



P. O. Box 62145
Virginia Beach, Va. 23462

PRESIDENT'S COLUMN

Included with this issue of DAS KUMMET is a questionnaire your board has formulated.

Our purpose is to try to find out just what it is you want from your club.

Its been over three years since we took the pulse of our member-

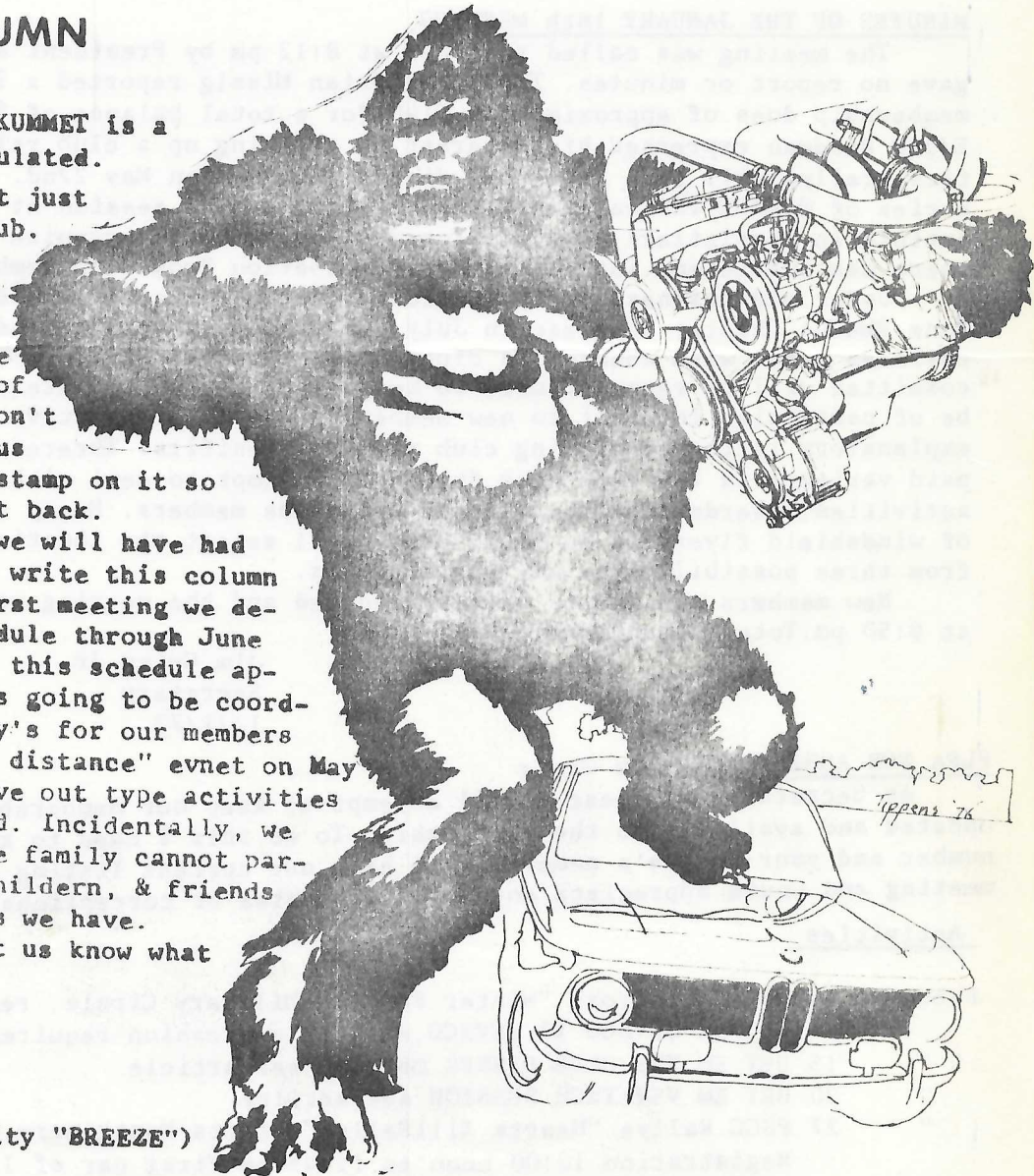
ship and its apparent that many attitudes have changed and we are anxious to address the interest of our present membership. Please don't ignore this opportunity to give us your views. We've even placed a stamp on it so you have no excuse not to send it back.

