



Das Kummer

APRIL 1980



AT THE APEX
CHARLES DICKENS

Our anniversary celebration was a fun get-together and pretty successful in the light of our last Das Kummer being late because of many factors, not the least of which was the blizzard of '80. If we continue to have this kind of abusive weather, I may just finance four studded snow tires and go live with Eddy Hardman in Florida. Well, by the time this is published, I'll be working in my garden and the snow will seem so far away I'll probably just hang around another season just to see what kind of trouble I can get into.

Brian Missig (our invaluable president of vice and keeper of the computer roll of all our far-flung members) is threatening to move, and if he does, we'll be looking for a new V.P. While it is not mandatory to have access to a computer to keep our records, it is traditional for the V.P. to do this little chore and the computer helps. If anybody is interested, check with me or Brian for more information. Incidentally, if Brian and Susan do move, it will be to Greensboro and I can think of a lot worse places for a dyed-in-the-wool Bimmer freak like Brian to locate. I should be so lucky.

Plans are moving right along for a fun-filled spring for all the members of Bey Em Vey. Be sure to call Linda at 488-0030 to make your reservations for the brunch at Kingsmill on the James. Also start scratching up the bucks for the Blue Ridge Rendezvous.

(continued on next page)

Der Tafel: ACTIVITIES COLUMN

SATURDAY APRIL 20. 11:00 a.m.

BRUNCH AT KINGSMILL ON THE JAMES. This is a nice restaurant in a very scenic part of Williamsburg. Last year was a real success -- plenty of cars, conversation, and (above all) plenty of good food. The brunch will begin at 11 a.m. and afterwards there will be a short BOARD MEETING, and everyone is invited to stick around. See information elsewhere in newsletter.

SATURDAY APRIL 26. 12:00 noon.

TECH SESSION at Rusty Barton's home, #2 Farington Circle, Chesapeake. If you need directions, the number is 424-1954. As usual there will be food, drink, cars, conversation and a \$2 charge.

SUNDAY MAY 18. 8:00 p.m.

BOARD MEETING at the home of our president, Charles Dickens, 608 Apache Rd., Portsmouth. His phone number is 488-0030 if you need directions.

MAY 23, 24, 25.

BLUE RIDGE RENDEZVOUS. Reservations for this great event are due to Linda Dickens by April 25. Plan now so as not to miss this one. The last two Blue Ridge tours were fantastic and with other chapters joining in, this one will be really great!

IN JUNE...

OUR SECOND QUARTERLY MEETING. We plan a big turnout for this one. We'll

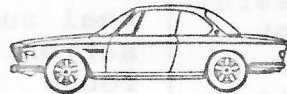
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AT THE APEX (continued from page 1)

If you have any doubts or any questions about this three-day-and-two-night event, give me a call and a chance to convince you to go on the most fun trip you'll ever enjoy.

Elsewhere in this issue you will notice a letter from John Coulson, a former member of Bey Em Vey chapter who now resides in California. John and I have had occasion to correspond in the past, but this letter was just too good an opportunity to touch on a lot of subjects which I believe will prove to be of general interest. So John, I hope you don't mind me going public on you like this. Indidentally, one of the best things about being an officer in the club is having access to the mail. I've been thinking we might have an event consisting of exposing our members to the rather large pile of newsletters, catalogs and such which we have accumulated. If anyone is interested, let me know or talk with Clyde Hill about it.

One final thought on the brunch at Kingsmill on the James: if the weather is good, which it probably will be, this will provide a fine opportunity to do some really fun driving on the beautiful back roads around Williamsburg and even to take the ferry home, which is something Linda and I often enjoy when we have a chance. See you there.



ACTIVITIES COLUMN (continued from page 1)

have more films from BMWNA or possibly a seminar about radar by the Portsmouth Police Department.

LATER IN JUNE...

THE FIRST SPECIALTY TECH. We hope to have a tire tech by NTW. Details in later issues.

Your Activities Chairman,
Clyde Hill



BRUNCH AT KINGSMILL ON THE JAMES

Our brunch at Kingsmill on the James was such a success last year, we have planned another brunch for you there again. You'll have such an array of delicious foods to choose from, you're sure to gain five pounds from just looking. Mr. Williams, the manager, has reserved us the same lovely room with the terrific view overlooking the grounds.

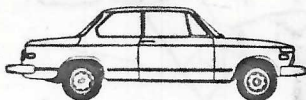
The brunch will be held Sunday, April 20 at 11 a.m. Prices are \$6.95 for adults and \$3.95 for children under 12.

