



Das Kummer

October 1980



Fall.

I see it stealing through the woods beside the country roads. I'm traveling in North-eastern North Carolina. I smell it, even taste it, in the fields of freshly plowed up peanuts. It's a connection I value from childhood. The feeling is entangled in some way with the memories of long fall days at the drag-strip and in later years, cool nights at the bull ring dirt tracks of my home state. Maybe it's a personal preference of mine, but I think that the Fall is the perfect time for our drivers school. The cool temperatures will benefit both drivers and cars. The entry blanks are beginning to find their way back to us now so don't delay too long in sending yours in. I believe you'll find it to be a fine investment of your time and money...The deeper understanding and feeling you'll have for your car and for your own ability will repay your investment many times over.

Also on the far, not too far, distant horizon for Bey Em Vey is our Christmas party and give away which winds up our year of

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Der Tafel: BEY-EM-VEY "ACTIVITIES COLUMN"

Clyde Hill III

SUNDAY October 5 8:00 pm
Board Meeting at the home of Charles Dickens and his loving Treasurer Linda. The address is 608 Apache Road, Portsmouth. Bring a friend!

SATURDAY October 11 12:00 noon
Tech Session with Ann Burns at 2219 Albermarle Avenue in Va. Beach. Take North Hampton Blvd. to Shore Drive. Albemarle is the street past the Three Shops Inn, to the right. We will meet in the parking lot on Shore Drive and Albemarle Ave. \$2.00 covers all you can eat, drink and learn!

SATURDAY November 1
This is the DEADLINE for the Drivers School Registration. The for is inside...Don't miss it!

SUNDAY November 2 8:00 pm
Board Meeting at the home of Becky and Jeff Barnett. The address is 134 South Plam Avenue in Virginia Beach. That is off Bonney Road, two streets West of Thalia Road. All members welcome.

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.

continued page 2

SEE INSIDE FOR APPLICATION FOR DRIVER'S SCHOOL

AT THE APEX

(Continued from Page 1)

activities. If you have any ideas or contributions, please feel free to call Clyde Hill III or myself.

We are losing another fine club officer, Jack Hornbeck is leaving for sunny Florida. Not bad timing, Jack. We'll miss you. You've contributed much to Bey Em Vey in the too short time you have been one of us.

Welcome aboard to our new advertiser Bap Geon! This has been long in the making and the good people at Bap Geon have some really good ideas to fill out what is already a great relationship with Bey Em Vey.

Long hours, long days but short weeks are taking their toll on me it seems. Somebody said the other day that they could tell that I was really tired because I didn't talk much. Boy, that is tired. Can't let that discourage you from calling about your car or your club...That's what it's all about.

See you at the driver's school!
Keep blinking!

President
CHARLES DICKENS 488-0030

Vice President
JACK HORNBECK..... 423-2267

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

Editors
JEFF BARNETT & BECKY DOSS..... 340-9043



This month we were really lucky. Besides our regular contributions from our Pres Charles, and our Activities Chairman, Clyde, the Das Kummert also has a rare Bavaria article by our new

Secretary, Walter Broadnax.

In case some aren't aware of it, all For Sale ads, tech tips, articles, recommendations, and miscellaneous announcements are published for FREE, for our members, no questions asked.

This newsletter is "to the members, for the members, by the members"...Without your contribution, it is merely a summary of tech tips borrowed from other chapter newsletters.

Use us! The official deadline for articles, ads, etc. is the 10th of the month, but chances are good that your article will make the issue even after that. You can mail your contribution to Jeff Barnett, 134 S. Palm Ave., Va. Beach, VA 23452, or call us if you have a last minute item. We will always do our best to get your contribution in the newsletter.



ACTIVITIES

(Continued from Page 1)

SUNDAY November 9 12:00 noon
Tech Session with Bill Clements,
2820 Lambert Trail in Chesapeake.
Map to come.

SATURDAY November 15 7:00 am
The gates open to the Indian
Summer Driver's School. Entry
fee is \$20.00 in advance (see
application form inside).
Spectators are FREE...Be there!

