



Das Kummert

April 1981



Der Tafel: BEYEMVEY "ACTIVITIES COLUMN"

JULIE ELMORE

The Anniversary Dinner was a great success and Bence was his usual princely self. He even charmed my two cats. I really feel that a large thank you is due to Bence Boelcskevny for going to the trouble and expense of sharing this occasion with us. This type of thing is very typical of the kind of person I have found Bence to be in all my dealings with him and I personally would like to extend my thanks for not only this favor shown Bey Em Vey but for the last three years he has put in as our best president ever.

On to other things. If and when you move, if you are too lazy to write to Bey Em Vey to let us know your new address, we will continue to send your Das Kummert to your old address which is a shame on your part and a waste of money on the part of the club. Please let us know when you move and we will do our best to get your news letter to you.

Looking forward to the Blue Ridge Rendezvous at the end of May. I'd say this will be the best tour ever. I can already count better than six couples from the very core of the club along with some new faces, which are very welcome. Come on out, blow some of the carbon out

The April board meeting will be at 8:00 p.m. on the 5th at the home of Charles and Linda Dickens. All members are encouraged to come, We need your thoughts, ideas, comments (constructive) and anything else you'd like to offer. Call 488-0030 if you need directions.

Becky and Jeff Barnett will host the April Tech Session in their multi-car driveway - plan to attend. The date is April 18 at 12:00 p.m. at 134 South Palm Avenue. Munchies and drinks will be provided as usual. A bargain at \$3.00. Call Becky and Jeff at 340-9043.

On Sunday, April 26 we are going to try another "Sunday Matinee at the Naro" (don't ask about the first one). We'll meet at Frank and Julie Elmore's in West Ghent (1913 North Brandon Avenue) at 1:30 p.m. and walk to the theatre. It's a double feature showing of Fame and All That Jazz. These movies are individually good in giving an insight into what makes a performer. Fame is a primer for what it takes to get there and All That Jazz shows what can be the price of Fame. Together they should be great. We'll top off the afternoon with a visit to the Ghent Creamery. We need to let the Creamery know how many people to

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APEX

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of your Bimmer's engine and have a good time with us. Your car will run much better after a good long run through the mountains and you'll probably fall in love with it all over again. What fun!

We have just recieved a new shipment of Bey Em Vey tee-shirts which are available at any club function or from the club store which is in my custody. Call or come on over and get one.

That's about it from here.
Keep Blinking!



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JEFF BARNETT.....340-9043

Newsletter production
BECKY BARNETT.....340-9043

FOR SALE

1980 320S, Silver, Perfect, only 6,000 miles, 5-speed, air conditioning, sun roof and wind deflector. Call Jerry Hagan 1-874-5885 after 5.

FOR SALE

Kamei Rear Spoilers for 320i... Regular \$131.95, Special \$49.50
Call 206-523-8600 - Alpina Accessories in Bellvue, Washington.

From Rich Meltzer's

Atlantic Pipeline

Oktoberfest 1981 will be in Milwaukee, Wisconsin on August 18 through 22. There will be a 500 Mile IMSA race at Elkhart Lake on August 23 so if you're out there you might want to attend. The site will be the Park East Hotel located on Milwaukee's near north shore, convenient to downtown shopping and lakefront parks. It has been remodeled throughout. Rooms will be about \$35.00/single; \$45.00/double; to \$90.00/two room suite for the family per night. Pre Pretty reasonable for today's rates.

Oktoberfest 1982 is to be held in the Atlantic Zone, but I have not gotten any bites from any Chapters. It is most urgent that if your Chapter has any thoughts on hosting this, please get to me soon. Possibly two adjoining chapters would be interested.

As of now this is what I have confirmed for driving school dates: Lime Rock, April 24, New Jersey Chapter; May 2 and 3, Summit Point, National Capital (Virginia Chapter members first choice); June 6 and 7, Mid-Ohio, Buckeye Chapter; June 26, Lime Rock, New Jersey Chapter; August 1, 2, and 3, Mosport, BMWCCA; August 18 through 22, Oktoberfest; August 28, Lime Rock, New Jersey Chapter; possible September date(?), Pocono, Delaware Valley. I'm sure more dates will come up as arrangements are confirmed. This should be a banner year for driver schools for BMWCCA members.

