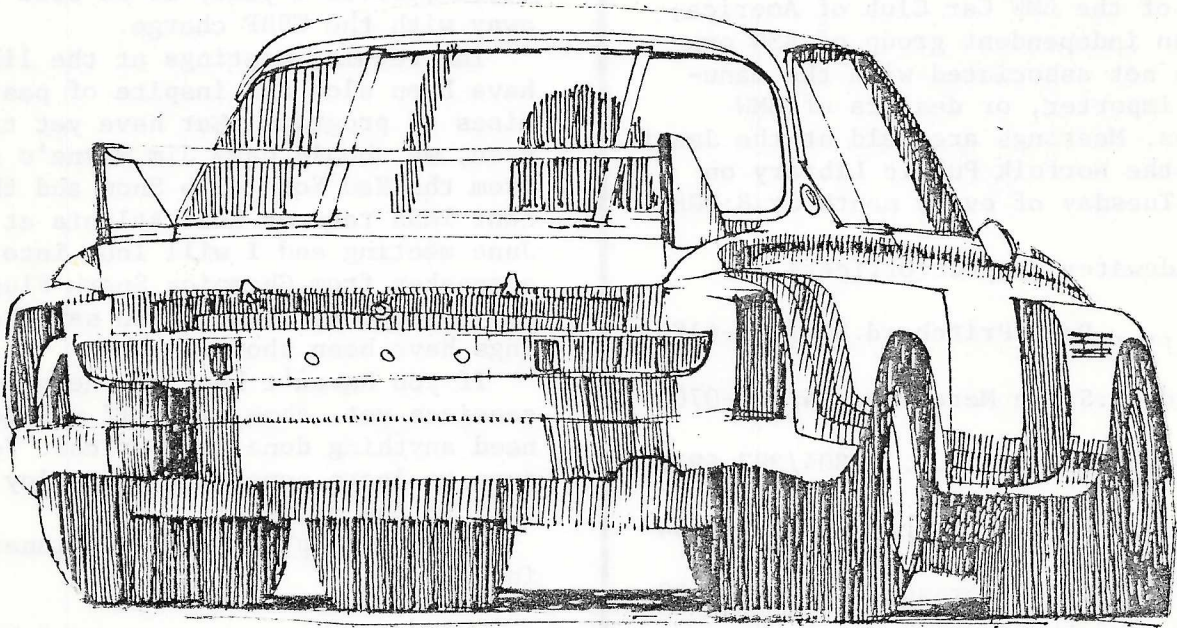
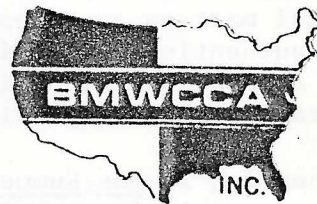




Das Kummer

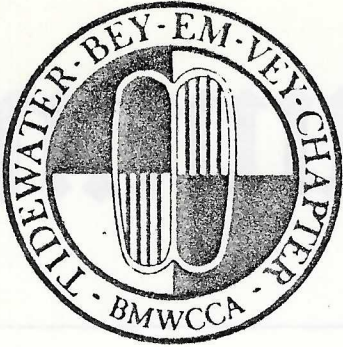


INSIDE: Tech Tips
Activities
Minutes (finally)
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More



MAY 1976

PRESIDENT'S COLUMN



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

We are rolling along nicely this year with dinner meetings and tech sessions that have proved popular. There has been little objection to the \$1.00 a head charge at tech sessions and I would like to say something about how its been working out. At this point the tech session beer fund is only in the hole by \$3.00 and has paid an average of \$13.00 to \$15.00 per session which even taking the low figure keeps \$157.00 in the Treasury. While it is true that our Treasury has been doing well this year, it would be quickly wittled away even with our newsletter savings (postage still comes to about \$157.00 a year) if we were to do away with the TSBF charge.

The regular meetings at the library have been slow and inspite of past promises of programs that have yet to be seen, we should have Jim Rhyne's slides from the New York Auto Show and the recent IMSA race at Road Atlanta at the June meeting and I will look into getting a speaker from Champion Spark Plugs in the future. At least I can say the meetings have been short.

