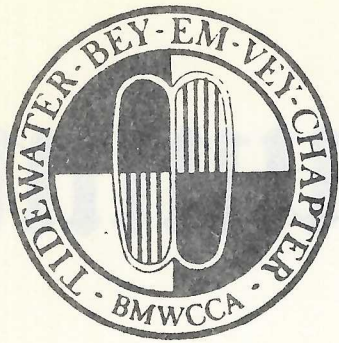




# das Krummet

MARCH ISSUE





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.804/855-6186  
Vice President.Steve Mercurio.804/420-0705  
Secretary.....Jim Craig.....804/397-6917  
Treasurer.....Brian Missig...804/340-2154  
Activities.....Eric Thompson..804/423-4489  
Chairman

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Editor.....Rusty Barton...804/393-0235

## PRESIDENT'S COLUMN

Some bearing greased,  
Some engines tuned,  
Some munchies and beer and  
dip consumed.

So went the tech session at my place on the 17th with a little emphasis on "beer consumed". In the end there were five of us left gathered around a glaring light suspended from the door of the garage exchanging speculations on the conditions of our existence that may or may not have passed for wisdom at the time. There is still some Manifest beer left for the next one, not much but enough to tide over the heartier souls who have finished the fresher provisions and no longer care what the cans look like.

The dinner meeting was very nice and a delight to all. My thanks again to Eric who recommended the "Ships Cabin". To keep this on a quarterly basis we could have another meeting in May. One of the things that pleases me most about the dinner meetings is that it brings the ladies out, a welcome and sometimes civilizing factor. When are some of you girls going to come to the tech sessions? We have soft drinks as well as beer; if you don't care to imbibe, and you can learn as much as anybody else can. Some of the single women in the club seem to shy away from these things, aware that the married club member might, feeling they'd be all alone, I suppose, and it's a shame that they should miss out on what they could learn and the work they could do.

Ken Todd has told me that slides that were taken when he and Mike Silverman were at the Daytona 24 Hours will be at the next meeting. See you there.

Dave Pritchard

#### New Discount Parts Source

Twin B Auto Parts, 7917 Hilprin Dr., Norfolk has offered to sell parts at 5% below wholesale to club members who can show their membership card. Their phone number is 480-1200.

If you go there, be sure to thank them for this most generous offer.

## About the Cover

This startling shot of the new BMW 630CS was sent to all the chapters by BMW of North America. The new model will be available in two versions in Germany. The 630 CS will be equipped with the three litre, six developing 185 (DIN) horsepower, while the 633 CSi will have a 3.3 litre six with fuel injection pumping out 200 (DIN) ponies. The price in Germany will be about 40,000 DM which works out to about 15 to 16,000 dollars or about what the 3.0 CS cost when it was discontinued.

The importer expects to introduce the American version of the new coupe during the last quarter of this year.

## Editorial

by Rusty Barton

I was distressed to learn recently that the starting date for this year's Oktoberfest is October 25th, a Monday. Apparently the event will not be run over a weekend as in the past, but during the week. Why?

Over the last couple of years Oktoberfest has been continually upgraded which is comendable, but prices have also gone up. Many of us have found it difficult, if not impossible, to take the necessary time off from our job to allow for travel to and from the O'fest site when it was held over the three day weekend in October. Now we will be forced to take a whole week off for the event. Another problem is babysitting. Anyone with children knows how hard it is to find a 3 to 4 day babysitter over a weekend but during the week? No way! It makes me think that this year's event is being planned by wealthy batchelors.

I suspect that part of the reason for the scheduling is that they cannot reserve Summit Point on a weekend. If this be true, why not do like in the past and reserve the track for a thursday or Friday and do the other activities over the weekend?

I fear that in our effort to upgrade O'fest we are neglecting the little guys; those members who can't afford Bavarias or Coupes and who can barely afford a 2002. Are we willing to ignor these people and serve only the more affluent members who

can afford the time and money for a week long Oktoberfest?

