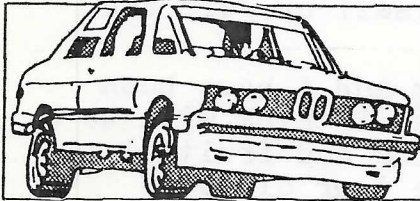




Das Kummert

November 1980



at the
Apex
CHARLES
DICKENS

Der Tafel: BEY-EM-VEY
ACTIVITIES COLUMN

I very much regret that the Driver's School will have to be canceled due to the track owner having scheduled go cart season through our date. I am not surprised by this personally, but I am disappointed nonetheless. Track owners and/or promoters are not known for their dependability, especially small time track owners. I promised myself I wouldn't slander anybody over this but the truth will out. Full refunds will either be in your hands or in the mail by the time you read this. Many thanks for your support and interest in this ill starred endeavor.

On to more problems:

SUBHEADING: EQUIPMENT

Namely a typewriter. We have been very fortunate to have had a very fine machine loaned to us for some past months. Alas, the generous owner had to take it back, something about making a living or some such trivia. We are now high and dry as far as an operable machine goes. Bey Em Vey owns two typewriters but neither is really worthy of the name. It would cost over \$100 to get either to the point where we could start trying to get a decent job out of it. Our need at this time is for an electric machine, preferably but not

CLYDE HILL III

WEDNESDAY November 5 7:30 pm.
The first annual (?) Recessionary trend dinner at the 28th and Atlantic McDonalds at Va. Beach. A real inexpensive way to have fun.

SUNDAY November 9 12:00 noon
Tech Session with Bill Clements 2820 Lambert Trail in Chesapeake. Call Bill at 485-3070 for directions.

SATURDAY December 6 12:00 noon
Tech Session at Editors Becky and Jeff Barnett's house, 134 South Palm Avenue (off Bonney Road in Virginia Beach.) \$2.00 covers it.

SUNDAY December 7 8:00 p.m.
Board meeting at the home of Walter Broadnax. Board meetings are open to all members, and we need a Vice President, so if you have any ideas... the address is 2602 Cecelia Terrace, Chesapeake. Call Walter for directions: 487-3946

SATURDAY December 13 8:00 p.m.
Bey Em Vey Annual Christmas Dinner at the Omni Hotel !!Door Prizes!! For more details see next months' Das Kummert.

SUNDAY January 11 12:00 noon
Tech Session at the home of Walter Broadnax. See above for address. \$2.00 covers it.

SUNDAY January 18 8:00 p.m.
Board Meeting at the home of Jeff and Becky Barnett. See above for address. All members are implored to contribute.

Continued on page 2

FOR SALE

- Center Exhaust resonator for 2002
NEW \$35.00

- 2002 Factory Trailer Hitch \$45

- Pair Two Tone Horns Regular \$10

- Three Years Back Issue Roundel &
Das Kummert \$10

- 2002 Misc. Parts & Junk- all \$10

- Blapunkt AM/FM \$45

CALL Jamie Sadler
464-5524

FOR SALE

- 1975 3.0si, 4 Speed, Metallic Silver,
Sunroof, Factory Mags, New XVS
Michelins, AM/FM Stereo Cassette,
Original Owner - Excellent Condition
In and Out \$7800

CALL Ralph Doudera
481-1787
1732 North River Road
Virginia Beach

Of Immediate Interest

NOTE*NOTE*NOTE*NOTE*NOTE*

Do NOT use a Purolator filter no. FCO-201. It caused a low oil pressure at engine start up and the rubber anti-drain back valve in the filter failed. The recommended filters are: Purolator PC-201, Fram PF 46, or Mann 712/4.

These FCO-201 filters are being promoted at discount stores and the box says that they are suitable for BMW, but don't believe it. Anyway, this was noted in the Connecticut chapter newsletter and went on to say that you should have an oil-pressure guage installed as this was the way the low pressure was noticed. You should also complain to BMWNA that any car whose cheapest model is \$12,000 should have an oil pressure guage as standard equipment.

