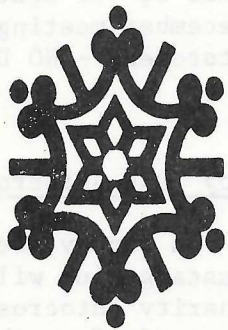




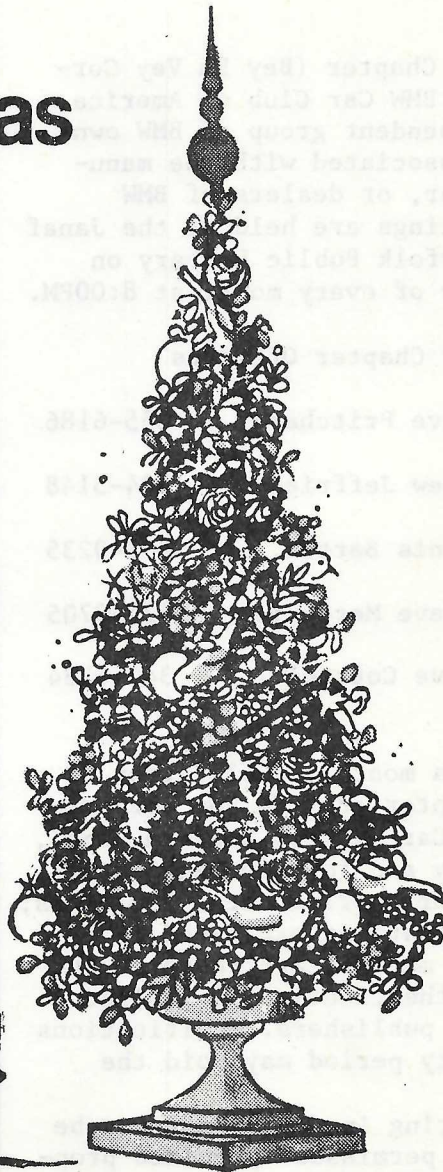
das Kummer



Merry
Christmas



HOW WOULD YOU LIKE THIS UNDER
YOUR TREE?





P. O. Box 62145
Virginia Beach, Va. 23462

The Tidewater Chapter (Bey Em Vey Corporation) of the BMW Car Club of America, Inc., is an independent group of BMW owners and is not associated with the manufacturer, importer, or dealers of BMW automobiles. Meetings are held at the Janaf Branch of the Norfolk Public Library on the third Tuesday of every month at 8:00PM.

Tidewater Chapter Officers

President.....	Dave Pritchard.	855-6186
Vice President.	Drew Jeffries..	424-5148
Secretary.....	Janis Barton...	393-0235
Treasurer.....	Steve Mercurio.	420-0705
Activities.....	Dave Cottrell..	340-6284
Chairman		

Das Kummel is a monthly publication of the Tidewater Chapter (Bey Em Vey Corporation) of the BMW Car Club of America, Inc., and is provided by and for the members of the BMW Car Club of America only. The ideas, opinions, and suggestions expressed in regard to technical matters are those of the authors and no authentication is implied by the editors or publishers. Modifications within the warranty period may void the warranty.

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Editor.....	Rusty Barton...	393-0235
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PRESIDENT'S COLUMN

Hi, gang! Yes the Bey Em Vey Corporation lives! And its time for the club to take a new direction. Specifically a great cut in the number of autocrosses we put on (2 vs 5) in a year and an emphasis on tech sessions, making them a regularly scheduled event as meetings are. We may also charge for the sessions as some other chapters are doing; perhaps \$2.00 a car. This might allow the club to get such things as BMW Factory Tools. Also we will be having quarterly dinner meetings starting with the February meeting.

We will be spending a minimum amount of time with SEVSCO matters so that meetings will hopefully be more enjoyable. If any of you have any ideas or requests for presentations that may be made at meetings, call me about them and I'll see what we can do. I would like to have something good for the January meeting, which will be our next gathering as there is no December meeting. Understand that last statement - NO DECEMBER MEETING!

Joy Fund Autocross

On Sunday, December 7, the Beach Ford Mustang Club will be holding their annual charity autocross for the Joy Fund. All proceeds from the event go to this local effort to make Christmas a little happier for some needy families in the Tidewater Area. The event will be run at the Ford Assembly plant on Indian River Rd. in Norfolk and registration will open at 10:00 AM with the first car off at 11:00 AM. There will be dash plaques for the first 50 paid registrations, trophies for first in class as well as FTD, FSTD (fastest stock time of the day), FDD (fastest dame of the day), fastest of several car makes including BMW, and for the club with the most entrants.

Also there will be a large supply of door prizes for those who enter the event.

