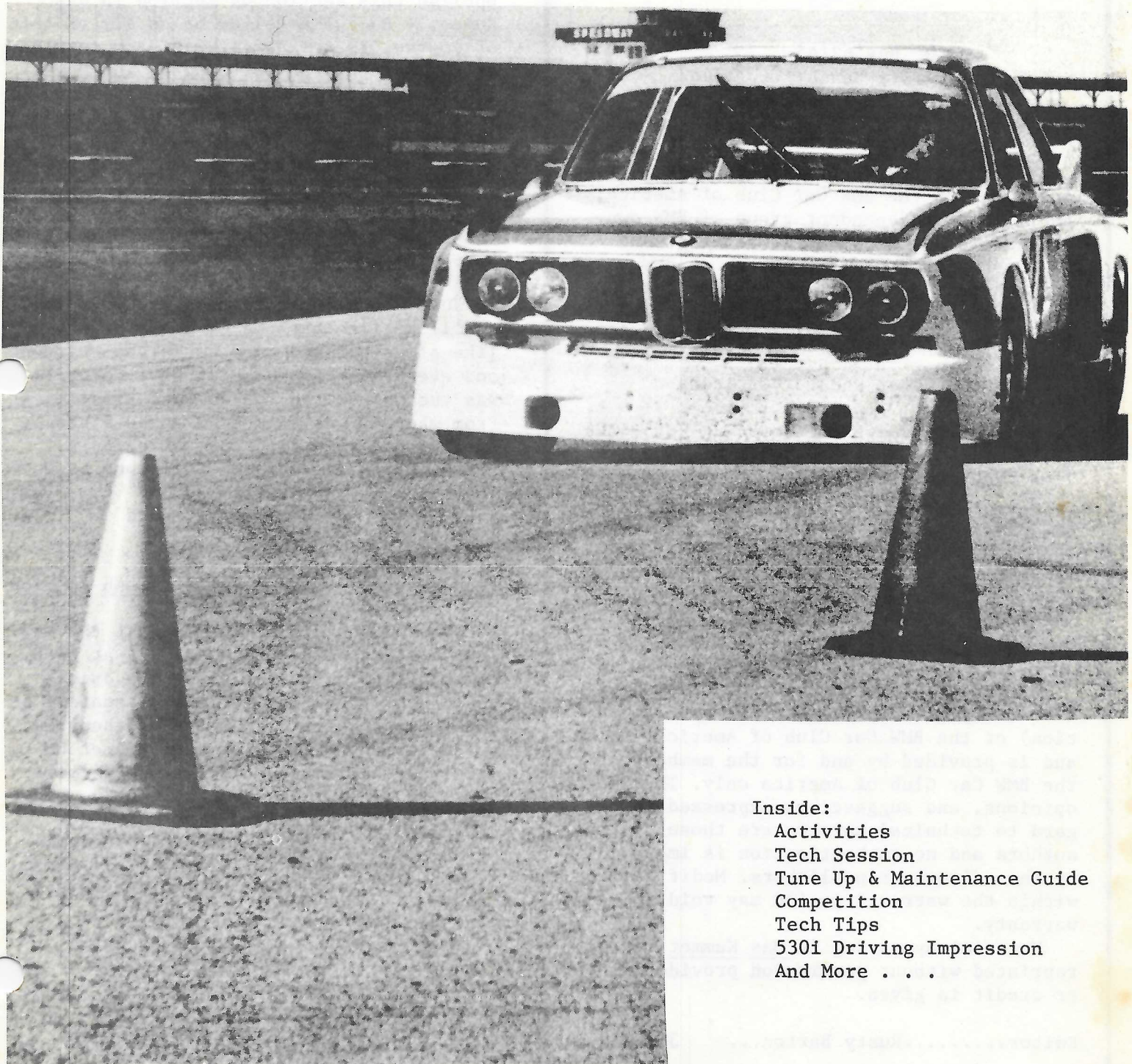


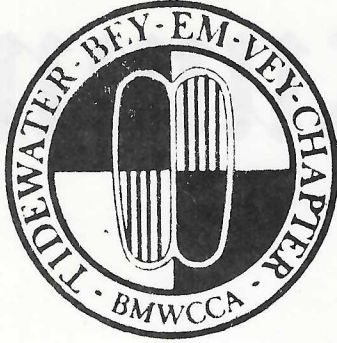


das Kummer



Inside:

Activities
Tech Session
Tune Up & Maintenance Guide
Competition
Tech Tips
530i Driving Impression
And More . . .



