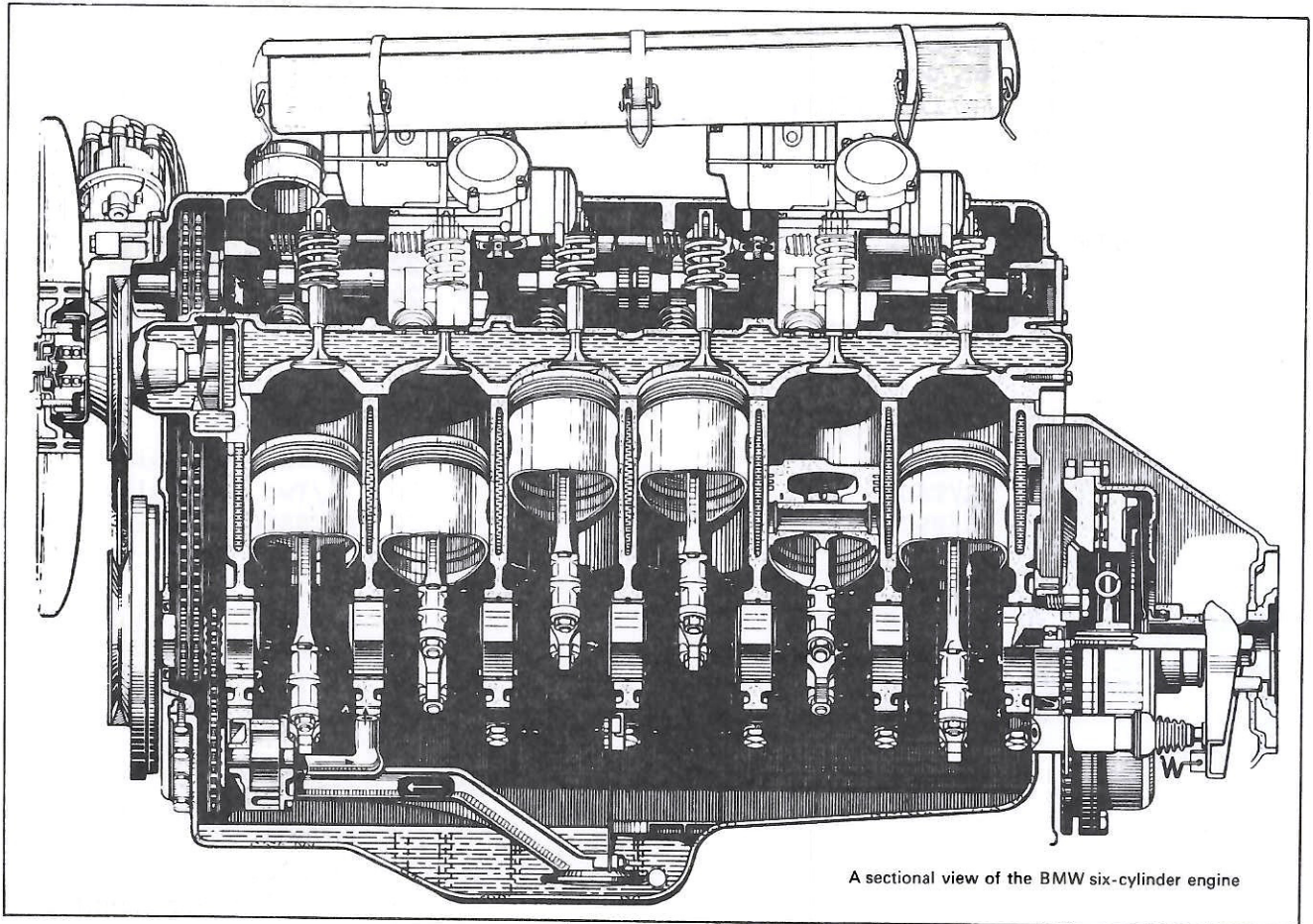




das Krummet



A sectional view of the BMW six-cylinder engine

January and/or February 1974

SEVSCO

1974 Schedule of Events

Jan.	6	AC/TSCC	Jul.	7	AC/TSCC
	13	AC/TACH		14	SEVSCO PICNIC
	20	AC/PSCC		21	AC/BMW (CPS)
	27	R/AMSC		28	R/AMSC
Feb.	3	AC/TACH	Aug.	4	AC/TACH (CPS)
	10	AC/TSCC		11	R/PSCC (CPS)
	17	AC/TOC (CPS)		18	AC/AMSC
	24	R/PSCC		25	R/CRM
Mar.	3	AC/TACH			AC/TSCC
	10	AC/AMSC	Sep.	1	AC/PSCC (CPS)
	17	AC/SSCC (CPS)		2	AC/PSCC
	24	R/CRM (CPS)		8	R/AMSC
	31	AC/BMW			AC/BMW
Apr.	7	R/BFMC		15	AC/BFMC
	14	AC/ TOC			R/TSCC
	21	R/TSCC		22	R/SSCC (CPS)
	28	AC/BFMC (CPS)		29	AC/BMW
May	5	R/TOC	Oct.	6	R/TOC
	12	AC/AMSC (CPS)		13	AC/BFMC
	19	R/SSCC			R/PSCC
		AC/TSCC		19	R/Two Day Rally
	26	AC/PSCC		20	R/Two Day Rally
Jun.	2	R/CRM		27	AC/SSCC
	9	AC/TSCC (CPS)	Nov.	3	R/CRM
	16	R/TACH (CPS)			AC/PSCC
	23	AC/SSCC		10	AC/BFMC
	30	R/AMSC (CPS)		17	R/TSCC (CPS)
				24	AC/TACH
			Dec.	1	R/BMW
					AC/AMSC
				8	AC/TOC
					R/PSCC
				15	Championship Event
				22	AC/Date not taken
				29	R/Date not taken

NOTES:

The event listed first on a particular date is the official SEVSCO event. All other on that date are conflicting events.

So far no club has expressed interest in staging the Two Day Rally or the Championship Event. If no club puts on the Two Day Rally, AMSC will stage an autocross on Oct. 20.

Jan. 13, Feb. 10, and March 10 were originally scheduled to be rally dates but since no club chose to put on a rally on those dates, they will have autocrosses instead.

PRESIDENT'S COLUMN

By Dave Cottrell

My first official act will be to thank last years officers for the fine job they did in guiding the club. It looks like 1974's Board of Officers will retain much of that experience and expertise with Rusty Barton moving from President to Activities Chairman and Dave Pritchard returning for another year as Treasurer. Our new Vice President, Ken Browning, has long been one of our most active members. Patty Sullivan will take over from