



Das Kummert

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.

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FEBRUARY 1980

ACTIVITIES

First of all, I would like to thank Charles Dickens for volunteering me for Activities Chairman. It will take a bit of effort, but I will try to fill his shoes. - C.F.H.

SUNDAY FEBRUARY 3. 8:00 p.m.

BOARD MEETING at Clyde Hill's in Norfolk. The address is 1344 Armistead Bridge Rd. The house is a brick house on the corner of Armistead Bridge Rd. and Brandon Ave. If further directions are needed, my phone number in Ashland is 798-9694; or call me at home on Sunday (623-4404). I want to urge non-board members to attend if they will. We are planning some new things and input is always welcomed. (Board members too are urged to attend as always.)

SUNDAY FEBRUARY 9. 10:00 a.m.-3:00 p.m.

THE FIRST VALEN-TECH. This is an inspection tech at Atlantic BMW. (We all know where that is.) No actual work will be done but all parts will be 20% off, including special orders prepaid. This is a good opportunity to check those things you forgot about last time under the car, or even things you did check. It is free to attend, and coffee and donuts will be free, too.

SUNDAY MARCH 2. 8:00 p.m.

BOARD MEETING at the home of Dave Pritchard. Thanks, Dave.

SUNDAY MARCH 9.

HAPPY BIRTHDAY BEY EM VEY! Sunday afternoon we will be having our 9th anniversary celebration. This will consist of slides of Oktoberfest Boston, films from BMWNA, possibly special guests. Details

later. Should be quite a nice afternoon. (We'll probably have a "familiar-shaped" cake, too!)

SOMETHING TO LOOK FORWARD TO AND PLAN ON NOW:

MAY 23, 24, 25 -- MEMORIAL DAY 1980. THE BLUE RIDGE RENDEZ-VOUS. Sort of a mini Octoberfest. This year we will have neighboring clubs join in the act. It promises to be a nice weekend of good roads, good food and an all-out good time. See future newsletters for more details, or ask Charles.

Your Activities Chairman,
Clyde Hill

P.S. -- We still have some shirts left!



AT THE APEX

CHARLES DICKENS

I would have to say that the Christmas dinner party was a small but resounding success. There were prizes for everyone, ranging from windshield scrapers and T-shirts to certificates worth more than \$100. Everyone got at least four gifts. Many thanks to the friends of Bey Em Vey who furnished these donations.

Ray Korman came up from Greensboro for the dinner and was his usual charming and informative self. Thank you, Ray.

Those of you who missed this one had better plan now to attend the 1980 Christmas banquet which will be even bigger and better.

The treasurer and I had to miss the tech session at Rusty Barton's because we belong to Tarheel Chapter and their Christmas bash was also on the 15th. I understand it was very well attended with 17 Bimmers in all.

While my mind is on tech sessions, let me say a few words to explain to anyone who is still with me how to go about hosting a tech session. Call 488-0030 and tell whoever answers when you would be able to hold the event at your house. The general plan is to alternate between Saturday and Sunday dates, but this can be adjusted to suit you. The preparations are very simple: Buy a case of good beer and another of soft drinks, a bag or two of munchies, and you are all set. You then have only to collect \$2 from everyone who attends and if you don't get enough to pay for your refreshments, the club will take up the slack. It's no trouble - it's a lot of fun. So call me and let's talk about it.

Another little item which needs to be covered is renewal. It always comes up at this time for the older members and the cold facts are these: If you don't get your \$25 to National, they're not going to send you any more Roundels. And it will take us a little longer to find you out, but about March we'll stop sending your Das Kummel. Please do not procrastinate. Do it now.

While my soap box is still warm from that commercial, try this on: The last membership list of 1979 showed 88 members. I'm not sure what

the all-time high for Bey Em Vey is, but I think that's pretty good. We'll probably lose some through nonrenewal but I think that in 1980 we can reach between 125 and 150 members. With this in mind, please note that attached to your February Das Kummet you will find a new membership blank. Remove it carefully and put it in your BMW. Now the next time that you see a BMW with no BMWCCA sticker or grill badge, place it under the windshield wiper. You can write your name and number on it or if you're too bashful, write my name and number - and either way we'll have a shot at making some other Bimmer lover happy. One of the most rewarding and enjoyable things about BMWCCA to me is turning other people on to this great thing we have here. Try it, you'll love it.