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

PRESIDENT'S COLUMN

It was our pleasure at the April meeting to make Jim Craig a Lifetime Member of the Bey Em Vey Corp. I would again like to thank Jim for his thoughtful presentation on servicing the BMW which could have been called "things the owner's manual never told you". Those who were wise enough to attend received seven pages of service information that Jim had prepared. (We will publish this section by section in das Kummert - Ed.) The follow up on all of this of course, is the April 26th tech session at the Bartons' in Portsmouth. The May meeting and tech session will cover another area of maintenance. If we can maintain this format along with our competition and social events, we may well have one of our best years ever.

Speaking of social events, Janis Barton still wants to know when we are going to have a drive out. Any suggestions for one can be brought to the May meeting.

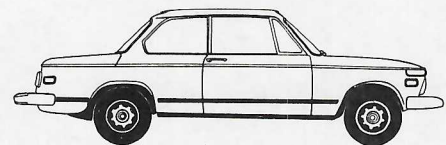
Just about any autocross you go to, you'll notice that the OD walks around like a man pursued. And he is; by everyone and everything around him. Dave Cottrell was the man on the run for our first event. From where I was it seemed to be a hassle free if not wind free day, which only means it was another job well done by Dave.

Dave Pritchard

Tech Session Tech Session Tech Session

Ken and Deb Browning will host the May tech session on Saturday, May 24 at noon. A demonstration of replacing the drive-shaft center bearing will be presented, so all you people with drumming or thumping noises coming from under your Bimmer on acceleration, take note. Weather permitting, we will have a cookout, party, etc. (BYO food and drink).

The Brownings' address is 4107 Davis Ave., Chesapeake. Call 424-1131 for directions



MINUTES

The April meeting was called to order by resident Dave Pritchard at 8 PM. Treasurer Steve Mercurio reported a balance of \$145. in the treasury.

Dave Cottrell gave the activities report - see article.

New Business:

Dave Pritchard reported on the last SEVSCO meeting: all seven proposals brought up by TSCC were defeated; fender flares were declared legal in stock classes; and a 3-5 member subcommittee from the Auto-cross Committee will precheck CPS auto-cross courses.

Rusty Barton moved that we give our SEVSCO representatives authority to vote for the club at SEVSCO meetings without prior vote of the clubmembers. After mostly negative discussion, the motion was withdrawn.

A vote was taken on postponing enforcement of the rollbar section of the Auto-cross Code until 1976. This was defeated.

The autocross awards system was discussed extensively; several motions were voted on, the results of which were that the club supports the existing system.

A proposal to have SEVSCO control the use of parking lots for autocrosses was defeated by the club.

Dave Pritchard and Steve Mercurio announced that they will have their gimmick rally and party on May 17th. Registration for the rally will be at the Lone Pine Restaurant at 6:00 PM, first car off at 7:00 PM; party at Mercurios' afterwards. Call Dave or Steve for more details.

The May tech session will be on the 24th at Ken and Deb Brownings' house. See article for details.

Dave Cottrell announced that the Board had voted to name Jim Craig a Lifetime Member of the club. Congratulations Jim!

Ken Browning started discussion on the purchase of pylons. He will investigate prices and report back to the club.

Jim Craig then presented his tune up guide and a short talk on routine maintenance of BMW's. Many questions were asked and the ensuing discussion was enjoyed by all.

The meeting was adjourned to the Village Inn Pizza Parlor for traditional refreshments.

Janis Barton

ACTIVITIES

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Information</u>
May:			
3	Solo II	SCCA	Fentress Airfield. Tech at 9:00AM, FCO 10:00AM. \$5.50, prereg. - \$4.50. Address is: ODR SCCA, P.O. Box 7389, Hampton, 23366. 100 car maximum.
4	TSD CPS Rally	CRM	"A Heart of Dixie Melody". Reg. 12 noon, FCO 1:01PM. Start at Newport Square Shopping Ctr. US 17 & I-64. \$2.50. OD Andy Oberta 596-8742 or 874-0026.
11	Auto-X	PSCC	"Spring Loop VII". No info.
17	Gimmick Rally/ Party	BMW	Starts at Lone Pine Restaurant. Reg. 6:00PM, FCO 7:00PM. OD's Dave Pritchard and Steve Mercurio. Party after at Mercurios'.
18	TSD Rally	TSCC	"Spring Rally". No info. Call Bob Wayne at 487-6103
18	Auto-X	TOC	No info.
20	Meeting	BMW	8:00PM Janaf Library. Discussion of drive-shaft center bearing problems.
24	Tech Session	BMW	Brownings' - see article. Party follows.
25	Auto-X CPS	SCCA	Fort Eustis. OD Al Taylor 599-5408, no other info.

