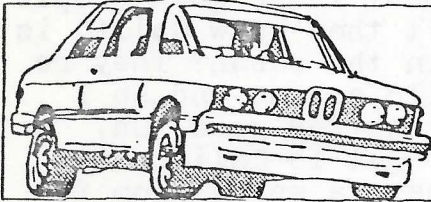




# Das Kummel

## FEBRUARY 1981



at the  
**Apex**  
CHARLES  
DICKENS

SEX SEX SEX

Now that your attention is riveted to the page, listen up, troops!!!

Bence Boelcskev, our own illustrious National President of the whole BMWCCA has graciously consented to be our guest speaker for our 10th anniversary dinner. Bence will say a few choice words on us, sometime in among the great new films from BMW North America and the delicious seafood at the Customs House. That should be a pretty fine gathering of the clan. Plan now to attend.

To Rob and Joyce Tumbleston who wrote us from New York to say how cold it was, to them I say, "I told you so," and that it snowed more last year in Tidewater than it did in most places in New York State. It was good to hear from you and hope you can get down to see us, maybe for the Blue Ridge Rendezvous.

The board meetings lately have been very nice get togethers with some very valuable input from the membership and in addition to getting things done we manage to have a few refreshments and a general good old time. Never hesitate to attend a board meeting even if you just want to sit in the corner and watch to see what makes this club work. If you have any questions, give any board member a call.

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

CLYDE HILL III

SUNDAY FEBRUARY 22 at 2:00

Another First! at 2:00 we meet at Frank and Julie Elmore's house, 1913 N. Brandon Avenue in West Ghent, from whence we walk over to the Naro Theatre to see Mash and Private Benjamin.

SUNDAY MARCH 1 8:00 p.m.

Boart meeting at Frank and Julie Elmore's, 1913 N. Brandon Avenue in the beautiful West Ghent Section of Norfolk. For the uninformed masses requiring directions (I assume some non-board members will be attending) call Frank or Julie at 623-3995 for the way.

SATURDAY MARCH 14 at 7:00 p.m.

10th Anniversary Dinner at the Customs House Restaurant in  
Continued page

## VALENTECH CANCELED

Your newsletter was held up at the production stage hoping for better news, but it seems that last week the excuse from Atlantic BMW was "insurance problems". If the news had come any sooner, we could have possibly salvaged the event for you. Oh, well, the results are finally in: late newsletter, a frazzled Charles, no event. You lose.



AT THE APEX Continued from page 1

Looking down the road, the Blue Ridge Rendezvous is shaping up to be the best ever in 1981. We'll be touring a winery in Northern Virginia, staying at two different resorts, eating some great food and meeting some people and cars from the adjoining chapters. Of all the club events I've attended, I think the Rendezvous is my favorite. If I can just get someone else to run lead once in a while it'll be perfect. Plan now. This is a real bargain of a weekend. Complete details in next Das Kummets.

Notes from the past: Christmas cards actually, from friends of yours and mine, former members of Bey Em Vey who have moved on to other jobs, homes, and chapters, but who found here the real basis and reason for the strength and vitality of this club: the friendship of some really great people who happen to be fellow BMW nuts. For instance: Lloyd Prince and his wife Carolyn. Each BMW owners before they married, they sent us a lovely picture of their baby girl. They live in Texas now, but Lloyd is

in the navy so I've always known that they would be back one day. Lloyd's into the ultimate Hot Rod now: fighter planes. Lloyd and Carolyn, we will be glad one day to open our mail and find that you are on the way back to Tidewater. Rick and Jane Garrettson: Rich got out of the navy and they built a tow bar, hitched her 2002 behind his and headed back home to California. Hollister to be exact. I always worry about those good people out there, Don't they know Calif. is going to fall in the ocean? They're starting to build a home and so I guess they're gone for good. Oh, well, if I ever get to California, maybe they'll have a spare room for an old retired railroad clerk. Eddie Hardman is alive and doing well in Florida, retired from the navy and matriculating away at U. of Florida. Hi, Eddie, come see us, maybe for the Blue Ridge Rendezvous. I'm about out of paper, so that's it. I'm about out of paper, so that's it for now. Be good and...

