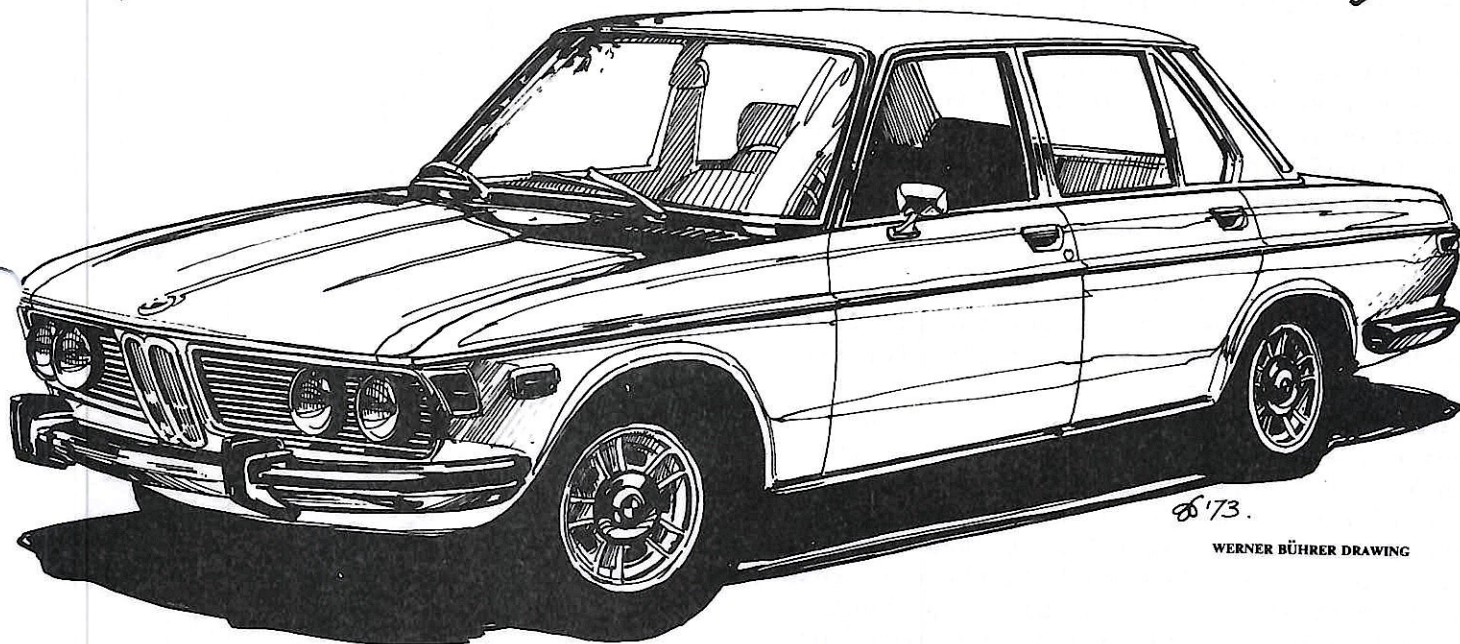




# das Kummeret

Driving pleasure

Functional luxury



BAVARIA /3.0 S

From out of the Bavarian  
woods comes a sedan that  
thinks it is a sports car.