By the time you read this, we will have had two board meetings although as I write this column we have had only one. In that first meeting we decided on a tentative events schedule through June including monthly tech sessions; this schedule appears elsewhere. Eddie Hardman is going to be coordinating a series of low key Rally's for our members only, beginning with a "shortest distance" event on May 15. We are also planning some drive out type activities with family participation in mind. Incidentally, we have no events in which the whole family cannot participate. We encourage spouses, children, & friends to come to any and all activities we have.

This is your club, please let us know what you want from it.

Rusty

"Kong" appeared in the Windy City "BREEZE")



TIDEWATER CHAPTER OFFICERS

President..Rusty Barton. 393-o235,Vice President..Ann Williams..422-3359, Secretary.. Jim Craig..397-6917, Treasurer..Brian Missig..340-2154, Activitiis Chairman..Eddie Hardman..425-0831, Editor..Dave Pritchard

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 8:00 PM unless otherwise noted in Das Kummet.

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 autors and no authentication is implied by the editors or publishers. Modificatons within the warrantry period may void the warrantry.

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MINUTES OF THE JANUARY 18th MEETING

The meeting was called to order at 8:12 pm by President Rusty Barton. The Secretary gave no report or minutes. Treasurer Brian Missig reported a \$12.22 balance with undeposited membership dues of approximately \$140 for a total balance of \$152.22. Activites Chairman Eddie Hardman expressed his interest in starting up a club rallye program this Spring. The first rallye will be a "shortest distance rallye"on May 22nd. Following this there will be a series of SIMPLE TSD rallies. There will be a tech session at Ann Williams' in Feburary (see article in newsletter). Ann mentioned that she would organize a ski trip to Wintergreen if there was sufficient interest and partipation from club members.

Under old business Rusty mentioned that our chapter would probably be hosting the Atlan+tc Zone BMWCCA Chapter Congress in July. Confirmation will be made sometime in Feburary. "New business dealt with changes in club procedures regarding new and old members. The telephone committee will be reconstituted to keep every one up to date on club activities (this should be of particular interest to new members). New or prospective members will receive a welcoming explanatory letter concerning club services/benifits. There will be a club survey (post paid variety) in the very near future to attempt to deal with the reorientation of the clubs activities towards the interests of the clubs members. Rusty also mentioned that a new supply of windshield flyers is on hand. Rusty will select the location of the Feburary dinner meeting from three possibilities- all steak houses.

New members and guests were introduced and the meeting was adjourned to the Village Inn at 8:50 pm.Total attendance: 14.

Jim Criag Jr.
Secretary
1/21/77

PLEA FOR ASSISTANCE- Jim Craig

As Secretary this year I will atjtempt to keep our membership/mailling list continually updated and available to the membership. To do this I need to know everyone's address, phone number and your spouse's name. I will have our current listing available at the Feburary meeting and would appreciate any and all updates or corrections. Thank you.

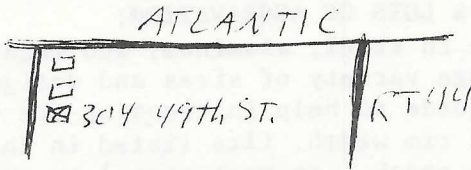
Activities

- February 13 TSCC Autocross "Winter Four#3" Military Circle, registration 10:00am FCO 11:00
\$4 Non SEVSCO \$3 SEVSCO,exhuast sùpression required.OD Joe Rutledge 587-8955
- " 15 BEY EM VEY CLUB DINNER MEETING see article
- " 20 BEY EM VEY TECH SESSION see artilce
- " 27 PSCC Rallye "Hearts XlllRallye" Starts Montgomery Wards, Denbigh Mall.
Registration 12:00 noon to 12:45 pm First car of 1:01 pm. Straight firward TSD,
good fun Sunday afternoon event.\$4 NON SEVSCO \$3 SEVSCO,SEVSCO code & classes
OD Dennis Deane FTA Charlie Edmonson. Registration:Dennis Deane 877-8290

February 20th TECH SESSION

This month our tech session will have a special purpose. Spouses and or siblings are invited also. Hopefully I will have an activity planned for both, but if not the big lake (Atlantic) is just across the street and will make nice walking (with a lower temp.). Hope to see everyone.