KEEP BLINKING.

Continued from page 1 ACTIVITIES Hampton. In addition to cocktails and a terrific dinner we offer the best in entertainment...i.e. BMWNA films, stories, and a nationally prominent speaker. See March newsletter for details and menu. Reservations will be necessary.

SUNDAY MARCH 22 at 12:00 noon Tech Session at the home of (you guessed it) Frank and Julie Elmore! All the usual good stuff is offered; good tips, good eats, good drinks, and all for \$2.00, what a deal! See above for address.

Looking Ahead... MAY 25, Memorial Day weekend...the Blue Ridge Rendezvous and winery tour!

1981 FEBRUARY 1981

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
<b>22</b>	23	24	25	26	27	28

N\*A\*R\*O

1981 MARCH 1981

SUN	MON	TUE	WED	THU	FRI	SAT
Board Meeting	<b>1</b>	2	3	4	5	6
10th Anniv.	8	9	10	11	12	13
	15	16	17	18	19	20
Tech Session	<b>22</b>	23	24	25	26	27
	29	30	31	-	-	-

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# MINUTES

WALTER BROADNAX

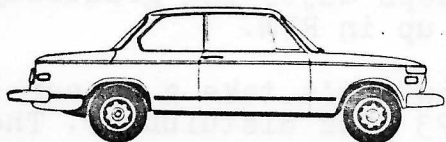
Meeting called to order 3:00 p.m.,  
Sunday, January 4, 1981 at the  
home of Jeff and Becky Barnett.

## OLD BUSINESS

The 10th Annual Anniversary Dinner was scheduled for March 14th at the Customs House Restaurant in Hampton. For the guest speaker, attempts will be made to secure the appearance of the National BMWCCA President, Bence Boelcskevsky. Documented time for the start of the festivities will be 7:00 p.m.

Blue Ridge Rendezvous: More plans made for the excursion to the mountains. Information needed on the different wineries in the area of the tour, near Big Meadows.

It was agreed upon by the board to purchase a typewriter out of the Club's general fund. Becky Barnett will chair a committee to search for a suitable typewriter for the



needs of the club. All interested members are implored to aid in the search.

## NEW BUSINESS

The following tech sessions and board meetings were scheduled:  
MARCH 3, Board Meeting- home of Frank Elmore  
APRIL 5, Board Meeting- home of Clyde Hill  
March 22, Tech Session- home of Frank Elmore  
APRIL 18 Tech Session- home of Jeff Barnett

Any member wishing to become involved in hosting one of the upcoming Tech Sessions or Board Meetings in the months of May, June, or July can call any of the board members to arrange a time and place.

Upcoming Social Event- February 22 at 2:00 p.m. a Sunday afternoon Matinee at the Naro Theatre. Featured films will be Private Benjamin and M\*A\*S\*H.

With all business concluded, the meeting was adjourned.



# LETTERS?

Here's some news from the old mail-bag (no, that's not a nickname for my Mother-in-law) yet another address change. It's a shame that the only time that we hear from some members is when they are readying for a move...a shame that we never got to know them, and a shame that they never got to take full advantage of their dues. I mean, I know that our wonderful newsletter is fully worth every penny of the \$10.00 of local dues members pay every year. But lets face it. In these inflationary times, one must squeeze every bit from one's investments.

There is the priceless satisfaction that you'll get from having your article published with your name on it in our newsletter. Or the bliss that comes on a weekend tech session when Charles tells you, no, you don't need a new Watzit, just a little bitty whizzit. Why, attending a board meeting is probably worth at least 50¢ even if you don't say a word, and who can measure the value of investigating that gimmick rally you've been waiting for.

