

das Kummert

SEPTEMBER 1977

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ACTIVITIES

OCTOBER 15-16 Tour to Skyline Drive
18 Meeting 8pm Janaf Library
23 Tech Session-see article
Don't forget the \$2 per car refreshment charge

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LAST CHANCE

Our Skyline Drive tour is almost full at this writing- only three more rooms are available. Hurry and call me at home(393-0235) to reserve a room for the night of Oct. 15 in Front Royal. It should be a super trip so don't miss the chance for a guaranteed room. Details about the weekend can be found in the last Das Kummert.
Rusty



OCTOBER TECH SESSION

Once again we will journey to Williamsburg for a tech session. Bill Ward will host the event on Sunday, October the 23rd at noon. Here's how to get to Bill's house: Take I-64 up the peninsula towards Williamsburg. Take the second Williamsburg exit, rt 199 towards Jamestown. Continue on rt 199, cross rt 31 and turn left on rt 5. Continue about 4-6 miles on rt 5 until you come to First Colony on the James housing development. Turn left on John Rolfe lane

into the development. Take the fourth left onto The Main (yes, that's the name of the road). Bill's house is #198 on the right. See you there.

PRESIDENTS COLUMN

Our Labor Day picnic went very well with perfect weather and good company. It was good to see Bob Goss again; he brought his whole family and I'm sure they had fun. Ralph Kaner and his wife Sarah and Charles and Linda Dickens represented our newest members in attendance. Thanks Charles, for bringing that great watermelon! Those of you who were in town and did not attend, missed a very pleasant affair.

Thanks to Jamie Sadler for hosting our September Tech Session on another perfect day. Where were you people! Dave Pritchard went swimming and once again the Dickens were in attendance. Thanks Jamie for the dinner too.

What was billed as our last meeting in the Janaf Library may turn out not to be the last. Yours truly has just not had the time to search for a suitable restaurant. Accordingly, I would welcome help in this project from any of you who have time to search for a meeting place. We need a room at No Cost in which an open bar can be set up and dinner can be had by those who choose to.

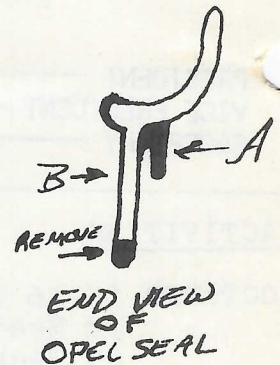
Mark your calendar now for our Christmas Party- yes I said Christmas Party Dec. 10 at my Place.

Rusty

MORE ON WINDOW SEALS

Can't get your hands on replacement seals for your 2002? I've been waiting on Meekins for about four months; finally decided that I was tired of waiting. I found a pair of seals in a local junk yard. They came off of an Opel Manta and worked quite well with some slight modifications. The seals are rubber so treat them with Armorall before installation. Follow installation directions found in the August, 77 issue of the Roundel after making the following modifications.

1. Remove shaded area "A" with a single edge razor blade or other sharp instrument.
2. Remove 1/8 inch (shaded area) from seal edge labeled "B". The Opel track is slightly deeper.
3. Cut to proper length. The Opel seal is 3-4 inches longer.



Drew Jeffreys

MINI OVERSEAS REPORT from "Machine Design"

Italy- It's good and bad news from a survey of the difference in driving habits between drivers with automatic transmissions and those with stick shifts. The good news; Drivers with automatics are more often relaxed and show less fatigue. The bad news: Because the driver with the automatic is more relaxed, he has more time to pay attention to what's going on around him. And when the Italian driver sees what's going on around him, he drives faster, is more hostile to other drivers, and more easily enraged by cyclists and pedestrians.

THE IN CAR

It's common knowledge that BMW, NA intends to move directly into competition with Mercedes Benz, especially with the introduction of the 700 series sedans. We also know that the main claim to fame held by the 630Ci is its status, not its mechanicals.

It's been my observation lately that all this financial pushing and shoveing being done in Munich and Montvale has not yet elevated (reduced?) BMW's image into direct competition with Mercedes, while a phenomenon completely out of BMW's control may accomplish this goal sooner than all the new models and inflated price tags can.