# December

1974

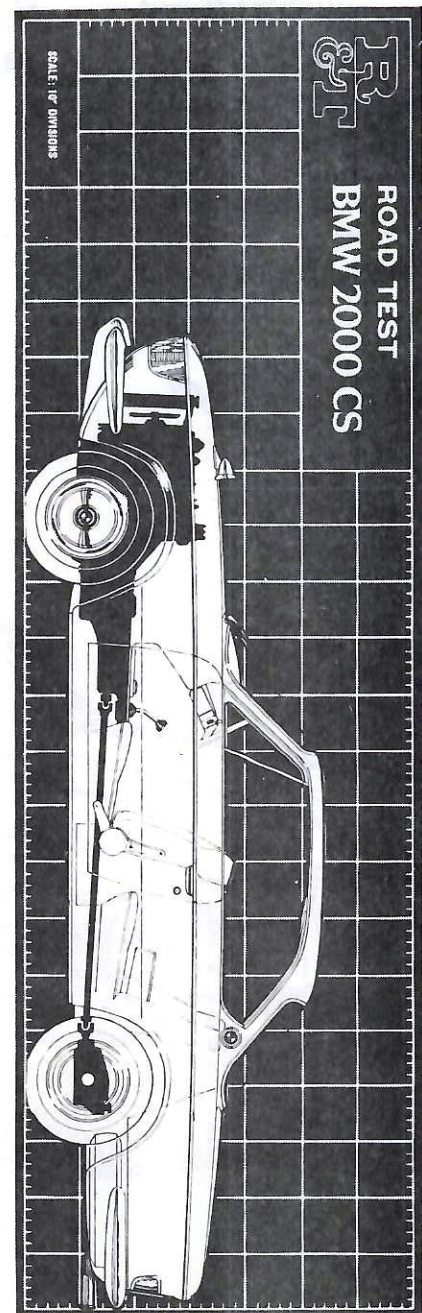
## PRESIDENT'S COLUMN

I have been reading over some of the other BMWCCA and SEVSCO clubs' newsletters recently and I find the same phrases and ideas recurring: "Lack of support...", "Where were the workers...", "The same people always do all the work...", "If you guys don't submit some articles for the newsletter, I'm going to quit...", and so on and so forth. These phrases and ideas apply to our club as well as any other club type organization. A marque car club has several strikes against it from the start: 1), our membership is limited to BMW owners and 2), BMW's are too expensive (in some member's minds) to be subjected to the rigors of autocross and rallye competition.

On the local scene we are judged solely by the sheer number of people who compete in other club's events. Competing in an event is in reality a contribution to the sponsoring club's treasury. If we don't show up, we are considered an inactive club; we are also considered to be excess weight and worthy of expulsion from SEVSCO. This of course would mean fewer entries at our events and fewer new memberships for our club (no 35% discount at parts houses).

So much for the bad news! I have been encouraged by the turnout for the Minifest. We had people autocross and rallye for the first time ever and lo and behold, their Bimmer didn't fall apart after all. One member, after his first autocross, is out looking for a race car! The "new guys" are speaking up at meetings and suggesting events that they would like to see. I would like to see some "new guy" OD the autocross portion of the SEVSCO Championship Event. I am looking forward to some "new guys" on the ballot for next year. Incidentally, a "new guy" can also be a female, in which case she would be a "new gal". Let's see more "new gals" and "new guys" at important post within our club and have more people become visible to the SEVSCO public by entering other club's events, you might just have a ball!

Dave Cottrell



**BMW CAR CLUB OF AMERICA, INC.**

# CLUB ACTIVITIES

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Time &amp; Place</u>
Dec. 1	Rallye - Gimick	BMW	Starts at the Village Inn at Janaf. Registration at 11:30 AM, FCO at 12 noon. Preregistration call Ken Browning 855-7962
1	Auto-X	AMSC	Mont. Wards in Hampton. Reg. at 12 noon, FCO at 1 PM. Pre-reg. OD Tom Smith 245-0821.
7	Xmas Party	BMW	Bartons' house, 8 PM, details below.
8	Auto-X	TOC	No info.
8	Rallye	PSCC	Starts at Grants Shop. Ctr. in Denbigh. Reg. at 12 noon, FCO at 1:01 PM.
14	Xmas Party	TSCC	Iron Worker's Hall on Va. Beach Blvd. in Norfolk. Info. call Bert Green 497-4744
15	Championship Event	BMW/CRM	Details below
17	No BMW meeting in December!		
25	Merry Christmas!		

December, traditionally, is a busy month for the first half and empty (SEVSCO-wise) for the last half. Our first concern is the Gimick Rallye on the first with co-OD's Steve Mercurio and Ken Browning. This will be a Hare and Hound type event. Gimick rallyes don't require a lot of workers so we would like to see you all come out and run the event.

Don't miss our Christmas Party on the 7th and for those of you who crave parties TSCC's Christmas Party should be fun too. It's open to all SEVSCO members and costs \$10.00 per couple plus BYOB.

The next morning is the SEVSCO Championship Event which consists of a TSD rallye in the morning being put on by Colonial Rallye Masters and an autocross in the afternoon which we are running this year. Each SEVSCO Club can supply a team of four cars; the same car runs the rallye and the autocross. Since we are responsible for the autocross this year, we will need some people to help OD Drew Jeffries and FTA Jim Craig set up the course Sunday morning. Anyone who would like to help, please contact Drew or Jim.