Activities

Continued from page 1

plan for so give Julie a call at 623-3995

May's Calendar is filling up rapidly. Here's a breakdown for you:

Friday, May 1 is the deadline for getting your \$95.00 to Linda Dickens for the Blue Ridge Rendezvous. This is going to be our best yet - so make your reservation early. If your car isn't in shape for a long haul or you can't make the whole weekend, give Charles a call - he can help out with individual arrangements.

On Saturday, May 2, the National Capitol chapter is sponsoring a Driving School. It will be an excellent chance to hone your skills, especially now, with the Rendezvous only three weeks away. Call Charles for the details.

The board meeting will be Sunday, May 3 at Clyde Hill III's new place at 5609 Penny Court. Clyde's new phone number is 420-1723.

The May Tech Session will be on Sunday the 17th at Clyde (you should have shown up at the board meeting last month) Hill's. The price is \$3.00 per car. Give Clyde a call for directions.

Saturday, May 23 thru Monday, May 25 - the BLUE RIDGE RENDEZVOUS. Grab your CB and your Escort and meet us at 6:45 a.m. in McDonald's parking lot by Coliseum Mall in Hampton. We'll leave promptly at 7:00 a.m. from McDonalds to go up Route 17 to Lowry's for breakfast and then onto the Blue Ridge for a tour of the vineyards, a night at Skyland and then down to Peaks of Otter for a great buffet and a terrific evening.

Coming in June:

Board Meeting at Becky and Jeff's on Sunday, June 7 at 8:00 p.m. Call 340-9043 for directions.

A clean up Tech. We'll need it a after the Rendezvous. For this activity we need a volunteer; someone in Bill Clement's neighborhood would be nice, to act as host. Is Saturday the 13th OK with you, Bill?

Well, that's all the activities for the next three months. If there is something you would like the club to do this summer, let us know. Everyone knows about something that could make a great get-together. Don't hesitate to call and tell us about it.

1981		APRIL						1981	
SUN	MON	TUE	WED	THU	FRI	SAT			
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1981		MAY						1981	
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31									

1981		JUNE						1981	
SUN	MON	TUE	WED	THU	FRI	SAT			
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28	29	30	-	-	-	-			

- 5 - Board Meeting
- 18 - Tech Session
- 26 - Movie Tech

- 1 - Rendezvous \$\$ due
- 2 - National Capital Driver School
- 3 - Board Meeting
- 17 - Tech Session
- 23 thru 25 - Blue Ridge Rendezvous

- 7 - Board Meeting
- 13 - Tentative Clean-up Tech

BMW Diesel

from ROAD AND TRACK

Contributing Editor Ron Wakefield, who now spends a third of his time in Munich and two-thirds of his time in California, has come up with some tantalizing bits of news about BMW's entry into the diesel engine market:

The term "BMW diesel" doesn't sound quite right yet; after all, the image built up over the years by this Bavarian marque has been predicated on gasoline engines of better-than-average performance, not the staid qualities of Rudolf Diesel's compression-ignition invention.

But just as diesel engines themselves are changing, the times are making it appropriate for BMW to build them. Development activity started in Munich in 1975; in mid-1979 BMW, together with the Austrian industrial manufacturer Steyr-Daimler Puch, established a 50-50 company for the production of diesel engines in Steyr, Austria.

Since 1979, the uncertainties looming over diesel engines for passenger cars - mainly American emission limits that threaten the engine type's viability in the U.S. but also flagging demand for diesels in Europe - have motivated BMW Steyr Motoren GmbH, as the new company is called, to hedge its bets and set up for both gasoline and diesel engine production in Steyr, as the plans and facilities now stand (construction is well underway). 100,000 each diesel and spark-ignition engines can be built, the first gasoline ones coming off the line in early 1982 and the diesels following about a year later.