NEW YORK CHAPTER

AT THE APEX

(Continued from Page 1)

necessarily, portable. This machine needs to be in good, usable condition. We don't mind giving it a tune, but no junkers please. We don't mean to be picky, it's just that we are trying to avoid a large cash outlay at this time. In regards to this request, call either myself or Jeff and Becky.

Your treasurer and I have been invited to what I think will be a very interesting and fruitful meeting of the four clubs of Virginia. This meeting will be held on the eighth of November so I'll have to get back to you on the results in the GALA December issue of Das Kummert. We have here in Virginia an unequalled opportunity to benefit from the proximity of two established clubs and two new and potentially very active clubs. Very exciting. That's about all from here, so until next Das Kummert, Keep Blinking!

- President
CHARLES DICKENS.....488-0030

- Vice-President.....

- Secretary
WALTER BROADNAX.....487-3946

- Treasurer
LINDA DICKENS..... 488-0030

- Activities Chairman
CLYDE HILL III.....623-4404

- Peninsula Coordinator
BILL WARD.....1-229-9615

- Tips Representative
WILLIAM MACHRONE..201-322-8654

- Editor Das Kummert
JEFF BARNETT.....340-9043

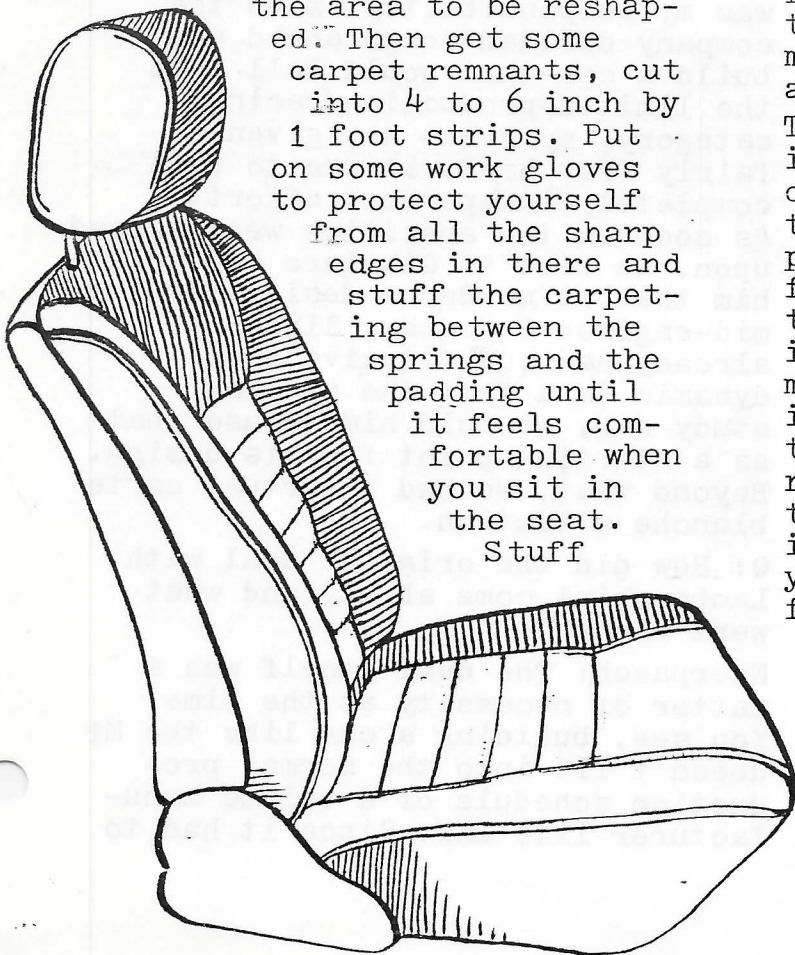
- Newsletter Production
Becky Doss.....340-9043

GO SIT ON IT!

The stock 2002 seat, despite all the BMW hype about ergonomically designed fit, is an orthopedic disaster area. The seat offers too little support of the lower back, causing early fatigue and terminal numbness of your rear end.