That's about it for December - see you at the Party!

Rusty Barton

## Christmas Party

Rusty Barton

As I warned you in the last issue, Janis and I will be hosting this year's Yuletide Fest on Saturday, Dec. 7, at 8 PM.

We plan to have a bitchin punch and a variety of fondues for your drinking and dining pleasure. The 1974 Most Active Member Trophies will be awarded and 1975's officers will be named.

As in the past we will have a Pollyanna gift givaway. Everyone who wishes to participate, bring a cheap gag gift, one gift per person. This has always been a highlight of past parties so don't be left out, its your chance to be the only kid on your block with 15" stick-on white sidewalls!

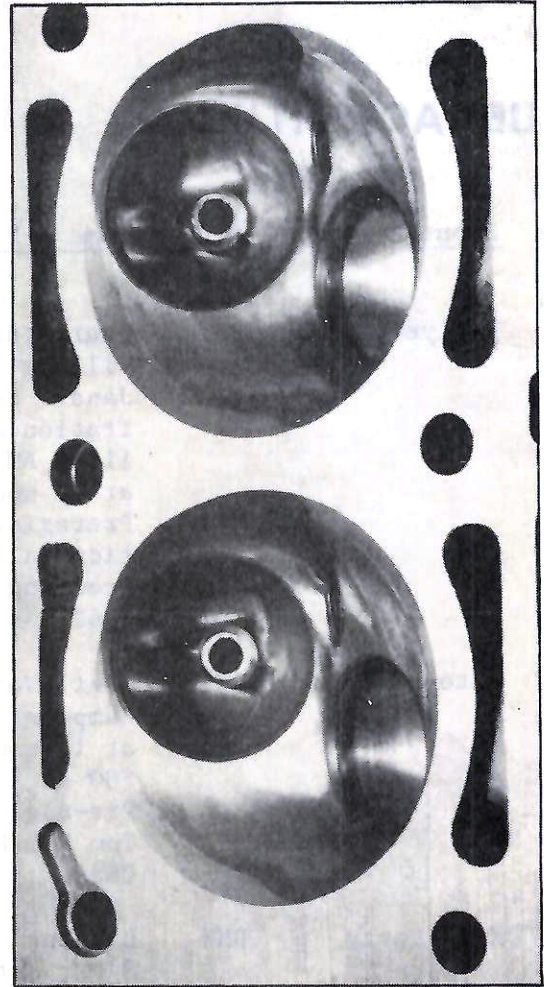
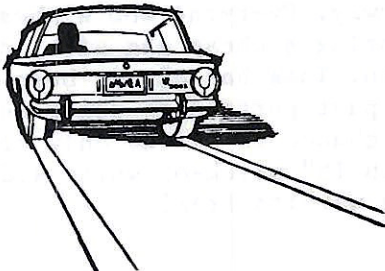
By the way its free!

## TECH TIPS

Comments - Jim Craig (no I'm not dead, just hiding)

Having had the extreme displeasure - not to mention expense - of replacing two injection drive belts on my Tii in the last six months, I feel several comments are necessary on last month's article relating to this unpleasant task.

- A. Before doing anything else, remove the distributor cap & by aligning the rotor with the notch in the distributor body and the timing mark on the crankshaft pulley with the pointer on the lower belt housing you will have the engine set at #1 TDC. This way there is no possibility of reinstalling the crank pulley the wrong way - which really screws up the works!
- B. In instruction #4: be sure to return to the positions in A (above) before removing the pulley.
- C. In instruction #5: as long as you've gone to all this trouble, go ahead and take the cooling fan and water pump pulley off so that the lower belt housing can be completely removed. The new belt will go on much easier and with much less chance of damage. Perfection and peace of mind only take a few extra minutes.
- D. Instructions #8,9,&10: The tolerance on the pump alignment is  $\pm \frac{1}{2}$  notch on the pump drive pulley. There should be no problem in achieving this tolerance - but it is critical.
- E. As you put everything back together its a good time to replace the fan belt. Go ahead, they're cheap and yours is probably cracked if its over a year old.
- F. As soon as it's convenient drop by your local friendly BMW dealer and have the injection checked for pump alignment/timing and exhaust emissions. You just may be off to the other side of the tolerances from the previous belt installation -so get it checked and set properly. And do pick up a spare belt!