To get to Kingsmill on the James, take I64 to the Busch Gardens exit, which is 199 West. Turn right on East 60. Go to the third stop light and turn right at the Kingsmill sign. Stop at the entrance and tell the guard you want to go to the restaurant. He will issue you a card that is good only for the restaurant. Count five roads and turn right at the golf club

road. Tell the hostess that you are with the BMW club.

Those of you who didn't make the last brunch, do try to attend this year; and those of you who attended last year, hope to see you again. Call either Charles or me at 488-0030 by April 15 to make your reservations.

Linda D. Dickens



BEY EM VEY MAILBAG

Received from John Coulson, San Jose, California:

Dear Charles,

This will be a fairly lengthy inquiry pertaining to my 1978 320i. To facilitate your response, I have enclosed a self-addressed, stamped envelope and left room beside each item for your comments.

Parenthetically, I look forward to the arrival of Das Kummel each month and congratulate you and other club members for your fine efforts.

Now, my car is a 1978 320i purchased from Meekins and equipped with sunroof, alloys, recaros, limited slip, sport steering wheel, air, fog lights. Later on, I added hood and trunk lid lights and a Heath cruise control. The car has 32K miles on it now, everything is working fine, but I am in a "tweaking" mood!

I drool when I read your description and others of the 1980 version's fuel economy, but I am attached to my car and don't want to give up those extra 0.2 liters. What to do?

(1) Would it be feasible to put the new 5-speed in my 320i? If feasible, would this likely improve fuel economy using the overdrive on the highway? Would different gear ratios be preferable or even available?

Charles answers: I am told that the switch to the '80 5-speed and 3.90 ratio rear end would entail buying the whole thing, drive shaft and all. Frankly, this set-up (two liter engine and 5-speed transmission) would seem to me to be the best of both worlds, the only fly in the ointment being that when these cars reach the wrecking yards, the prices are going to be out of sight. As far as changing the gear ratio, this in itself can be pretty expensive. I believe the gear sets are available, but costs of parts alone in the \$500 range would render this approach cost-ineffective.

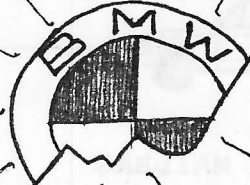
(2) I believe you have a Kamei air dam on your 320i. Did it do anything for you beside enhancing appearance? If so, what?

The Kamei air dam is effective, to exactly what extent it is hard to say. I believe the car feels stronger on the top end, say from 75 up, but I have no top end figures to back this up. I think it helps gas mileage on fast-cruising trips, but there again, this would be difficult to document. I think air dams are really more cost-effective on 2002s because they are so boxy that they need all the help they can get in this respect. I have noted that dams are very effective in minimizing the effects of both crosswinds and the head-on bow wave effect you get when passing one cabover tractor trailer and meeting another. That's one place my 2002 really suffered, but my 320 seems to be so much cleaner aerodynamically that this help is hardly needed.

(3) I believe the 323i has larger rear wheel bearings to decrease rolling resistance. Could these be added to my car? Would they likely improve fuel economy? How about 323i rear disc brakes?

A. These rear disc brakes could be added to your car but if you are concerned with gas mileage

COME ONE
COME ALL...



BLUE RIDGE RENDEZVOUS

SPONSORED BY THE
TIDEWATER BEY EM VEY
CHAPTER

MAY 23,24,25 1980 , 3 DAYS
OF GOOD ROADS, GOOD FOOD,
AND GOOD TIMES

DON'T MISS IT!

I hesitate to quote you the price from Miller & Norburn's wish book. If memory serves, it is about \$1,600 -- and rising.

B. No.

C. See above.

(4) How about the compusensor? I've read claims from nil to grandiose. Any comments?

We have probably heard and read the same claims, but I have no personal knowledge of the compusensor. As far as comments go, I can never resist the temptation to comment. The compusensor better be good, considering the cost. The best thing I see for good ignition is to keep fresh parts on the job, learn to do it yourself, and do it right. A blue coil is your best investment.

(5) What, in your opinion, are the optimal tire pressures? I've been running the recommended 28 front/30 rear.

Optimum tire pressures depend on a lot of factors. I run 32psi all round on my car for two reasons: the little extra helps in the occasional ramp run with some fool in a Firebird or some other Land Cruiser who's been reading General Motors press releases. It might help the gas mileage out a little, too.