I could go on, but I think the message is clear: be more than just a name on a mailing list, or a post card warning of an address change. Be somebody!



## BILL MACHRONE'S **Tech Talk**

I Know It Sucks; I Just Don't Know when...Continued from January Das Kummel

This is one of the reasons that the hybrid advance-retard distributor was created. This one has two vacuum fittings, with advance connected to manifold vacuum. Before you look back at the list of vacuum conditions to see if the two types would conflict with one another, they do. So BMW provides a whole firewall full of timers, solenoids, temperature sensors, etc. to determine which one works and when. Basically vacuum retard is inoperative while the engine is cold, promoting smooth running during warmup. Vacuum advance is locked out until you are in fourth gear on some models. This provides good fuel economy while preventing excessive emissions in the lower gears. It also limits performance somewhat, but we all know you can't have your cake and eat it too.

Above are the basics of advance and retard distributors. But how can you use this information to your advantage? First, by knowing something about the advance curves and the emission controlling devices that BMW has put on the engine. For example, I mentioned that the '77 320i had what I considered to be an undesirable mechanical advance curve. A look in the shop manual confirms that the '72-'73 2002 distributor has a longer advance curve that becomes active earlier in the engine's rev range and comes in more smoothly. It, too is a retard distributor. Our objective is to come up with a curve that will start at about zero advance at idle and increase to maybe 38 or 40 degrees at full throttle. Maybe that sounds like a lot, but the hemispherical combustion chamber does a good job of preignition control (provided the fuel is of adequate octane) and most engines can take it. I say "most" because there is an engine-to-engine variance in just how much

advance it can handle. A few can handle 46 degrees without knocking! In fact, this was the maximum advance spec on the European 2002 (pre-1973). The only way to determine if your engine can handle this is by experimentation.

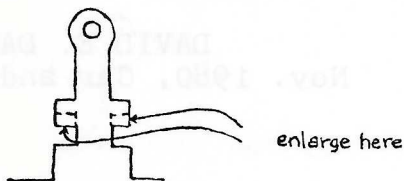
Back to that '77 320i. A look in the 320i manual shows that the advance curve does go from 1 degree to about 34 degrees (distributors are really sloppy gadgets; the actual advance may be between 31 and 38 degrees). So what's wrong with 34 degrees when the book says you can have a "slop" factor of another four degrees? The problem is that the advance comes in very gradually, so that maximum advance is not reach until 4000 engine RPM. Hey, guys, we could use that advance a (legal) highway cruising speed. The only choice we have with the stock distributor is to change the static timing. This has two drawbacks: First, the idle advance will go up, giving you a rough idle and more pollutants. The car may also want to diesel after you shut it off. Second, you still haven't done anything to improve the wimpy advance curve that keeps adjusting gradually as you go up in RPM.

So now let's take a closer look at that '73 2002 distributor. The mechanical portion of the advance curve has an adjustment of 30 degrees, which is 4 or so degrees less than the 320i distributor. Is this retrograde progress? Read on. The vacuum retard unit is completely different. First of all, the adjustment range of the 2002 unit is about 12 degrees crankshaft as opposed to 16 degrees or so for the 320i distributor. Again, this is less adjustment than the newer unit. Machrone, what are you up to?? The second difference is that the 2002 unit is roughly half as sensitive to engine vacuum as the 320 unit. Now you can go back and see when vacuum is significantly high in the intake manifold. Get the picture?



But we still need more adjustment in the distributor.

A while back, a club member by the name of Peter Fifielske got a '77 530i (It, too, has a retard distributor with a curve that looks suspiciously like that of the 320i) and he didn't like it very much for all the things that it wasn't doing for his engine. So he removed the retard diaphragm from the engine and found that its motions were controlled by limit stops. He took his handy Dremel Moto-Tool hand grinder and enlarged the limit stops about one-third, which gave him more retard. Now, why would a bright guy want to do something like that? So he could reinstall the distributor with more static advance (see figure 1.)