It sounds like a super event and certainly a worthwhile one. Even if you don't autocross, come on out and register; its for a good cause and you might win a door prize - you don't have to run your car to win, only register and pay the \$3.50 donation.

MINUTES

FOR YOUR INFORMATION

October Meeting Minutes

Vice Preseident Drew Jeffreys opened the meeting at 8:04PM. The minutes were read and Steve Mercurio reported a balance of \$30.00 in the treasury.

President Dave Pritchard then arrived and took over his post. He reported on the SEVSCO meeting and the club voted unanimously on the report given on revising the Autocross Code.

It was announced that the Championship Event will be held on Dec. 14. Each club can provide a team of four cars. Our team will consist of:

<u>Drivers</u>	<u>Check Pt.</u>	<u>Navigator</u>
Rusty Barton	Dick Walsh	Drew Jeffreys
Ken Browning	Deb Browning	Alan Siler
Eric Thompson	Janis Barton	Dave Pritchard
Steve Mercurio		Charles Geyer

We voted that the club pay the entrance fee and the participants pay the tolls.

Geaorge Best checked on catering the Christmas Party by Giant. We voted to have sepatate parties from Tidewater Sports Car Club. Our party will be held Dec. 13th at the home of Rusty and Janis Barton. The club will pay for the punch. Steve Mercurio will check into different Deli's for catering. There will be a \$5.00 charge per person to cover the catering and pre-registration will be required by Dec. 6. Eric Thompson suggested that he play Mrs. Claus - topless!

Ken has ordered oil filters for the four cylinder cars (PC 201) and will sell them for \$3.50 apiece.

Eric told the club about H & H Specialties in Chelmsford, Mass. They have a good supply of BMW performance parts such as sway bars and wheels.

The meeting was adjourned at 9:15PM. There were 16 people present and three guests.

Welcome New Members!

Wallace E Chandler, 116 Yorkshire Rd.,
488-6903 Portsmouth 23701

Louis B. Rosenfeld, Box 999, Norfolk Naval
Station, Norfolk, 23511

ry Lee Kellum, P.O. Box 174, Prince George,
Va. 23875 732-1810

Richard F. Walsh, 424 W. Bute St. Norfolk, 23510 622-8155

Robert K. Thomas, 159 S. Commanche Cluster, Va. Beach, 23462 490-2973

Armand Rubbo, 4662 Savy Ct., Va. Beach, 23455

New Address: Drew Jeffreys, 3448 Green Garden Cir., Va. Beach, 23456 (Apt. 202)

November Meeting Minutes

The November Meeting was called to order by President Dave Pritchard at 8:13PM. Treasurer Steve Mercurio reported a balance of \$205.00 in the bank.

Jim Rhyne made a motion to do away with the Parts Store but the motion was not seconded and died on the floor.

Ken Browning reported on our recent CPS autocross and expressed disappointment at the poor showing our club gave as far as course workers were concerned.

We held a discussion on the pros and cons of dropping out of SEVSCO; deciding to remain in the organization, but next year we only plan to hold two autocrosses, hopefully the annual Bride and Groom and the Minifest.

An open floor discussion was also held concerning the fact that until now our club has been mainly concerned with competitive events. It was decided that we would next year concern ourselves mainly with more drivers schools, dinner meetings, gimmick rallys, the two autocrosses, and monthly schedualled tech sesssions.

Officer candidates for next year were nominated and they are as follows:

President: Dave Pritchard

Vice President: Steve Mercurio, George Best
Secty: Jim Craig

Treasurer: Brian Missig

Activities Chm: Eric Thompson

Rusty Barton will remain editor of das Kummnet.

An open discussion concerning the Christmas Party was held. A many opinioned question has arisen concerning whether to have the party catered or have everyone bring food as in the past. A Board Meeting will be held on Nov. 20th to decide on this matter.

Reversing the earlier decision, the club voted not to participate in this year's Championship Event due to the cost involved (\$20.) and the hassle it always causes.

Including the four guests 13 folks were present at the meeting which was adjourned to the Village Inn.

FOR YOUR INFORMATION

Tires

by Rusty Barton

Those of you looking for tires for your 1600/2002 might consider the Uniroyal Rallye 240 in the 185/70HR-13 size. This is a European manufactured Uniroyal quite unlike the more mundane domestic fare from that company.

It is a steel belted radial with a very aggressive and open tread that is a good rain shedding design. The tire's sidewalls are constructed of 2 rayon plies with 2 steel belts in the tread and, interestingly, an additional single belt of nylon.

This is the fourth brand of tire I have had on my car and it is by far the best. The other three were Continental, Semperit M-266, and Michelin XAS in that order. The main difference I note is the steering response improvement the Uniroyal gives. Its uncanny how precisely and quickly this tire reacts to steering inputs. The steering effort is also improved to the point where it feels like I've just acquired power steering! These tires have unbelievable traction also - I have been unable to even make them so much as squeal in the same brisk street driving that had all three previous brands screaming for help.

