

# Das Kummel

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 they are announced in this publication generally in the third week of the month.

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# FEBRUARY DINNER MEETING

## ENTREES

Prime Rib        \$10.00  
N.Y. Strip        "  
Top Sirloin       "  
Shrimp            "  
Beef Kabob...\$ 8.00  
BBQ Ribs.....\$ 7.00

All dinners include:

- \*Salad
- \*Baked potato
- \*Bread and butter
- \*Coffee/tea
- \*Tax & gratuity



WEDNESDAY FEBRUARY 22  
7:30 P.M.

JOIN US TO TAKE  
ADVANTAGE OF THESE SPECIAL  
"BEY EM VEY" C.C.  
PRICES

## HAPPY HOUR PRICES APPLY ALL NIGHT!

75¢-Mixed Drinks  
75¢-Draft Beer  
90¢-Call Brands  
95¢-Bottled Beer

\* A CARAFE OF WINE  
will be supplied  
With every four  
dinners

## ACTIVITIES

DINNER MEETING... At Victoria Station  
located on the Columbus Circle loop  
just south of Pembroke Mall in  
Virginia Beach Feb. 22  
DON'T MISS IT!!!

TECH SESSION... At Steve Mercurio's in  
Chesapeake, 2236 Dunbarton Dr. which  
pulls off South Military Highway  
opposite the Volvo Dealer. The usual  
refreshment provided. \$2 per car.

WINE AND CHEESE EVENING AT THE HERMITAGE MUSEUM in Norfolk For the March meeting  
The cost for everything is \$6.50 per person payable in advance by check  
made out to Bey Em Vey Corporation and mailed to Jim Craig BEFORE 3/13/78.  
The Date is March 24 and the time is 8:00 pm  
The evening will be catered by Chez Andre of Portsmouth. There will be  
a variety of wines, cheese, bread and crackers and fruit.

The Hermitage was the private home of Mr. and Mrs. William Sloane from  
New York who moved to this area to establish textile mills in South Norfolk  
Construction of the Hermitage was started in 1906 and was eventually  
completed with a total of forty one rooms. The house, in itself remarkable  
is richly furnished with artwork, most of which is oriental with many  
European pieces. There will be a hostess available to answer any questions  
The Hermitage is located at  
7637 North Shore Road

BLUE RIDGE TRIP MEMORIAL DAY WEEKEND 5/27/78 ...A two day outing still in the  
planning, possibly at the Peaks of Otter or some such place. Suggestions  
Appreccated.

## PRESIDENTS COLUMN

Just as the Flyer said we started the New Year off with a bang at the  
Januaryfest on Jan. 21st! Ralph Kaner did a super job of organizing the event  
and the party room where it was held was just a perfect location. There was  
lots of room for dancing as well as a bar and a stereo. A keg was provided and  
Sarah Kaner and Linda Dickens whipped up the best Franks, saurekraut and chili  
you ever tasted. A bunch of people showed up both from our club and the Tidewater  
Sports Car Club and by 9pm the place was full of happy dancing people boogying  
to disco music on the stereo. I can't remember when I have had more fun at a  
BMW Club Party. I've had many people from TSCC compliment us on the party too.  
We really did ourselves proud! If you missed it don't miss the next one. We  
plan to Bring in Summer with another Bash in May or June.

In the meantime lots of other good stuff is planned. Elsewhere in this  
issue you will find info on the upcoming wine and cheese party at the beautiful  
Hermitage and preliminary info on a trip to the Blue Ridge Parkway over the  
Memorial Day Weekend.

Mark your Calenders now for this month's Tech Session on the 26th at the  
Mercurios and the dinner meeting at Victoria Station on the 22nd. This will  
be a super meeting- the Victoria Station folks are cooking up some great dea  
for us to keep the prices reasonable. Details arr elsewhere in this issue.

Once again let me thank all those who worked so hard to make January fest  
such a success; the next time we do this, we'll have to beat'em off at the door!