Only one type of gasoline engine will be built at Steyr: the smaller of BMW's two 6-cylinder lines, at the moment made in 2.0 or 2.3 liter sizes and using a belt driven camshaft. This is the powerplant that has been used since 1977 in carbureted 6-cylinder 320 and 520 models and an injected 2.3 liter 323i but, for reasons known only to BMW inside insiders, never exported to America.

In the future, however, expect to see increased use; hence the expanded production. In a 2.4 liter version with high (more than 10.0:1) compression, knock limiter and about 15 percent better fuel economy than the present 2.0 liter six, it will probably power the successor to the 528i sold in North America, for instance. Probable designation: 524i.

With the same displacement based on this small BMW six, a turbocharged diesel now carrying the designation M105 has already been shown to the automotive press and will be BMW's first production engine of the genre. Originally rated at 115 bhp, this remarkably high-performing little diesel is said by one informant to be up to about 120-roughly the same output Mercedes gets from a 3.0 liter turbodiesel. Expect it to power a model called something like 524D in the new BMW 5 series, which goes into production in April 1981. It is also the engine BMW will be selling to Ford for use in that company's middle and large-sized American models.

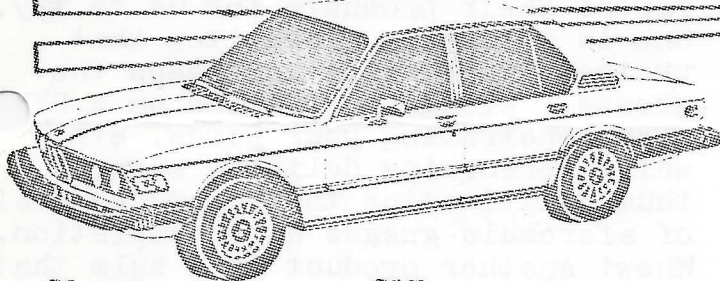
Two other diesels slated to come from the Steyr works are more radical in design than the gasoline-engine-derived M105, although they probably retain some relation to BMW gasoline engines of the same displacement. They are the M1 - an unlikely designation, but said to be the correct one - and the M2, respectively a 2.0 liter four and a 3.2 liter six, both turbocharged and producing something like 100 and 150 bhp. What sets them apart from their more conventional stabelmate are their so-called monoblock construction, with cylinder head and block cast as a unit, and direct fuel injection.

Of itself direct fuel injection, with fuel nozzles squirting right into the main combustion chamber rather than into a pre-chamber as is the case with all passenger-car diesels currently sold in America, is nothing new; it is commonly used on the diesel engines of many commercial vehicles. Direct injection gives a handsome fuel-economy advantage compared to pre-chamber technology: typically 10-20 percent. But with it, combustion tends to be noisier; so noisy that up to now, it

has been acceptable only in commercial vehicles.

That's where the monoblock construction comes in. The one-piece block and head amount to a sort of full encapsulation of the combustion process, which in turn quiets the engine so effectively from the outside that the BMW and Steyr engineers (aided by the AVL Research Institute in Graz, Austria) were able to take advantage of direct injection's efficiency in engines that are little or no noisier than conventional diesels.

So it looks as if BMW will have a diesel for every size car it makes by early 1983, all of them turbo-charged, all putting out at least 100 bhp and at least two of them giving fuel economy remarkable even for a diesel. Reports of a 7-series sedan powered by the 3.2 liter version indicate a decently lively car, capable of 0-60 mph in fewer than 13 seconds. The four should



Software Shuffle

Mark Luckman, Exec. Director BMWCCA

What to get for the Executive Director that has everything? A television set for his desk of course. Unfortunately, it's only black and white but the reception is great. In actuality the unit is a Digital VT 100 CTR. The software is in the final stages of development, so brighter days are on the horizon. However, as is usually the cast during any transition period, some members will be lost in the shuffle. I have taken steps to back up the file maintenance, and hopefully the errors will be kept to a minimum. However, it would be helpful if the chapters would inform their membership (here you are...informed membership) of the potential problems. While at it,

give BMW's new 3-series cars (scheduled for introduction in 1982 or 1983 and already being spotted in prototype testing in Europe) decent diesel performance, and the 2.4 liter turbo six could do duty in both 3- and 5-series models. It seems unlikely that BMW would put the big diesel into its coupes, but technically there's nothing in the way and well, a few years ago nobody would have expected any sort of BMW diesel.