Janis Barton as Secretary, but Janis will continue as typist for the newsletter. Jim Craig will also continue as newsletter editor in addition to his duties in the National Club. So now we get to the office of President; what am I doing here?! It looks like I will be home for more than two weeks in a row for a little while, so I can start to practice what I have been preaching. It is a big job, but I am sure I can count on everyone for support.

As the incoming president, I would like to give some of my ideas on problems confronting our club. I will do this in a series of articles - one each month until I am finished.

Problem #1 -- Active Members

When the club was founded, there was a great rush to get members to join. There were many reasons: (1) to get money for operating expenses, (2) to get enough members to become a chapter of BMWCCA and, (3) in general, to have every BMW driver in Southeastern Virginia "belong" to our club. This approach gained us the largest "paper" club in the area, but we found our membership wanting when we needed warm bodies to do some work. Lack of active members is still a problem and in all probability will continue to plague us. I feel that the membership procedure in use for the past year will provide us with members who are at least interested in the club and this is what we need. I certainly do not expect a traveling man or woman or a military man, just back from a cruise, to give up time with their family in order to set up pylons for an autocross, but if volunteer workers aren't sufficient to do the job, I will not hesitate to do some telephoning. I think that above all, we need to remember that this is a club, not a business or military organization. I

have found, as others have found, that we enjoy ourselves more and get the most out of the club by participating in club activities. It's not enough to just read the newsletter each month and flash headlights when we pass, we need to jump into club activities and have fun together.