I guess maybe its a sign of the times but I can't help being saddened by it. I missed the last two Oktoberfests because of their expense (money and time) but this year I'm saving up for it. I'll probably be there, but I have a feeling the six cylinder cars may begin to outnumber the fours. I can remember when a Bavaria brought oohs and aahs . . .

## COMPETITION

### Waterlogged BMW Wins Daytona

by Steve Mercurio

Brian Redman driving a Factory 3.0 CSL motored his way to victory at Daytona in the most "entertaining" (quote Auto-week) 24 hour marathon ever run. After re-fueling early Sunday morning, Redman's BMW sputtered to an agaonizing halt. At the time he was enjoying a 16 lap lead over the rival Porsche driven by Al Holbert. But lo and behold the competition began sputtering too. Officials at the track red flagged the race, checked the gas, found water and red faced Union 76 execs sent to Jacksonville for dry fuel. In the meantime pit crews worked like crazy to drain fuel cells and clean the fuel injection systems. The Redman/Gregg BMW was able to continue when the race resumed, but banged away on 5 of its 6 cylinders while the two other CSL's were irreparably damaged and dropped out. To top the water in the gas trick, mother nature deposited a tropical downpour over the circuit. Race officials decided to call it quits and ended the race short of its 24 hour mark for the first time in history. The BMW of Brian Redman and Peter Gregg won by 15 laps over the second place Porsche of Al Holbert and Claude Ballot Lena. Controversy reared its head when 3rd place Porsche driver Hurly Haywood (Gregg's former co-driver) charged BMW "who is so powerful" with politiking and influencing track management on the race call.

Redman, Gregg, and their BMW made a fine begining performance in this opening round of the Camal GT Challenge.

## Waterlogged BMW . . . con'd

Redman admitted it was one of the hardest races he had ever driven, while "Peter Perfect" responded "I'm right with Jesus, I guess", to inquiries of why their car was the lone BMW able to restart after the gas malady.

PS: Also thank you to Ken Todd of Meekins BMW for sending so many new members our way.

## Meekins Parts Department by Rusty Barton

I recently had occasion to buy a substantial number of parts from Meekins and I am happy to report that their parts department is giving relatively good service now that everything is moved and the personnel are familiar with the BMW parts system. The service was courteous and quick especially by auto parts department standards.

I had to special order some of the items and when I went to pick the order up, it was all neatly gathered together in a box - no frantic searching of parts bins was required. Very neat and professional.

Also, I feel I must mention in reference to Dick Walsh's letter last month that the price the dealer quoted for spark plug wires included all the Sun Analyzer machine hookups, coil sensor, plus the ceramic spark plug connectors. Much of this equipment cannot be bought from a foreign car parts dealer. Ken Todd reports that Meekins can sell the wires alone for about \$19.00 with connectors.

## TECH SESSION - MARCH

Sunday, the 14th will be the date for the March tech session. As usual it will begin at noon and beer and munchies will be provided for \$1.00 a head. Brian and Susan Missig will be the hosts this month. They live at 3564 Goodhope Rd., Va. Beach. As Dave Pritchard mentioned, the fair sex is invited either to watch, work, or just visit.

## Activities

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Details</u>
Mar 7	Auto-cross	BFMC	Preregistration: Karen Vose, 838-9285 (Newport News; odd numbers), or Joyce Sanders, 488-3005 (Chesapeake; even numbers)
Mar 14	Rally	PSCC	No information.
Mar 14	Tech Sess.	BMW	See article for details.
Mar 16	Meeting	BMW	Janaf Library, 8:00 PM.
Mar 21	A/C	TSCC	No information.
Mar 28	Rally	CRM	A CCS event. "Keep on Truckin' II". Rally-master, Jack Mahney, 422-1336 in V.B. for more details.
Apr 3	Party	BMW	Its time for our Birthday again! See below.