RON WAKEFIELD

Gas Prices

at best will rise about 10 cents by late March and an Additional 6 cents by July. At worst, prices will shoot up 25 cents by March and 15 cents more by July. Most ob-

	3/79	3/80	1/81
Crude Cost	36¢	68¢	77¢
Refining, Transportation & Marketing	17¢	29¢	26¢
Federal Tax	4¢	4¢	4¢
State Tax	9¢	9¢	9¢
Dealer Margin	8¢	14¢	9¢
Total Price For 1 Gallon Gasoline (National Average)	\$1.74	\$1.24	\$1.25 (est.)

servers don't expect the increases to match the big leaps of '78 and early '79, at any rate. Some believe the prolonged oil loss from the Iran-Iraq war will cause a shortage by early Summer.

WALL STREET JOURNAL 1-81

make sure that whenever any member corresponds with this office, it is very important that they include the their membership number as well as the expiration date. Without this information it is sometimes impossible to trace down a problem. If we can meet our schedule deadline, you will notice a new mailing label affixed to your April Roundel. The whole process seems to have gone very smoothly up to this point. Now if I can only get "Dallas" to come in on this set...

Also...The BMWCCA is currently investigating the possibility of contracting with a major auto rental company to provide discounts to all members of the club.

TECH TIPS

The Closing Door Syndrome

RICH MELTZER

Do you have a problem with your doors closing properly? Do you have to slam your doors so they latch tightly? Door slamming might be O.K. on your Chevy but not on your BMW. If you find that you're exerting too much force in getting your door to latch properly, take a look at your door latches. The screws on the latch that is attached to the door pillar sometimes loosen up and the latch can move back and forth. Realign that with the latch on the door itself and tighten it sufficiently to prevent it from loosening up. Then check the latch mechanism on the door itself. The top part of the door latch should have a small plastic cap on it. If that plastic cap has fallen off, and leaving just the metal to mate with the latch on the pillar, will cause endless door slamming to ensue. Of course, not knowing this myself until last week, I have been constantly readjusting my latches for the last ten months to no avail. But my problem is cured and the door closes like butter. Better late than never!

Wipers

Here is a tiny tech tip from one of our newer members, Jim Coffey, for you 320i and 530i owners out there who are tired of the high priced and inferior German wiper blades: Be advised that ANCO makes a blade that comes with a pin especially to fit Bimmers. The number is ANCO#24-16 for 320i's and ANCO#24-18 for 530i's. For you other fed up wiper blade consumers out there, good old Sears Roebuck sells 16" and 18" blades which come with adapters which work very well on the older Bimmers.

Thanks to Jim. We hope to hear more from you in the future.

Charles Dickens.

Clean*up

From the Dirty Hands Department:

Mr. Ken Baum from the Unijax Corp. is getting together a sample of a few of their products for us to try. One is a lanolin based item that protects your hands and keeps the grease (oleaginous juices on a BMW) from penetrating your pores, etc. while performing delicate surgery thus facilitating the speedy removal of aforesaid grease upon completion. Whew! Another product is a balm that helps heal those nicks, cuts and scrapes realized while doing same.

We should have the samples at our next Tech Session.

Bey Em Vey Tee-Shirts

In light Rendezvous Blue with our Bey Em Vey logo on the back and the BMW Roundel on the front. Perfect for everything from the next autocross to flashing them at the self-serve. \$6.00 each in extra large, large, medium and small. Some are available with pockets. Pick one up at the next club function or call

Charles Dickens at
488-0030.