SHIFTING a new technique

HAROLD NEAL
Tarheel Chapter

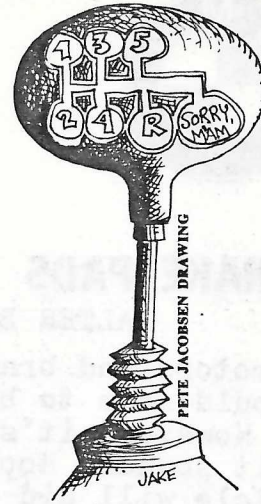
First, downshifting in its purest form went out years ago. Most of the time it was improperly done, resulting in undue strain on the entire drive train, and other than excess noise - resulting in that racer feeling - it had no positive results.

First let's start at the beginning; that's the simple upshift from a standing start. We shift out of low and second at 3000-3500- rpm and out of third at 3000. Starting on a steep hill, add 500 rpm, and starting on a steep downgrade, subtract 500 rpm. I like to stick to 2800 rpm in low gear until the temp. needle starts moving. On the exit ramp the rev limit and the law set your limits. Do your "plug blowing" in second and not in first.

Now let's talk about stopping, stop lights, etc. Simply apply the brakes; when the car slows to 1000 rpm, take the base of the hand and push the shift knob into neutral. **NO CLUTCH IS NECESSARY.** Use 1500 rpm if you are stopping in second. If you feel anything but "butter" your rpms are not matched. You may correct this by applying **GENTLE** pressure prior to shifting. When the rpms are exactly right it will shift itself. This technique works well except on upgrades. In this case use the clutch. In either case this leaves you in neutral.

Letters

There aren't any, but... This space is expandable as the need requires. If you have any comments or problems, tell us. **EXAMPLE:** Sept. 27, '80, I called three parts stores for a case of Castrol 20W50. CEW-\$30, ACME-\$26, ECI-\$24. ECI will run out of cases soon so act now if you want one.



You do not sit at the stoplight with the clutch depressed because this causes the throw-out bearing to spin at engine speed. And since it is never lubricated except when the car is built, this can spell bad news and many dollars.

Now let's face the fact that while we are moving it is often necessary for us to shift into a lower gear just prior to turning the wheel. There is no advantage to shifting half way up the block. Brake pads are cheaper than transmissions. This late shifting method gives you less rpm differential and a smoother shift. You can come down two gears, depending on the situation, but in either case the gas needs to be applied simultaneously.

The final shift is prior to engine "lugging" in any gear or when in need of higher rpm to produce torque for acceleration. Simply shift and apply the throttle. You can feel this need "in the seat of your pants". Note that in all moving shifts there is **NO LAG BETWEEN SHIFTING AND APPLYING THE THROTTLE.** Small rpm corrections will have to be made depending on your gear ratios.

Clutchless shifting should only be done with a "worm box" if you feel comfortable and are good at it. It must be done gently and with no force.



ROTORS & BRAKE PADS

WALTER BROADNAX

Replacing the rotors and brake pads on a Bavaria would seem to be an arduous task. However, it's really not as bad as it sounds. Hopefully, this short article will aid the Bavaria / 3.0 owners among you, who might be facing this problem in the near future.

TOOLS NEEDED FOR JOB

- 1 - 8mm allen socket wrench*
- 1 - torque wrench*
- 1 - 19mm socket wrench*
- 1 - 3/8 to 1/2 drive converter
- 1 - lug wrench
- 1 - crescent wrench (large)
- 1 - pair of pliers
- 1 - jack, hydraulic or other
- 1 - cinderblock
- wheel chocks
- plenty of newspaper, clean rags, etc.
- 1 can of WD-40 bolt solvent loosner
- 1 bench vise
- 2 large flat head screwdrivers
- 1 hammer
- 1 holepunch, nail tap, or similar instrument
- 1 wratchet wrench

PARTS NEEDED FOR JOB

- 4 rotors (2 front \$25 each,
2 rear \$23 each)
- brake pads 4 wheels (Repco.)

INSPECTION

To determine the extent of work needed on your particular automobile, a through inspection of worn parts is mandatory. Upon inspection, it was discovered that four sets of brake pads and four rotors were required in my case. Checking the various wholesalers revealed that Circle Tire Company had the rotors for the lowest prices (\$25 each front, \$23 each rear) and Time Machines, Inc. was least expensive for the Repco Deluxe pads (\$9.15 front, \$16.75 rear).