The fix is to take off the six Phillips screws that hold the panel onto the back of the seat and bow the panel out slightly to release it from the top. It then swings down from the top, exposing the springs and rubberized horsehide padding. Have someone get into the rear seat as you sit in the driver's seat and have them push in on the springs in the lower area of the seat until it feels good in the lower part of your back. What you're looking for is to straighten your spine so that it does not curve into the seat in this unsupported area. Make note of the approximate

location and extent of the area to be reshaped. Then get some carpet remnants, cut into 4 to 6 inch by 1 foot strips. Put on some work gloves to protect yourself from all the sharp edges in there and stuff the carpeting between the springs and the padding until it feels comfortable when you sit in the seat.
Stuff



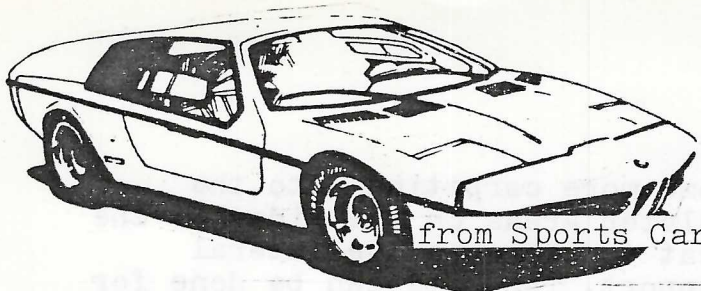
some more carpeting into the bolster areas on the sides of the seat to increase the lateral support. The same can be done for the bottom cushion, but it requires taking the seat out.

If you have a sunroof car you probably have the "Sunroof" seats, which have a lower cushion than the standard ones to provide more headroom. The problem is that the cushions are nearly flat, giving no thigh support. The quick and dirty way to provide more thigh support is to remove the front seat track bolts, block the track up an inch or so with washers or nuts and put in longer seat track bolts. If you elect this method you must bend the seat adjustment plate so that it engages with the adjustment teeth on the seat track, otherwise your seat could become dangerously dislocated under acceleration, braking or in an accident.

The advantage to blocking the seat this way is that it rises as you move forward on the track, an advantage for shorter drivers.

The more workmanlike way of adjusting the rake angle of the seat cushion is to remove the seat from the track and fabricate two angled pieces of wood or aluminum (one for each side) that will give you the tilt you want. This will not interfere with the adjustment mechanism but it will not change its height as you move forward on the track. This latter feature is really only useful if you have two people with a large difference in height driving the car, since you can build in the height that feels best to you in the blocks.

BILL MACHRONE
in BMWCCA'S NJ Bulletin



AN INTERVIEW WITH Jochen Neerpasch

from Sports Car Graphic by way of The Puget Sound

Jochen Neerpasch served as head of BMW Motorsport GmbH from 1972 until last April, when he left his post to take over the development of a BMW powered Talbot Formula One team. During his tenure, BMW Motorsport grew dramatically in size; its racing ventures moved from the hugely successful CSLs to the underpowered 320s - done in by a rule change after only one season - to that still struggling exotic car, the M1. Shortly before his departure was announced, Neerpasch was interviewed by Sports Car Graphic magazine (April/May 1980.) Excerpts from that interview appear below.

Q: Why did you choose to run the 320i in competition, rather than the 630 series cars?

Neerpasch: As you know, the 320i program is no more. Originally, we started what was known as the BMW Junior Team back in 1977. We ended up building about 25 320i's, with most of them going to private customers. These cars were powered by our normally aspirated F2 engines. As far as the turbocharged 320's were concerned, when we first decided to go into serious Group 5 competition with them, the Porsche 935s were being forced to run under somewhat of a disadvantage. Because of their much larger 3.2 liter engines, they were required to race under the equivalent of Group 4½ rules; the 320s could run as full Group 5 machines. That was the only reason we elected to go with the 320 in the first place. After one season, the regulations were changed, and the 935s ran under the same rules that the 320s did. There was simply no way we could make up the difference in engine displacement, especially in sprint races. Personally, I think it was very sporting of BMW to have continued with the program, even though they knew it was going to be an impossible uphill battle.