The Tidewater Chapter will celebrate its birthday with, what else, a party on April 3rd at 8:00 PM at Eric and Marsha Thompson's home. Their address is 1406 Bolling Ave. in Norfolk, 423-4489.

This party will be catered like the Christmas party was so bring \$2.00 a head to cover the cost of the food and mixers. BYOB.

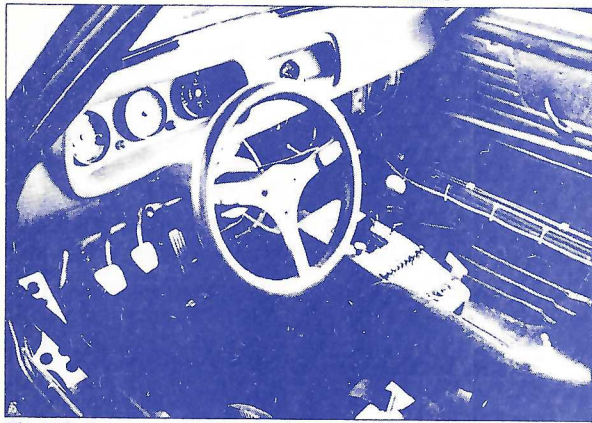
## Its a Bird, Its a Plane, No, Its a Turbo by Rusty Barton

I was watching ABC's excellent Olympic coverage on night - about half asleep when a vision appeared on the screen that woke me up with a start - it was a 2002 Turbo replete with air dam, flares, and zoomy racing stripes. Hanni Wentzel, a downhill skier from Liechtenstein, is the proud owner of the beast. I was transfixed as the ABC camera showed Hanni driving the Turbo from inside the cockpit as well as out. The car was featured for almost 30 seconds and Jim McKay even mentioned her love for fast motoring in the BMW.

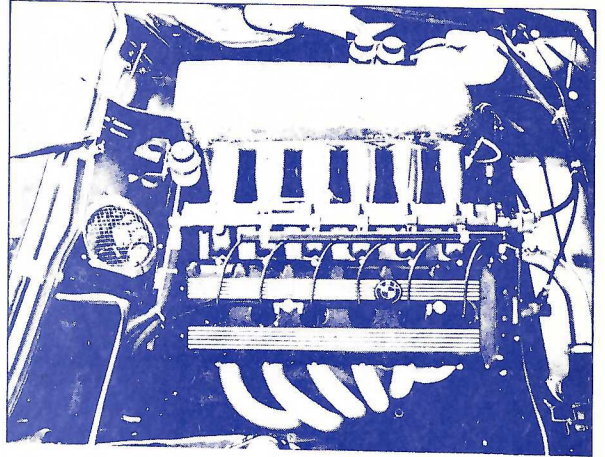
Its hard enough to catch even a fleeting glimpse of a BMW on TV (unless its in a commercial for another make!), but to be treated to this view of the ultimate 2002 was just too much. I wonder if ABC would send me a print . . .



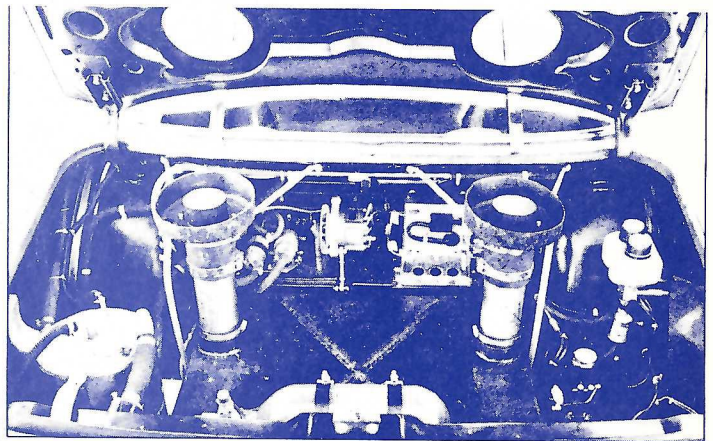
*Racing engine has dual overhead cams and four valves per cylinder. Also note eccentric anchorage points for the MacPherson struts.*