Ann Williams..422-3359
Location: 304 49th Street
Va. beach



Skiing-Vermont, Virginia

New Year's Weekend, I left the pleasures of my Bimmer to try skiing. Not to my surprise it's as much fun as my 1600 on a mountain road. So having tried the slopes at Killington, Vermont I am ready for Wintergreen, outside of Charlottesville and hope this time to introduce some folks to skiing or for the experienced another good weekend.

Should we be able to find in the club some interested folks (who could possibly afford property at Wintergreen) and are interested in a weekend or Saturday night up there. I can arrange reasonable rates on accomdations, lifts and equipment. The catch is that at least one couple or person would have to spend a couple of hours with a sales rep(though it might be worthwhile for all of us just to learn about this new resort).

Ideally we need between 8 and 12 persons to make this work. Please contact me if you're interested.

Ann Williams, 461-3200 or 422-3359

WHY IT'S AS COLD AS IT IS

One theory that I've heard thats as good as any other and possibly better was voiced at work the other day by one Herman Reid. It goes thus; for some time now there has been a steadily increasing flow of gold, silver and other manifestations of wealth filtering over to our Arab brothern who have previously had nothing. This has affected the earths center of gravity in such a way that we are no longer revolving on the traditional axis. In a word, we are becoming the new North Pole.

Dave Pritchard

SEVSCO CALENDER FOR THE FIRST HALF OF 1977

- FEB. 6-OPEN
- 13-R*TIDEWATER SPORTS CAR CLUB
- 20-BEY EM VEY TECH SESSION
- 27-R PENINSULA SPORTS CAR CLUB
- MAR. 6- A PSCC
- 13-R COLONIAL RALLYE MASTERS
- 20-A BEY EM VEY
- 27-A TSCC & BEY EM VEY TECH SESSION
- APR. 3-R BEACH FORD MUSTANG CLUB & PSCC- CONFLICTS
- 10-A TSCC (drivers school)
- 17-A BFMC & BEY EM VEY TECH SESSION
- 24-R ANDIAMO MOTOR SPORTS CLUB
- MAY 1-A PSCC
- 8-R CRM
- 15-A BFMC & BEY EM VEY MEMBERS ONLY RALLYE
- 22-R TSCC & BEY EM VEY TECH SESSION
- 27- open
- JUN 5- A TSCC
- 12 A BFMC (drivers school) & BEY EM VEY TECH SESSION
- 18 & 19 R CRM
- 26-A BEY EM VEY BRIDE AND GROOM

*R means Rallye and
A means Autocross

"I told the mechanic you wanted all this done by five. He thought that was a riot."



CHOOSING ALLOY WHEELS

by JULIAN LEKUS-HIGH PERFORMANCE AUTO INC.

(reprinted from "GESUNDHEIT", newsletter of the St. Louis Chapter)

Alloy wheels can be the most expensive accessory that you can buy for your car so it is important that you make the right choice. Don't look for the cheapest wheel. A mistake will cost you time, money & LOTS OF AGGRAVATION!

Accessory wheels come in steel, aluminum, and magnesium, (plus occasional combinations). They are available in a huge variety of sizes and designs with great variation in quality.

The following is a guide to help in choosing the correct wheel for YOU.

(A) WIDTH- Know your stock rim width. (Its listed in the owner's manual.) It's best not to go more than 1" wider than stock (on most cars) to avoid fender clearance problems.

However, certain cars with adequate clearance can accomodate certain wheels up to 2½" wider than stock width, always make shure your tire can accomodate the new wheel.