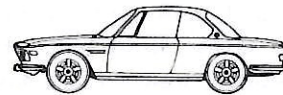
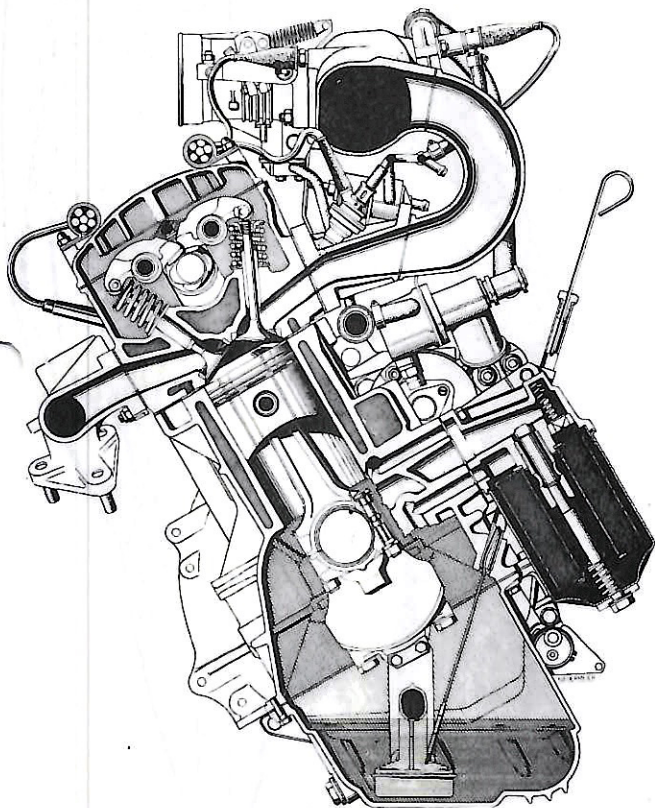
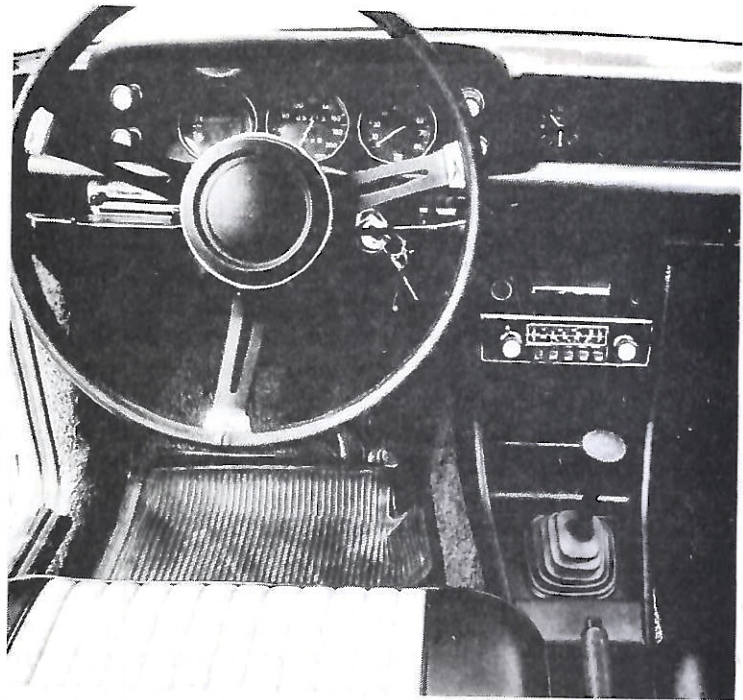


Tis the Season  
by Jim Craig

Cold weather will be here soon - despite the prolonged Indian summer we've been having. Along with all the other items you should check, adjust, fix, or whatever in preparation for the winter's demands on your Bavarian Miraculous Wonder don't forget the ignition wires. BMW uses an ignition wire that becomes quite brittle and fracture prone as the outside temperature drops. These wires should be replaced - even if your car is new. Don't worry about the hookups for the Sun Analyzer - it can be hooked up without them. The job is simple enough to do and only requires dikes, solder, and a soldering iron as well as an hour or so of your time. Don't forget to check the distributor cap, rotor, points, and spark plug connectors as long as you're already there. Have fun.