Q: Let's move on to some specific questions about the M1. Briefly, how did the program get started?

Neerpasch: Prior to my arrival in 1972, BMW had begun working on what was known only as a "turbo styling study," under the direction of Bob Lutz. While the car was never envisioned as a potential production machine, several mockups were constructed and subjected to wind-tunnel testing and some other technical engineering work. The actual M1 project, originally known as the E-26, was my responsibility. When the company decided to go ahead and build a car that would fall into the limited-production/racing category, my group was given a fairly free hand. It was to be a completely independent effort. As soon as the specifics were agreed upon, we went to Giugiaro and told him that we needed a design for a mid-engined 2 seater. Since we already had quantitative aerodynamic data from the styling study car, we told him to use that as a starting point for his design. Beyond that, we had a virtual carte blanche situation.

Q: How did the original deal with Lamborghini come about, and what went wrong?

Neerpasch: The deal itself was a matter of necessity at the time. You see, building a car like the M1 doesn't fit into the normal production schedule of a volume manufacturer like BMW. Since it had to

be virtually handmade, we needed to find high-quality facilities outside the company. When we first started our search, Lamborghini was an obvious choice. It had fantastic facilities for a project like ours. Its plant was capable of turning out about 600 units per year, and it was only selling about 200 to 250 units of its own product. It was looking for some way to utilize its additional capacity in order to amortize its fixed costs over a normal production run. In short, it looked like an ideal company for us.

So we started there, and from an engineering standpoint, it was a very successful period. The real problems only started when production was about to commence. Producing automobiles requires the purchase of materials in quantity. Lamborghini just didn't have the kind of cash flow necessary to do this. It became a very unfortunate situation for us because we had a complete car that we still couldn't build in our own factory and loads of money tied up in the project.

Q: How much all-out race car is there in a street M1?

Neerpasch: Plenty. I'll give you an example. Take a standard 320i. It costs about 25,000 Deutschmarks. If you look at the Group 5 version that we run in the German Championship, it costs about 175,000DM, because you start with a production car and end up virtually rebuilding it with handmade peices.

Now if you look at an M1, it costs 113,000DM. A Group 4 version of the car, which does lap times nearly equal to a Group 5 320, only costs 150,000DM. That's about the best way to describe how much road car and how much race car you'll find in a production M1.

Q: Would you care to elaborate?

Neerpasch: There is a difference in suspension, of course. All the rubber mountings are tossed. The racing engine uses different intake and exhaust manifolds, plus more radical camshafts. With the 3.5 liter engine, we can produce 480 horsepower in Group 4 trim, roughly equivalent to an F1 motor, so we also use stronger alloy for the pistons. Beyond that, there's not a great deal of difference. Obviously, the production versions have to run mufflers in order to comply with noise regulations. With this kind of engine, that in itself is a fairly major change as far as performance is concerned.

Q: What do you see as the optimal yearly production figure for M1s?

Neerpasch: I'd say 200 annually. That's the kind of number we view as realistic. You see, if you build this type of car in quantity, it doesn't get cheaper. It's not like a normal production car, because it wasn't designed as one.

Q: Do you foresee a turbo M1 for the street at some time in the future?

Neerpasch: No. We asked ourselves this question when we started developing the M1: should we go with a turbo-charger or an engine with a 4-valve cylinder head. We decided on the latter because immediately you're starting out on a higher level. We felt that it was more economical solution to the performance question and that it also did a much better job of retaining the original "feel" of a sports car. I mean that the 4-valve engine provides more instantaneous throttle response.

For me, the turbo version, with its inherent throttle lag, is more difficult to drive quickly. It's a bit too much on the controlled side. The power is there, but it's not the same sensation.

Q: Has there been any progress towards staging a Pro-Car event in the United States?

Neerpasch: We are certainly interested in putting one on there, but flying 25 or 30 M1s across the ocean is a very expensive proposition. At the moment, it's just too expensive. If we could put together some sort of PR or sponsorship deal with an airline, the chances of our holding a U.S. Pro-Car race would be much brighter. At the moment, no such deal exists.

Q: Would you be willing to give us an idea of what size budget you're presently working with?