(B) OFFSET-This is the relationship between the centerline of the wheel and it's outer flanges. Most imports require a zero or negative setting for proper clearance and wheel bearing stress. On a 6" wide wheel, if the backside of the centerline is 3" from either edge, then the wheel has a zero offset. Negative offset will move the wheel/tire combination towards the brake. A 6" wheel with a distance of 3½" from the backside to is said to have a 1" negative offset. A 6" wide wheel with 2½" from backside setting (centerline) to the edge has a ½" positive setting. A positive setting moves the tire/wheel combination out towards the fender.

(C) OVERSIZED TIRES- It is vital that wide wheels and tires be matched for proper fit and clearance. When choosing a wider tire, try to choose one with the same overall height as the stock tire in order to avoid hitting the fender. when you move your wheel/tire combination out to the fender, it is the tires height, not its width that usually causes interference. eg: A stock 240-z rim is 4½"-5" wide and uses a 175-14 tire. In most brands you can fit a 14x6 rim. But the offset will determine where the tire will now sit. If you go to a wider tire, a 195/70-14 or CR70 will retain the same height as the 175. If you choose a taller tire then fender interference MAY occur. On negative offset wheels, make sure you have adequate clearance of tie rods, brake calipers, and inner fenders. Be sure to prefit any wheels you purchase to insure proper clearance before you mount any tires.

(D) MATERIALS AND CONSTRUCTION- Most alloy wheels are made of aluminum of one type or another. almost all domestically produced wheels sold by High Performance auto are made of Alcoa A-356 aircraft prime aluminum alloy. This material is then heated to T6 NASA specifications for strength. These wheels are centrifugally cast and usually weigh 20-30% less than a steel wheel of comparable size and strength. Centrifugal casting allows for high volume production with high quality control at reasonable prices. This casting method lends itself to a high gloss finish when buffed. Centrifugal casting is used extensively by Appliance, US/American Mag, Western Wheel, etc.

DIE-CASTING (high pressure and low pressure) is commonly used in Europe for most alloy wheels of aluminum, LM25 (alum?magnesium), and magnesium or beryllium. Quality control is is more important in die-casting and most of the "out of round" wheels we encounter are die-cast. Wheels of LM25 are often 40-50% lighter than a compararable steel wheel. Die-cast wheels have a dull finish which is why so many are painted (also to protect from oxidation). Some of the best wheels in the world are die-cast (Minilite, Cromodora, Campagnolo, GT 100+). the main advantage of magnesium over aluminum is weight saving. It has the same strength as aluminum. Only titanium and beryllium are stronger wheel alloys and much more expensive.

All wheels marketed by High Performance meet SEMA 5-1A(American) standards, most meet the German TUV, and a few wheels meet the Japanese standards, who at the time of this printing have the toughest standards in the world.

(E) INSTALLATION: all "mag" wheels should be installed by experts; preferably by hand. These wheels, when installed by machine, are subject to sratching and possible fracture. (These wheels are not fragile, but are not designed to be installed by machine except for those specifically designed to handle mags.

Cars with McPherson suspensions must have their wheels balanced on the car by a unit such as the Hunter Stobe light. Dynamic balancing on the car balances the entire package, (wheels, lugs, cap, axles shocks, etc.) as one. When you balance of the car these areas are ignored. Off the car balancing no matter what machine is used, is simply not as accurate. Choose a shop that has experience with mag wheels. Watch the quality of the work.

In sumation, the more unusual and low volume the wheel, the more it will cost. However, you will have a wheel not seen on other cars plus the assurance of high quality casting, materials and engineering.

DINNER MEETING The February 15th meeting will be at Nick's Steak House Pavilion, 1125 south Military High way, starting as always at 8:00 pm. It is Nick's policy to add a 15% gratuity to the check. If you do not contact a board member to say that you are coming you will be called the week before the event as we need to inform the restaurant of the number of people coming. Try to attend.