We did exactly the same thing with the '73 2002 distributor and the result is a distributor that has a full adjustment range, from 0 to about 40 degrees, an advantageous advance curve, and less sensitivity to vacuum, which prevents the distributor from going into retard except when the vacuum is fairly high. When we installed this distributor in a '77 320i it reduced the 0-60 time by one second. The gas mileage went up, of course, and the car's driveability improved in all gears. I lived to regret the change, since I subsequently couldn't pass the owner (Dean Christie) on the straight at Lime Rock with my old souped-up 2002, Sylvester.

Similar changes can be made in almost any BMW. The only distributors that are not worth changing are the old -003 and -004 units on the early 2002s (All the 1-bbl models. These distributors have a large adjustment range (up to 46

degrees) and vacuum advance. They can be put on later 2002s and 320is. I've done the former on my '73 2002 and it had all the same good effects as the conversion on the 320. I have not yet tried an -003 or -004 distributor on a 320i, but I bet it would be really something, probably just what the doctor ordered to get more adjustment range in place of the advance/retard unit on the '78 and '79 cars.

Wait a minute!, you say. What about the vaunted tii distributor and all of the glorious things that it's supposed to do for any car it comes near? Well, lets look at it: First, it's a mechanical advance unit. There is no vacuum dashpot, so engine vacuum has no effect on what the distributor does. The only thing it reads is engine speed. Next, its adjustment range is only 30 degrees crankshaft, which means that the most advance you can get out of it and still have a smooth idle is about 35 degrees. The advance curve itself is quite good, giving a lot of advance early in the curve and continuous adjustment ot 3500 rpm. When you put one of these on a 320i or a 2002 the major benefit is that the advance comes in a bit earlier, which feels good in your backside as you accelerate. The conclusion I am forced to draw, however, is that the tii distributor will not give a non-tii optimum performance or mileage. Yes, it may be better than the stock setup, or the owner could be suffering with a lousy idle so that he can have sufficient advance at road speeds, but the refinements offered by vacuum control of the curve are simply not there.

It may just be that the tii distributor (both the -002 and -008) is the most oversold performance item since the Judson Electronic Magneto. Oh, well, it won't be the first time I've been called a heretic.

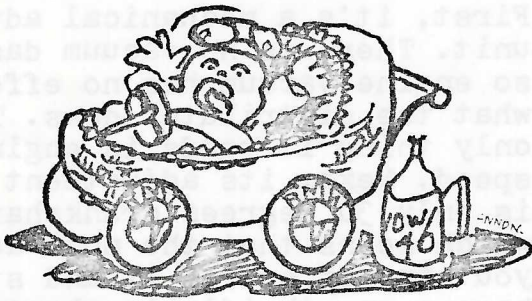
Continued next page...



Continued from page 5

Playing with distributors requires more than the average ante in tools. We've mentioned before the excellent Heathkit timing light and advance meter. It can tell you exactly how much advance is present with and without vacuum at any engine speed. If you're going to get serious about distributors, it should be in your tool kit.

So there you have it. Several thousand words on why it sucks and when and a heresy to boot. If you get serious about doing something interesting like putting an -003 or -004 distributor on a 320i, give me a call. Maybe there's an article in it.



**Rx:**

## **PABLUM**

HANS LUSTIG  
Windy City Breeze

As an important membership service to those most directly involved, we are herewith offering some useful hints for periodic maintenance of the little Bimmers:

- a. First and most importantly, DON'T get the maintenance procedures and products mixed up between little Bimmers and fourwheelers.
- b. Pablum does NOT increase horsepower, just gums up the works.
- c. Castrol GTX will not do much to eliminate the squeaks in little Bimmers.
- d. Squirting WD-40 into tiny armpits simply makes a mess.
- e. Frequent lube jobs are best handled with Johnson & Johnson stuff.
- f. Disposable gaskets (read diapers) go a long way toward maintainin domestic harmony and preventing atmospheric pollution.

