



das Krummet

BMW's Blast Riverside

BMW, Stuck Storm Laguna Seca



The Redman/Moffat BMW on its way to victory

Bob Harney

BMW Blitzkrieg



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		

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

Twenty one people! Our biggest meeting so far this year. And with Jim Craig's center bearing blues and Jim Rhyne's and Dave Cottrell's slides from Road Atlanta, one of our best.

I want to apologize to those who showed up for the gimmick rally that we are postponing to the 21st (now 28th) of June for not making more of an effort to get people out, but as those who came know, the evening wasn't a total loss, thanks to the Mercurios' hospitality. Before we were sure of calling it off, in fact as soon as the first car arrived, and it looked like it might be run, I felt like I was going on stage before a band of critics eager to show me where all the mistakes were. The state that unfailingly comes to mind as to how I felt at that moment is that of pregnancy. A pregnancy of the mind? At any rate it was never delivered.

I want to mention again that when we use Military Circle again (June 22) we must stay clear of the C&P and IRS lots. MC is it as far as places to run go and we must tread lightly or autocrossing may become a thing of the past. Scenarios develop in the mind . . . One Sunday, the Corvette Club runs a demolition derby at MC and ends it all. Mysterious parking lot bombings happen sporadically at first but increase as small cars are seen by scattered witnesses speeding away from the bomb sites. The Eleven O'clock News reports that telephone threats have been received from a heretofore almost unknown group. The letters S-E-V-S-C-O take on a new and dramatic image. Then there are kidnappings.

But seriously folks, we are like the man in the well known boat up the well known creek, no paddle, sails, or motor, to steer us from an untimely end, unless we and everybody else are very careful in the future. Tidewater could become the rally capital of the East Coast.

Dave Pritchard



MINUTES

The May meeting was called to order at 8:05 PM by President Dave Pritchard.

Secretary, Janis Barton read the minutes. Treasurer, Steve Mercurio, reported a balance of \$108.16 in the treasury. Dave Cottrell gave the activities report and reported on the SEVSCO Autocross Committee meeting where it was clarified that the stoppwatch being used to back up the electronic timer is to be running for each driver's run. Also, in the case of re-runs there is to be a 5 minute minimum interval between runs.

Clarification was made on other than stock seats - they can be used as long as they do not lighten the car.

The Town & Country Gimmick Rally has been rescheduled to June 21 (since changed to June 28).

Jim Rhyne made a motion that a committee be appointed by Dave Pritchard to look into this year's Mini-fest.

Dave Cottrell and Dave Pritchard explained briefly the club points system.

There was no Old Business.

New Business:

Steve Mercurio told us that Crossroads Auto Supply will offer a discount to SEVSCO members. They are located in the Indian River Shopping Center.

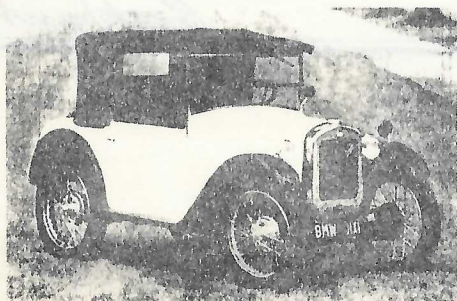
Jim Rhyne told us that Culpepper Radiator bought all the factory parts from Smith Corner Motors and is offering them for sale. They are on Airline Blvd. in Portsmouth.

Jim Rhyne said that Tidewater Sports Car Club has been complaining about recent SEVSCO events so a special meeting will be held at Cottrells' on May 23rd.

Jim Craig presented his talk on drive shaft center bearing replacement.

Twenty three people, including 5 guests were present for the meeting which was adjourned at 9:30 to the Village Inn Pizza Parlor.