If you haven't been to one of the tech sessions yet, come, even if you don't need anything done to your car. You're sure to learn something and enjoy yourself in the process.

Also, make plans for the dinner meeting in May.

Dave Pritchard

DINNER MEETING THIS MONTH!

Yes, Virginia, its time for another dinner meeting. This time it will be at Lockhart's of Norfolk, 8440 Tidewater Dr. in Norfolk.

The feast will take place on our usual meeting date of Tuesday, May 18th at 8 PM. Our sources indicate that two people can eat there for anywhere from \$10.00 to \$25.00 depending on what you order and how much you drink.

There specialty is all kinds of seafood, but they also serve excellent beef and other meats.

See you there!

TECH TIPS

Spritz No More? or Fix Your Own Washer Motor by Steve Mercurio

The windshield washer motor attached to a metal brace underneath the plastic fluid container is a simple organism. But alas, though simple, it is prone to failure. But there's hope, and for a small investment of your time and material like WD-40, 3 in 1 Oil (or light machine oil), small phillips screwdriver, needle nose pliers, and a medium dose of patience, it can be happily buzzing away again.

The motor drives a simple gear type pump. What happens then when the motor fails - due 99% of the time to an unlubricated condition - is that the pump no longer spritzes the fluid. Here's how to fix it:

- 1) Disconnect the wires from the motor (there are two).
- 2) Pull the fluid container and motor out of the car.
- 3) Disconnect the motor and brace assembly from the container.
- 4) Disconnect the motor from the brace by unscrewing the four screws.
- 5) The impeller shaft thus exposed, extending out from the plastic encased motor will be impossible if not severely difficult to turn with your index finger. Herein lies the problem. Sprinkle WD-40 liberally about the base of the shaft until you can turn the impeller easily. Also lubricate the gears of the pump mechanism.
- 6) Carefully put the motor and pump back together the same way it came apart. Be sure to tighten the small screws and bolts securely.
- 7) Now, at the aft end of the motor, (that's the back end for you landlubbers) you will notice a plastic plug. Pry it lose and fill the gap with some oil or WD-40. This will keep the armature lubricated.

8) Now, reconnect the motor to the brace and container and with a flick of your wiper/washer stalk you should be happily spritzing away once more.

Its no sweat really, and once you do it, you'll feel like an expert, plus you also saved yourself between \$11.00 and \$55.00.

Cheap Air Filters for the 2002

by Brian Missig

This article appeared in a past das Kummnet, but it bears repeating.

The original 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 air filter)

Lee: AFL-110, Purolator: AFP-110,
Fram: CA-349

(Ed. note: This is the same size filter that the six cylinder cars use)

2002 1972 to 1975 (large air filter)

Lee: AFL-94, Purolator: AFP-94,
Fram: CA-338

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

ACTIVITIES

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Information</u>
May 2	Rally	EVZCC	"Styx and Stones", gimmick rally starts at Merchants and Farmers Bank on Rt. 17 in Churchland section of Portsmouth. Reg. 10AM, FCO 11AM. Rallymaster: Jerry Schonfeld, 488-9000.
2	Auto-X	PSCC	"Spring Loop IX". Mont. Wards, Hampton. Reg. 12 noon, FCO 1PM. Pre-reg. OD Joye Deane, 877-8290
9	Rally	TSCC	No info.
9	MOTHERS DAY		Take mama to dinner.
16	Auto-X	AMSC	No info.
*18	Dinner Meeting	BMW	See article.
*23	Tech Session	BMW	At Eric and Marsha Thompsons', 1406 Bolling Ave Norfolk, 12 noon. Call 423-4489 for directions.
23	Rally	CRM	No info.
30	Auto-X	AMSC	No info.

* BMW Event - be there!

Note: The previously scheduled Drivers School on the 9th has been cancelled due to Mother's Day.

FOR YOUR INFORMATION

Multi-Viscosity Oils: Should You Use Them for Your Car?

by Thomas T. Ordiway,
Division Manager, Sales
Engineering, Kendall
Refining Company

Editor's Note: This article was sent to us by Dickson Basford, Inc., the public relations firm that represents Kendall Oil. While it may be biased in favor of Kendall, I have chosen to print it because it does contain some interesting general information. You should understand that we are in no way endorsing Kendall Oil; it is a fine oil among many other good brands.