Welcome New Member!

. O. Darden Jr. 1205 White Birch Lane, Virginia Beach, 23456 427-5349

New Address:

Brian and Susan Missig 3564 Goodhope Road, Virginia Beach, 23452 340-2154

COMPETITION

"Run for Your Money" or How I Became a Professional Driver in One Afternoon.

by Rusty Barton

Sunday, March 23, BFMC put on their "Run for Your Money" autocross at the Ford Assembly Plant in Norfolk. As usual for BFMC the course was super fast and super exciting - just the way I like it! The weather was beautiful, the event administration was good, and I was looking forward to a fun day.

E/S was one of the largest and most competitive classes with 9 cars competing (originally) of which 5 were BMW's: Eric Thompson, Brian Missig, Drew Jeffreys, Mike Silverman, and myself. Ken Browning went to C/M by way of his race tires and Jim Rhyne fielded his Lotus in A/M using super sticky racing slicks.

By the time my number came up, everyone in E/S had run except Mark Wilson with his 2000cc Capri. I turned in a credible first run of 1:35.749 which was 2 seconds better than my past nemesis, Opel driver Mike Davis. Confident of having first locked up, I foolishly went pylon hunting on my second run; let it all hang out as they say! I ended up with a total time of 1:43.001 including 8 penalty seconds. Well, that's the last time I will ever be complacent about my time as Mark Wilson blew me off by .264 seconds when his turn came. Served me right! Anyway, I came out ahead money-wise with the second place award of \$4.00. Yes, no trophies were awarded, just money: \$7.00 for first, \$4.00 for second, and \$2.00 for third.

One sour note was rung when Drew Jeffreys was protested up to C/M because his back seat was out pending more water leak repairs. A legitimate protest, but kind of ridiculous just the same.

Mike Silverman decided to try Ken's race tires and I still don't think his eyes are back in his head yet! He was speechless.

Jim Rhyne wowed everybody by blazing to a 1:22.651 which was FTD by over 6 sec. Looks like he has found the handle on his Lotus - look out Bob Williams!

Ken was first in C/M, Mike was second, and Drew was third without the benefit of Ken's race tires.

Brian came in fifth in E/S with a 1:45.574. Not bad for a car with a one inch shorter wheelbase on the left side!

Eric Thompson, who was running his first autocross, did very well, coming in 4th with a 1:45.574. He had a ball and is hooked I'll bet. He brought the whole family along and they seemed to enjoy it.

Thanks BFMC and OD Dave Castle for a fun filled day.

The ultimate driving machine.



SCCA Autocross - March 30, 1975

by Dave Cottrell

This story begins in October 1973, that was the first and last time I had run an SCCA autocross. It was awful! One year and eleven months later I bought a crunched BMW 1600 with dual Solex carbs, which I quickly installed (with Ken Browning's help) on "Pig Pen's" slightly soiled engine.

Well, here I am ready to blow everyone's doors off and it's pouring rain and the autocross is half way to Richmond at Fort Eustis! Minor obstacles, I will just leave the street tires on and wear my hip boots. The lot at Fort Eustis was not too hard to find, of decent size and shape, had a smooth surface . . . just one small problem, it was half under water! Oh well, we will have a swim through.

SCCA was pretty well organized and registration and tech went as well as could be expected. The course was simple and fast. There were slight hills and valleys in the course adding thrills to the normally two dimensional sport (the valleys were full of water, remember). There was a big 180° turn at the end of the course and the negative camber made a slippery situation more slippery. The size of the lot made it so that you could spin all day and not hit anything, neat fun!

I managed to win my class for the first time and Jim Rhyne was both first and last in A/S. Jim was third overall and I was tenth.

Driving Impressions - BMW 530i

by Rusty Barton

In a recent visit to Coastal Mazda/BMW in Newport News, Mr. John Swisher, the manager, offered me a test drive in a new 530i. I said yes before he even finished his sentence! I won't go into much in the way of descriptive details as Jim Craig covered that very well last month. Mr. Swisher showed me to a "Safety Green" four speed model. It was a stripped model having air conditioning as its only option; a \$10,100. stripper yet!

Being familiar with both mechanical and electronic fuel injection (Tii and Saab 99) I was confident of being able to handle the L-Jetronic FI in the 530i, it being a kind of electronically controlled mechanical unit. The car fired up instantly FI style, i.e., no pressure on the gas pedal. Warm up idle was brisk at 1500 RPM; backing and maneuvering in the lot was accomplished using only the clutch - no pressure needed at all on the go pedal!

