (Ed note: Remind me to cry on your shoulder about a sad story of a Super - Bra.)

## ANNOUNCE YOURSELF - LOUDLY

Another deal! Marchal, in addition to lights, makes air horns. And they are shrill! Your cost is - prepare yourself - only \$14.28 complete. Installation requires only about 30 minutes on 2002's and Dave "Fat Albert" Cottrell should be able to tell you how long it takes on a Bavaria.

The horns can be mounted on either the existing right horn bracket or on the right hood hinge support. The horns should be angled down and to the right slightly. The compressor mounts very neatly on the forward radiator bulkhead behind the right front grill. Remove the two standard horns. Attach the two wires from the old right horn (observing correct polarity) to the compressor. Run the plastic tubing from the compressor to the horns and you're through.

Neat, cheap, and LOUD.

## LIGHTS-LET THERE BE, ETC.

By Jim Craig

One of the more glaring faults with your BMW (other than sloppy shocks and skinny tires) has got to be lights. Those pathetic dim-bulbed sealed beam headlights are inadequate to the point of being ludicrously dangerous. But the law is the law - unless you choose to ignore it. If you drive the posted speed limits at night or faster - you have no safe choice but to increase the efficiency of your car's lighting system and ignore the laws of the land. (I've been doing it for 8 years now, without a citation for illegal equipment!)

### ATW Safety Bumper

ATW refers to its proprietary safety bumper as "safety made visible" which it certainly is. Not pretty, the bumper built for after sales installation is presented for those who want bounce-back built into their current BMW Bavarias and others of that range.

For roughly \$300 you can present the soft edge to pedestrians and bicyclists while giving your expensive sheet metal a further chance at survival. The bumper consists of a steel skeleton sheathed in rubber.





Where to start? Headlight conversion kits offer the simplest, cheapest, and most efficient means for safe night driving. The H-4 dual filament (60 watt high-beam, 55 watt low) headlights require no rewiring and offer a wide flat low beam with a broad, yet penetrating high beam. Under normal circumstances these lights are adequate on good roads for sustained speeds in the 85 - 90 m.p.h. range. Safely. With no eyestrain from over-driving the lights. The 5 3/4" quad headlight conversions (for you 6 cylinder owners) require no rewiring for high beam and only the addition of a relay for the low beam units. The performance of the quad system is slightly better than the H-4 units - primarily because the high and low beams illuminate simultaneously in the high beam mode. The quad conversion offers a distinct advantage in that 100 watt bulbs may be substituted for the standard 55 watt bulbs. Unreal!

The next question is probably, "well what about driving lights?" This is where the law of diminishing returns can catch up with you. In a hurry. The output of a light depends on the size and shape of the reflector, the efficiency of the lense, and the wattage of the bulb. Some general rules of thumb to follow are:

1. Given equal lense efficiencies and equal wattage bulbs, a big light is better than a small light. The bigger the better.
2. Again given equal lense efficiencies and equal wattage bulbs, a rectangular light will in general be a poor second in comparison to a circular one
3. Never buy a driving light with a smaller lense diameter than your headlight conversions. You'll waste your money.
4. You'll be better off (financially) if you can get by with headlight conversions only.

Which brand of lights is best? Based on years of experience (experience = expensive mistakes) with accessory lights, there are only two manufacturers worth considering - Cibie and Marchal. Forget Lucas, Carello, Hella, Raydyot, Lumax, etc. They just don't have it. The bulbs used in accessory lights are standardized-H-1, H-2, H-3, or H-4. So the only real differences in the accessory lights come

to design and manufacturing differences- the shape and quality of the reflector, the efficiency of the lense, and the placement of the bulb with respect to the focal point of the reflector. Marchal and Cibie are the top of the heap, quality and performance.

The next consideration is economics. That's where Marchal takes the lead. Cibie lights are generally not available at more than a 20% discount. The Marchal lights are being offered to you at a 40% discount. Now repeat after me "Marchal is the best, Marchal is, the best,..." All kidding aside, for the best (and most) light for your deflated dollar Marchal is the only way to go. Period.

Recommendations? Thought you'd never ask! For the 2002 start off with the H-4 conversions. If you drive on secondary roads at utterly breathtaking speeds, add a 700 series spot (100 watt) and a 700 series for/cornering light (100 watt). Even your tii can't go fast enough to overdrive this system.