When You Boot Your Boot  
by Richard Muller

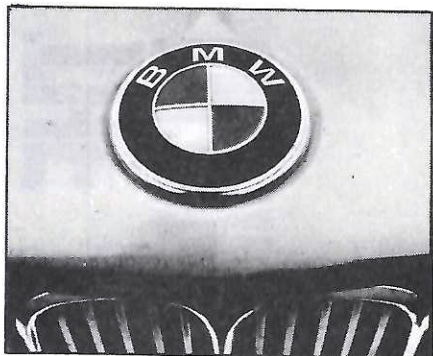
When your rubber shift boot is headed for replacement, consider a leather one. These are easily made, or can be bought from BAP-Geon. To install, simply unscrew knob, pull off old boot, unscrew boot rim, remove plate at back of console, lift cover, drop leather boot over lever and lay its base between the thick black cover and the gray insulation. Then put it all back together. This is a neat installation to any eye, and factory looking to those that don't know better.



Wishbone Worries  
by Steve Galovics

If you've ever replaced a wishbone on your BMW, you'll agree that it is an avoidable expense. Be cautious whenever you have your car jacked up, as for state inspection. A jack should never be placed under the wishbone. If it becomes bent, your car may pull to one side, be more difficult to turn in one direction than the other, and cause uneven tire wear. Your owners manual will illustrate the proper lift locations.

Replacement is not complicated but expensive and laborious. Cost of the wishbone is \$22.00, labor \$15.00, and usually a front end alignment at \$12.00. If you do it yourself, it will cost one smashed thumb and two hours of cursing but you save \$15.00 labor? Coastal Imports and Smith Corner Motors have the parts. Be certain you purchase the Tii replacement; it is much stronger and costs only a few dollars more.



# CONSUMER COMMENTS

## Interlock News

by Rusty Barton

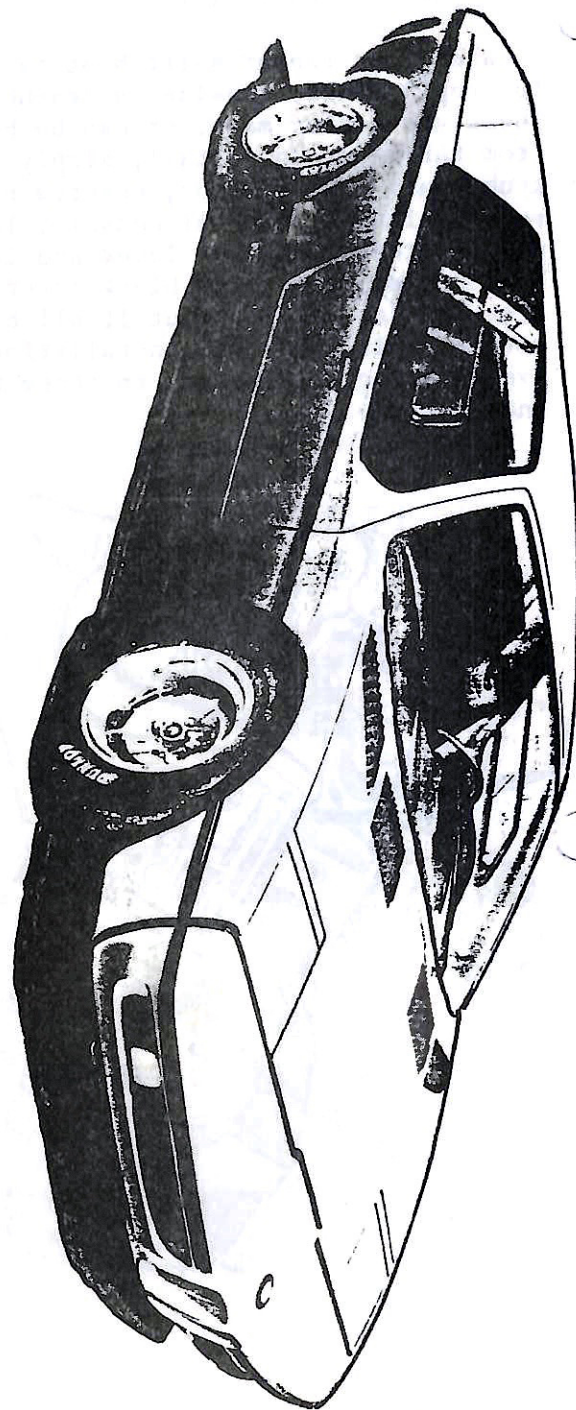
Pontiac Motor Division of General Motors Corporation is warning its customers of a potential annoying problem directly related to the 1974 seat belt/ignition interlock system.