The seats are beautiful being more firmly and thickly padded than those in my Tii. They give good back support but are of a vinyl material that is sure to cause soggy shirt backs in summer. You sit up quite high in this car - higher even than my Saab, or so it seemed. The seat/shoulder belts are even easier to use than those in my Tii. The buckle parks conveniently just over your shoulder and retracts completely when not in use. Unlike my Tii, the hood slopes away from you so that it is difficult to judge where the corners of the car are. The 530i doesn't have the pronounced upper "edge" running along the top of the front fenders - that 5mph bumper may come in handy!

While the car was cold I took it easy and motored at a sedate rate. The quietness of the car was the single most impressive difference between it and my Tii. Road noise is almost nonexistent - so much so that the distinctive BMW 6 cyl. exhaust growl was quite noticeable on acceleration. Also noticeable and somewhat annoying was the engine fan which despite being a thermostatically controlled unit, ran all the time I had the car. Its a multibladed affair and sets up quite a racket on acceleration. It may be that the extraordinarily quiet interior makes the engine more noticeable, but once up to cruising speed the

engine settles down and the only sound is the tramp of the tires as they react to the road.

The suppleness of the 530i's suspension is unbelievable - better than any BMW I've driven. It is quite soft, but well controlled so that each tire maintains intimate contact with the road surface no matter what the road is like. The car is well controlled in transient maneuvers with less lean, it seemed, than a stock 2002; sway bars front and rear help account for this. Steering was light and responsive with a proper amount of feel and the wheel is smaller than in past BMW's which makes it easier to handle. As Jim mentioned last month, the car feels smaller than it really is; it really doesn't feel much bigger than my Tii which says a lot for the 530i's agility and handling ease.

The car was warm now so I got bolder - being careful to keep the R's below 4500 on this un-broken in engine. Power comes on smoothly and the snarling exhaust note is like beautiful music, but frankly it doesn't feel any stronger than my Tii. Specs. show it to be about a half second faster to 60mph than a Tii and with full use of the RPM's it surely would have felt stronger. By now I expected the idle to have settled to a quiet 8 or 900 RPM but it was still hovering around 12 to 1500. I don't know if this was an out of adjustment situation or if it's BMW's effort to comply with the dreaded EPA emission edicts. I noticed no lean surge or flat spots in the engine's response although it is reluctant to fall back to idle when you let up on the go pedal - this takes some getting use to when driving a stick shift car.

Shifting was typical BMW: smooth and precise although the throw from third to fourth seemed kind of long.

The air conditioning/ventilation system is very good with dash openings at either side and a huge vent in the middle. Fresh or cooled air flows freely, controlled by a very convenient and logically laid out system on the center console.

The 530i is quite a car. Its suspension is the most refined of all BMW's and it has adequate power to meet any demand. Its comfort is unexcelled and the convenience of the controls is typical BMW - excellent. Is it worth \$10,000? Well, is a loaded Pinto worth \$5000? I guess if you've got to ask the question, its not; but if you've got

the bread, buy it; you'll like it!

TECH TIPS

Cure for Outputflangitis

by Jim Craig

1. Elevate left side of car using jack stands. (Depending on how you like to position yourself, you may want to raise the right side or all four corners - Ed)
2. Unbolt aft end of driveshaft. (4 - 17mm)
3. Place jack under transmission to hold it in position and remove transmission bracket. (Use a small piece of wood on the jack to preclude damaging the aluminum case - Ed)
4. Unbolt fwd. end of driveshaft being careful to loosen and remove the 4 17mm bolts whose heads are facing the rear of the car, i.e., leave the rubber donut on the driveshaft.
5. Mark the position of the driveshaft center bearing bracket and then unbolt. (2 - 13mm)
6. Move driveshaft assembly out of the way (it may be necessary to disengage the resonator from the header pipe and remove the driveshaft assembly entirely).
7. Drill a leverage hole in the lockring for yoke assembly and pry off.
8. Remove nut and flange (30mm or 1 3/16")
9. If teeth on the flange are worn, replace it! Otherwise clean shaft, and flange with solvent. Check all transmission case bolts for tightness and then coat inner surface teeth of the flange with Loktite Blue. Install flange.
10. Replace nut using Loktite Red; brace the yoke with a piece of wood and torque nut to approx. 100 ft lbs. Install new lock ring.
11. At this point check center bearing for cracks and replace if necessary. Ditto with donut and transmission mount.
12. Install center bearing support - loosely.
13. Install fwd. end of driveshaft and transmission bracket (also resonator if required).
14. Install aft end of driveshaft.
15. Reposition and firmly bolt center bearing support.

