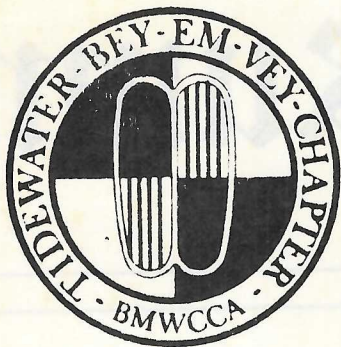




das Kummer

Engineering and evolution combine in the BMW 2002
to make it the most refined super coupe on the market, a virtual Wundercar





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

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Editor.....Rusty Barton... 393-0235

PRESIDENT'S COLUMN

Last year's SEVSCO Championship Event once again brought to the surface questions I have long had about the relative merits of autocrosses and rallyes. Traditionally rallyes have been held in a higher esteem than its wilder brother of amateur auto sports. Rallye fans glory in the finer points of usually obtuse instructions born of murky minds. It is heretical to question their relative importance in the presence of a died in the wool rallyist. Rallyes take a lot of time and trouble to, 1) put together, 2) put on, and 3) score at the finish. Any bunch of fools can get together at a parking lot and throw a bunch of pylons around, but to put a rallye on, well, that's simply a horse of another color. Because of this rallyes give more points to those who put them on, and count for 60% of the scoring of the Championship Event.

In all honesty, I must say that I personally felt that the rallye put on by CRM for the Championship Event was not worth 60% of the day's effort. For those of you who were not there, none of the "best" of each of the clubs that competed got to the fifth check point. There were strong feelings by wiser heads than mine that you could not finish the rallye with the instructions given. This was 60% of the day?

The autocross should not be held in lesser esteem. For all the work done by those who put on the rallye, there is work and often great expense for those who seriously pursue autocrossing. For all the expertise required to decipher rallye instructions, I find the driving skills attained through years of autocrossing equally deserving when the silver is distributed.

BMWCCA wants our money. All our money. They say they'll give some of it back to us. National proposes to collect the national and local dues and rebate the local dues to us on a weekly basis. The main benefit to us is that in this plan, anybody in our chapter area would have to join our club in order to join National. This might bring us more money in the end but consider this. If it were you who lived too far away from the area to benefit from the club's activities, would you feel obligated to support the club? We've gotten by without this sort

President's Column, con'd

of thing in the past and I don't feel we should condone it in the future. Whether or not we go to this system or any part of it can be discussed at the January meeting. I have written to the new Executive Director, Gordon Medenica telling him that we will give National the go ahead after our January meeting if at all, so that our members can get their SEVSCO cards without waiting for National to get the word back to our treasurer that someone has renewed their membership. The letter with this proposal for collecting all the dues was received late in December, too late for us to be expected to comply with it and still fully serve our members.

Dave Pritchard

In Reply to Barbara Sealey
by Rusty Barton

By the time you finish reading this issue of das Kummel you will no doubt wonder why in heaven's name did we ever agree to participate in, much less put on part of the 1974 SEVSCO Championship Event. I leave that question for more astute minds than mine. I must, however, reply to a particularly slanderous article that appeared in the latest issue of Downshifting and Drifting, official newsletter of one of our fellow SEVSCO clubs, the Andiamo Motor Sports Club. The article was, of course, a review of the Championship Event. In it were several barbs (sorry) concerning our club's running of the autocross portion. I will take them in order.

The article complains about the inclusion of a long straight in the course. I think, however, if you review most of the 1974 CPS autocross courses, on which scoring this event was based, you will find that they did, indeed, contain straight-aways comparable to that at Montgomery Wards on December 15, 1974.

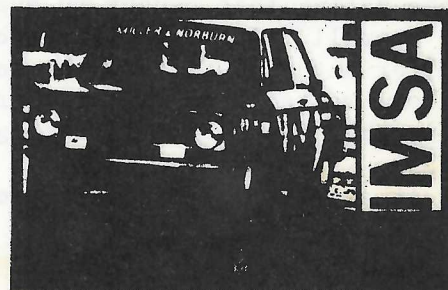
We are charged with disorganization and frankly this point is well taken. What we should have done was decide on how we were going to stage cars and complete the runs and then forced everybody to do it our way. At least then there would have been no confusion. But no, we chose to be nice guys.