MINUTES FROM THE JANUARY MEETING

The regular monthly meeting of the Bey Em Vey Corp., Tidewater Chapter, BMW Car Club of America, was held on Sunday, January 6, 1980 at the home of Chapter President Charles Dickens.

Attending were: Charles Dickens, Brian Missig, Jack Hornbeck, Linda Dickens, Clyde Hill, Rusty Barton, Dave Pritchard, and Rob and Joyce Tumbelston.

Newsletter

Jack Hornbeck reported that it will cost approximately \$30 to \$50 to design and lay out a new newsletter, stationery and envelope masthead. It will also cost approximately \$100 to have the items printed two-color. However, club member Paul Ferris has volunteered to print the items at a dramatically reduced rate. Discussion then opened on the needs and priorities of the club in this area, and it was left that Jack Hornbeck and Dave Pritchard will look at the alternatives and make a recommendation at the next meeting.

Charles introduced Joyce and Rob Tumbelston. Joyce has volunteered to type the final proof of the newsletter following Dave's work in compiling and putting together the information. The deadline for having the material to Dave is the 15th of the month.

Charles opened discussion on the fact that the club currently owns a typewriter but to get it into operating shape would cost about \$100. That is an option along with trying to find one through outside sources such as the federal government. Rusty suggested that the club ought to look into opening a savings account to collect the necessary funds to purchase the machine. No further action was taken at this time.

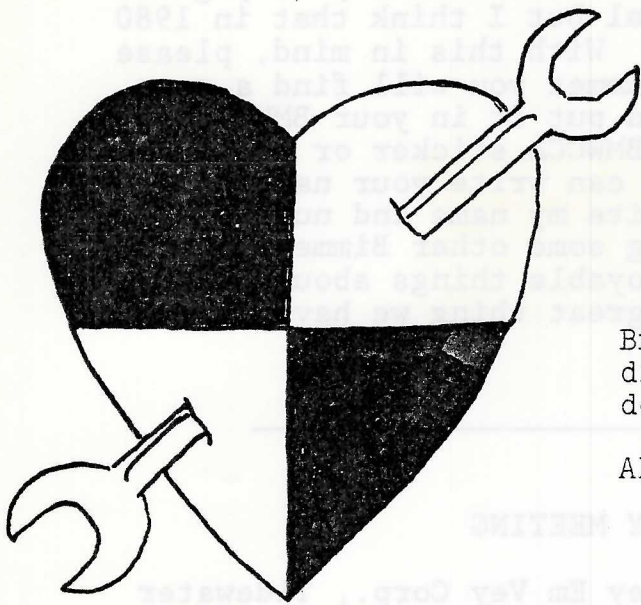
Club Sticker

Clyde Hill presented his design for a club sticker that would be used in promoting the chapter. Approximate costs will be \$200. Discussion also took place regarding using this artwork in conjunction with the hoped-for design of a new newsletter format. It was also decided that it would be best if the sticker were a clear plastic design to be used on the inside of a window. Clyde will look into these further.

Membership Meeting

Discussion opened regarding the value of holding regular, possibly quarterly, membership business meetings to try to involve the members more in chapter activities and to make them feel that they are a part

TIDE WATER Bay Em Vey PRESENTS...



THE FIRST VALEN-TECH !!

AT ATLANTIC BMW

Bring your beloved Bimmer for a complete diagnostic check. There will be coffee and donuts, conversation and tips.