## **320i**

The difference between this car and the Audi 4000 is interesting. The Audi's ride motions and road noise are such that the car is only marginally acceptable in our eyes. The BMW, on the other hand, is absolutely perfect in what we'll call the enthusiast's midrange, and does not put a foot wrong until pushed to the limit. Of the two, the BMW's overall behavior is probably preferable. I, for one, have never been in trouble with a Bimmer in mornal screaning-down-two-lane situations, but I've cursed the Audi's elastic waywardness every yard of a hundred-mile cruise. Is the BMW worth the money? Not to most people, but the Bimmerphiles would be happy to sell a kid or whatever it takes, just to get behind the wheel.

DAVID E. DAVIS JR.  
Nov. 1980, Car and Driver

g. Internal fortification is easily accomplished by frequently resortir to the appropriate bottle, depending upon who needs fortifying most at any particular time. Again, make sure there are no mix-ups. Little Bimmers don't run too well on 100 proof.

h. Frequent wash jobs will be required. Just remember to keep the air intake above water level. And DO NOT use harsh cleaners. The exterior of little Bimmers is rather susceptible to scratches.

i. Finally, and very importantly, do not succumb to the temptation to over-do the maintenance bit. Putting up with a few squeaks and squeals in the begining will pay off in the long run in smoother operation, to say nothing of a significant reduction immediately in nocturnal perambulations.

Following these simple instructions is quaranteed to provide maximum enjoyment for both big and little Bimmers. Remember, there ain't no warranty or exchange privileges.



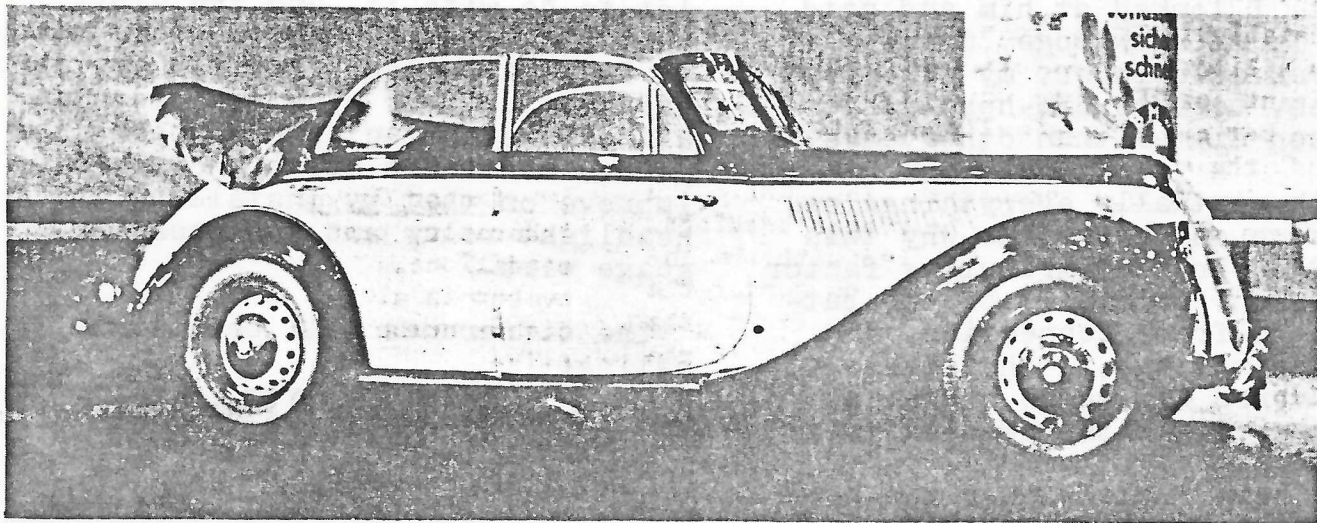
Don't forget to run your air conditioner for a few minutes on warmer winter days. This will extend the life of your A/C components and will help reduce loss of Freon.

from Die Zugspitze

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AIR DAM for 320i, BRAND NEW  
Autobahn Dam  
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**An  
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One**

One of the largest pre-war BMW sixes, the 335 of 3.5 liters and 90 hp. Special four-door cabrio body.