ACTUAL WORK

On the front wheel, start by loosening the lug nuts before jacking the car off the ground. This point might seem trivial, but it is often forgotten.

- 1) After the wheel is removed, the caliper will be the next part to come off. More than likely it will be rusty so application of WD-40 bolt solvent is recommended. There are two 19mm bolts on the inside of the caliper which attach it to the housing. Remove those. Next loosen the 13mm bolt on the front brake line tubing which will allow the caliper to move.
- 2) Swing the caliper forward, out of the way of the rotor, and rest it on the cinderblock placed in front of the caliper housing.
- 3) Loosen the wheel bearing housing with the crescent wrench, after pulling the retaining pin out of the socket with the pliers.
- 4) Pull wheel bearings out, inspect them, and place them and all other interior parts on a dirt free surface. Check for wear.
- 5) Pull front disc off, spray with WD-40
- 6) Put the old disc in the vice grip, use the 8mm allen wrench socket to loosen the 5 inside bolts. I achieved the best results when attaching the allen socket to a torque wrench.
- 7) Place the new disc in the Vice grip, being careful to insure that clean rags are used to wrap the disc in the vice to prevent damage.
- 8) Attach the new disc to the old wheel bearing housing. Torque each bolt to 45 lb. (actually 42 to 47 lb.)
- 9) Return disc and housing to axle.
- 10) Replace all wheel bearings, washers in the order in which they were removed.
- 11) Replace caliper housing. (Tightening the 2 19mm bolts will be easier if you use the torque wrench). Brake pads will also be removed easier when the caliper housing is in place.
- 12) For removal of old brake pads, first soak the two retainer pins with the WD-40 to remove the rust.
- 13) Next, use the nail tap, or hole punch and hammer to gently tap the retaining pins out.

- 14) The brake pads should easily slide out. If not, some needle nosed pliers will pull them out.
- 15) Four pistons should now be exposed. Those pistons must be forced back into the housing to permit the new pads to fit. I forced one side back far enough with a screwdriver to fit the new pad on one side in, making sure that the pistons on the other side had enough room between the disc and the housing to allow the piston to be forced into the housing by another screwdriver wrapped with clean rags to prevent damage to the disc and the pistons. BMWNA has a specific tool designed for this purpose, if you are fortunate enough to have one. Once the pistons are in the housing, the pads should fit into place.

16) Replace the retaining clamp and pins.

17) Replace wheel.

The rear wheel is a piece of cake compared to the front one.

- 1) Remove wheel.
- 2) Remove caliper, place on cinderblock in rear. (1 - 19mm bolt in rear, 1 - 13mm bolt in front)
- 3) Slide rotor off of axle, slide new rotor on.
- 4) Replace rear pads, using procedure from front pads. The only difference is that there is only one piston instead of two, so the procedure is easier.
- 5) Replace wheel.

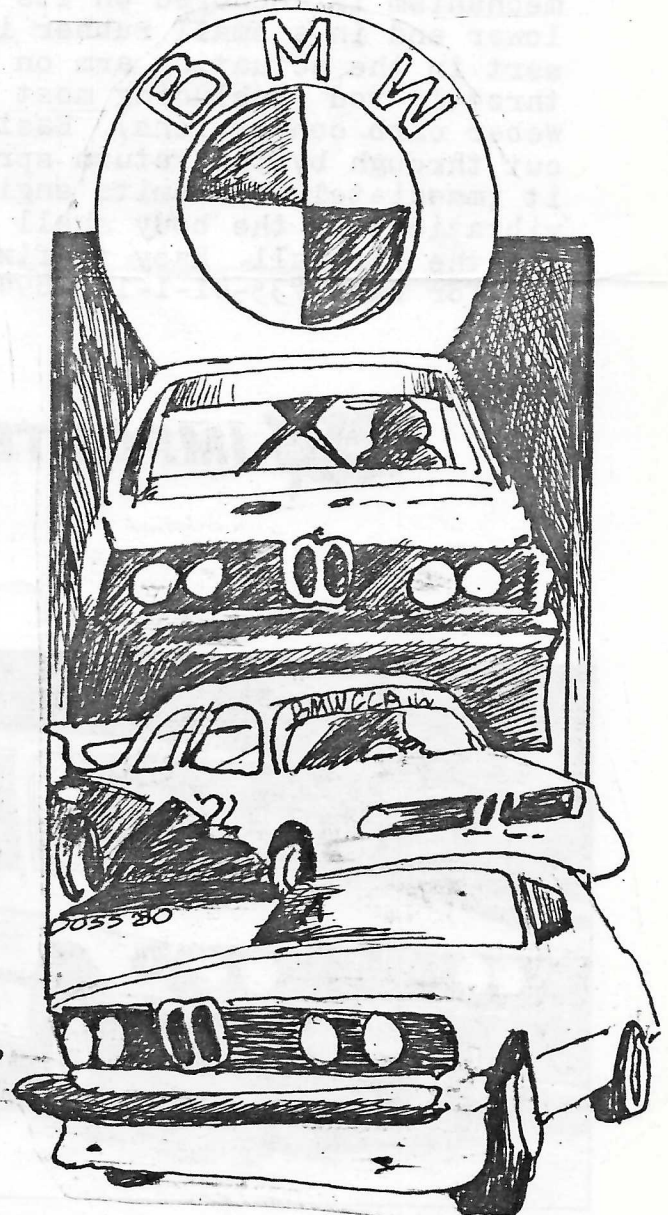
That's all!