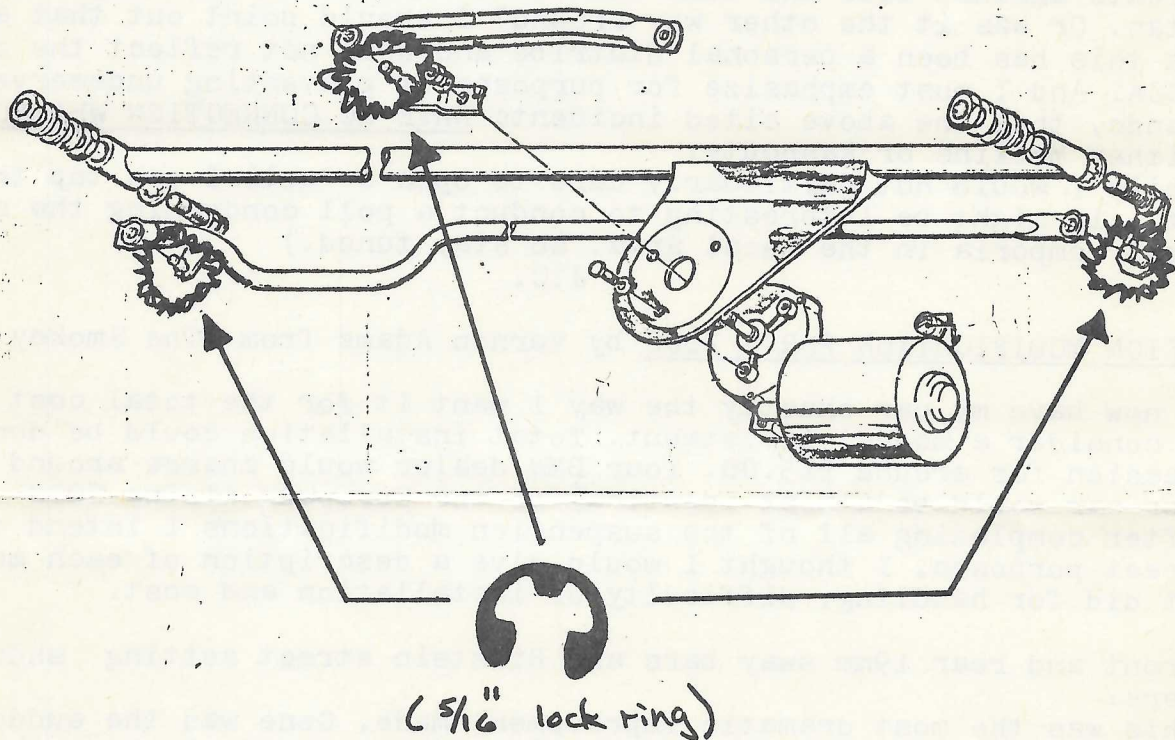
Rusty

### WINDSHIELD WIPERS- FAIL SAFE by Jim Craig

A relatively inexpensive ( 50¢ or less! ) method of insuring that the windshield wipers on your 6 cylinder BMW (as in 2500/2800/Bavaria/3.0/s/si/cs etc ) will not quit because the linkage has fallen off is the following;

Purchase 3 5/16" flat E-rings as shown full scale in the sketch below ( 10¢ to 15¢ each at your friendly hardware store ) and install them on the wiper linkage as indicated in the sketch. As a point of curiosity, the pivot bearings for the linkage already have a circumferential groove which simply begs to have a lock ring in it - why dosen't it have one from the factory?

I am not implying that the wiper linkages fall off all that frequently, but it is not all that uncommon either. It would be a good idea for owners of other BMW models to check their cars for a similiar quick preventative fix. ( the author will have an ample supply of lock rings available at the next tech session for any interested readers.)



### MANGLE OF THE MONTH AWARD A personal editorial

There is a BMW 2002 in the local area which has had ( so I understand ) the absolute ultimate fix for the now infamous and well documented BMW syndrome - the dread Output Flangitis. It seems that the aforementioned vehicle has had the output flange securely arc-welded to the transmission output shaft. Cute.

And then there is the gentleman- a freelance Bimmer Bummer- who installs BMW valve covers with an impact wrench. Does cleverness have any limits! Alas, no... By now you've surely heard the storey of the man who shelled out multi dollars for some Mercedes Zenith carburetors on the absolute assurance

that these would at long last cure his BMW Bavaria's problems. The Mercedes carbs turned out to be well used. They didn't fit. And they never did work properly. It was a nice car.

If there is a moral to any of this obscene madness it might be that before ANYONE works on your BMW be certain that this individual is well qualified. And absolutely competent. Too often Mechanical repairs are either doled out to the lowest bidder or contracted for on the basis of blind faith.

Anyone can make a mistake. Practically anyone who has ever worked on a BMW has made a mistake or two. No mechanic is immune. This includes independents and shade tree as well as dealer employed mechanics. At least, though, some errors are honest. The examples cited above can only be classified as some of the most maniacal mechanical mischief imaginable! They were not honest by any standards and they are certainly not easily remedied errors of technique or judgement.