## BMW's NEW ONES

Here is a word on the 1981 models.

All models- There will be a third ignition/lock key, compact enough to be carried in a wallet. The radio offered with the car as an option (320i) or as standard equipment (the sixes) will be a digital electronic unit with cassette. The quartz halogen high beams standard on the 320is are on all models now. All six-cylinder cars get synchronized reverse gear. The 633 CSi and 733i go from four- to five- speed gearboxes.

320i - Mostly minor refinements after last year's big change to a 1.8 liter engine and 5-speed gearbox. Interior will have "richer" materials in a choice of four colors: blue, anthracite, parchment and mocha, and the doors get cloth insert panels. This is apparently a response to criticism that the interiors of BMWs looked thousands of dollars cheaper than the cars' ex-

teriors and handling capabilities. The center console is redesigned and has a larger capacity on non-air conditioner models. No word on new or deleted exterior colors.

528i - Upgraded carpet material. A fourth leather upholstery option is added, red.

633 CSi - Overdrive five-speed gearbox is now standard. Central locking system is improved; it can now be operated from the passenger side and trunk as well as the driver side door.

733i - Overdrive five-speed gearbox is now standard. Same central locking system improvements as 633CSi. A sixth leather upholstery is available, cherry red. The carpeting is of a "richer velour" (that's what the release said, honest). And the window-lift buttons have been redesigned for better tactile feel and distinction between the up and down buttons. And there are new woodgrain accents in the interior.

BILL HOWARD  
Connecticut Valley's Die Zeitung



# HEADLIGHTS

from the New Jersey Chapter

At a monthly meeting not too long ago, a club member asked me if BMW headlights were dimmer than those of other cars. Without thinking about it, I looked at him and said no, not to my knowledge. O ill-remembered questioner, my sincerest apologies, because BMW headlights are indeed dimmer than other cars.

As with virtually everything else, there is no one answer to why this is so. The first contributing factor is corrosion, primarily of the battery box-to-frame connection, and fuses. The voltage to the lights must traverse all these obstacles in order to light the headlights.

If you have looked under the hood of any GM car made since 1964, you might have noticed that there is an extra wire on each battery terminal which carries current to the headlights only. The headlights themselves are controlled by a relay, so that voltage is not reduced by coursing all over the car before it gets to the lights.

BMW is really behind the times here, and the problem seems especially bad on 2002s. You can check this yourself if you have a volt-meter. Turn the headlights on. Set the meter to a low voltage range and put the positive meter terminal on the positive side of the battery. Connect the negative side to the center terminal (low beam) and you will probably see a reading of between one and two volts. You are measuring the voltage drop across the resistances mentioned above. This is how much of the battery's voltage is not getting to the headlight. Repeat the measurement on the ground side by connecting the meter's ground terminal to the battery's ground and the meter's positive terminal to the headlight ground (brown wire on the left of headlight socket). The total voltage you measure is the total that the headlight never gets.

Steve D'Geralomo made this discovery independently and put in a headlight relay and some heavier wire. The difference, says he, is incredible, almost like the difference between regular headlights and quartz-iodine lights.

The wire size really does have a lot to do with it, and the stuff that BMW uses is just too thin not to incur a voltage drop, so you can brighten up your night by cleaning all of the contact and connection points mentioned above and you can improve on that by installing the headlight relay and some heavier gauge wire.

The difference will be illuminating!