Before we get into whether you should be using a multigrade or single grade motor oil, some definitions are in order.

Viscosity has been defined as that property of a liquid which causes it to show a resistance to flow. The resistance is important because motor oil must adhere very tenaciously to the moving parts of the engine.

As temperatures decrease, lubricating oils become thicker, heavier and show greater resistance to flow -- in short, they become more viscous. Conversely, the same oils become thinner, lighter and show less resistance to flow -- in other words, they become less viscous -- as temperatures increase. The amount of viscosity can be critical to engine maintenance and performance especially in severe temperatures.

It is the viscosity of the motor oil which determines the temperature below which the engine cannot be started in cold weather. It also is the determining factor in the thickness of the oil film on the engine. If the oil film is so thin that it cannot keep moving parts protected, wear results.

The grades of viscosities in crankcase oils have been classified by the Society of Automotive Engineers (S.A.E.). The system of classifications developed from the use of the Saybolt viscometer which measures the flow of the crankcase oils in seconds through a standard orifice at atmospheric pressure and at a predetermined temperature.

Under these classifications, 5W (for winter), 10W and 20W are determined by

the oil's viscosity at 0° Fahrenheit, while grades 20, 30, 40 and 50 are determined by its viscosity at 210° Fahrenheit.

While all lubricating oils become more viscous as temperatures fall, and less viscous when temperatures rise, they do not change in viscosity to the same degree. The rate of change in viscosity with the change in temperature is known as the Viscosity Index (VI).

For example, two oils of the same SAE grade which have roughly the same viscosity at 210° Fahrenheit may have radically different viscosities at higher and/or lower temperatures than 210° F. The oil showing the least change is the most desirable because it results in lower consumption, less engine wear and makes possible the starting of an engine at lower temperatures. Some crankcase oils with high VI's, however, are the result of additive agents, which lose their effectiveness in use.

The oil to look for, therefore, is one which in its crude state and after its refining measures high on the VI scale.

Pennsylvania Grade Crude, from which Kendall Motor Oil is refined, has the highest VI of all oils produced and marketed. In its crude state, its VI is 95-100 and after refining its index averages 100-115. (Some Kendall oils have been refined to a VI as high as 140 without the addition of improving additives.)

In comparison with Pennsylvania Grade Crude, Mid-Continent shows a VI of 65-75 before refining and 80-100 after refining; East Texas' comparative VI's are 50-60 and 80-95 and California's are 0-35 and 40-65.

Kendall now is blending base oils with natural VI's on the 130 range. As a result its crankcase oils are superior in load carrying ability, anti-wear characteristics and sealing. At the same time these oils require a much smaller quantity of VI improver.

The VI improver additives, like the base oils, vary widely in stability. The more expensive these polymer additives are, the more stability they will provide for the required viscosity of the motor oil. Because Kendall's crude is so high on the VI scale, it can economically use the more expensive, more stable types of improvers.

Now to the question of whether to use multi-viscosity or single graded oil. The advantages of multi-viscosity oils become

Multi-Viscosity Oils...continued

less significant in direct relation to the increase in ambient or start-up temperatures. When start-up temperatures exceed 70° Fahrenheit, it is questionable whether a multi-viscosity oil has any advantages over single grade lubricants of equal quality.

High performance engines when driven as high output engines require special lubricants such as GT-1. The exception is cold weather operation when engine start-up becomes difficult with an SAE 20-20W. During the cold weather period a lubricant such as Superb 10W-30 or 10W-40 should be used. While the engine is lubricated with a multi-viscosity oil, it should not be asked to perform at its highest level. A single graded SAE 10W GT-1 may be used to facilitate cold starting but care must be exercised not to demand excessive performance. Superior overall protection would be obtained from Superb 10W-30 or 10W-40 as compared to GT-1 SAE 10W.

Generally speaking, we should recommend single viscosity oils for high performance except when low temperature startability is a problem.

FOR SALE

1-165 X 13 Michelin XAS with less than 1000 miles. Tube included: \$30.00.

Drew Jeffreys, 427-3789 after 6 PM.