*The BMW's interior isn't exactly race-car spartan.*



*Air intakes duct air to the engine, final-drive and gearbox oil coolers mounted in the rear fenders.*



*Trunk is jammed full of hardware. Foreground: dry-sump oil tank, fire extinguisher, brake-fluid pump and accumulator. Center: fuel cell with twin fillers. Background: twin fuel pumps, alternator, anti-lock braking control system (all left-to-right).*

## Tech Tips

### For Want of a . . .

by Eric Thompson

"There goes the gas gauge again - about time to do something about it, I guess." After I said this to myself for the tenth time or so in several months, I ran out of gas, so was forced to get on it. Being reasonably sure the problem was in the tank float-sensor unit, I unscrewed the wood floor trunk panel - easy to do in the Bavaria, and unhooked the fuel line and three wires; unscrewing the unit was easy with crossed screw drivers. The cover had fallen completely off and was clanking around in the tank. Upon examining the sender I could see that the unit is quite simple and clever (in the manual it says, "never take apart the sender"). There is a piece of resistor wire stretched along an 8" distance, and as the float slide up (or down) the resistance changes from about 3 ohms to about 75 ohms and at the bottom is a little contact which lights the "Empty" light. The resistor wire was broken and all I had to do was find some wire - about 5 ohms per inch - and I was in business. Forget it! Endless phone calls later I gave up and called the dealer for a new sender. There would seem to be some potential in some enterprising soul contacting VDO or some similar source and going into the rebuild business as this very fragile wire is clearly the Achilles heel of the unit. Ron Silver of "Karzundpartz" told me he has had many requests for this unit for the six cyl. cars, and could sell as many as anyone could rebuild. There is, by the way, a fine mesh filter at the bottom of the unit which was pretty cruddy and could be the source of poor fuel feed, I suppose, if it got bad enough.

Now you're in possession of all the useless information about sender units you'll ever need - and more!

## Muffler Patch

from "Die Zeitung", Conn. Valley Chapter Newsletter.

For a temporary fix if you have a small pinhole muffler leak, try some Dow Corning or GE Silicone Cement. Allow 24 hours for it to set up. This should last until you replace your muffler. If you notice any exhaust fumes inside the car while driving--replace muffler immediately. Note: Loctite makes a Muffler and Tail-pipe Sealant, part 53091. It works and is non-toxic and can also be used for radiator and gas tank leaks.

## Tii Tip

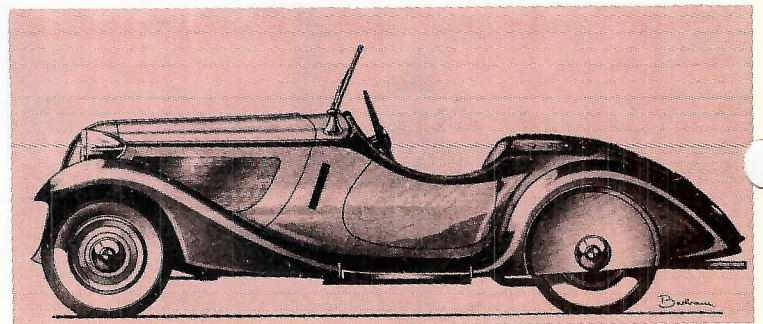
by Gary Guzmann of the Conn. Valley Chapter.

Quick, up out of your chair and out to your Tii! Open your hood and look at the injection pump. Are the injection tubes nice and straight, not touching each other? If they touch, vibration will cause them to wear quite severely. If they are bad, replace them. Meanwhile, before you start the car again, tape them individually and then the two that rub together to stop additional rubbing. You may use pieces of fuel line taped in place or additional plastic spacers like the three you already have. Get a complete set -- you'll use all of them plus tape. Now go fix it before your mate uses the car.