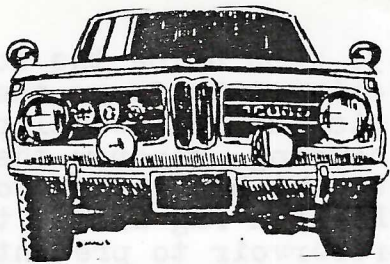
PRECAUTIONS-

- 1) When taking the wheel bearings out, make sure there is a dirt free surface to lay those parts on, and there is enough grease on those parts.
- 2) When loosening the 5 bolts attaching the wheel bearing housing to the rotor, extra care is required to avoid stripping the head on the bolt. Let the WD-40 soak the bolts for at least 30 minutes if not longer.

3) When using the screwdrivers to force the pistons in the caliper housing, unscrew the cap on the brake reservoir. Place a rag around the reservoir to prevent the overflow from spilling on the engine compartment. Also make sure the tip of the screwdriver is behind the piston, and wrapped securely by a rag to prevent damage to the caliper parts.

4) If the worn pads were the normal, dusty type, they are probably made of asbestos. All the usual precautions apply here, also.





ANNOYING VIBRATIONSSSSSS in your 2002

HARMON FISCHER
Bayou Chapter

There are at least three places in a 2002 where a bad rubber bushing can cause seemingly untraceable vibrations - often aggravating enough to be mistaken for a major problem.

1. Throttle return spring: This mechanism is anchored on its lower end in a small rubber insert in the actuating arm on the throttle rod (including most Weber carb conversions). Easily cut through by the return spring, it immediately transmits engine vibrations to the body shell via the firewall. Easy to fix. Ask for part #35-41-1-103-894.

2. Lower alternator mount: This bushing is at the inner engine end of the alternator adjustment bracket and is hidden when the alternator is in place. Earlier versions tend to disintegrate after three to six months. Order the new version: #11-72-1-261-104.

3. Upper alternator mount: Usually produces profound noises at 1500 to 2500 rpm and at twice that rpm. A little harder to replace than #2 above, as it requires circlip pliers. Do not accept "emergency" replacement part #11-64-0-743-186, as you will only waste \$1.90 for a pair of air pump bushings which are too small and will produce an even louder noise. This problem can be readily identified by watching the alternator as the engine is revved and held at the rpm where the vibration is apparent. I cannot give you the correct part number as the BMW parts manual we have does not list the part. (!) Try your dealer.



IMPORTED CAR & TRUCK PARTS



BAP-GEON
461-5611

1276 N. MILITARY HWY.
NORFOLK, VA. 23502

TIMING 530i, et cetera

EDWARD BRADY
East Hartford, CT

If you attempt to set the timing on a 3.0si/530i/630csi but the engine speed is well above 1700 rpm when you disconnect the vacuum retard line from the distributor, disconnect the vacuum line to the vacuum limiter. This is the line that forms a horizontal "U" directly above the oil filler cap. Both these vacuum hoses should be plugged while disconnected. NOTE: Both a 530i and a 3.0cs found their dashboard tach's to display 1500 rpm when two separate dwell tach's were reading 1700 rpm during cvc's tune-up clinic.