We thought most everyone would like to get the autocross over as soon as possible so we were going to run the cars as they arrived from the morning rallye, not necessarily in numerical order. We should have stuck to this idea but no, we chose to be flexible, we tried to please everybody. People, mostly from PSCC, complained about our plan and insisted in running the cars in numerical order, so we said OK, if thats the way you want it, its alright with us. The trouble was car no. 1 was almost the last car to arrive thus delaying the start quite a while. Who got the blame for the delay? BMW Club, those nice guys from Va. Beach, that's who.

Why was the OD so busy doing non-OD type things like tech. and timing? Why do all the clubs have to furnish a check point crew for the rallye and then not be expected to help with the autocross? Everyone knows the BMW Club is a small club - many of our most active members were busy competing; where were all those vast members from all the other clubs to help man the course? Frankly, I don't remember receiving help from even one AMSC member.

We did not attend the banquet - we did not have results either. We did, however, check and were told that the rallye results were such a mess that there wasn't much point in figuring the autocross results right away. We also had three protests to rule on which were the result of some of the most juvenile and petty bickering I've seen in a long time. By the way, the BMW club did not make any reservations for the banquet. With all this, we thought it better to gather in a less pressurized, quiet-er place to decide and figure - maybe we were wrong, but I make no apologies.

The Championship Event was disorganized but it was also fun - I actually enjoyed the rallye (up to a point) and I've said my piece on the autocross. I'll wait until this December to see if any other club or clubs can do better.



TECH TIPS

Air Filters - Paper or Foam?

by Rusty Barton

I recently realized that I haven't replaced the air filter elements in my Tii in almost 15,000 miles when I should have been replacing them every 8000 miles! Since some of our members have switched to an oil soaked foam type filter rather than the paper element, I thought I would make the switch too.

Yesterday, however, I read an article in Cycle magazine that compares various air filtering methods, among them the paper element and the oil soaked foam element. The article has swayed me back in favor of the paper element; here's why.

After thoroughly scaring me by telling what can happen to an unfiltered engine, the article proceeds to rate the various filters according to criteria such as: dust capacity, overall efficiency, engine protection if cleaner service is neglected, performance under widely varying temperatures, relative cost, and some others applicable more to motorcycles than cars such as tolerance for rain entrance.

The paper element filter rates as high or higher than the oil soaked foam filter in all but one area: air passing ability with increasing dust accumulation. As a paper filter collects dust, its efficiency actually climbs from 99.5% when new to virtually 100% after receiving a light coating of dust. While the dust capacity per se of the paper element and the foam element are both rated as medium, the paper element's ability to pass large volumes of air deteriorates faster than the oil wetted foam element's air passing ability. To help alleviate this problem most paper filters employ a pleated structure to increase their surface area. Also a paper element's ability to perform well under widely varying temperatures is rated as excellent versus the oil soaked foam filter's rating of fair.

But the rating that caught my eye the most was overall filtering efficiency, i.e. which filter actually filters the best. Here the oil wetted foam filter is rated low versus the paper filter's rating of very high.

Since it appears that the paper element

is the best filter, let's consider if its one shortcoming is bad enough to outweigh its superior filtering capacity. The magazine article points out that for very dusty conditions the oiled foam's ability to keep on passing air longer than the paper element is important and a motorcycle filter certainly encounters more dust and grit than the average car filter. But for an auto that is used in an urban area like ours, I wouldn't think this factor would weigh so heavily against the paper element. My car is a living example of this since it is running just fine with little or no decrease in gas mileage or performance with the same paper filters for the last 15000 miles. So, clearly, for our urban driving the paper element filter is best.

Cost, of course, is important and the oil wetted foam filter is less expensive over the long run since you don't have to replace it to renew its filtering abilities. My view is, however, that a small outlay every 8000 miles for a new paper filter/s is worth its superior filtering qualities.

The choice is yours.

Bummer Bimmer Thermostats

The thermostat problem is solved. Recent problems with Behr and Wahler BMW replacement (factory equipment) thermostats have caused more than one owner to gnash his teeth. The 'stats coming through now don't open until 203 degrees, which is too hot.

Now we discover you may purchase a Standard-Thomson thermostat #140 at your local NAPA parts house. This unit opens at the proper temperature. It is actually made by Behr in West Germany anyway, and it fits BMW 1600/2002 as well as some models of Mercedes. List price is \$10.80.

Reprinted from the BMW Bulletin,
New Jersey Chapter, BMWCCA, newsletter.

Fixen der Windowcranken
by Ken Browning

After rolling the driver's window up and down many many times, it was starting to snap and pop. After six months of this I decided to try to repair it.

To remove the unit you have to remove the door panel. There are three 10mm bolts that hold the unit in place. Before you remove the unit, roll the window all the way up.