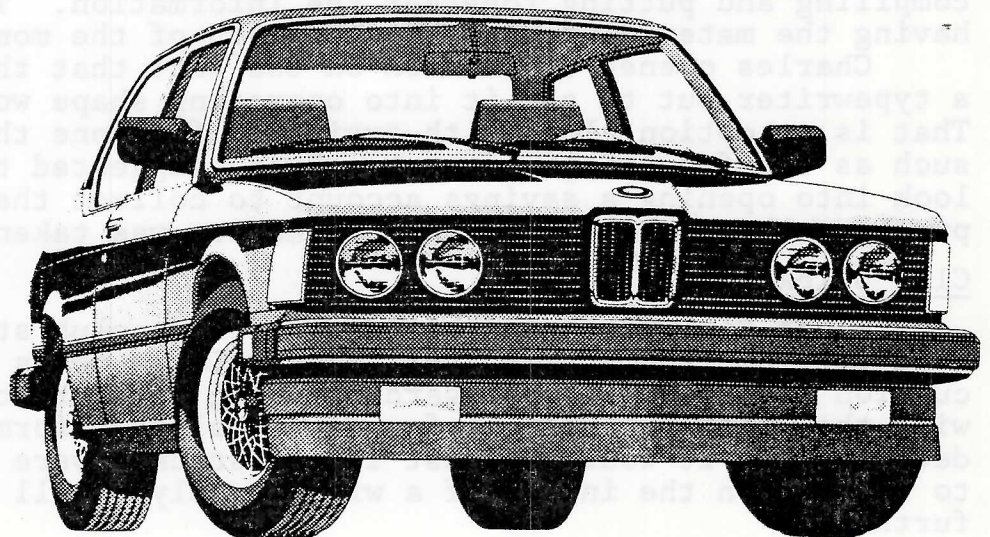
ALL PARTS BOUGHT OR ORDERED PREPAID WILL BE
20% OFF

FEBRUARY 9, 1980--10:00am to 3:00pm

ATLANTIC BMW corp.

KEN TODD
SALES MANAGER

WYNDHAM CURLES
SERVICE MANAGER
AND
PARTS MANAGER



1839 LASKIN RD. AT HILLTOP IN VA. BEACH

Phone 422-3201

of what is going on. Various alternatives were discussed, but since March is the chapter's birthday month, that will be used as the reason to hold this first in the regular membership meetings.

The "Anniversary Celebration" will be held on Sunday, March 9 beginning at 3:00 p.m. It will hopefully be held at the C&P Telephone building at Military Circle. The meeting will include among its activities a Ray Korman film and slides of Octoberfest. Clyde will handle the details and Charles will check on the possibility of Atlantic as hosts of the event.

Blue Ridge Trip

Clyde is also handling the arrangements for the Blue Ridge trip to be held over Memorial Day weekend. This event is to include other chapters. The National President has invited everyone to drive to West Virginia that Saturday for a picnic and that option is being pursued. More later, but Clyde is to design a flyer which will be used to promote the event. It is hoped that the total cost will come in for under \$100.

Other Business

National will be requested to send enough applications for distribution among all the chapter members.

Rusty opened regarding the fact that the chapter now owns a complete set of shop manuals. It was decided that the deposit required will be \$35 and that a fee of \$1 per day will be charged after the first week, which is free.

The February board meeting will be held at Clyde Hill's and the March meeting at Dave Pritchard's.

The March tech session will be held on Sunday, March 23 at a site to be announced.

John A. Hornbeck, Jr.
Chapter Secretary

BMW FACTORY SHOP MANUALS AVAILABLE

Your conscientious and efficient parts manager (me) has managed to acquire a full and complete set of factory repair manuals for almost every model BMW. The 1500 to 2002 manuals are up to date through 1976, the last model year; The 2500 to 3.0 Si manual is also up to date through the last model year; The 530i model is up to date through May 1978 and the 320i manual is up to date through April 1978.

These books are available to chapter members on a borrow/rental basis as follows: First, we require a \$35 deposit per manual that is returnable when the manual is returned; Second, you may borrow the book for 7 days free; Third, there will be a \$1 per day charge for any days over 7 that you keep the book; Fourth, if you don't give us the manual back, strange things may happen to your car! Seriously, if everyone cooperates and abides by these guidelines, the repair manuals can benefit the largest possible number of members.