For the 6-cylinder owners, I'd recommend a complete quad conversion with 100 watt high beams. If you drive on secondary roads at great speeds, consider installing 100 watters in the low beams.

Prices. Such a deal!

<u>light</u>	<u>list</u>	<u>your cost</u>
H-4 conversions	\$44.25/pr.	\$26.55
700-series* with cover (100 watt)	40.50/ea.	24.30
quad high beam (100 watt)	40.95/pr.	24.57
quad low beam**	33.95/pr.	20.37
quad low beam** (100 watt)	43.95/pr.	26.37
*relay and switch required	6.50 total	3.90
**relay required	4.50 ea.	2.70



## BATTERY BOX RUST

By Pete Vack

While removing the air pump (sshhh) on my 2002, I found that it would be much simpler if I removed the battery and its holder first. Wrong. Oh, the air pump was more accessible, but I also found that the battery box and the adjacent firewalls pitted with the Dreaded Rust, no doubt hastened by battery acid overflow. Talking with other owners revealed that the problem is typical and that maintenance measures are in order if your car is more than a year or so old. Take heed...the damage cannot be seen until the box is removed. Sand, primer and paint. And, aside from painting the box with epoxy paint and being careful never to overfill the battery cells, there is little else that can be done. If you find a permanent solution, please let us know.

## BRAKES

Nothing rusts faster than cast iron - except cast iron that's been soaked in water for long periods of time. Our floods of a month ago finally caught up with my car's front discs - normal use apparently could not get rid of the rust build up on the discs and consequently the brakes began to "judder" and pull under moderately heavy use. Time for a tear down to check things out.

Close inspection of the pads and discs revealed two problems: a heavy build up of rust around the perimeter of each disc and glazed pads. The ridge of rust was too thick to be cut down by the pads and was preventing them from seating properly which in turn caused the brakes to "judder". While trying to dry out the brakes between "puddles", I had overdone it and gotten the pads hot enough to glaze them, which cuts down their efficiency. And after thinking about it, it did seem that the brakes really hadn't been 100% for some time. Fortunately the cure was quick and simple.

Liberal applications of medium grade emery-paper to the perimeter and face of the discs as well as the rubbing surface of the pads eliminated all of the trouble. The only thing to remember if you do this is that the brake pads have to be broken in again - or they'll glaze over. So take it easy for a couple hundred miles.

## BMW HAPPINESS IS

Leading a Mercedes 300 SL into a 45 M.P.H. turn at 90 and not seeing him again - for two minutes.

Having bought your latest BMW before the prices went out of sight.

A 75° thermostat.

Picking out a nighttime radar trap with your Marchal ("Fry yer eyeballs out") 700's - in time to avoid a ticket.

## BMW MISERY IS

Trying to find a decent set of 185/70 X 13 tires.

The tach that won't work after you installed the "special bargain" ignition system.

The way the paint gets flayed off the front panel and leading edge of the hood by rocks, bugs, bottles, etc.

Trying to match metallic paint.



## WANT AD:

For Sale:

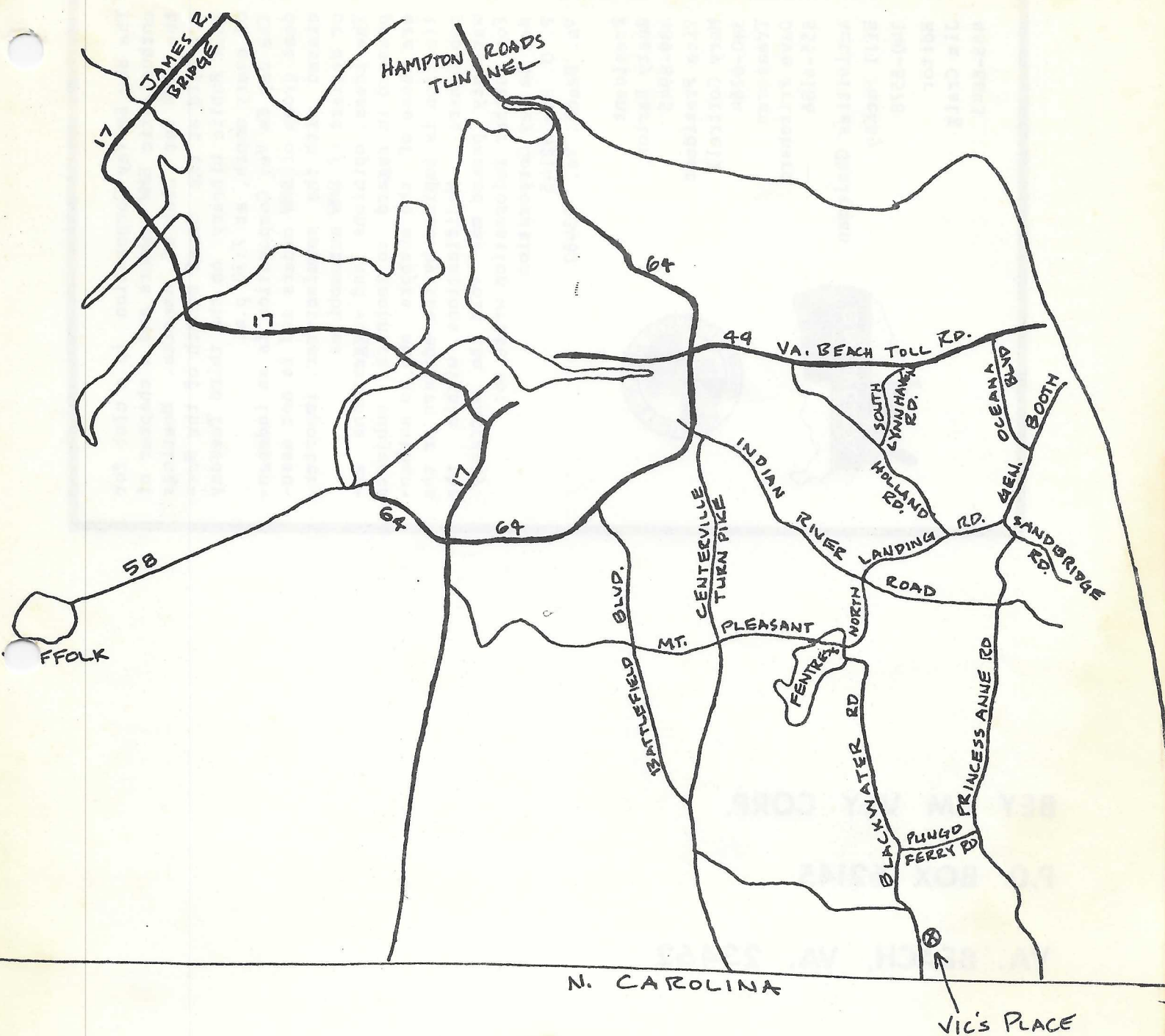
Two 5" X 13" stock Tii wheels, slightly used \$8.00 apiece

Two 5½" X 13" split 2002 wheels, also used \$8.00 apiece.

Ansa Headers - one tube has small hole - will need some welding. \$50.00

Call Rusty Barton 489-8945





Vic's house is shaped like a church-on the left side of the road right after a large stand of trees. It is about 11.5 miles from Fentress Airfield. Vic's phone number is 421-2662 in case you get lost!

11/18/73 1200 hours!



The Bey Em Vey Corporation is a club for enthusiastic BMW owners and a chapter of the BMW Car Club of America. Meetings are held at the Janaf Branch of the Norfolk Public Library on the third Tuesday of every month, at 7:30 p.m.

The Bey Em Vey Corporation is an independent group of BMW owners and is not associated with the manufacturer, importer, or dealers of BMW automobiles.

The ideas, opinions, and suggestions expressed in regard to technical subjects are those of the authors and no authentication is implied by the editors or the publishers. Modifications within the warranty period may void the warranty. For further information write to:

Bey Em Vey Corporation  
P. O. Box 62145  
Va. Beach, Va. 23462

President

Rusty Barton

489-8945

Vice President

Mary Cottrell

340-6284

Treasurer

Dave Pritchard

855-6186

Activities Chairman

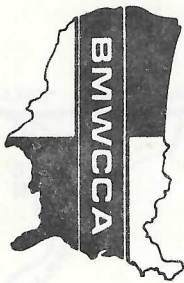
Bill Mackay

340-5578

Editor

Jim Craig

488-6843



**BEY EM VEY CORP.**

**P.O. BOX 62145**

**VA. BEACH, VA. 23462**