ACTIVITIES

By Rusty Barton

Greetings from your new Activities Chairman. I will endeavor to present a schedule of future events, perhaps comment on past and future happenings, and general activity related banter in each issue of Das Kummet.

The last SEVSCO meeting was held at Vic and Terry Shunkwiler's home on Dec. 14. It was a dousy, lasting until past midnight due to elections and determining the event calendar for 1974. Phil Young of the Andiamo Motor Sports Club was elected Chairman of SEVSCO. His first appointment was Don Synder of the Tidewater Sports Car Club, to be Autocross Committee Chairman - a good choice. For our part, Dave Cottrell and myself will be our club's representatives.

We have agreed to stage four autocrosses - March 31, July 21, Sept. 8, and Sept. 29. The July 21 autocross is a CPS event and the Sept 8 autocross is in conflict with an AMSC rally on the Peninsula. We also chose to put on a gimmick rally on Dec 1 which will conflict with an AMSC autocross. I've got dibs for OD of the CPS autocross, but we need volunteers for the other events - so think about it.

I hope this year we can interest more of you in putting on varying activities. Some of you who want to have a drive-out, well, why don't you plan one and do it!! Of course we will need volunteers to host tech sessions and a few parties. It would be nice to have more tech sessions followed by picnics during the warm months. If anyone has any ideas for any kind of activity, please let me know about it.

Herewith the schedule for Jan. and Feb.

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Location</u>
<u>Jan.</u>			
6	Autocross	TSCC	Janaf 10 A.M.
13	Autocross	TACH	Wickes 10 A.M.
15	Meeting	BMW	Janaf Library 8:00 P.M.
20	Autocross	PSCC	Mont. Wards Hampton 12 Noon
27	TSD Rally	AMSC	F&M Bank at In- tersection Rt. 143 & Rt. 17 12 Noon
<u>Feb.</u>			
3	Autocross	TACH	Wickes 10 A.M.
10	Autocross	TSCC	Janaf
17	Autocross-GPS	TOC	?
19	Meeting	BMW	Janaf Library
24	TSD Rally	PSCC	?

FEBRUARY TECH. SESSION

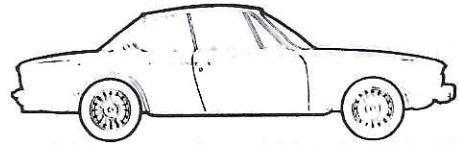
The February tech session will be held at 12 noon on Sat., Feb. 9, at the Cottrells' home in Virginia Beach (3749 Historyland Dr.) Call Dave or Mary at 340-6284 for directions if you need them.

MONEYMONEYMONEY

Dues Are Due!!

As in the past, dues for our chapter of BMWCCA will be \$10. per family, irregardless of the number in the family. This money is due as of January 1, 1974. Please bring your dues to Dave Pritchard, 920 Elm St., Norfolk, Va., 23513.

For your information, dues to the National Club are \$5. for present members and \$10 for new members. The BMWCCA will, as in the past, bill present members separately for their National dues, but we collect your local chapter dues.



Editor's Column - or Up Against the Wall You Non-Contributors

By Jim Craig

This column is being written before I've actually tallied up the amount of material available for inclusion in this issue of dK. But it will be a thin one! Of that I'm sure. Why? You. -- Unless your name appears after the title of an article in this issue. I know the holiday season is a busy time of the year, but how long does it take to write a short article? Not long. And face it folks, some of the tried and true authors are getting tired. Overwork!