## & more headlights

LEDGER STAR, Monday, January 19.

Q. Are the new quartz headlights legal in Virginia? k.m.

A. Some are. Vehicle headlights in Virginia are limited to a total brilliance of 150,000 candlepower. Ordinary headlight bulbs with tungsted filaments produce 50,000 candlepower, but some of the new quartz bulbs filters are rated up to 200,000 candlepower on high beam. Any bulb rated over 75,000 candlepower is going to cause problems in Virginia.

Before you buy, look on the face of the bulb for a marking reading "SAE" or "Dot." They indicate that the bulb is approved by the Society of Automotive Engineers or the Department of Transportation and are legal here.

Does that mean that other quartz bulbs are illegal?

Not necessarily. There is a list of other approved bulbs, and it is being constantly expanded. If you are tempted to buy an odd bulb, check with the 5th Division of the State Police in Chesapeake. The number is 420-3410.



# NEEDLES

1. When did you last check the tire pressure on your car?
2. When did you last change the oil and filter?
3. Has your BMW had a major engine tune in the last 8,000 miles?
4. Is the brake fluid in your BMW less than two years old?
5. Has the differential oil been changed in the last 16,000 miles?
6. Has the (manual) transmission oil been changed in the last 16,000 miles?
7. Has the oil level for 6 & 7 been checked in the last 8,000 miles?
8. Has the coolant been replaced in the last two years?
9. Have the wheels been balanced in the last 12,000 miles?

10. Do the original shock absorbers have less than 30,000 miles on them?
11. Have the brake pads been inspected in the last 15,000 miles?
12. Are the windshield wiper blades less than two years old?
13. Do you regularly (at least every week) (for two or three minutes) drive with the engine speed above 4,000 revolutions per minute?
14. Have you vacuumed the interior in the past month?
15. Has the interior glass been cleaned in the past month?

If you have answered "no" or "I don't know" to more than five of the questions, your BMW is probably unhappy. If you are also unhappy (because of your BMW), maybe the fault is not with the car.

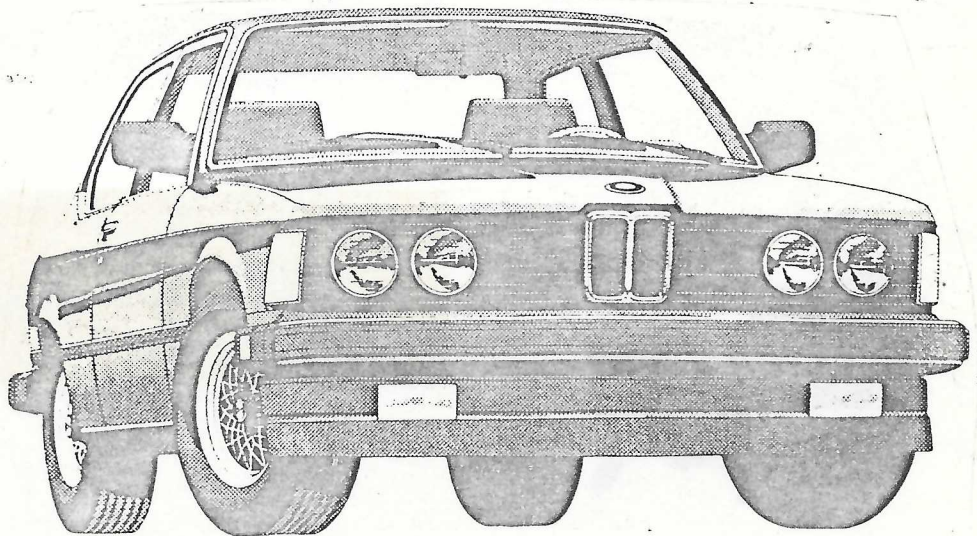
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Bey Em Vey Corporation  
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Virginia Beach, Virginia 23462



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



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

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