Ed. Note: Take heed folks; I checked mine after reading this and one of the fuel tubes in my Tii was rubbing the water temp. sending unit housing.



**The ultimate driving machine.**





# AUTOLAB COUNTDOWN USA

## U.S. NEW-CAR SALES

	Pos.	Nov. '75	Nov. '74	CHANGE	YTD '75	YTD '74	CHANGE
Chevrolet	1.	163,339	132,261	+31,078	1,666,520	1,907,976	-241,456
Std. Chevrolet		38,851	39,127	-276	364,873	534,234	-169,361
Corvette		3,160	2,770	+390	37,693	27,007	+10,686
Monte Carlo		24,922	21,679	+3,243	254,577	265,039	-10,462
Chevelle		24,803	21,532	+3,271	262,697	326,569	-63,872
Camaro		11,462	8,381	+3,081	133,780	128,343	+5,437
Nova		21,977	16,402	+5,575	246,684	296,590	-49,906
Sportvan		2,245	1,601	+644	22,261	18,315	+3,946
Vega		14,312	19,178	-4,866	204,968	309,499	-104,531
Monza		8,837	1,591	+7,246	109,836	2,380	+107,456
Chevette		12,770	0	+12,770	29,151	0	+29,151
Ford	2.	143,878	113,065	+30,813	1,414,249	1,688,167	-273,918
Granada		32,701	16,141	+16,560	275,799	39,956	+235,843
Std. Ford		30,323	26,921	+3,402	265,731	394,449	-127,718
Pinto		23,841	18,798	+5,043	267,531	341,980	-74,449
Mustang		14,615	12,434	+2,181	188,787	267,215	-78,428
Torino		13,313	14,914	-1,601	132,336	259,229	-126,893
Maverick		12,166	10,277	+1,889	135,176	211,213	-76,037
Elite		9,952	8,388	+1,564	93,986	110,860	-16,874
Thunderbird		4,049	3,836	+213	33,357	44,306	-10,949
Club Wagon		2,916	1,356	+1,560	25,555	18,995	+6,560
Oldsmobile	3.	61,055	43,756	+17,299	578,412	490,701	+87,711
Std. Oldsmobile		11,043	9,046	+1,997	112,578	106,076	+6,502
Olds 98		8,493	7,189	+1,304	72,454	59,376	+13,078
Toronado		1,978	2,389	-411	18,439	21,702	-3,263
Cutlass		33,934	21,271	+12,663	311,392	260,707	+50,685
Omega		3,683	2,486	+1,197	36,181	40,663	-4,482
Starfire		1,924	1,375	+549	27,368	2,177	+25,191
Buick	4.	54,567	33,046	+21,521	474,023	400,527	+73,496
Std. Buick		10,482	8,005	+2,477	103,194	104,471	-1,277
Electra 225		11,095	8,761	+2,334	88,360	84,412	+3,948
Riviera		1,616	1,714	-98	13,535	16,631	-3,096
Century		22,666	19,165	+3,501	178,003	146,611	+31,392
Skyhawk (Apollo)		7,029	3,076	+3,953	62,419	46,185	+16,234
Skyhawk		1,879	1,325	+554	28,512	2,167	+26,345
Pontiac	5.	46,560	36,650	+9,910	459,883	467,595	-7,712
Std. Pontiac		9,842	11,667	-1,825	105,931	145,878	-40,447
Grand Prix		12,868	6,989	+5,879	89,010	75,208	+13,802