Their service information says: "Due to the fact that the seat sensors must be activated at all times in the seat belt interlock system, it is necessary for a small but continuous current flow (approximately that of a clock) from the battery to occur. Under normal circumstances this will not result in a discharged battery; however, leaving an object on the front seat or leaving the front seat belts fastened while the car is parked creates a heavier current drain which could result in a discharged battery after a period of time, which will vary depending on battery and weather conditions".

Sounds to me like the battery manufacturers must be licking their chops, waiting for all the owners of 1974 cars to troop in with dead batteries scratching their heads, wondering what happened!

An item in Autoweek reports that the interlock system is the most disliked feature on the 1974 cars. In a survey conducted by the Insurance Institute of Highway Safety, nearly one third of the drivers listed the interlock as their least favorite feature and 40% said they had bypassed it.

Finally the good news: President Ford recently signed a bill with a rider on it that repeals the law requiring the seat belt interlock system. So, after all the hassle and expense of installing the interlock, now we don't need it. I'd like to know how much money was wasted on the development, testing, and installation of these devices on the 1974 cars. Also, what do you bet that the price of the 1975 cars stays the same even after the interlock systems are no longer installed?



# THE ULTIMATE

## Welcome New Members!

Rhea and Susan Adams, 1152 Georgetown Rd. Apt. 202, Norfolk, 23502, 853-8719  
Charles D. Geyer, 1897 Port Lyautey Dr., Va. Beach, 23455, 464-5153

### New Addresses:

Drew Jeffreys, 1162 Riviera Dr., Va. Beach, 23462  
Gene Nielsen, 5452 Doon St., Va. Beach, 23462, 424-3294

### New Phone:

Willie Levenston, 487-8537

### Apologies:

I misspelled Richard Muller's name in the last issue - sorry.

### Dues

Would you believe that January is the month you must renew your membership in the local chapter for 1975? Local dues are \$10. Please bring your dues to the January meeting or mail it to the Treasurer.

As in the past, the BMWCCA will contact you on the anniversary date of your national membership for their dues ( raised to \$10. for 1975 ).



## **CLASSIFIED**

'72 Bavaria - AM/FM, A/C, Burgandy, tan interior, XAS's, Limited slip, 20,000 miles, 4 speed, \$6500.00. Curt Frandsen 499-7126














Bavaria Manual - \$20.00 or best offer ,  
Curt Frandsen 499-7126

Front green springs - for 1602/2002, like new, ordered by mistake, \$30.00 for both,  
Dave Cottrell 340-6284

Rear springs for 1602/2002 - good used condition, best offer over \$10.00, Dave Cottrell  
340-6284

Rear Koni shocks - used, best offer over \$10.00 (both), Dave Cottrell 340-6284

# BMW Automobiles

Type	Model	Year	Units
	Dixi, 303, 309, 315, 319, 320, 326, 327, 328, 329	1928-1942	89 229
	501, 502, 506	1952-1964	21 851
	503	1955-1960	413
	507	1955-1959	253
	3200 CS	1962-1965	603
	700, 700 C, 700 LS	1959-1965	188 121
	1500, 1600-4, 1800, 1800 Ti	1962-1971	198 042
	2000, 2000 Ti, 2000 TiLUX, 2000 tii	1966-1971	165 050
	2000 C, 2000 CS, 2000 CA	1965-1970	13 691
	1600-2, 1600Ti, 1602*, 1802*, 2002*, 2002Ti, 2002 tii*	1966-1971	383 353
	2500*, 2800*, 3.0 S*, 3.0 Si*	1968-1971	97 276
	2800 CS, 2800 CSA, 3.0 CS*, 3.0 CSI*	1968-1971	13 315
	touring 1600*, 1800*, 2000*, 2000 tii*	1971	10 061

\* Models unchanged in production, Total end of year 1971

Total Automobiles production 1928-1971 1.411.40

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 8:00 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:  
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