After I got my crank unit out I found that the problem was the aluminum rivets that act as the pivot points for the unit—there are three of them; remove these. There isn't any place in Norfolk where you can get these rivets so I took mine and drilled out the centers then tapped them with a $\frac{1}{4}$ X 20 tap. Using a bolt the same length as the rivet, locktite the bolt in the rivet when you replace them. I did this about 1½ months ago and the crank has worked great ever since.

Also while you have the door panel off, you can adjust the window to help stop air leaks. There are four adjusting bolts that locate the window assembly. By lossening these bolts and moving the assembly to the outside you can increase the pressure at the top of the window (against the rubber seal). I was able to cut out a lot of the wind noise this way.

BMW 520i



ACTIVITIES

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Location</u>
Feb. 2	Auto-X	TOC	No info.
8	Tech Session	BMW	At Gene Nielsen's Call 424-3294 for directions.
9	Auto-X	TSCC	GEX in Ports. Reg. at 11 AM. FCO at noon. Call Bob Wayne at 487-6103 for details.
16	Auto-X	TACH	See details below.
18	Meeting	BMW	8 PM Janaf Lib.
23	Rallye	PSCC	No info.

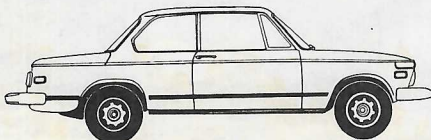


The SEVSCO Rallye Committee and Auto-cross Committee Chairmen have not been chosen yet, so we have not had any meetings. I will keep you posted.

The TACH autocross on the 16th is the first of a two part event called "Twice Around". The second part takes place two weeks later on March 2. The two courses will be identical and an award will be given for the most improved time at the March 2 event. Location for both is Military Circle across from the C & P Building. Registration opens at 10:30AM, first car off (FCO) at 11:30. Preregistration is being taken by Glynn Rogers at 857-1731; preregistration for both events plus prepayment 24 hours prior to the first autocross will net you a 50¢ discount. Prices per event: \$3.50 non-SEVSCO, \$2.50 SEVSCO, \$1.00 discount to cross-creekers. The 1975 SEVSCO Code will be enforced.

If you would like to OD an event or would like to see a certain type of event take place, please call me. If you don't call, don't complain!

Dave Cottrell



THOUGHTS

The Wife Somehow Starts - Even on Cold Mornings

by Mary Cottrell

A good number of us BMW owners are married and many have been married for quite a long time. Some of us have children; some of us have homes; some of us went to school together; and some of us are getting along in years (speak for yourself, Mary - Ed.). But there comes a time, even if we have done all this together, that we are like strangers. That is when the wife has the BMW when something happens to it - like a small dent.

The wife has to know better than to compete with a man and his BMW. Psychologists would say that a man's relationship with his BMW can supersede even sex.

For the wife who is a skeptic, let's ask a few questions:

- Does your husband have an insurance policy on you that includes no-fault, comprehensive and is \$50. deductible?
- Do you have a guarantee for a complete oil change every six months and/or 1000 miles, whichever comes first? Or do you only visit a doctor for major surgery?
- Does your husband fly into a rage when he finds that someone stuck a candy wrapper in your pocket or a piece of gum on your instrument panel?
- Has your husband ever patted your trunk and remarked what a nice trade-in you'd make?
- Does he take you out to eat twice a week and instruct the waitress to "filler-up"?
- Does he care if the kids put their feet on your upholstery?
- Would he pay \$20. to have you towed anywhere?
- If you don't start in the morning, would he stay home from work?

If you answered "no" to any or all of these, then you have a BMW correspondent in your next divorce suit.

COMPETITION

1974 SEVSCO Championship Event by Dave Cottrell

The SEVSCO Championship Event is a one day rallye and autocross which is run by a team of four cars from each club. The overall winning club is chosen by computing finishing positions in each event and applying a 60-40 fudge factor - 60% for the rallye and 40% for the autocross (don't ask me why). All of this pain and effort decides nothing, not the autocross championship and not the rallye championship, they were decided months ago. It is supposed to be a fun event.

In years past, the autocross portion had all cars running in the same class, with all cars using street tires (this is called fair!). If you think I look bad running against Ken Browning or Ken Kincer in E/S, you should see me running against an A/M Mini! The BMW Club put on the autocross portion this year and we used an index based on average times of CPS autocrosses throughout the year and allowed cars to run their normal SEVSCO classes and use race tires if they wanted.