A good newsletter takes a lot of time, a lot of work, a fair amount of skill, and a lot of people. People doing many things: typing, proofing, layouts, cutting & pasting, collecting, addressing, stamping, and mailing. No small-scale effort. Writing and typing aside, a typical issue takes about 10 hours or so to produce. Triple that when you add in typing. As Editor a lot of these tasks must be done by myself. Now maybe my attitude is wrong, but I do not feel obligated to both write and edit the newsletter. Maybe I could, but not at this time. My duties are to obtain articles, see that they're typed, layout the master copy, have it printed and then mail it out.

To those who help - my sincere thanks. Sandra Craig, former typist; Janis Barton, present typist; Rusty Barton, proof reader and contributor; The Cottrell's contributors and assemblers; John Cummins, contributor; The Vacks, contributors and assemblers; Collis Ackiss, contributor.

To those who don't help - if you expect a quality newsletter the first of every month, get off your ass! And until you do get off it, stay off of mine!!

In short, Pete Vack smilingly said, "You'll see". I do. I'm not bitching, - simply pleading. When I start bitching, I quit!

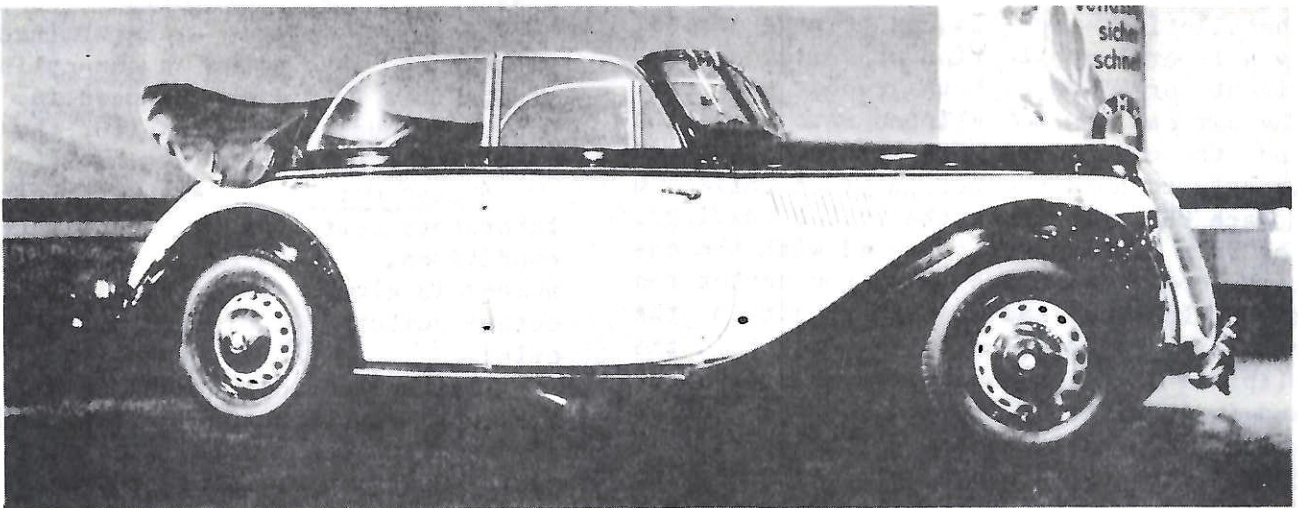
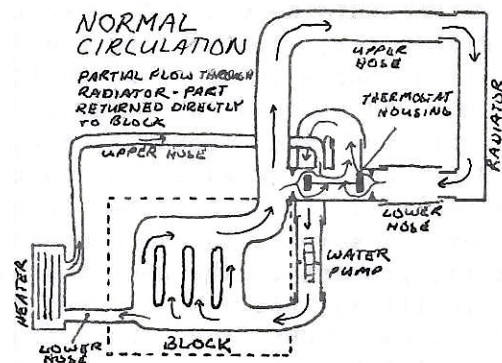
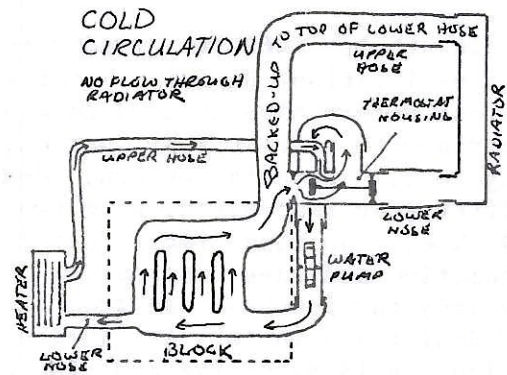
TECH TIPS