LeMans		7,188	6,879	+309	87,033	122,703	-35,670
Firebird		7,427	5,523	+1,904	76,377	62,498	+13,879
Ventura		4,207	3,154	+1,053	48,715	57,770	-9,055
Astre		3,143	2,438	+705	51,065	3,538	+47,527
Sunbird		1,885	0	+1,885	2,252	0	+2,252
Plymouth	6.	34,669	32,915	+1,754	385,908	577,249	-191,341
Valiant		19,484	17,355	+2,129	216,264	336,135	-119,871
Volare		846	0	+846	856	0	+856
Voyager		918	649	+269	12,209	11,523	+686
Fury		8,659	8,520	+139	97,180	126,882	-29,702
Gran Fury		4,762	6,391	-1,629	59,399	102,709	-43,310
Mercury	7.	32,727	24,080	+8,647	311,918	318,278	-6,360
Std. Mercury		7,443	5,983	+1,460	63,491	78,723	-15,232
Montego		3,677	4,491	-814	42,464	75,524	-33,060
Cougar		4,780	3,759	+1,021	46,381	69,289	-22,908
Monarch		10,145	6,095	+4,050	84,309	14,509	+69,800
Comet		3,030	0	+3,030	40,947	80,133	-39,186
Bobcat		3,652	0	+3,652	34,326	0	+34,326
Dodge	8.	31,587	26,931	+4,656	326,419	449,073	-122,654
Dart		15,124	12,096	+3,028	156,503	227,867	-71,364
Aspen		640	0	+640	640	0	+640
Sportsman		2,770	2,064	+706	36,776	37,295	-519
Coronet		6,013	5,970	+43	63,184	83,976	-20,792
Charger SE		3,570	2,617	+953	30,473	29,676	+797
Monaco		3,470	4,184	-714	38,834	60,727	-21,893
American Motors	9.	27,089	16,579	+10,510	300,207	319,071	-18,864
Gremlin		6,482	5,701	+781	61,549	100,715	-39,166
Hornet		8,778	6,034	+2,744	91,371	112,632	-21,261
Matador		4,619	4,844	-225	56,516	71,741	-15,225
Pacer		7,210	0	+7,210	90,411	0	+90,411
Cadillac	10.	26,657	25,662	+995	241,374	203,451	+37,883
Std. Cadillac		18,183	20,691	-2,508	176,378	170,859	+5,519
Eldorado		5,101	4,971	+130	41,715	32,682	+9,033
Seville		3,373	0	+3,373	23,281	0	+23,281
Chrysler	11.	22,406	12,025	+10,381	206,658	112,043	+94,615
Cordoba		14,370	4,882	+9,488	134,470	10,055	+124,415
Std. Chrysler		7,908	6,103	+1,805	67,808	90,499	-22,691
Imperial		128	1,040	-912	4,380	11,489	-7,109
Lincoln	12.	10,445	8,541	+1,904	85,288	79,386	+5,902
Continental		5,721	4,582	+1,139	46,814	34,595	+12,219
Mark IV		4,724	3,959	+765	38,474	44,791	-6,317
GENERAL MOTORS	1.	352,178	271,375	+80,803	3,420,212	3,470,340	-50,128
FORD MOTOR CO.	2.	187,050	145,686	+41,364	1,811,455	2,085,831	-274,376
CHRYSLER CORP.	3.	88,662	71,871	+16,791	918,985	1,144,481	-225,496
AMERICAN MOTORS	4.	27,089	16,579	+10,510	300,207	319,071	-18,864
TOTAL U.S. INDUSTRY		654,979	505,511	+149,468	6,450,859	7,019,723	-568,864