Finally the best part. The Rallye 240's are relatively inexpensive, being available from Euro-Tire in New Jersey for \$43.24 each including FET and shipping. According to Jim Craig who has had both these and the currently much desired Pirelli CN-36 which lists for \$62.90 from Euro-Tire, the Uniroyal is a close performance match with the Pirelli so at \$20.00 less per tire it seems too good to be true.

Speaking of Tires . . .

by Rusty Barton

Euro-Tire, Inc. located at RT 9-75, 1275 Bloomfield Ave., Fairfield, N.J. 07006, seems to have about the cheapest prices around for popular European radial tires. Their prices include FET and shipping and you can order by phone by calling 800-631-1143 toll free. I have just recently bought tires for both my Tii and Bavaria from them and received excellent service.

On CB Radios

by John Baxter

After reading about the Cannonball Baker Sea to Shinning Sea Memorial Trophy Dash in the new Time magazine, I went out and purchased a new CB rig for my car. The unit is a Lafayette Micro 66. The antenna is a quick clip on gutter type and the whole deal was less than \$100.00 The license fee is \$4.00 for five years.

This particular radio is very small and comes with the channel 10 truckers crystal already installed. After a trip to upstate New York I am thoroughly convinced that this is the way to travel. Listening to the truckers will pinpoint every "smokey" in the area and when you get within 20 miles of a radar trap, everyone with a rig on channel 10 knows about it.

We averaged between 60 and 65 mph the whole way. Some without radios could probably better this figure, but the peace of mind is well worth the money. Anyone who cheats a little on the 55 mph limit should seriously consider a CB radio. The Lafayette store at Hilltop has a good selection of equipment.

Brake Pad Recommendation

by Drew Jeffreys

Approximately 17,000 miles ago I replaced the original disk brake pads on my '72 2002. I went to have it inspected at the end of January and the mechanic told me that there had been very little wear on the pads. If you are planning on replacing your pads, I would like to recommend these. Another point to consider is that there is little if any squeal produced by these pads. (Also these pads are less prone to fading than stock pads - Ed.) The cost was between \$16. and \$20. per set.

Pads - BMXA Deluxe Model D-153
Distributed by Garex International
161 W. State St.
Doylestown, Pa.

BMW Christmas Party

This year's bash will be at the Bartons' place in Portsmouth (102 Charles Ave.), December 13th at 8:00 PM. We are having the party catered so there will be a \$2.00 per person charge to cover the expense and you are asked to bring you own booze. The club will provide set ups and of course, the munchies. If you need instructions on how to get there, Rusty and Janis can be reached at 393-0235. Prospective members are very welcome. Also, don't forget to bring a cheap polyanna gift - one per person, if you want to participate in the annual trade off.] OOPS!

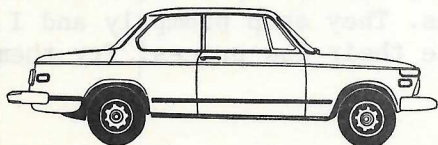
DUES DUES DUES DUES DUES DUES DUES DUES

Get the idea! Dues are due and payable as of January 1, 1976. This year as last, the amount is \$20.00 which covers both local chapter and National fees. Make your checks out to BMWCCA, but send them to BEY EM VEY so that we can keep track of you.

By the way, in order to get an idea how much food to get, Dave and Steve will be calling as many members as possible by Monday, Dec. 8 to find out who is and who is not coming. In case they can't reach you be sure to call them if you have not heard from them by Dec. 8th.

You're a Star Now!

Dave Pritchard reports that there is a movie playing at Circle Six that features a BMW 1800 or 2000 for a large part of its story. The flick is titled "No Way Out". It is a French film starring Alan Delon as a Mafia figure trying to get out of the grips of the Mob. In the process he goes to Denmark and latches on to the BMW. As well as the usual street scenes there is a neat chase sequence with the Bimmer doing all the things it is known best for.



You're a Star Now, con'd

Believe it or not there is a commercial being telecast on TV that features a Bavaria in most of its footage. It is an ad for the Montgomery Wards Auto Club of all things and it seems to be oriented to foreign cars to a large degree having a Mercedes and others as well as the BMW. One sequence shows the Bavaria getting its rear wheel changed. The last scene is the topper - with Zsa Zsa purring over a Rolls, who could resist joining, AAA notwithstanding?



Ain't It Swell??

by Jim Craig

Have you noticed that the Tidewater Transportation System's fleet of buses has familiar looking paint jobs? Watch it if the driver of one of those white with red and blue body stripes buses has on a Bell Star. Especially if it has "Stuck" or "Posey" inscribed on it.