COOLING IT IN THE COLD

By Richard Muller

The BMW cooling system is among the best. Its primary advantage is that the coolant in the radiator can't freeze-up while being blasted through sub-freezing air. In the conventional system, heat is being removed so rapidly from the coolant in the radiator that, if there is insufficient antifreeze in the system, ice is formed, thereby blocking flow; then circulation is restricted to the block alone, and the engine overheats. You're stuck until the radiator warms-up from residual heat in the engine compartment; then you can proceed.....slowly.

From BMW we are endowed with a double action thermostat which does not allow circulation to proceed in the block alone when the coolant is hot; all the coolant flows directly from the block to the radiator, through the thermostat housing, the water pump, and back to the block. This keeps the radiator clear of ice before the freezing process gets a chance to begin. These diagrams (prepared from the six) should give a better explanation of what's happening; they may also help in problem diagnosis. When I finally figured it all out, it was a revelation.



One of the largest pre-war BMW sixes, the 335 of 3.5 liters and 90 hp. Special four-door cabrio body.

To Sway or Not To Sway
by Dave Cottrell

In their infinite wisdom and after much vacillation, Bavarian Motor Works and Hoffman Motors have decided to equip their Bavaria with a front sway bar but no rear sway bar. Bavaria owners, desiring a stiffer rear suspension, have two choices, (1) They can take their car to Da'Lan Automotive and have one custom fitted, or (2) They can purchase one from their local BMW dealer and install it themselves. As choice one is expensive and time consuming and choice two is merely expensive, I will outline the steps to be taken for choice two.

I contacted Mac at Davenport Motors and we went through his parts catalog to see what options were open to us. There are many sway bars which might fit, but since Mac said he wouldn't take it back if it didn't fit, I stuck to the standard rear sway bar - 18mm. The bar itself cost \$24.45 and associated hardware and tax brought the total cost to \$42.82. (May 1973 prices). In addition to the above equipment, I also bought 6-8 large washers to act as spacers in case everything did not fit properly. The use of a lift greatly simplifies this job. I used the one at NAS Oceana Hobby Shop, but non-military types will have to try a gas station or go the jackstand-creeper route.

Once under the car it is fairly obvious where everything goes, the holes and brackets are already there. The rubber bushings should be slipped on the bar before installation and this can be made easier, by a liberal application of silicone lubricant or WD-40 to both rubber and bar. The bar can now be slipped into position and the end bolts with bushings fastened loosely to hold the bar in place while you attach the clips over the rubber bushings. The only difficulty connected with the entire operation comes when you center the rubber bushings and attempt to attach the retaining clips. The bolts which hold the clips to the suspension are sort of short and it is difficult to compress the rubber enough to start a nut on the bolt. I found it handy to use a pair of large vice-grips to hold the clip up while I fastened the bolts and nuts. Once the rubber bushings and clips are in place tighten the end bolts and you are done.

The tools required for this job include a metric wrench set, a pair of vice grips and a can of silicone lubricant. The finished produce looks like it belongs there (as well it does) and will stabilize the rear suspension for brisk driving and carrying heavy loads.

Octane: Choosing the Right One For Your Car!

Octane is just one of many properties of gasoline. It is a measure of how smoothly a gasoline burns in an engine, and therefore a measure of how likely it is that a gasoline will cause a harmful "knock" or "ping" in an engine because of uneven burning. The higher the octane number, the less likely it is that the engine will knock.