## IMPORTED NEW-CAR SALES

	Pos.	Nov. '75	Nov. '74	CHANGE	YTD '75	YTD '74	CHANGE
Toyota	1.	16,919	13,909	+3,010	263,738	227,094	+36,644
Datsun	2.	16,889	14,729	+2,160	244,230	178,213	+66,017
Volkswagen	3.	11,491	20,680	-9,189	257,744	316,090	-58,346
Fiat	4.	7,291	5,807	+1,484	91,597	66,987	+24,610
Honda	5.	6,475	3,469	+3,006	96,094	39,552	+56,542
Colt	6.	3,738	3,323	+415	57,126	39,710	+17,416
Mercedes-Benz	7.	3,279	2,667	+612	39,556	32,434	+7,122
Volvo	8.	3,120	4,513	-1,393	56,371	49,742	+6,629
Audi	9.	2,538	3,274	-686	47,565	47,755	-190
Capri	10.	2,315	3,722	-1,407	52,419	71,784	-19,365
Mazda	11.	2,113	3,799	-1,686	63,096	57,822	+5,274
Subaru	12.	2,003	2,309	-306	37,992	21,331	+16,661
Opel	13.	1,813	7,014	-5,201	38,496	57,266	-18,770
MG	14.	1,784	1,520	+264	26,347	23,954	+2,393
Triumph	15.	1,247	1,461	-214	21,658	17,305	+4,353
Peugeot	16.	1,007	615	+392	10,840	7,061	+3,779
Saab	17.	919	1,123	-204	12,091	12,385	-294
Porsche	18.	837	779	+58	15,542	20,080	-4,538
BMW	19.	815	1,110	-295	17,689	49,742	+6,629
Alfa Romeo	20.	570	250	+320	4,941	2,845	+2,096
Jaguar	21.	413	497	-84	6,311	4,827	+1,484
Renault	22.	304	416	-112	5,491	6,743	-1,252
Austin	23.	297	619	-322	13,028	4,328	+8,700
TOTAL U.S. IMPORTS		88,177	97,555	-9,378	1,478,792	1,319,238	+159,554

Sales recovery of made-in-America new cars maintained its momentum in November, although the month's volume declined from the 1975 peak pace achieved in October. Domestic automakers were cheered by 29.6 percent jump in retail sales from the depressed level of November, 1974, when consumer resistance to stiff price increases sent shoppers scurrying from showrooms.

All four domestic car builders enjoyed November upturns from year-earlier totals. GM jumped 80,803 cars to 352,178; Ford Motor, 41,364 to 187,050; Chrysler Corp., 16,791 to 88,662, and American Motors, 10,510 to 27,089. This added up to an industry rise of 149,468 cars to 654,979 and brought domestic new-car sales for the calendar year to date to 6,450,859. Thus, attainment of 7,000,000-plus year for 1975 sales was made virtually certain as the final month of the year arrived.

Sales strength was demonstrated by higher-priced standards, sports specialty models and compacts. Standard full-sized body styles have taken the worst beating in the price-sensitive market, but November's results brought unexpected increases from GM and Ford cars. Analysts concluded that owners of used Impalas, Galaxies and 98s, among others, were finally returning to the market and trading for '76 editions. Impala/Caprice led U.S.-make series sales, followed by the Cutlass, Granada (with largest volume gain from a year ago) and LTD.

Chevette was outsold by Vega again in November, though both Chevy subcompacts fell from October totals. Pinto and Mustang topped both Chevy juniors in sales volume. Monarch comfortably led Mercury sales in pace with Granada at Ford. The new Dodge Aspen and Plymouth Volare entered listings volume-wise in December. Cordoba, still hot, nearly outsold the Dart. Pacer lost its AMC sales lead to the Hornet. Among the luxuries, Lincoln Continental showed 35 percent hike from the previous year.

Imported new-car sales slid 9.0 percent from November, 1974 and 29.5 percent from October, 1975, as end-of-model period found most makes short of '76 merchandise. Toyota held its sales lead by a hair over Datsun, while third-place VW slid to a modern era monthly low of 11,491. Toyota edged Honda by four units for the largest numerical increase from a year earlier, though Datsun had a wider edge in year-to-date increase department. Delivery of about 1,590,000 imports was projected for full year, compared to 1,409,000 in 1974.

**PERCENTAGE INCREASE  
OR DECREASE  
October to November, 1975**

**DOMESTIC  
15.4**

**FOREIGN  
29.5**



BEY EM VEY CORP.

P.O. BOX 62145

VA. BEACH, VA. 23462