A word of caution: These manuals are not step-by-step, how-to-do-it books. They are written for experienced BMW mechanics and thus are difficult to follow at times unless you are experienced yourself in working on your car. Since they will always be available at tech sessions, I suggest that you come to the tech session and discuss any major work you plan to do with the BMW veterans who are always in

attendance.

If you would like to borrow a manual, give me a call at home:
424-1954.

Rusty

IS YOUR BIMMER A DEPENDENT?

While substantially removed from the ranks of CPAs and H&R Blocks, I guess I'm still one of those individuals who is sadistic enough to actually enjoy preparing his own federal and state tax returns.

One possible tax saving that I believe many people overlook is the adjustment allowed for business-related expenses - or more specifically, business use of your personal automobile. If you use your car for business (regardless of whether or not you're reimbursed by your employer) and (Bimmer nuts take heed) if you're spending a good sum of money to purchase and maintain your treasure, then read on.

Utilizing IRS Form 2106 allows you two methods to figure your auto-related expenses. The first is to take 18.5¢ per mile (unless your car is fully depreciated) for the first 15,000 miles and then 10¢ for each mile over that. The second method is to figure your actual expenses (excluding depreciation) and then take the percentage of that total based on business mileage as compared to total mileage driven during the year. I use the second method because like most "exotic" car owners, I have a tendency to spare no expense where my baby is concerned. Some examples of the type of expenses you can total in addition to the usual gasoline, parts and repairs are personal property taxes and interest on your car loan (unless you itemize your tax deductions and take on schedule A), car insurance, registration, club dues and cleaning materials. If you use your car for business regularly and even if you are reimbursed, I'll bet the percentage of actual expenses related to business use will exceed the reimbursed amount.

If I've lost you (as I was when I tried to do this the first time), the best thing to do is to either hot foot it down to the IRS and get a copy of Form 2106 or be sure your accountant or H&R Block know that you use your car for business. Oh yeah! Even if you don't itemize your deductions, you can still benefit because business-related expenses are an adjustment to income which may be taken even on the short forms.

Three final suggestions: 1. Keep accurate records and receipts for each and every purchase; 2. Keep track of the mileage traveled while on business; and 3. If the IRS calls you in for an audit, don't call me.

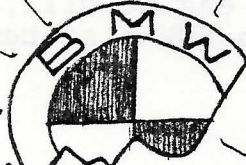
Uncle Sam

NEWS FROM BMW OF NORTH AMERICA

Jochen Neerspach, the managing director of BMW Motorsport GmbH since 1973, will leave BMW on April 1 to form a Formula 1 team at Automobiles Talbot in Paris.

The Talbot Formula 1 project will take over the "know how" for the BMW 1.4 liter, four cylinder, turbocharged engine and modify it into a 1.5 liter for Formula 1 competition, according to a statement

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!

released by BMW in Munich on January 8, 1980.

Dieter Stappert will become the new team manager at BMW Motorsport. He has been assistant team manager for Neerspasch for several years. The managing director of BMW Motorsport GmbH will continue to be Dr. Henning Scheu and Engineer Paul Rosche.

Talbot entered into a sales agreement with BMW concerning the 1.4 liter engine technology and has purchased the engineering drawings of the engine. Rosche will act as a consultant on the conversion project.

The Formula 1 car with the BMW engine will, with all likelihood, not carry the BMW name, according to BMW's statement.

Thomas O. McGurn
Public Relations Manager

CHARLES DICKENS

About the 1980 320i - I feel, after 25,000 miles in our 1979 320, well enough acquainted with it so that I might be able to compare the newer version. I drove one at Atlantic BMW on one cold gray day last week and this is what struck me about it.