Octane was originally measured on a scale of 0 to 100, with 100 octane gasoline having the same antiknock properties as a fuel made up 100 percent of a compound called iso-octane. During World War 2, however, gasolines with antiknock properties better than pure iso-octane were developed, with the result that the research octane numbers assigned them exceeded 100.

There are two ways that octane is measured in the laboratory:

Research Octane - Determined by a laboratory test using a one-cylinder engine. This is the number used in current owners' manuals. It is also the number most familiar to motorists.

Motor Octane - Also a one-cylinder laboratory test, but run under more severe conditions. Therefore, the motor octane number is always lower than the research octane number for a given sample of gasoline.

Neither of these tests is an accurate predictor of the actual octane performance of gasoline when burned in an engine under road conditions. However, when the two tests are averaged, the result is a fairly accurate measure of actual road octane. This fact has resulted in a third, more accurate measure of octane.

Antiknock Index - An average of Research Octane and Motor Octane, therefore referred to as $\frac{R+M}{2}$ (Research Octane plus Motor Octane, divided by two). This is the number posted on gasoline pumps under the Cost of Living Council's Phase IV regulations. It is always lower than the research octane number for a given sample of gasoline.

Why Your Owner's Manual May Recommend The "Wrong" Octane

The octane recommendation in all current owners' manuals is based on the Research Octane test. The octane number posted on gasoline pumps uses the Anti-knock Index system. Because of this, it is necessary to convert the research number on the pump. Here's how:

If your owner's manual recommends a Research Octane of:

91	87
95	90
98	93
100	95
102	97

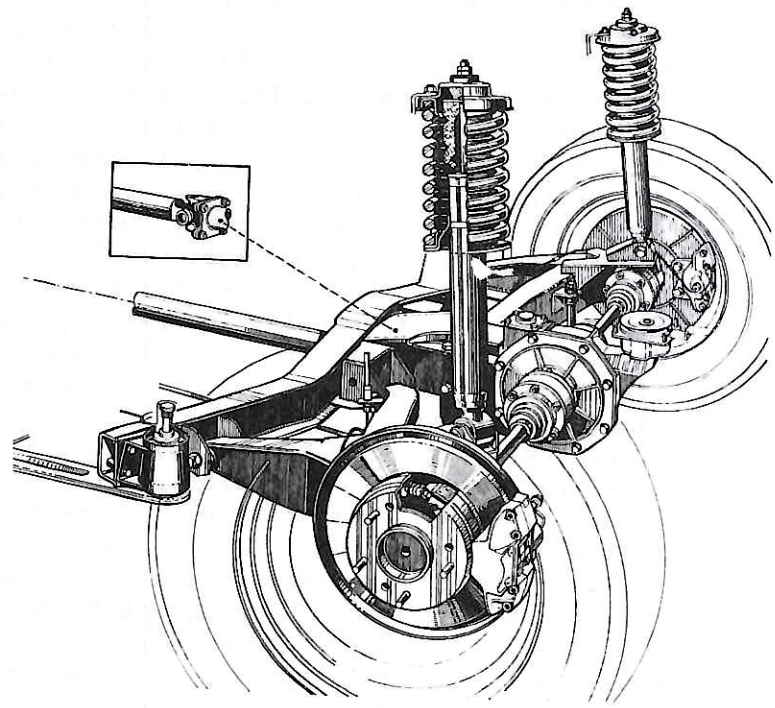
You should try a posted octane (Anti-knock Index of:

To Wipe or Not To Wipe
by Rusty Barton

Contrary to another club member's experiences, I've had bad luck with the new Fram windshield wipers. They do a very good job of wiping but are constructed of thin plastic that just wasn't up to the job on my car. The villain is the part that attaches the wiper blade holder to the wiper arm. This part has two plastic tabs that straddle and snap onto the wiper blade holder. These tabs are simply too thin and broke no less than four times on my car before I finally gave up on them.