Neerpasch: Sorry, but I can't. We don't speak about exact figures because if I told you what we spend, you'd no doubt end up trying to compare it to some other manufacturer's budget. The

system for figuring out what monies are allocated to any single area of development are so varied that no meaningful insight can be gained anyway. I can tell you that BMW Motorsport is a self-supporting organization. We make our money through producing the M1, our racing engines and various other aftermarket parts. Part of the money we make is spent on racing and part on ourselves.

Q: Have you any closing thoughts or comments?

Neerpasch: Only that I'm a bit unhappy we weren't able to mount a stronger effort in the States than we have for the past couple of years. You see, when we started out with the 3.0 CSL in 1975, it was a very competitive car. After the move to the 320i turbos and the ensuing rules changes, it was just not possible for us to



IMPORTED CAR & TRUCK PARTS



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NEERPASCH

continued from
previous page

have any real hope of winning the ISMA Championship. I'm not certain just where the M1 will stand this next year. But in 1981, I expect the car to be competitive on a level level that will give it a good shot at winning the GT title.

(Note: Since this piece was compiled it has come to our attention that Neerpasch will apparently not be managing the Talbot F1 team, after all. It seems that the Talbot-BMW agreement has collapsed and Guy Ligier will be assuming control of Talbot's racing program. Neerpasch has reportedly declined Talbot's offer to be their non-F1 competition manager, and his future thus remains clouded at this point. Rumors abound, but the question remains: whither Neerpasch?



Survival Kit

BASIC TOOLS:

3/8" ratchet drive handle. 3" and 5" extension bars, universal joint and 10, 12, 13, 17, and 19mm sockets. Combination metric wrenches: 6, 7, 8, 10, 11, 12, 13, 14, 17, 19, and 22 mm. Pliers: common, wire cutters, needle nose, Feeler gauge. Spark plug gap guage. Oil filter wrench. Screw drivers: common, 1 4x4", 5/16 x 8", Phillips #2.

THINGS YOU MAY BE SORRY YOU DON'T HAVE:

Duct tape. Flashlight and/or plug-in light. Fire extinguisher. Flares or reflective triangles. First aid kit. Quart of oil. Can of brake fluid. Can of tire seal. Oil filter. Pencil and paper. Tow strap. Battery jumper cables.

THINGS THAT CAN GO WRONG:

Fuses: 5, 8, 16 amp if you have airconditioning. Relays. Belts: alternator, air pump, power steering, air conditioning. Water Hoses, including heater hoses and clamps to fit. Distributor cap, rotor, points condenser, spark plugs, plug connectors. A length of fuel line.

WHERE TO BUY ALL THIS STUFF:

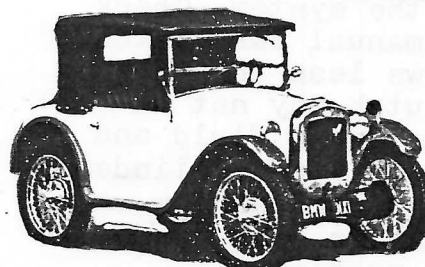
Most of us use Craftsman tools from sears. They're probably the best buys. Snap-on tools are even better, but more expensive and must be purchased direct from Snap-on trucks when they make their rounds. Watch the Sears ads for special sales on sets. Do Not buy those under \$10 socket sets you'll find in discount houses. They're terrible. The hoses, belts and ignition parts can, of course, be bought from any BMW service dealer. Stick to OEM. For the rest, shop around.

WHERE TO KEEP ALL THIS STUFF:

Use your imagination. Most tool boxes are the wrong size, badly divided, noisy and tend to rust. I use a wooden microscope box divided with masonite strips. There are fishing tackle boxes in many sizes, with lots of compartments. And how about a foam-lined attache case, an inexpensive carry-on bag or a good sized canvas, vinyl or leather handbag?