BOSCH Number Changes

ROGER MAURER
BMW von Norden

For those of you who would like the new numbering system for Bosch spark plugs, we offer the following table. Please note that the numbering logic has been revised; older plugs are now lower in number. The 'W' indicates 18mm thread diameter, the second digit is the heat range and the third is the thread reach and tip (A= .46" extended tip, C= .75", D= .75" extended tip). Any additional digits describe special shell designs, but I haven't figured those out yet.

Old Number	New Number
W 200 T30	W6B
W 225 T1	W5A
W 175 T2	W7C
W 175 T30	W7D
W 265 P21	W3DP2
W 225 T30	W5D
W 250 P21	W4DP
W 225 T2	W5C
W 145 T30	W8D
W 235 P21	W5DP
W 215 P21	W6DP
W 260 T2	W4C1
W 280 P21	W3DP

GASOHOL...an opinion

PAUL HOECKE
Tarheel Chapter

Gasohol, a mixture of gasoline and ethanol is now, after being touted in some quarters as the next best thing to the Second Coming, showing signs of also having some unpleasant characteristics that, if proven to be consistently true, may put the kibosh on its use - certainly among the drivers who care about their cars.

To wit - to gasohol's high cost of production (especially in energy to produce the stuff) and its apparent incompatibility with some synthetic gasket materials, we can now add another problem - rust. Seems ethanol (like its close relative, methanol) is hygroscopic, i.e., it has an affinity for water. Some recent data (from labs as well as some types of fuel tanks. And that's a big no-no, particularly now that fuel injection is the up and coming thing. Sure you can guard against some sediment in your tank by installing highly efficient fuel filters, but who wants to change fuel filters every other day or so? And might this be the reason that BMW, AG as well as NA, have retracted their initial acceptance of gasohol (from the warranty standpoint) and are now said to be "studying the matter"?

And so it goes. Meanwhile, the smart money sticks with the good ol' petro-chemical fueled internal combustion plant, not because it's good ol' this or that, but because, given current trends, there seems to be nothing in the offing to interrupt, much less end, our love affair with the automobile as it exists today-- and there is absolutely nothing that seems to equal the practicality, the altogether basic convenience of gasoline and diesel fuel as energy sources for cars.

4 CYLINDER tii Air Filter Modification

BILL DUKE
Peachtree Chapter

My interest in BMW's began in 1976 when I purchased a BMW motorcycle. Since that time, I've owned three BMW automobiles. I now own a 1974 2002 Tii. This article will deal with improving the air filter system of a 2002 Tii.

I found while working on the Tii that the original air filter system takes up entirely too much room. The system is difficult to work around and had to be removed in order to get to just about anything on the left side of the engine. To say the least, this was irritation, therefore I looked for an alternate system. Here is a solution.

Weiland-Lynx makes an air filter system that fits and is tucked neatly out of the way, part #1093. The Weiland system makes it much easier to get to the oil filter, the master cylinder, etc. The system also has a washable air filter. The cost of the washable filter is approximately three times that of the original disposable air filter, but the washable one should pay for itself in the long run (both in time and money saved). Another plus is the fact that the Lynx system provides greater air-filtering space. Rather than the two one-inch diameter air filter area intakes on the original system, the Lynx provides a system that has the surface area of the total air filter housing. The surface area of the Lynx is approximately fifty square inches.

The cost of the air filter housing is around twenty-five dollars. One will need the following for the installation of the Lynx system:

- a) 1-3" piece of $3\frac{1}{2}$ " dia. reinforced rubber hose, rigid enough to support the air filter system
- b) 2 large "C" clamps
- c) 1 small "C" clamp

BEGIN:

- 1) Remove the entire original air filter system; save the crankcase ventilation hose.
- 2) Attach the reinforced rubber hose with the "C" clamps to the air intake pipe and the new filter housing.
- 3) Hook-up the crankcase ventilation hose to the plastic attachment provided in the kit for the Weiland air filter housing and the attachment on the valve cover, using the small "C" clamp.
- 4) Put the washable air filter in place and snap down the wire mesh housing.

You are off and running!

