

Minutes, cont'd.

Rhyne, driving an MG Midget, placed first in his class.

John Martin from the Old Dominion Region SCCA asked if our club would try to organize a club controlled check point for the rally on August 12. Those members interested in working on this should contact Vic Shunkwiler.

Jim Craig had been contacted by BMWCCA and asked if the Tidewater Chapter would consider hosting Oktoberfest. A motion was made by Ken Browning that the club do so. It was passed unanimously. The activities to be held at the Oktoberfest were discussed. Charles Maas and Tom Sundstrom were named co-chairmen of the event.

The activities committee gave their report. They asked that the club try to stock more parts. In order to obtain the funds for this, several ways were suggested. Charlie Maas made a motion that the club make a \$5 assessment per membership to establish a parts kitty. This money will be returned to the member when the membership is terminated. A further stipulation made was that those members not paying the \$5 not be entitled to purchase parts. The motion was carried unanimously.

The meeting was adjourned at 9:40 P.M. to the Village Inn Pizza Parlor.

Rose Marie Sundstrom

over, but there is not a sufficient amount of funds to expand club services since there is no other real income. Remember that in the case of National the newsletter is not self-supporting and is tremendously expensive to produce (50% of the club's income).

Now the good news. The dues increase will allow the expansion of the newsletter and in addition will enable the club to expand both the library and the inventory of other items available through the club (patches, jackets, etc.). Eventually the club can have and indeed must have a full time executive secretary to actually run the club on a daily full time basis. This will be expensive but also invaluable in the services provided to members. But remember the club will still have nothing to give you unless you give something to the club. Expecting something for nothing is hardly an appropriate attitude about your club - both locally and nationally.

More good news. The club's new secretary has promised to have the great backlog of paperwork left by his predecessor cleared up by the end of August. Those waiting impatiently to hear from National will not have to be patient much longer. However, remember that a three month backlog is very hard to deal with and still maintain your sanity.

Jim Craig

PRESIDENT'S COLUMN

The Second Annual BMWCCA Chapter Congress is now over. Some questions were answered and some caused more questions. A few problems were solved and some were postponed. All in all the Congress boils down to a good news/bad news situation.

We might as well start with the bad news - since it isn't all that bad. There will be a dues increase on the National level and a decrease on the local level. It appears that effective January 1, 1973 National dues will increase to \$12 a year. In addition, chapter dues will be standardized at \$6 a year. The \$18 will be paid to National and rebated to the chapters. For those of you who want to know why, the explanation is not too difficult. National is pretty much in the same position as our chapter in that enough dues are charged to get by with essential expenses with a little left



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CLUB ACTIVITIES

SUCCESS

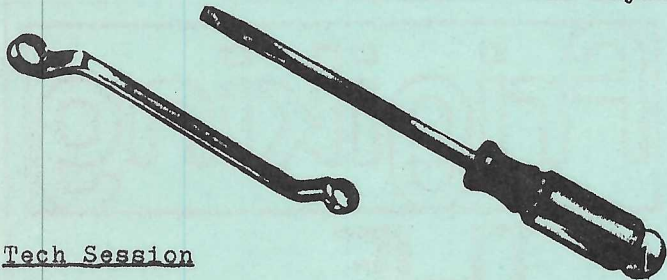
Our effort in selling Tupperware can be deemed a success if you judge it by the amount of money we were able to add to the treasury. A check for \$66.19 was deposited to our account. Thanks to the following people: Sally Andrew, Judy Bouvier, Debbie Browning, Mary Cottrell, Sandra Craig, Martha Gagliardi, Nancy Macklin, Terrie Shunkwiler, Katy Stanberry and Rose Marie Sundstrom.

Rally

The BMW Club is having a gimmick rally on Friday, August 4. Meet at Janaf Shopping Center in front of the Village Inn Pizza Parlor at 8 P.M. Entry fee: \$2/club members, \$2.50/non-members.

The rally will end at the Pizza Parlor and trophies will be awarded. A maximum time limit will be used, based on your departure time. Look for anything. Watch for everyone.

Event Chairman - Jim Rhyne



Tech Session

August's sweltering heat will probably greet club members and guests at the Craigs on the 26th. Please note the new location - we wouldn't want you to miss out on the beer and irate neighbors. The new address is 4001 Santa Maria Drive in Chesapeake. Santa Maria Drive is just off Dock Landing ("Little LeMans") Rd. in Chadsyck Terrace. Time - 12 noon.

Directions (for "Little LeMans") -

Via interstate or downtown tunnel: Get on the interstate and head for Bowers Hill and Suffolk. The interstate ends at Bowers Hill with a traffic light. Turn right onto Joliff Road. Straight at the next intersection. The first right is Dock Landing Road. This will be about two miles from the previous intersection. Take Dock Landing Rd. The first turn is a crowned decreasing radius - so take it easy. The rest of the turns are 90° and banked. Enjoy them!! When Dock Landing

Road straightens out for the second time, Santa Maria will be 2-2½ miles up on the left. We're on the left hand corner about two blocks from the fire station.