Even if you don't do your own work, having these items on board could be quite helpful to the mechanic in Buzzard's Breath who consents to work on your funny little British car.

from "Footnotes"...
borrowed from THE
BOSTON
BIMMER



the DRIVE TRAIN

Shifting problems can be traced to several possible solutions. Changing the transmission oil to 30W30 or 20W20 HD motor oil can cure a number of shifting ills. Cold weather shifting will be greatly improved with the 20W20. If the downshift from third to second has been getting worse, you may be pleasantly surprised at what changing the transmission oil can do. (The synchros can finally do their job.) It may take two or three days before the shifting will smooth out as the old oil gunk is removed. Do not use hypoid gear oil in the transmission - this will cause problems! Remember to take out the fill plug first!

If you are actually having trouble getting the car into and out of gear, regardless of the weather (especially first and reverse), the shifting tower may be loose. You can check this the same time you do the oil. The shift linkage is mounted to the transmission via two 8mm hex recessed bolts. Use a straight piece of 8mm hex stock and an 8mm wrench or an 8mm allen wrench. You will have to temporarily disconnect the seatbelt warning switch to get at the right side bolt.

Still not shifting right? Feels like the clutch is not doing its job? Have you changed your brake fluid lately? Often the dirty brake fluid leads to a less responsive clutch (it's hydraulic, too.) To be safe, bleed the clutch slave cylinder every six months. This will get rid of any air bubbles in the system. Check as per owner's manual for clutch wear. If it shows less than 5mm travel, your clutch may not be worn. Change the brake fluid and include the clutch slave cylinder. Change the brake fluid anyhow - it needs it! Chances are this will solve your problem.

While you're at it, lift the rubber boot on the shift lever and WD40 the ball and socket. OK, that's the easy part.

Does your clutch chatter when you let it out? Do not change the clutch yet. Check and replace the rear rubber transmission mount by simply raising the transmission slightly with a jack, then loosen remove and replace. Check and replace the rubber donut on the forward end of the driveshaft which connects the transmission to the driveshaft. When these wear and deteriorate, they permit wrap-up as torque is applied by engaging the clutch. Check the donut at least every 10,000 miles, more often if you drive the car hard.

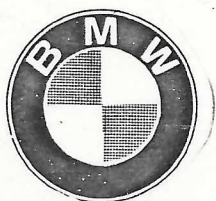
Good, caught you with your driveshaft down! Now, will you check that output flange! If you own a 1971 through 1974 2002, have this checked or do it yourself. The December 1975 Driving Light had an article explaining how to do this. If you need a copy of this article, send me a self-addressed stamped envelope and I will send it to you. You may not have any symptoms, but if you have any clunking underneath when shifting (try this with the car coasting and the clutch pedal in-shift back and forth from first to second) or clunking upon accelerating or deceleration, check it now! While you're checking this, put in a new rear transmission seal, especially if there is evidence of oil leakage from the rear of the transmission. This seal only costs \$4 or \$5 and is simple to install.

Not done yet! Check the center bearing of the driveshaft while you are under there. This has a rubber support which deteriorates. Any signs of cracks, or if the bearing is not situated in the center of this support, and it probably needs replacing. As it wears, a thumping or drumming sound occurs from the middle of the car as the driveshaft rotates eccentrically. I will include a

eccentrically. I will include a copy of how to change this with the output flange article.

Finally, you are a member of the BMW club. Any concern you have with your car, feel free to approach any other member. That's one of the reasons we got together in the first place - to help each other out.

by BOB GOTSHALL
Contact Bob c/o:
Buckeye Chapter
Box 1946
Shaker Heights, OH 44120



BMW CONTEST
??!!



What are Hagar and his BMW buddy saying that is so darned interesting that we're having a contest about it? If you have an idea, send, or tell, it to: Editors of Das Kummet. **GRAND PRIZE:** The winning entry will be published in the GALA December issue of Das Kummet along with the name of the contributor. (If there are no entries, the editors will win.)

ATLANTIC BMW corp.

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MEMBERSHIP APPLICATION
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Model of BMW _____ Year _____
BMW No. 2 _____ Year _____
Serial No. _____
Serial No. _____
Signature _____

Send your check for \$25.00 made payable to BMWCCA to the above address of Bey Em Vey Corp. This covers a year's membership in the local and national club.

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