BMW RACING NEWS

Sebring Report

BMW of North America sent us a report detailing what happened at the 1976 Sebring 12 Hours. The race was won by Al Holbert and Mike Keyser in a Porsche Carrera while Peter Gregg and Hurley Haywood placed 7th in their factory BMW and David Hobbs and Benny Parsons retired their Coca-Cola sponsored BMW after 5 hours, 42 minutes with a broken exhaust header.

Despite the results, BMW did not do as badly as it sounds. Gregg qualified 2nd fastest behind John Greenwood's monster Corvette and Hobbs qualified 9th.

On the first lap of the race, Hobbs charged through the field to take second place behind Greenwood and ahead of Gregg.

Later on, Gregg had an electrical relay failure, then water in his fuel which caused him to lose 20 laps.

Meanwhile Hobbs pulled away from the field having taken the lead when Greenwood had a shunt with a slower car. At the 2 hour, 40 minute mark, he turned the car over to Parsons who promptly ran off course, causing damage to the exhaust system which ultimately made him retire the car.

Gregg and Haywood, their car now repaired, put on a dazzling display of catch up driving; lapping almost 10 seconds faster than the leaders and making up 30 miles by the 11 PM finish.

In the B. F. Goodrich Radial Challenge race, Nick Craw brought his 2002 in third and John Morton with H. G. Sharp finished eighth in their 2002.

Flash from BMW Motorsport, North America

Dateline, Jacksonville, Fla.

Peter Gregg Racing and BMW, North America, Inc. announced today that the IMSA Camel GT race at Laguna Seca at Monterey, California has been added to Peter Gregg's schedual. The Gregg BMW schedual now includes Laguna Seca on May 2, Ontario on May 9, Lime Rock on May 31, Watkins Glen on July 10, and Sears Point on July 25. Two additional races will be added later in the season.

WELCOME NEW MEMBERS!

Lloyd Buchfinck 595-4718
946 Marcus Dr. #7
Newport News, Va. 23602

John Murry 499-5377
714 Weymouth Ct.
Virginia Beach, Va. 23462

Richard E. Walker 463-1133
362 Fernwood Ct. Apt. 202
Virginia Beach, Va. 23454



MINUTES

January 19, 1976

The meeting was called to order at 8:10 PM by President Dave Pritchard. Dave reported on an approximate Treasury balance of \$125.00, following which Eric Thompson presented the Activities report. A tech session on Feb. 15th at the Pritchards' was decided upon which led to a discussion of the possibility of a "cover charge" for tech sessions. A motion to establish a \$1.00 per adult per tech session to cover refreshment costs was made, seconded, and passed. It was announced that the Feb. 20th meeting would be the quarterly dinner meeting and would be held at the Ship's Cabin in Ocean View.

Jin Rhyne suggested that a membership committee be established. After a discussion on the subject, Steve Mercurio volunteered to head the committee and will distribute posters and/or flyers to area auto parts stores. Dave Pritchard briefly explained the participation and competition points system. A brief and varied technical discussion was held following which the guests were introduced and the meeting adjourned. Following the meeting slides of Santa's lewd visit to the club's Christmas Party were shown.

February 20, 1976

The club Secretary was unable to attend the meeting, hence no minutes were taken. I have been assured, however, that all that was missed was an excellent dinner and a good time.

March 16, 1976

The March meeting was called to order by Dave Pritchard at 8:03 PM. Brian Missig reported a balance of \$281.01 in the Treasury. No minutes of the Feb. meeting were taken, so none were read. Dave Pritchard reported that there was no activities information available from other clubs - except the Annual Invitational Rally (PSCC). The club's birthday (5th) will be celebrated April 3rd at the Thompsons' and there will be a tech session on the 11th at the Bartons'.

MINUTES, continued

Steve Mercurio suggested that with the money in the bank it would now appear to be an opportune moment to purchase autocross pylons. Dave Pritchard counter-suggested that with the club's decreasing sponsorship of autocrosses and the apparent decline in interest in autocrossing, it might be better to wait. There was no further discussion. Steve then suggested that a driver's school be held for members of our club. After discussing the topic and peering at the upcoming events calendar, it was decided that the Free BMW Club Driver's School would be held on May 9th; Steve will be OD. (Ed. note: this has since been canceled due to Mother's Day and will be rescheduled later in the summer).