(6) Is there available a device, such as a flow meter, which one may conveniently use to accurately measure fuel consumption and determine the effects of measures taken to improve efficiency?

The very instrument you describe and seek is on the market, cheap, easy to install, and if concentrated on and adhered to, can make you a mileage champion. The lowly and common vacuum gauge is what I'm talking about. It is made by everybody from VDO to Stewart Warner, and costs from \$6.95 for a cheap hand-held job for tune-ups to about \$30 for a handsome gauge complete with all the hardware to make it right at home in your BMW.

(7) What specific steps do you think I might reasonably take to increase engine performance and decrease fuel consumption -- including deactivating the air pump/EGR?

John, are you ever one lucky son of a gun. Simply pick up your telephone and call the Golden Gate chapter and ask them to send you a reprint of their excellent de-smog article of some months ago, by Ron Slusser. If and when you find your way back to Tidewater, I'll do it for you myself.

Now, off on other tangents --

(1) Why are you selling your 320i?

So I can get me another one. I believe what I see in print even if I wrote it myself.

(2) Does Armor All work?

Yes. But there's nothing holy about it -- any one of a dozen like products is just as good.

(3) Any observations regarding the air deflectors sold for sunroofs?

Yes, I don't really see the need for them on the late model two-way sunroofs because of the flip-up function, which helps out ventilation without any problems at all. Some disagree.

(4) I just mailed \$25 to National. I assume I'll become a member of Golden Gate chapter. Can I still receive Das Kummert?

The most important question of all. Yes, you can still receive Das Kummert (bet you don't know what Das Kummert means). Simply send a check for \$10 to the club and you will be a member of Golden Gate and Tidewater. Meanwhile, I will personally see to it that you never miss an issue. I hope you don't mind me getting some mileage out of your letter. I felt that a lot of your questions were of general interest and would make worthy fodder for Das Kummert. I always enjoy your letters, but I'm at my best on the telephone, so try to get on somebody's WATS line and give me a call. Keep blinking. -Charles Dickens

TIPS FROM MIKE LOHR

Recently, after a rebuild with 9.6:1 pistons and 93 octane, well, you know, ping, ping, ping.

Well, locally I've found the trick: avgas, at South Norfolk airport off Battlefield Blvd South. Just tell the attendant that you need some avgas for a high compression Bimmer, flash the \$1.40 a gal. cash or Exxon card and rejoice. And believe me, it does work! 100 octane!

Well, it's spring cleaning time again, time to get out the vacuum cleaner, compound, wax, oil and filter, and maybe the touch-up paint for the rock salt paint chips. And while we're talking about cleaning, my garage is getting full of small, slightly used spare parts that I'm willing to give to interested parties at interestingly small prices. Give me a call if you need a pre-74 tail light lens, repairable right and left window regulators, set of sealed beams, etc. Oh, by the way, I have a great summer project FOR SALE @ a good price:

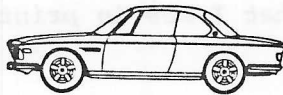
1971 2002 - white with a saddle interior. 153,000 miles on the odometer, only 3.000 on engine rebuild, with ti 9.6:1 comp. pistons, 300 Korman cam, all new bearings, timing chain, oil pump chain, guide & ten. rails, hoses, etc. A strong runner is an understatement!

The driveshaft is in excellent cond. w/new clutch, hydraulics and mechanics guibo, center support, c.v. joints repacked & new boots. New front and rear shoes, rear wheel cyl. & parking brake cables.

And it handles great with Miller & Norburn springs (sports) and Koni adj. w/ 5.5 x 13 aluminum wheels with 165 x 13 HR XAS Michelins w/6,000 miles on them.

Well, that's about it. Oh, when I say project car, I mean some carpets and some TLC. Hate to sell it, but a Jeep CJ-5 has caught my eye, and with Hatteras, and surfing, and...

Give me a call @ 482-1085 after 5 p.m. or leave a message and I will return your call. The price: \$3,000 neg.



TECH TIPS FROM CHARLES DICKENS

On the first day we bought our 320, we heard a hellacious rattle, stopped on the side of the interstate to investigate, worried, and finally continued on our way, hoping the awful noise boded no permanent damage to our pride and joy.

The next day, you can be sure I went to the BMW shop to ask the service manager about the rattle, sure that he would say it's probably the whatsit and will take only a minute to fix. Instead, he said, "My demo does that too. Let me know if you find out what it is."