The day of the event dawned clear and not too cold and found the teams assembled at Montgomery Wards' in Hampton for the start of the rallye portion. The rallye, incidentally, is run classless, that is, everybody - equipped, unequipped, and seat of the pants all compete against each other in the same class (this is called fair!). The better part of an hour was spent going over the generals, reading corrections and questions and setting our watches (why, I don't know, it seemed like the thing to do at the time). We started the rallye, completed the odometer check (about 20% off) and started the first leg. That was our first mistake. Many hours later we returned to Monkey Wards, not because we completed the rallye (nobody did), but because we knew where it would end. I will not heap further abuse on OD Gary Bell, suffice it to say that this typifies the kind of rallye I don't like. Questions and protests were answered by the phrase, you should have known. . . .

The autocross was put on by OD Drew Jeffreys and the course was set up and ready to go when the cars returned from the rallye.

It was intended that the first car ready to run the autocross would run the autocross first, that way if car #1 got lost on the rallye, the autocross would not be delayed. Well, PSCC wouldn't hear of this, so we went back to the numerical order method. As things worked out, car #1 did get lost on the rallye and was near the last to return. Guess who was car #1, ME! Never again! There I was with three autocross tires, one street tire, not enough air, an oil leak and everybody is yelling that I am holding the event up. I am afraid that I resorted to my Anglo-Saxon vocabulary and made a jack___ of myself. The autocross itself was good, the fastest course I have seen at this location. I found my 1600 redlined in second gear for what seemed like an eternity three times each run. Following my very enjoyable runs I helped work the course as did some people from VMSC, AMSC, and PSCC. The rest of the workers were all BMW members who froze their ___ off standing in the cold.

The index method worked very well this year and should be used for future events. I don't see why a similar system can't be used for the rallye.

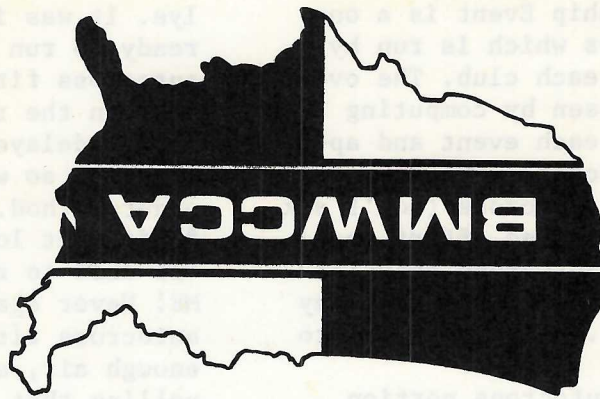


Yes, Comrade, The Police

Drive a BMW in Moscow and you can draw a crowd even if you are a policeman.

The Russian government was so impressed with the Bavarian demonstration of the 520 and 3.0 sedans in police trim at a recent trade fair that they simply took over all eight show cars on the spot and put them into immediate service. I would imagine the patrolmen are happy enough to get out of those Voigas.

1974 SEVCO Championship Event
by Dave Gorrill



BEY EM VEY CORP.

P.O. BOX 62145

VA. BEACH, VA. 23462

The SEVCO Championship Event is a day rally and auction which is held in the form of four cars from each club. All winning club is chosen by drawing (including positions in the event) giving a 50-50 (with 50 for the rally and 50 for the auction) as to why. All of this is done sides nothing, not the rally and not the auction. The rally were decided months ago and be a fun event.

In years past, the auction portion had all cars running in the same class, with all cars using street tires (this is called later). If you think I look bad run-ning against Ken Browning or Tom Kiser in the SEVCO Club put on the auction portion this year and we need an index based on average class of CPS automobiles through the year and allowed cars to run their normal SEVCO classes and use race tires if they wanted.

The day of the event dawned clear and not too cold and found the teams assembled at Montgomery Ward's in Hampton for the start of the rally portion. The rally, incidentally, is run classless, that is, everybody - equipped, un-equipped, and with of the parts all compete against each other in the same class (this is called later).

The better part of an hour was spent going over the general, reading corrections and questions and setting out watches (why I don't know, it seemed like the thing to do at the time). We started the rally, com-pleted the odometer check (about 102 off) and started the first leg. That was our first mistake. Many hours later we re-turned to Monkey Wards, but because we completed the rally (nobody did), but because we know where it would end, I will not hang further chains on my back. I will suffice it to say that this type of rally kind of rally I don't like. Questions and processes were answered by the phrase, you should have known.

The auction was put on by GM Peter Jeffrey and the course was set up and ready to go when the cars returned from the rally.