by Brian Missig

The original imported air filter elements for BMW's are expensive. Deciding quickly that I didn't want to pay \$7.00 for air filters, I went armed with a tape measure to a parts store and here's what I found:

2002 to 1972 (small ait filter)

Lee: AFL-110, Puro: AFP-110,

Fram: CA-349

2002 1972 to 1975 (large air filter)

Lee: AFL-94, Puro: AFP-94,

Fram: CA-338

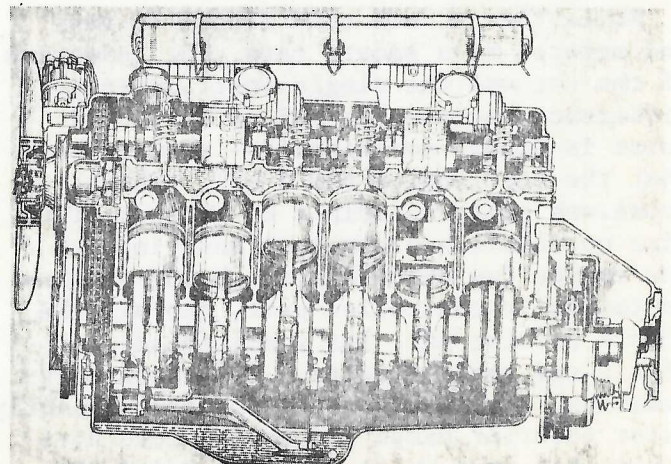
The Lee filters are the only ones I have used. The others are cross referenced but they should fit.

Dear Lord, A Pinto Radiator?

from the Windy City Breeze.

Yes, unbelievers, a Pinto radiator will fit in a 2002. Gary Love told me about it a few months ago and I remembered. Growing loss of coolant led me to a local junk yard and \$31.50 got me a good rad. Pull old radiator, insert new and drill four new holes for fastening. It is slightly bigger, with at least a quart more capacity. Hoses fit without much shifting, same pattern. It works. Now I find that my biggest leak is at the back of the block--#%@ç\$\$#ç&%&&**!

Jack Tippens



BMW brings the six-cylinder engine to a state of perfection

Jim Craig's Tune Up and Maintenance Guide
EXPECTED SERVICE LIFE

I. ENGINE

Points:	4000-20,000 miles depending on type of ignition.
Condenser:	Replace every 8000 miles or carry a spare.
Distributor Cap and Rotor:	20,000-40,000 miles.
Spark Plugs:	8000-20,000 miles depending on type of ignition system, type of fuel, and driving habits.
Air Filter:	8000-16,000 miles depending on type of driving.
Fuel Filter:	12,000-40,000 miles (check Manufacturer's Specs.)
Fan Belt:	20,000 miles or yearly.
Water Pump & Thermostat:	2 years or 50,000 miles.
Ignition Wires:	1-3 years.
Ignition Coil:	4 years.
Coolant Hoses:	Replace every 2 years or carry a complete set of spares.
Radiator Cap:	Replace every 2 years.

II. LUBRICATION

Motor Oil:	Change every 4000 miles - MAXIMUM. This includes the filter.
Transmission Oil (Man.):	BMW says every 24,000 miles - too long, could run dry! 8000 is more realistic and not much more expensive.
Differential Oil:	Every 8000 miles.

III. OTHER FLUIDS

Coolant:	Drain and flush system every year.
Brake Fluid:	Change every year - bleed clutch every 6 months; its prone to picking up air.

IV. BRAKES, SUSPENSION, & TIRES

Brake Pads:	15,000-50,000 miles depending on brand & driving habits.
Rear Brake Shoes:	60,000-75,000 miles.
Ball Joints:	2-4 years (failure of rubber seals)
Wheel Bearings:	Repack with grease every 40,000 miles; replace every 80,000 miles.
Axle Boots:	4 years or 80,000 miles.
Tires:	20,000-45,000 miles depending on brand and driving habits.
Shock Absorbers:	15,000 miles for original equipment; 30,000 miles between adjustments on Konis.

V. MISCELLANEOUS

Paint:	2 years for metallics.
Wiper Blades:	Replace yearly.
Exhaust System:	2-4 years depending on whether unit has been painted and whether fuel used is leaded or not; also type of driving, road salt, moisture.
Driveshaft Center Bearing:	2-3 years depending on protection given to rubber.

This information is provided as a guide and represents recommendations of the author only, based on experience and manufacturer's specifications. We welcome any constructive additions or suggestions to this guide.

Next month - Specifications.

VA. BEACH, VA. 23462

P.O. BOX 62145

BEY EM VEY CORP.