That's a long story to get to this point: The rattle turned out to be the exhaust pipe hitting a bracket or tie down loop under the bumper. The cure? Brutally (this was the finest new car a poor boy could ever own) bend that tie down loop out of the reach of the tail pipe. Crude, but effective.

If you don't like that bright red hazard button shining in your face

whenever the lights are on, do this: Unscrew the button that turns on the rear window defroster and look inside. You will find a small, plastic cylinder. Remove it. You can use a bent pin or any other little thing to grip it. Unscrew the offending red button. Put the small red cylinder into the red button. Put both buttons back where you got them. Now the red one is visible, but not a pain in the eye, and the rear window defroster button is easier to see.

I invested about 20 hard-earned dollars in the two lights for the trunk and hood of my 320. They were of pretty good design, and installation was not at all hard. But somehow my trunk light would not stay in operation for any length of time. The problem was simple -- the little devil would not stay plugged into the plug so neatly provided by BMWAG. Come to think of it, the light should have been provided by BMWAG...but that is a whole different problem.

What I finally had to do was remove the plastic sleeve which covers the metal plug itself to keep it from hitting the metal body parts in the area and blowing a fuse or whatever happens. Anyway, remove the plastic sleeve and cut some of the excess length off with whatever you do heavy cutting with. I used my Buck folding hunter and was very careful. Having shortened the outer cover, I now had room to plug the wire from the light all the way into the plug on the wiring harness. The excess length of the outer cover had been the problem all along.

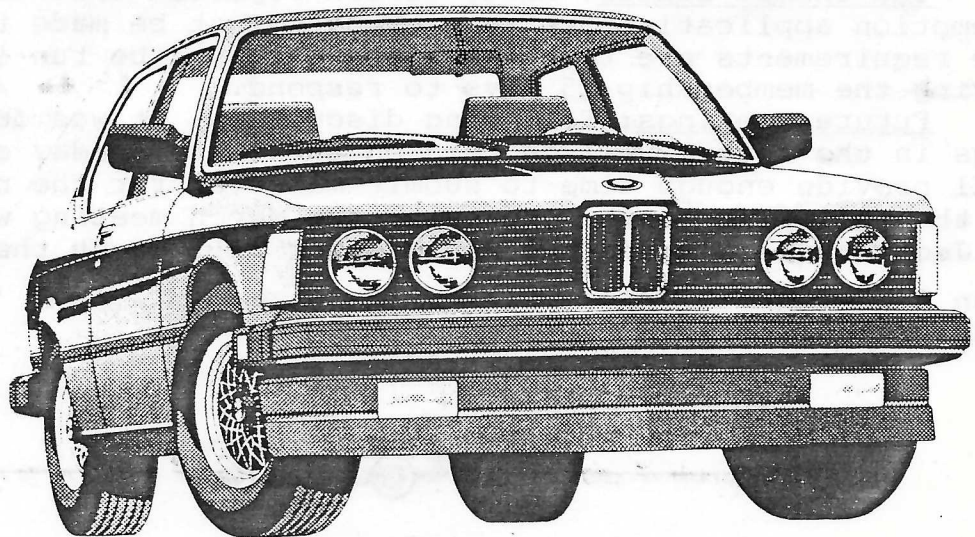
Mighty Red

ATLANTIC BMW corp.

KEN TODD
SALES MANAGER

WYNDHAM CURLES
SERVICE MANAGER

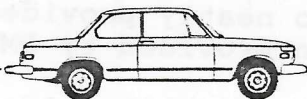
MARK ALDRIDGE
PARTS MANAGER



1839 LASKIN RD. AT HILLTOP IN VA. BEACH

Phone 422-3201

FOR SALE - 1973 Bavaria. Agave (green)/saddle tan; A/C; AM/FM stereo with Jensen triaxials; rear headrests; new 235/60x14 B.F. Goodrich TAs; 24mm front bar/19mm rear; QIs; air horns; M&N spin-on oil filter; complete tool kit; spare water pump, hoses, belts and ignition parts; CB; Delta Mk 10 CD spare set of stock rims with FR60x14 B.F. Goodrich TAs (non-stock rubber); sport Bilsteins front and rear; new J.C. Penney forever battery. Own a proven winner -- O'fest 6-cylinder autocross and hillclimb champ 3 of 4 years ('75, '76, '78 and '79). \$6,500. Also 1976 Honda CVCC wagon, \$3,500. Phil Williamson (919) 847-3116.