For those of you who (like me) dig the appearance of black wipers, Millers Dept. Store sells another black plastic brand called "Live Edge" manufactured by Roberk Co. These wipers are of much stouter construction than the Fram units and so far have not self-destructed on my car. There is one catch, though; the rubber blade itself is too stiff to do a good job of wiping, so I simply replaced the "Live Edge" blade with a Fram Blade refill which fits perfectly and now everything is finally the way I want it.

By the way, for those of you who prefer the appearance of the stock BMW wipers, Fram blade refills fit perfectly and do a better job than the stock units. Fram refills are available at GEX Dept. Stores.



ACHTUNG! ACHTUNG!

Due to a vote of the members at the Jan. meeting, our regular meeting time has been changed from 7:30 PM to 8:00 PM effective at the February club meeting. We feel that this will make it more convenient for most members to make it to the monthly club meetings.

Parts Store

- Artie McCormick has available at club discount prices the following items:
- Transmission Oil
 - Oil Filters (4 & 6 cyl. cars)
 - Spark Plugs (NGK)
 - Various Fan Belts
 - Various Hoses
 - Points - 1 set for 4 cyl.
 - Plus Various Other Junk!

The SEVSCO Championship Event, or
"You've Got To Be Kidding, This is a Road?"

By Rusty Barton

It seems like years ago but its actually only a few weeks ago that four shivering, wet BMW's occupied by 8 swearing drivers and navigators wallowed their way through SEVSCO's 1973 Championship Rally/Autocross on Dec. 16. The eight unfortunate who braved one of the most miserable days, weather wise, all year were Jim Craig, Tom Sundstrom, Ken Browning, Artie McCormick, Rusty Barton, Dave Cottrell, John Cummins, and Janet Cummins.

For the unaware, the Championship Event is the controversial inter-club, one day competition wherein each SEVSCO club fields a 4 car team to compete in a one class rally and one class autocross. Since the rally is all one class you can have cars equipped with electronic computers that do everything but serve you coffee, competing with totally unequipped cars. In the autocross you have Mini-Coopers running against Opels, not to mention BMW's. Despite these glaring inequities the event has been well supported and is usually fun to participate in.

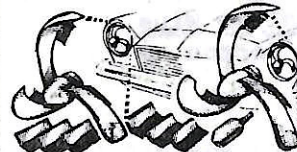
This year, Andiamo Motor Sports Club hosted the event and they did a comendable job considering the gas shortage and the weather. Oh yes, the weather. You may not remember the weather that day but I'll never forget it. It started off cold and then began to rain as the rally started. Now rain doesn't normally have much effect on a rally (unless you're a check point worker) but we found out the hard way just what rain can do to a rally when one of the roads is a sandy, Georgia clay covered one lane back road. What was a nice friendly dirt road when it was dry, turned into an icy slick monster when it got wet. When Dave and I arrived on the scene we found one car already spun around, off the road. After we helped them out, I had to have a push to get going again. From what I've heard, numerous cars got stuck on that quagmire of a road and AMSC ultimately through that leg out of the scoring. By the way that clay sticks like glue to the underside of a car - Jim Craig is still grumbling about the mess on his car's bellypan.

The rest of the rally was uneventful although we got lost an unmentionable number of times. Out of 30 cars entered Jim Craig and Tom Sundstrom finished 10th, Rusty Barton and Dave Cottrell finished 17th, Ken Browning and Artie McCormick came in 20th, and the Cummins finished 30th.

By the time the autocross was to begin, it was bitter cold and pouring rain. AMSC wisely decided to run all cars once before the weather and darkness caught up and as it turned out, that was a good decision. Your club stallwarts finished - 6th, 9th, and 18th with Rusty Barton 6th, Jim Craig 9th, and Ken Browning 18th. Overall our club finished 5th out of the 8 clubs participating. With a better showing in the rally we could have placed higher - just wait til next year!

Thanks must go to Phil Young and Curt Scoonover of AMSC who bravely stuck out the day and organized the event. I enjoyed the day despite the weather but I'm still scraping clay off the bottom of my car!