About Face

TO THE REAR, MARCH! (Batteries, that is) Or: "A Somewhat Rambling Account of How I Did (And You Might) Put Your Battery in Your Trunk, or Boot as We Used to Say in Carolina"

by Charles "Mighty Red" Dickens

A List of Materials:

- A battery.
- A battery box of the outboard motor boat type.
- A suitable amount of 0 guage battery or better yet, welding lead.
- Two ends for each cable you plan to make (usually 3 cables thus six ends).
- Tiewraps (black for neat under the car).

The reason for all this is manifold:

- A. The battery is in the way.
- B. The weight of the battery is on the front end of the car which is not desirable from the standpoint of making your car handle it's best. This is called "better weight distribution."
- C. The battery will live longer away from the heat of the engine.
- D. It is esthetically more pleasing in a nice, neat plastic box in the trunk.

The method is roughly as follows: Get under the car, and using string or rope, mock up the route for the cable to follow. This serves several purposes:

1) It gets you to really get down to the problem at hand. 2) It gets you a real good idea how much cable you need. 3) You can make up your mind which of several routes available you wish to use, through the interior or the method I chose on both my 2002 and 320i: under the car. On the 2002 I put the cable up the center of the car by the transmission tunnel because I used a piece of 00 guage welding cable which was given me and it was only 10 feet long (I cut 4 inches off). On the 320i, I went the long way 'round because there didn't seem to be anything to fasten the cable to by the transmission tunnel. In this case, I put the cable in by fastening it to the 3 steel lines which go up the driver's side and then crossed it over on the rear cross member, being sure to avoid pinch points and other places where the movement of the suspension could rub or wear the cable. Thence up the fuel filter tube and through a hole in the floor which is covered by an aluminum holeplug. Just gouge the plug out and run the cable and when you finish, fill in around the cable with a rubber grommet or silicone to make a waterproof seal. You will need to make or buy two ground cables: one to go from the engine to the body and one from the battery to the body in the trunk. You must clean the area on the body down to the bare metal to insure a good electrical contact for both ground cables.

PUMP PARANOIA

This is from a response to an article concerning replacement of gas line filters:

"(It is) totally INCORRECT (to say) that if a filter isn't changed timely it may necessitate a replacement of the entire fuel injection system. Stuff simply cannot and will not pass through the filter. In fact, water won't pass through the filter unless it is mixed with something else.

"Another implication of (the article) which I take exception to is that if a gas station "Sucks itself dry" sediment will be pumped up. In no case are the fuel pickups located less than 6" from the bottom of the tank. Rarely will anything from the bottom be picked up unless gas is being pumped during a delivery when the bottom is being agitated. For that reason many states prohibit selling gas during a delivery. Incidentally, I own two gas stations which pump several million gallons of fuel a year."

MICHEL POTHEAU
Tech Editor, Roundel

Metric Belts

To lose a belt on the road is a miserable experience. To lose one and not have a spare along is more than just a pain in the - pardon me - trunk area. More like total despair, maybe.

And if you can make it to the nearest gas station, it is a virtual certainty that the Mechanic of the Year in attendance will take one look at your pride and joy and inform you that "we don't carry no fanbelts for them cars." Technically, he may be right. Metric belts for BMW's are not exactly a stock item around the gas station circuit, not yet anyway. More than likely, though, he does have an SAE belt in stock that will fit, with a bit of cajolery and Body English.

Trouble is, he The Mechanic of the Year) doesn't know this. After all, there's no SAE belt listed for British Motor Works cars. And since your old belt lies in tatters somewhere back there on the Interstate, there's nothing on hand to compare SAE belts with, assuming said Mechanic will let you rummage through his inventory.