MINUTES FROM MARCH BOARD MEETING

A meeting of the board of the Bey Em Vey Corp., Tidewater Chapter, BMW Car Club of America, was held on Sunday, March 9, 1980 at the C & P Telephone Company building, Military Circle, Norfolk.

Attending were: Linda and Charles Dickens, Brian Missig, Clyde Hill, Rusty Barton and Jack Hornbeck.

Guests attending were: Mr. and Mrs. Paul Ferris, Sr., Frank and Julie Elmore, and Cheryl Stultz.

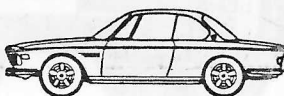
Newsletter: Charles Dickens opened the meeting by reporting that newsletter editor Dave Pritchard has decided to relinquish that responsibility and that Rob and Joyce Tumbelston have agreed to assume that responsibility.

Jack Hornbeck reported that the cost of preparing permanent mechanicals of a newsletter and stationery design would be about \$70. These mechanicals would be for two-color printing if desired. Paul Ferris would print the material at a nominal cost. Following further discussion, Jack was authorized to go ahead with the designs, which are to be submitted to the board for further approval.

Tax-exempt status: Rusty Barton reported that to proceed with the exemption application, certain changes must be made to the club's bylaws. The requirements are that these changes must be run in the newsletter, giving the membership 25 days to respond.

Future meetings: Following discussion, it was decided that board meetings in the future will be held on the third Sunday of the month. This will provide enough time to submit material for the newsletter by the 10th of the following month. However, the March meeting will be held on the 30th at Jack Hornbeck's and the May meeting will be at the Dickens' on the 18th.

John A. Hornbeck, Jr.
Chapter Secretary



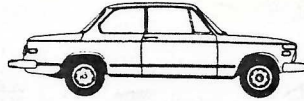
SPECIAL NOTICE

The board of directors adopted a resolution to amend the Articles of Incorporation at its meeting on March 9, 1980. The amendment will be put to a vote by all members present at the board meeting on May 18, 1980 at

8 p.m. at Charles and Linda Dickens' home, 608 Apache Rd., Portsmouth, Va. As usual, the general membership is invited to this and all board meetings. The amendment reads:

Article H.

The Bey Em Vey Corporation is a non-profit corporation and no part of the net earnings of the organization shall inure to the benefit of, or be distributable to its members, trustees, directors, officers, or other private persons.



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 as announced in this publication.

Das Kummet is a monthly publication of the Tidewater Chapter (Bey Em Vey Corporation) of the BMW Car Club of America Inc. and is provided by and for the members of the BMW Car Club of America only. The ideas, opinions and suggestions expressed in regard to technical matters are those of the authors, and no authentication is implied by the editor or publishers. Modification within the warranty period may void the warranty.

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PRESIDENT

Charles Dickens-----488-0030

VICE PRESIDENT

Brian Missig-----468-6249

SECRETARY

Jack Hornbeck-----423-2267

TREASURER

Linda Dickens-----488-0030

ACTIVITIES CHAIRMAN

Clyde Hill III-----623-4404

PENINSULA COORDINATOR

Bill Ward-----1-229-9615

PARTS MANAGER

Rusty Barton-----424-1954

TIPS REPRESENTATIVE

William Machrone----201-322-8654

EDITORS

Robert & Joyce

Tumbelston-----625-1236

Article 5
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the net earnings of the organization shall inure to the benefit of or be
distributed to its members, trustees, directors, officers, or other private
persons.



VA. BEACH, VA. 23462
P.O. BOX 62145
BEY EM VEY CORP.

TECH 5/17 BRIAN S.

MEMBERSHIP APPLICATION

BEY EM VEY CORP.
BOX 62145
VA. BEACH, VA. 23462

NAME _____
ADDRESS _____
CITY _____ STATE _____
ZIP _____ PHONE _____
MODEL OF BMW _____ YEAR _____
SERIAL # _____
BMW #2 _____ YEAR _____
SERIAL # _____

SIGNATURE _____
SEND YOUR CHECK FOR \$25 MADE
PAYABLE TO BMWCCA TO THE ABOVE
ADDRESS OF BEY EM VEY CORP. THIS
COVERS A YEAR'S MEMBERSHIP IN THE
LOCAL AND NATIONAL CLUBS.