HEADLIGHT WIND WIPERS
AUTOMATIC HEADLAMP CLEANER



Muddy, dusty or filmy headlights can cut your nighttime visibility in half. These specially shaped, 3-blade nylon propellers move with the wind to automatically keep headlights clean. Staggered nylon brushes cover all the contours for a complete cleaning job. Easily attached with extremely strong, specially formulated glue (included). With 6 extra blades. Fit all round domed headlights.
88-6309 - Shpg. wt. 2 lbs. Pair \$2.98

Want Ad:

For Sale:

4 Opel wheels, 13"x5", fits 1600 and 2002, \$8. apiece or all four for \$30. Call Rusty Barton 489-8945.

For Sale:

2 BMW wheels split to 13"x5½". \$8. a-piece. Call Rusty Barton 489-8945.

Wanted:

Slightly used front and rear sway bars for 1600 or 2002. My price is cheap, what is yours? Call Dave Cottrell -

340-6284

Being your hostess for the BMW Christmas party this year was great fun since I had so many wives who helped furnish the table with goodies. Several wives and husbands have requested my recipes for the stuffed mushrooms and the crab wontons. I am glad to pass the recipes on - for those who did not come to the party, I recommend you try these to see what you missed.

Both of these can be used as an appetizer with a drink or as part of a dinner meal. They both also can be made early and put in the refrigerator until time to cook and serve them. And finally, they both are fast to cook and are best when served warm from the stove.

Stuffed Mushroom Caps

Purchase fresh mushrooms that are a medium to large size. Rinse them in cool water to remove any dirt. Gently take the stems out of the mushrooms.

In a bowl mix:

- 3 oz. package cream cheese - softened
- 2 Tablespoons butter - softened
- 1 Tablespoon parmesan cheese
- 1 teaspoon onion salt

Chop up (very fine) the mushroom stems.

Add this to above mixture.

Spoon the mixture into the mushroom caps (probably 15 to 20 medium size).

Sprinkle top with additional parmesan.

Place on a rack and put under a broiler for about 6 minutes or until the cheese becomes brownish on top.

Serve hot.

This recipe will make approximately 100 wontons.

In a bowl mix:

- 1 pound cream cheese - softened
- 1/2 t. garlic salt or minced garlic
- 1/8 t. worchestershire sauce
- 3 drops Tabasco
- 1 t. white pepper
- 2 t. salt

Add crabmeat - 1 pound frozen canned or preferably fresh.

Blend this quite well.

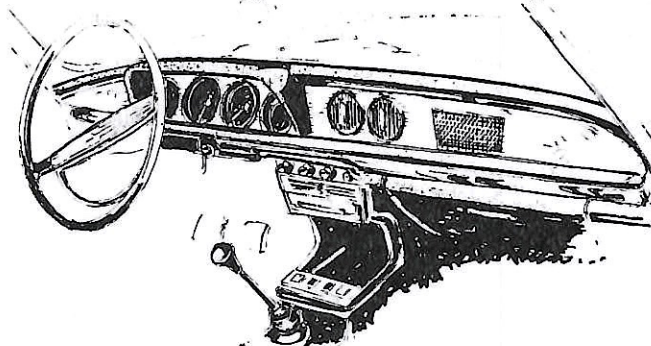
Place about 1 teaspoon of mixture in the center of each wonton cover. Fold opposite corners over and stick them together with extra cream cheese. Fold over other two corners and stick them together - you will end up with a little square package full of crab mixture.

Deep fry these in hot oil for about a minute on each side in a frying pan or about three minutes in a fryer. Remove when golden brown and serve hot.

There is one slight problem to be solved when making the wontons - where does one buy the thin wonton covers? In the Tidewater area, I know of only one place to purchase them..... at the Norfolk Noodle Factory just off of Brambleton Avenue at 313 Reservoir Avenue.

The Tidewater Mushroom farm is an excellent place to purchase your mushrooms.. off of Diamond Springs Road at 5841 Bayside Rd.

Try these out on your next guests and see if they don't think you are a real gourmet cook.



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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