10 S BMW's competition that is striving mightily to move the Munich company into Mercedes' corner. Remember just a short while ago when many car companies delighted in facing off their latest offerings against a M-B 280 sedan? You know how it went, "looks like, feels like, goes like, but it's much cheaper." Well guess who the standard of comparison is now: Yup, its BMW. The latest ads for SAAB, Alfa-Romeo, and Peugeot among others are making direct comparisons between their cars and Munich's. What more proof of BMW's new status as the car to be compared with could you want? It's finally happened, BMW's are in and Mercedes is out and it took BMW's competition to do it.

Rusty

TECH TOPICS-ADDING POWER-Bill Elftman "Whispering Bomb"
BMWACA, Los Angles Region

One of the most frequently asked questions that I receive either by mail or by telephone, is the one about how much horsepower can I get from my car by adding certain things like carburetion, cams, pistons etc. Well, let me give you a guideline from a very reliable source. The information gives horsepower at the flywheel for the various four cylinder models. The horsepower is listed in DIN (Deutchland Invented Number) so the correction factor will be about +7%.

For the 1600 engines; By adding dual carburetors 4OPHH Solex or 4ODCOE Webers one can expect 100 to 105 just with the bolt on. By polishing the intake manifold one can increase the horse power by 5. By adding a 300 degree cam shaft and Ti pistons one can expect about 120-130hp. And by adding a 324 degree cam and a higher compression pistons (10.5-11.0 ratios) one can get from 150-155hp. It is further possible to get more power by adding 45DCOE Weber carbs and the 324 cam, high compression piston and achieve about 175hp.

For the 2002 engine: By adding the same 4OPHH or 4ODCOE carburetors one can get from 115 to 125hp. For more power one can add a 300 degree cam and headers for 130-145hp. Further work and 45DCOE Weber carbs, polished cylinder head, headers, higher compression pistons of 10.5 to 11.0 One can get 150-170hp. With the above and and a 324 cam one can pull about 170-190hp.

Now bear in mind that higher compression pistons and the like require good gas of not less than 100 octane. Our regular 95 octane or less premium gas won't cut it when these mods have been made and only internal distruction will occur. Also the 324 camshaft does take cutting special reliefs into the top of the pistons so that the valves will clear.

The best thing to do for special mods to your engine and the availibility of pistons and other parts would be to contact either Miller&Norburn or Dietel Enterprises for these goodies.

I have very personal feelings about street racing and feel that with modifications like these one should first learn how to drive properly (quickly and carefully) and not on the street but on the track.

DISC BRAKE SQUEAL CURED by John Greenwood
from "Bavarian Beamer" of the Sacramento Valley Chapter

John Craggs and Bob Boyle of American River College's Automotive Department, as our hosts at a recent tech session, recommend the following for this insipid auditory malaise:

1. Obtain a six pack of your favorite beer or soft drink in aluminum cans. (I choose the former for "the sheer pleasure.") Consume the contents of at least four cans and you should be ready to start.
2. Remove the brake pads in the normal manor, noting from whence each came.
3. Cut open the cans and fold out flat. Useing the metal pad backing as a template scribe and cut to shape. (Use snips or gardening shears, not your lady's sewing scissors.)
4. Re-install the pads with yours newly made aluminum shim between the metal backing and the caliper piston(s).
5. Enjoy the quiet for the next 20 megameters (12,000 miles), then buy more beer.

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BEY EM VEY CORP.

Tii ALERT-Check Those Tii fuel Lines-
From Southern Calif. Freeway Flyer

Annual warning to Tii owners: If you wish the proud owner of your car, we stongly suggest you inspect your fuel lines hoses periodically, and perhaps change all of them at two year intervals. There have been far too many hose failures, not to mention fires to let this warning go unheeded! There are five hoses- two in the rear, leaving the fuel on either side; and three in the front -two coming off the fuel filter, and another from the injection pump to the start up valve.