Here's how you Save the Day, and demonstrate your Superior Automotive

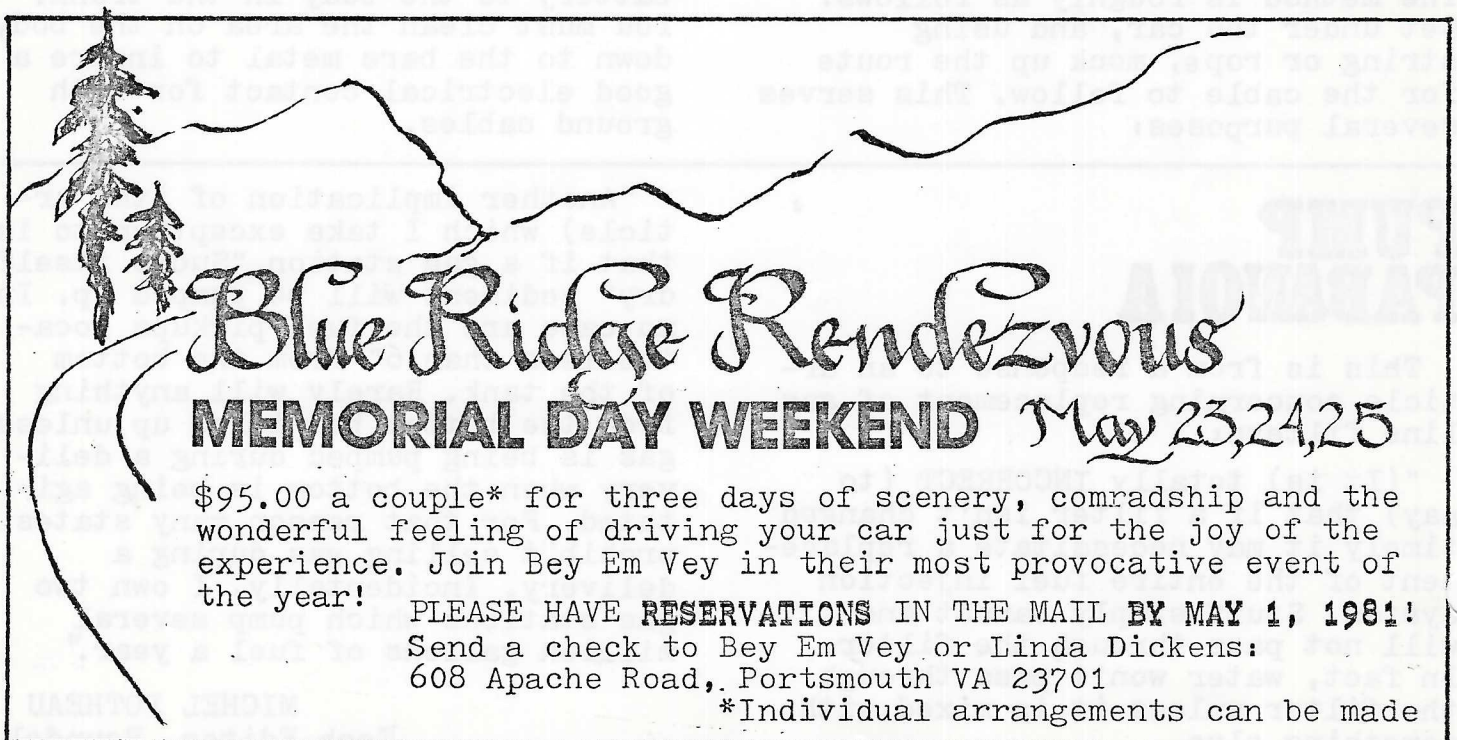
Knowhow, too:

Ask the MOT for a piece of string (about four feet will do - and a tape measure or its equivalent. Proceed to run the string around the pulleys where your belt used to be and see how much string that takes. Be sure to pull the string tight and make it sit right in all of the pulley grooves. Makes sense, right? But there's one more step. Having measured how much string this takes, add one half inch for every pulley included in this maneuver, and - presto - the resulting figure will be a VERY close approximation of the SAE belt size you need.

Since fanbelt sizes are generally marked on the package in a sort of code, you should have an idea how to read it - unless the MOY does it for you. Usually, it's something like 12 x 4050, which should stand for "Width: 12mm by length: 40.50 inches." If you're not sure, let the MOY pick it out for you.

And if he wants to do the work, too, you can lend him the metric tools which he'll claim he doesn't have either. Tell him this will make him a certified BMW Fanbelt Installation Expert (FIE?)