Janis Barton



CLUB ACTIVITIES

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Info.</u>
June 1	Gimmick Rally	AMSC	"Bluefoot Rally". Stars at F&M Bank, Rt. 17 & Jefferson Ave.; ends Gosnold's Hope Park, Hamplton. Picnic follows the rally - SEVSCO Picnic. BYO food & drink, grills provided. Reg. 12PM, FCO 1:00PM. \$2.50 non-SEVSCO, \$2.00 SEVSCO, \$1.00 cross Creek. OD Ann Stanfield. 851-6344
7	Gimmick Rally	TSCC	"Dirty Rat". Reg. 6PM, FCO 7:01 PM. Starts Zayres on Little Creek Rd. Bonfire party follows with beer - all you can drink for \$1. OD Jim Navary 587-8663
8	Auto-X CPS	TSCC	"R.A.T." (Race Against Time). Zayres on Little Creek Rd. OD Dave Hinde 623-1214. Special awards for FTD, fastest big stock, fastest little stock and best overall ("Dirty Rat" and "R.A.T.")
14	Drivers School	BMW	Sponsor is actually the National Capital Chapter of BMWCCA. Summit Point Raceway, Summit Point, W. Va. Open only to BMWCCA. See Dave Cottrell for details 340-6284.
14	Picnic	EVZCC	Thats Eastern Va. Z Car Club! Princess Ann Park shelter #2. 12 noon. Non members BYO food & drink; free to members.
15	Rally	EVZCC	"Virginia Safari". Starts at Bob Crumpler Datsun, Airline Blvd. Portsmouth. OD Chris Goodwin 486-8144.
17	Meeting	BMW	Janaf Library 8 PM.
28	Gimmick Rally	BMW	"Town & Country Rally" Starts Village Inn, Reg. 6PM, FCO 7:01. \$3.00 SEVSCO, \$1. off

Activities, con'd

- 22 Auto-X BMW cross creek. OD's
Dave Pritchard 855-
6186, Steve Mercurio.
"Bride & Groom III"
Military Circle op-
posite C&P. Reg. 10AM
FCO 11AM. \$4. non SE-
VSCO, \$3. SEVSCO, \$1.
off cross creek. OD
Rusty Barton 393-0235
- 29 Auto-X TACH No info.



TECH TIPS

Caps

by Richard Muller

I recently discovered that my old abandoned gas cap is totally interchangeable with the oil cap (2500). One implication is that, should the oil cap detach itself, a lot of engine compartment clean up could be saved, if the tank and the foot are both light (unlikely situation), by using the gas cap until a replacement is obtained. For me, I'll stick the old gas cap in the trunk for insurance. Some day I'm really going to bother someone when I put the locking gas cap on the cam cover.

Valve Adjustment Hint

reprinted from the Conn. Valley Chapter newsletter, "Die Zeitung"

Sears sells under their Craftsman trademark a set of feeler gauges that have a 45° offset in the blade. They have metric sizes on them and make for very easy and accurate valve adjustment. The part number is 9-40802 and they retail for about \$2.69.

MAJOR UPSETT



Welcome New Members!

Scott Wash, 1211 Mallicotte Ln., Newport News, 23606, 599-6399

Alan W. Syler, 3241 Yorkborough Way, Virginia Beach, 23456, 427-5383

COMPETITION

Road Atlanta April 20th
by Dave Cottrell

There I was freezing my fern off, OD'ing an autocross and Mike Silverman comes up and says, "let's go to Atlanta for the IMSA race". After the 1001 reasons I couldn't go had been taken care of in my mind (about 2 sec.), I said, "why not"! Bob Wayne of TSCC volunteered his Caddy and his services as driver, Jim Rhyme chipped in his camper, I brought my CB radio and we were set. Let me tell you, not only does a Caddy get half the gas mileage as a BMW, but the gas tank is twice as big. It was enough to give a Ti owner a heart attack. One thing about that car though, it is comfortable, we ended up living in it for two days.

The trip down and back really brings forth the value of a CB radio; we knew where every police car was miles in advance and the chatter tends to keep one alert during those wee hours like 3 and 4 AM. We didn't speed in that gas hog, but it would have been a dull 12 hours each way without the entertainment.

The weather was great, not too hot and not too cold. We straggled into the track about 9 AM, a mere 12 hours after our departure from Va. Beach. After setting up our trailer, we proceeded to the pits to see the race cars. The worst thing about the whole weekend was listening to Silverman muttering to himself over and over, "I never saw so many BMW's in my life"! It was like a gathering of the clan, more CS's, Bavarias, 3.OS's, Tii's, etc. than you could shake a checkbook at. The race cars were nice too!