It seemed to fire up and run very well from stone cold. The new 5-speed, which is standard, is a very good addition. It should have been at least an option before now, but that might be partly sour grapes on my part. Be that as it may, it is much easier to shift. By that I mean that even when stone cold, it went into gear much smoother than the 4-speed. There is no, repeat no, 1st to 2nd hesitation whatsoever. This is due, at least in part, I feel, to the newer transmission's closer spaced first three gears. The ratios are selected to complement the smaller, and therefore less torque engine. It works well. 4th gear is still a straight through one-to-one, but the magic 5th cog is an overdrive ratio, which means in English that the engine turns less RPM than the drive train. This is a capital idea because it not only makes the car noticeably quieter on the highway, but it is the major reason why the projected highway mileage is 36 MPG. 36 for God's sake.

Another tactic which BMW used to achieve the EPA estimated average mileage figure of 25 (it was 19 on the '79s) is the proven but sometimes sad paring of weight. This shows up in the 100+ pounds less shipping weight this year, but also shows up in a slightly noisier car. At lower speeds the '80 sounds like a lot of other smaller but cheaper cars. It's not that it's really noisy, but that it's not as quiet as the '79.

The dash is basically the same except for the air conditioning, which is much better because of more outlets. These outlets are shared with the ventilation system and seem to be a vast improvement. The 320 always had a better fresh air and air conditioning system than the 2002. The European cars I have driven don't seem to have had much thought invested in the cooling apparatus so we don't suffer in comparison to our automotive peers on that account.

The clock has been moved to the bottom of the tachometer and is digital. I have seen it criticized for not showing up well in bright

sunlight, but I have not noted this problem myself.

The big bargain in the '80 line-up is the "S" package on the 320, making it the 320i "S". The "S" package is available only in black, white and silver.

The list of things in the "S" option includes a new sport suspension, BBS Mahle wheels, locking differential, halogen high beams, sun roof, Recaro seats, fog lights, a new, larger air dam, AM-FM-cassette, a right hand electric outside mirror and probably more, but I've forgotten something, I'm sure. Altogether a very impressive car to give this kind of performance and 36 MPG.

OCTANE PROBLEMS? A SOLUTION!

Many of you are like me. We who own the older models have watched helplessly as the oil companies have eliminated premium gas at their stations or reduced octane for their "premium." Rather than de-tune my engine to use lower octane gas, I have been searching for a "safe" alternative for several months now. Through an acquaintance at work, I have found a solution! It's something a friend of his read in a Corvette club newsletter. The solution was offered by two independent expert sources, the Ethyl Corporation and the Shell Oil Company.

The bottom line is that mixing the highest octane unleaded with the highest available leaded fuel gives a mixed leaded octane rating higher than either of the components. Lead addition increases octane the most when the first part is added. Thus, adding a little lead to the "high octane stock" of the unleaded results in a higher octane than is generally available. You will probably want to experiment to optimize the proportions for your car, but Shell gives a good place to start. Current octane ratings (R + M)/2 for Shell are 89.5 for leaded regular and 92 for super unleaded. A mixture of 25% leaded regular and 75% super unleaded will result in a 95 octane mixture. Try it! It works!

John Bisset
Die Zeitung/Connecticut Valley Chapter

FOR SALE;

Iberian red 1979 320i; Sun ~~roof~~^{Roof}, Alloy wheels, Recaro seats, limited slip differential, Sport steering wheel, Air, AM/FM Cassett with Dolby, Hella fog lights, Hella high beams, Kamei Dam, Beautiful & flawless black cloth upholstery, Repco Brake Pads and Silicone fluid. Under factory warranty until May 4, 1980. All maintainence records and reciepts. \$12,900. Call Charles Dickens at 488-0030

VA. BEACH, VA. 23462

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ZIP _____ PHONE _____

MODEL OF BMW _____ YEAR _____

BMW #2 _____ "

SERIAL # _____

SIGNATURE _____

SEND YOUR CHECK FOR \$25 MADE
PAYABLE TO BMWCCA TO THE ABOVE
ADDRESS OF BEY EM VEY CORP. THIS
COVERS A YEARS MEMBERSHIP IN THE
LOCAL AND NATIONAL CLUB