IMA SCHRAUBERZIEHER
Tarheel Chapter



Blue Ridge Rendezvous
MEMORIAL DAY WEEKEND *May 23, 24, 25*

\$95.00 a couple* for three days of scenery, comradship and the wonderful feeling of driving your car just for the joy of the experience. Join Bey Em Vey in their most provocative event of the year!

PLEASE HAVE **RESERVATIONS** IN THE MAIL **BY MAY 1, 1981!**
Send a check to Bey Em Vey or Linda Dickens:
608 Apache Road, Portsmouth VA 23701

*Individual arrangements can be made

Made in U.S.A

SISSY OWEN
Peachtree Chapter

It is an ongoing battle waged by the United Auto Workers to get laws restricting imports. They sound like a bunch of crybabies. The American automobile manufacturers got caught with their pants down and in very un-free enterprise fashion want the government to shovel them out. Read for government "our money", where if the American people had wanted the cars in the first place, we would have already spent our money and bought them. It makes me furious. I am not un-American, just because I currently don't want a domestic car. It is just that other countries are making more desirable cars. Notice how I skirted the issue of "better cars". The other thing is I do not want to be told what I have to buy. There are enough "have to's" already in my life. Sure, almost any car would provide transportation, just like I do not have to use my Bic pen

(French) to write this. Nor take two Bayer (German) aspirins for this headache. Think of the less exciting world without Gucci's (Italian), Irish Waterford, Baccarat and Perrier (French), wool sweaters (Scottish), Brazilian coffee, Adidas (Australian) and even Marta trains (French). The list goes on and on. When I began this article I called the many consulates in Atlanta. Primarily I wanted only the highly visible brand name articles, but in the process learned more than I wanted about textiles, farm machinery and even chemicals. Which started a new thought on all of the foreign goods that we take for granted or even falsely assume are American, that make our lifestyle as we know it possible.

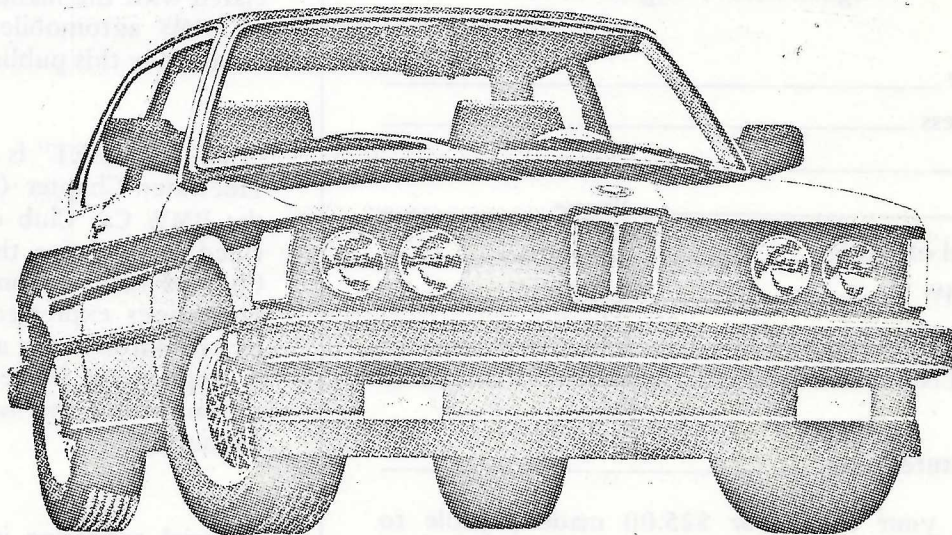
I guess I am trying to say I wish the auto makers would quit whining and get on with the program. The brains and the technology are here, so it is bad management which left them sitting in the early 70's (Fat Cat Syndrome). However, don't make me suffer for someone else's stupidity. I like driving my German car.

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



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



Bey Em Vey Corp.
P. O. Box 62145
VA. BEACH, VA. 23462

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

Name _____
Address _____
City _____ State _____
Zip _____ Phone _____
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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