BMW Motorsport and Miller and Norburn were set up side by side along the edge of the track and the rest of the pack were over in the boonies at the back of the pits. The BMW team was very impressive- no running or shouting or waving of the arms, just professionalism. Talk about equipment, they had ten spares of everything and a machine shop if they needed to make anything. The parts cars - for going into town for more beer or girls or whatever were two Bavarias painted like the race cars!

The actual races were on Sunday with qualifying on Saturday afternoon. Quali-

fying saw the most spectacular BMW crash when Hans Stuck found himself at the end of the long straight trying to slow down on someone else's oil. He bent the rear of the car something awful and was out of the race for sure.

On Sunday Sam Posey ran the other car only to have the front hub break at speed during the first of two heats. The car was repaired, but it was decided not to run it as chances for a good final position were not good. The race turned into a Porsche parade due to sheer weight of numbers. The car to watch it seems is the All American GT Monza which is about as much a Monza as I am Stirling Moss. The car was running away with the race when it had a physics lesson with a Camaro (two objects cannot occupy the same space at the same time comfortably).

The RS race (Goodrich Radial Challenge - Ed.) was exciting with Hornets, Gremlins, Alfas, Colts, Datsuns, Opels, Mazdas, and of course BMW's battling it out on street radials (usually BFG T/A's). The 1600cc cars could run open carburetion while the 2000cc cars had to use stock carbs. The race boiled down to the usual leaders, Nick Craw in his 2002 and Amos Johnson in his Gremlin. Johnson got the checkered flag by just a bit, with a little help from an Alfa. He couldn't pass Craw on his own, but by drafting the Alfa he could catch up and slingshot past. A really close contest.

The next time Mike or I come up to you and ask you to go to Atlanta to the races, don't hesitate as long as I did. Go!

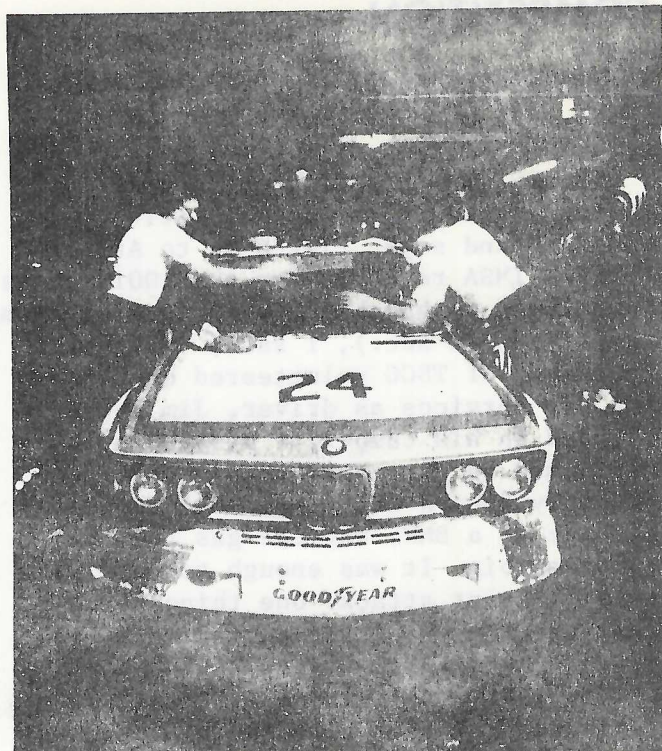
Ed. Note: As you can see from the cover, the BMW team made up for Atlanta by taking the next two IMSA GT races at Laguna Seca and Riverside . . . Blaaaaaha Porsche!



AMSC Pylon Panic Autocross

by Dave Cottrell

This CPS Event was put on by Andiamo Motor Sports Club at their new Mason's location in Newport News. The course was fairly straight forward with some rough spots and obstacles to keep things interesting. The event took on the aura of a demolition derby with no less than four cars broken (some more than others). Jim Rhyne broke both axles on his Super 7 and a lady tried to do body work on her Fiat 850 with a light pole (the lady was OK, thank goodness, the car and pole were not so lucky). Throw in a broke Jag, a blown head gasket on a Datsun, and a few other sundries and you get the idea! The competition was pretty close in E/S with Rusty Barton taking second in his Tii, yours truly in forth with my 1600Ti, and Ken Browning in fifth with his 2002Ti. Jim Rhyne tried a Mini after his first run DNF and finished fifth in A/M.