BAVARIA Spark Plug Life

TIM VUCANON
Connecticut Valley Chapter

Having trouble getting more than a few hundred miles from a set of plugs in your Bavaria? I did until I found a small, leaking crack in the vacuum hose leading from the front intake manifold to the brake booster. The crack really opened up under heavy loads, creating a super-lean mixture which ruined the plugs.

The BEY EM VEY CORPORATION

presents it's

INDIAN SUMMER DRIVER'S SCHOOL

at Langley Speedway

SATURDAY, NOVEMBER 15th

A DAY OF PRACTICE AND FUN PERSONAL
INSTRUCTION TAILORED TO YOUR
LEVEL OF EXPERIENCE — ALL THE
TRACK TIME YOU AND YOUR CAR
CAN TAKE

MAKE A DAY OF IT!

GATES OPEN AT 7:00 A.M.



530i ALERT!

MARK ENGLELBERG
Boston Bimmer

530i owners who have not been notified of this factory modification should take it upon themselves to see this gets corrected. It is a very serious potential problem.

There is a suction tube hanging down to the bottom of the engine compartment from the air cleaner. This tube is meant to suck air, however, it will also suck in whatever else happens to come in contact with the end, especially

water. To prevent water from being sucked into the air cleaner, drill two or three small holes near the top of the tube. This will eliminate the suction at the base should the end be completely immersed in water. To test whether yours has already been modified (besides examining the tube), place your palm over the end of the tube with the engine running. If the engine stalls or drops very noticeably in engine idle speed, it probably has not been changed. If it has, there should be little or no effect on the engine speed. There have been warranty claims due to completely destroyed engines.

DRIVER'S SCHOOL APPLICATION

Please mail this form along with \$20.00 check payable to:

Tidewater Bey Em Vey Corporation
c/o Linda Dickens
608 Apache Road
Portsmouth VA 23701

- ** Entrant's Car MUST PASS THE INSPECTION TECH or refund will be given and the car will be disallowed.
- ** Fee of \$20.00 must be paid in advance by November 1, 1980.

INDIAN SUMMER DRIVERS SCHOOL--LANGLEY SPEEDWAY
TIDEWATER BEY EM VEY NOVEMBER 15, 1980

ENTRY FORM

The Entry Fee Is \$20.00 Payable in Advance for Each Driver. Spectators are Free.

NAME _____

PHONE _____

CAR _____ MODIFIED? Yes No

PRIOR EXPERIENCE IN DRIVERS SCHOOLS? Yes No

Six Cylinder Lug Bolts

EDWARD BRADY
East Hartford, CT

One problem encountered with the BMW six cylinder cars using lug bolts is the ability of the rear disc brake rotors to rotate several degrees on the axle hub and prevent the bolt from engaging the threads in the hub during a tire change. One sure way to avoid difficulty is to release the parking brake when the wheel is off the car (Never change a tire and rely on the parking brake to prevent the car from rolling) and rotate the rotor until its cylindrical holes are aligned with the threaded holes in the hub. Apply the

parking brake to lock the rotor and check the alignment. When you place the wheel up to the mounting surface, you'll notice that the lack of studs combined with the positive camber of the hub in the full rebound position prevents the wheel from staying in place until the bolts are engaged. If you haven't developed your own pet system to overcome this obstacle, try holding the loose wheel against the hub with one knee at the bottom of the tire and one forearm at the top. This will allow you to insert the bolts with your free hand. You might prefer to look for temporary studs to ease alignment and allow you to keep the wheel in position with one hand, saving your clothes.

ATLANTIC BMW corp.

KEN TODD
SALES MANAGER

WYNDAM CURLES
SERVICE MANAGER

MARK ALDRIDGE
PARTS MANAGER



1839 LASKIN RD. AT HILLTOP IN VA. BEACH

Phone 422-3201

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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.

Signature _____
Serial No. _____
Serial No. _____
BMW No. 2 _____
Year _____
Model of BMW _____
Year _____
Zip _____
Phone _____
City _____
State _____
Address _____
Name _____

MEMBERSHIP APPLICATION
Bey Em Vey Corporation
Box 62145
Virginia Beach, Virginia 23462

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



Rusty Barton
1333 Riverfront Ct. Apt. #301
Va. Beach, Va. 23451

1839 TASHIR RD. AT HILTOP IN VA. BEACH
Phone 422-3501