Janis Barton suggested a club drive-out and will make more definitive proposals at the next meeting. Steve Mercurio (busy fellow) suggested a direct treasury subsidy to the parts fund. After discussion the suggestion was made into a motion containing a \$65.00 limit. The motion was seconded and passed. Dave Pritchard announced the cancellation of the evening's slide show. As usual the meeting got around to the technical discussion. Guests were introduced and the meeting adjourned at 8:40 PM.

Participation Points System - Revisited

Back in November of 1974, your club decided on the following system of awarding points for various kinds of participation in club activities. At the end of each year we award trophies to, 1) the man and woman who participate most in club activities, 2) the man and woman who do the best in SEVSCO rally and autocross competition, and 3) one trophy for the individual with the highest total points for the year.

The breakdown of the system is as follows:

Participation Points:

Attendance at meeting or drive out	5
Entry in SEVSCO rally or autocross	5

Points System, continued

Participation Points (con'd)

Host of party or tech session:	10
Contribution of article to club newsletter:	10
Formal presentation at meeting or tech session:	15
Rally workers: OD:25 + 2 per car	
Asst. OD:15 + 2 per car	
Worker:10	
Autocross workers: OD: 15 + 1 per car	
Asst. OD: 5 + 1 per car	
Worker: 10	

Competition Points:

SEVSCO Rally, TSD, Top 10	
<u>in class</u> :.....1st	10
	2nd 9
	3rd 8
SEVSCO Rally, TSD,	4th 7
<u>Overall</u> : 1st	20
	2nd 15
	3rd 10
	7th 4
	8th 3
	9th 2
	10th 1

SEVSCO Autocross, Top 6	
<u>in class</u> :.....1st	10
	2nd 8
	3rd 6
	4th 4
	5th 2
	6th 1
SEVSCO Autocross, Overall:	FTD 20
	FSTD 15

Note: Overall rally and autocross winners do not receive points for class standings

At the present time we do not have a system set up for Gimmick rallies. This may be an area we can work on this year.

The person responsible for keeping track of all this is your Vice President and it is the responsibility of each member to tell him when you have earned some points since he cannot be at every event. Trophies are customarily awarded at the Christmas party and they are nice silver items, not the elcheapo kind you get at the events.

TRIVIA

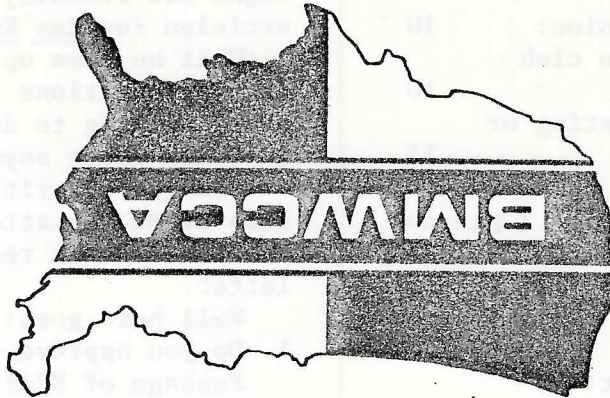
Our President has been burning the midnight oil recently trying to come up with articles for das Kummel!

What he came up with is the following list of questions that don't necessarily have anything to do with BMW's but are fun to think about anyway.

Bring your written answers to the next club event you attend and we will compile and publish the results in a future newsletter.

Well here goes:

1. Do you approve of:
Passage of ERA?
Capital punishment?
Abortion?
Gun control?
2. Who would you like to see as President of the US?
3. Of those who are running, who would you like to see as President?
4. What car would you own if price were no object?
5. What are your favorite passive recreational activities? (reading, TV, etc.)
6. What are your favorite active recreational activities? (autocrossing, tennis, etc.)
7. What is your favorite kind of music?
8. What are your favorite TV shows?
9. What are your favorite local restaurants?
10. What are your favorite quick food places?
11. Left to your own devices, how late would you sleep in the morning?
12. What is your favorite food?, drink?
13. How could you classify yourself politically?
14. What person in public life do you admire the most?
15. Who are your favorite authors?
16. Write a short paragraph describing what you would do if you literally ruled the world.



BEY EM VEY CORP.

P.O. BOX 62145

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