BMW's are expensive. Repair parts for BMW's are expensive. And so are BMW mechanics - bad ones even more so. Check carefully. Why pay more?

Jim Craig

(Authors note: At this point I am refraining from identifying the perpetrator(s) of the above atrocities. Perhaps I am mellowing with age or simply remembering the threats against life and limb when I last called a thieving low life a charlatan. Or was it the other way around? I should point out that as the title implies this has been a personal diatribe and does not reflect the opinion of BMWCCA. And I must emphasize for purposes of preventing undeserved guilt by inuendo, that the above cited incidents HAVE NO CONNECTION WHATSOEVER with either Meekins or Kashouty.

While I would not particularly care to open a "well i can top that one contest", it might be interesting to conduct a poll concerning the state of BMW repair emporia in the local area. so stay tuned.)

J.C.

#### SUSPENSION MODIFICATION FOR A 2002 by Vernon Adams from "The Smokey Bimmer"

I now have my car exactly the way I want it for the total cost of \$360.50, what I consider a modest investment. Total installation could be done at a tech session for around \$15.00. Your BMW dealer would charge around \$275.00 and your car would be almost identical to the European Alpina 2002

After completing all of the suspension modifications I intend to make for street purposes, I thought I would give a description of each modification, what it did for handling, difficulty of installation and cost.

#### I. Front and rear 19mm sway bars and Bilstein street setting shock absorbers:

This was the most dramatic improvement made. Gone was the sudden final oversteer that had scared me to death on several occasions. Oversteer was there, but very gradual and completely controlled. Wind buffeting was gone also. I was no longer blown around by sidewinds on the interstate. Frankly, I don't see why BMW imported the 2002 without 19mm sway bars since they in no way affect ride quality and the car is much safer to drive for the inexperienced driver.

Installation of the bars and shocks are not terribly difficult and can be accomplished in an afternoon by two people. A spring compressor is needed. I purchased one from Jay Roberts Tire Connection ( Road & track ad ) for \$19.99 and is available to any club member. I bought my bars and shocks from MIAH ( Roundel ad ) for approximately \$200.00.

#### II. Decamber plates:

I strongly recommend installing these when changing front shocks because both installations involve dismantling the front suspension struts. These plates achieve the same castor and camber of the Alpina suspension strut ( available on German 2002's ). The result is more positive steering and much more self centering of the steering wheel when coming out of a turn. There is one slight drawback here; more steering effort is required at low speeds. However, Michelle did not complain unduly about the increased effort, so it is not unbearable.

I purchased my decamber plates from Miller & Norburn, Inc. (Roudel Ad) for approximately \$35.00 with a friendly 10% discount to club members.

### III. Steering wheel:

An overlooked item by many people. The steering wheel is the source of almost all the input as to what your car is doing, and is therefore important. A smaller, thicker rimmed steering wheel will appreciably quicken your steering and give you a much better grip. The wheel I choose was the optional 13½" BMW sport wheel because the hub is of proper length, it doesn't block your view of any of the gauges and surprisingly it is fairly inexpensive at \$49.99. I purchased mine from John Smith BMW in Kingsport and received a friendly 10% club discount.

Installation was simple and didn't involve any pullers or special tools.

### IV. Miller & Norburn Street Springs:

This was the second most dramatic change made to my suspension. After a very helpful conversation with Dennis Cloud at Miller & Norburn, I decided these were the springs that I wanted. I did not want the harsh ride that "sport" springs offer, but I did want to lower the car to European specifications ( U.S. version have taller, softer springs plus the 3/4" spacer in the front in order to meet silly bumper and head light height requirements- much to the detriment of your car's handling ).

My car is now 1½" lower in the front and 1" lower in the rear and handling characteristics are unchanged- just better. The ride is softer than stock springs with sport Bilsteins, and the car doesn't look as if it was set up for an off road rally.

The springs cost \$80,50 from Miller & Norburn, Inc. with your 10% club discount. Installation was accomplished by myself in about 3 hours.

### NO MORE BULL\*\*\*\*

I'm calling it quits on this.

My only goal with this feature was to amuse an adult readership. The material I used was meant more to entertain than to offend. I had no wish to offend anybody. I don't feel any of it was any worse than what can be read in magazines such as Newsweek ( Nov. 14, 1977 page 48 ).

The bottom line of course is that this newsletter should contain not so much what I want to publish as what you, all of you want to read. I never could envision "Das Kummel" as a place to take a first amendment stand.

Dave

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