WANT ADD

for sale, 4 Michelin XAS tires, 3 on 2002 wheels, tires are used with about 10,000 mi of tread left. The cost is \$5 per wheel and \$5 per tire, \$35 takes all. call Eddie Hardman, 425-0831

TROUBLE SHOOTING

When your car won't run, usually at night in the first snow storm while you have no jacket, don't just sit there but work on it yourself. Number one turn off heater, wipers, lights, etc. Don't waste your battery power. Step on the clutch so you don't turn part of your gearbox. Of course you've checked the fuel gauge. Now take off the air cleaner and work the throttle under the hood. Does gas squirt in the carb? It should. If no gas you either have none or the pump is broken, or a line clogged. Work your way back till you have gas. Usually the problem is electrical. You must have gasoline and a spark. Pull off a spark plug wire and hold it close to metal while your wife turns over the engine. Or ask her to hold wire while you start engine. If you are in car you can't see the spark but you can hear her scream. If no spark, check all wires. None should be loose. The most common problem is in the distributor. Take off the cap and check the rotor. Is it in one piece? Also check the graphite pin in the center of the distributor cap. It should be springy to touch the rotor. Next look at the points while the engine turns over. They should make and break contact. If not, the usual problem, set the points so the fiber block is on a cam point. The easy way is to put the car in forth and roll the car. With a screw driver set the points apart the width of a match book cover. These are a few ways you can save a tow charge. Just remember you need gas (in the engine not just in the tank) and a spark. Find out which is missing and work your way back. Good luck! Also always carry change in your glove box to call tow trucks with.

Rocky mountain BMW

Editors note: I have also had, at different times, starting problems with a frozen carburetor the cure for which is just pouring gas down the throat of the carburetor while someone else cranks the engine.

THE NATIONAL SPEED LIMIT AND YOU

Every one talks about it, no one does a thing about it - what is it? Well it used to be the weather, but now it's the save-the-people-from-themselves 55 mph everywhere in the nation speed limit. More widely ignored than the income tax laws, less powerful than a locomotive, able to leap tall logic in a single bound, the Fedlimit stands astride the country, the colossus of roads. Broad, sweeping, safe motorways, conflicting accident statistics, efficient engines, a yawning public apathy and plain old fashioned defiance notwithstanding, the pea-brains in Washington continue to muscle states which balk at a crackdown on speed "violators". That holy writ, "SPEED KILLS", will die hard in the hearts and minds of statisticbenders.

Faint glimmer of hope #1: Texas A&M University recently completed a study of comfortable speeds on freeways. Without telling the participants the nature of the study, examiners had them drive a 1970 240Z, a '73 Torino wagon and a '73 GMC sportsvan at a "comfortable" speed on a blocked off portion of I-30 near Texarkana. Speedos were blocked off too and the subjects averaged 69.95 mph! Conclusion: "If the difference between the comfortable speed and the legal speed is large, the driver is placed in a stressful and fatiguing situation. This additional stress can lead to exposure to greater accident hazard."

Faint glimmer of hope #2: The National organization, BMWCCA (which some like to say is useless 'cus what do I get out of it?) named Harmon Fisher as coordinator of an effort to raise the 55mph speed limit. He is vocal, fearless, brassy and mean enough to get through to somebody in safety land. You read about it in Mike Izor's October Roundel column, you probably agreed that something should be done--NOW DO IT! Write to Harmon (430 Brockenbraugh Ct. Metairie, La. 70005) and tell him you're with him. that's a start.

(From the BUCKEYE CHAPTER "DRIVING LIGHT")

WANT AD

for sale, 4 Model 100 tires, 3 on 2001 wheels, tires are used with about 10,000 mi of tread left. The cost is \$2 per wheel and \$3 per tire. \$22 takes all. Call Eddie Jackson, 633-0811

WANT AD

When your car won't start, usually at night in the first snow storm, you have no jacket, don't just sit there but work on it yourself. Another one just off dealer, lights are there, water your battery power. Turn on the lights so you don't burn out your battery. If engine won't start, check the fuel gauge. How full of the air cleaner and work your way up to the spark plug. If no gas you either...

VA. BEACH, VA. 23462

P.O. BOX 62145

BEY EM VEY CORP.



HE JUST CALLED HIS WIFE TO ASK IF HE COULD BUY A NEW 530i, AND ALL THAT SHE SAID WAS "DON'T ORDER YELLOW!"