TECH TIPS

Bleeding Under Pressure

by Jim Craig

Bleeding the hydraulic system has always been a bothersome job - especially since you have to con someone into pumping while you open and close the bleeder valves. And then there's that damned clutch line that won't purge itself on two dozen strokes of the pedal. Rejoice! For the past year I have been using (quite successfully) a pressurized bleeding system that's quick, simple, and requires only one person to operate.

The system consists of a standard BMW fluid reservoir cap which has a standard tire valve installed in its center and a D.C. powered portable air compressor (made by Coleman and advertised in R&T and Auto-week).

To use the pressurized bleeder the standard reservoir cap and screen-float assembly are removed. Fill the reservoir with fresh fluid and install the modified cap. Loosen the bleeder valve on the appropriate wheel cylinder and install the usual tube and drain bottle. Then plug in the pump (in the cigar lighter) and wait for clean fluid to appear in the drain tube. Be sure to check that the reservoir doesn't drain completely. When it appears, close the bleeder and shut off the pump. Refill the reservoir and repeat. Its the only way to do it.

The J. C. Penney Battery

by Rusty Barton

Yes, Virginia, the new J.C. Penney Battery will fit your BMW. You know, its the one that is sealed, requires no periodic topping up, and is guaranteed for the life of your car. Recently I had to replace the batteries in both my Tii and Bavaria. The 22F size will fit the 1600/2002/Tii series but you will not be able to use the stock hold down bolt. I bought a universal hold down kit from Sears - the one that goes across the top of the battery and has two rods on either side extending down to the battery platform. I drilled two holes in the turned up lip of the battery platform on each side, cut and bent the two rods to hook into the holes and

this holds the battery very securely.

For the Bavaria the book J.C. Penney uses also lists the 22F but the next larger size, 24F, will just fit. Its high enough so that the neg. terminal may just touch the underside of the hood when closed, but this should be no large problem. Here again, the stock hold down bolt will not work because there is no lip on the proper side of the battery to use. There is, however, a lip on the back end (that end facing the rear of the car) of the battery and there is a hole at this end of the platform. All you need to do is remove the stock hold down flange from the bolt (can't use the bolt because the hole isn't threaded and the lip is too high) and use a conveniently sized nut and bolt to hold the flange against the battery lip and through the hole in the platform. I used a large toggle bolt for mine and it works well.

Another plus factor is the price: \$45.00 which is cheaper than many other batteries that are not guaranteed for life. Also, you don't have to trade in your old battery and you can take the new one with you instead of having to let their mechanics install it there.

There's a Difference

by Jim Craig

There's a difference between died and dyed. If your coco floor mats have died, they can be dyed back to some semblance of decency. I use a triple concentration of Rit black dye in a large trash can of hot water. Soak the mats for several hours and they'll come out looking like new. (What you do with 20 gallons of black water is your problem.)

Parts and Supplies

by Jim Craig

Electrodyne, PO Box 358, Alexandria, Va. 22313, phone 703/836-4641 has a good supply of BMW maintenance parts - filters, points, plugs, brake pads, shoes, hydraulic system kits, exhaust systems, etc. at quit good prices. They ship promptly and I heartily endorse their low prices! Try them next time.



AUTOGRAPH

Can you have fuel economy and performance too?

Can economical cars get out of their own way? Is it ramp-roulette if you get good mileage? That's what you hear from big car owners. But our AutoGraph puts the lie to that. Here we've stacked most of the '75s tested by *Road Test*, with the most fuel-efficient cars at the top. On the right, read the car tested, the miles per gallon, the engine size in cubic inch displacement and the transmission. The bar graph represents 0-60 times in seconds.

Looking at the *order* of miles per gallon, what stands out? Generally, the smaller engine displacement cars get better mileage, but look at that Capri II: with an engine less than two-thirds the size of the Monza 2+2, the two cars nearly match in miles per gallon but the Capri is faster. The Buick Skyhawk, with that 231 V-6 turns in both creditable mileage and good performance. No wonder the V-6 is spreading to Pontiac and other GM cars. Both our Dasher and our Fox outdid the Rabbit in economy and 0-60. Compare the miles per gallon and 0-60 times of the Fox and the Cadillac. Also, see what the Fiat 131 does with 107 cid compared to the Granada with 302. See what the Mazda RX-4 does with 80 cid (some people at GM would call it a 240 because each chamber gets three power strokes), but its combination of economy and performance certainly stack up with the Dart 225, for example.

Yes, you *can* breeze by the gas pumps and onto the freeways with no sweat, but it takes some engineers' sweat back at the plant, making the right design decisions—and keeping the car light.

—Charles Probst