PSCC Spring Loop VII

by Dave Cottrell

Spring Loop VII was one of those courses which was better than it looked with a loop at both ends of the Montgomery Wards mini-lot. The 1600 was running fairly well and I had installed my rev limiter after two bouts with blown head gaskets. Mark Wilson's Capri took E/S as usual with Mike Silverman 3 sec. behind in his 2002Ti. I managed a third and Eric Thompson came in fifth in his 2002. Marsha Thompson made the trophie list with her third place finish in Ladies Class.

This just wan't Jim Rhyne's month as he tried to put a rear fender from his Super 7 into orbit on his first run. He did better on his next run with a third place finish, missing FTD by a pylon.

HELP!

As you can see, if it weren't for Dave Cottrell we wouldn't have much of a newsletter this month.

I can't print what I don't have so get those pencils going and write some articles - please!

PARTS PARTS PARTS PARTS PARTS PARTS

Two new sources for parts were revealed at the last meeting.

For general auto supplies, Crossroads Auto Parts, located in the Indian River Shopping Center on Indian River Rd. near Military Highway will give SEVSCO members a discount.

For BMW parts, check with Culpepper Radiator Service in Portsmouth at 3511 Race St. They have bought out now defunct Smith Corner Motors' remaining supply of factory parts. With a little wheeling and dealing, you ought to be able to get a good price from them, but be patient as they aren't familiar with the BMW parts system yet. It may be best to take the item along that you need replaced.



BMW 2000 CS.

SPECIFICATIONS & PREFERENCES

I. Engine.

Cyl. Head: 50.6 ± 1.4 ft.lbs. torque (cold), 4 and 6 cyl.

Valves: 0.15-0.20mm or 0.0059-0.0079in. clearances (cold), 4 cyl.
0.25-0.30mm or 0.010-0.012in. clearances (cold), 6 cyl.

Points: 0.40mm or 0.016in. gap (60 deg. dwell), 4 cyl.
0.30-0.40mm or 0.012-0.016in. gap (35-41 deg. dwell), 6 cyl.

Plugs: 0.60mm or 0.024in. gap; 18-21 ft.lbs. torque; NGK BP-6ES, Bosch W200T30, Champion N-8Y, 4 cyl. 6 cyl. cars generally the same or one range warmer.

Timing: consult sticker in engine compartment for correct RPM to set it at.

II. Lubrication.

Engine Oil: SAE 20-W-50 all year here. Castrol, Kendal, & Valvoline are all good.

Trans. Oil: Gear oil (GL-1, non-hypoid) SAE 80 or SAE 30W HD motor oil.

Diff. & Steering box oil: SAE 90 or 85/90 or even 80/90/120 hypoid (EP) oil.

Dist. Cam Lube: Bosch or Lubriplate.

Oil Filter: Purolator PC-201 (no substitutes unless it has a bypass valve) 4 cyl; hand snug to compress gasket plus ½ to ¼ turn. Puro. P-48 cartridge, 6 cyl.

III. Other Fluids.

Antifreeze: Prestone II or other ethylene glycol based (no anti-leak).

Windshield washer solvent: Gm's Optikleem is best.

Brake Fluid: Castrol LMA, Wagner-Lockheed Super 21-B, ATE Blue. Do not use others!

Coolant sys. flushing: Check product's suitability for aluminum and follow manufacturer's instructions carefully.

Degreaser: Varsol. Its cheap and it won't damage paint or rubber.

Rubber preserver: Armorall, silicon, or glycerin.

IV. Brakes, Suspension, Etc.

Lug nuts: Torque to 65 ft.lbs. (steel wheels, 4 & 6 cyl.). Consult manufacturer's recommendations for non-stock wheels.

Tire Pressures: 28psi front, 26psi rear - use an accurate gauge, 4 & 6 cyl.

	4 cyl.	TORQUING PATTERN FOR HEAD BOLTS	6 cyl.
10	4 2 6 8	front - - - >	12 8 4 2 6 10 14
7	5 1 3 9		11 7 3 1 5 9 13



BEY EM VEY CORP.

P.O. BOX 62145

VA. BEACH, VA. 23462