Otherwise from the East -

Come as you would to my old apartment but turn left (west) at the City Park Ave./Portsmouth Blvd. intersection. Follow Portsmouth Blvd. across the Hodges Ferry Bridge. Turn left at the first light after the bridge. You are on Dock Landing Road. Santa Maria is the second right. The driveway is 30 ft. beyond the intersection on Dock Landing Road.

Oktoberfest '72

For those of you who have missed the last meeting or activities here are some details concerning Oktoberfest.

It will be held the weekend of October 20-22, with headquarters at The Americano, 39th and Ocean Front. Only a tentative registration fee is available - \$30/couple, \$20/single. Pre-registration will definitely be encouraged, if not mandatory.

Activities Schedule

- Friday - registration at The Americano
punch, coke, cookies
- Saturday - 10 A.M. Concours d'Elegance
2 P.M. Rallies - gimmick
or TSD, your choice
8 P.M. Beerfest
- Sunday - 10 A.M. Autocross
6 P.M. Awards Banquet

Following is a list of chairmen for the various activities. PLEASE, PLEASE contact one of your choice and offer to work.

- Concours - Jim Craig - 488-6843
- Rally - Jim Rhyne - 547-5644
- Autocross - Vic Shunkwiler - 497-6117
- Banquet - Mary Cottrell - 340-6284
- Publicity - Judy Bouvier - 855-6511
- Door Prizes - Ken Browning - 855-7962
- Awards - Tom Sundstrom & Charlie Maas -
497-2814 or 855-5019

FLASH - Samuel Brooks, president of the Boston Chapter of BMWCCA, has proposed that Oktoberfest be climaxed by the raffling of a fully equipped 1972 Bavaria. Approximately 400 tickets will be sold at \$15 each. Full details will be in the Roundel as soon as possible.

FOR YOUR INFORMATION

BMW 2002 for 1973

BMW has once again made changes in the 2002 prior to the end of the model year. The late 72s are outwardly no different from the rest of the '72 models, but under the hood!! Ric Cavallero (D.C. Chapter V.P.) reports that the single barrel Solex carburetor has been replaced by a two barrel, and there is NO airpump! It sounds as if BMW has been burning the midnight oil to beat EPA at its own game. A few of these hot 2002s have appeared in the D.C. area, so we should see them here within the next month. Wonder if the two barrel will fit a '69?

Jim Craig

IMPRESSIONS

How To Influence People And Buy A Water Pump...Or...Yankees Aren't As Bad As My Paw Told Me They Were

On a recent trip to the wonderful world of Pennsylvania I had my first encounter with a bad water pump. Being a union electrician and having something go wrong with your car (furren made), is not very much fun. Since I'm supposed to buy American made products this only doubled the heckling I received. Union people tend to give me a hard time because I own a BMW 2002. "A VW what?" they say. "Can you buy parts for it in the States? How many Lowenbrau cans does it take to make one?" After a few comments like this you soon try to convince these died in the wool Detroit Iron drivers that you own a fine piece of German engineering and one of the best automobiles in the world.

Needless to say, when my water pump seized up on me on the way to work one morning, all I could do was park it as quickly as possible and run into the nearest shack to get away from the Detroit Iron Mouths. My day went something like this:

"Hang on Dick and I'll show you what a humming machine this ole Bimmer really is." (Dick was the guy that alternated driving with me. Tomorrow I'd have to ride in his Chevy-UGH.) "See how it forces you into your seat as we accelerate. Feel the G-forces as you go around the corners. Look. We left the other road hogs behind us. Great car, huh? Don't look so green,

Dick. We've only got to go one more downhill section and a right hand curve to make and we'll be in the parking lot. Watch this last burst of speed. Listen to that engine hum. Listen to that high, shrill scream!! Don't be alarmed, Dick. We'll make it." (I hope.)

The scream turned out to be the fan-belt trying to turn the water pump that had just frozen up. Look at that temp needle fly. Feel the car die. I think I am going to cry. 320 miles from home and not a water pump in sight.

"Hurry Dick or we'll be late. Don't worry, I'll get you home somehow. Don't cry Dick. It's a BMW. They never die." As I hurried on to work, my weak little mind was trying to figure out a way to get a new water pump. York, Pa. is only 35 miles away. I'll get a ride at lunch time, use Dick's Chevy (UGH), go to York, get a water pump and be back in business.

After much asking, no one on the job was going out to lunch. (Going out to lunch was a ten mile drive.) Here is where I learned that Yankees can be real

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Impressions, cont'd.

people after all. The head procurement agent for Bechtel Corp. said that he had a man bringing some parts from Harrisburg and that he could drive down to York and pick up the pump for me. He needed a deposit, so I gave him my last \$30 and prayed.

Sure enough, a half hour after knocking off work, up drives this beautiful Detroit pig and a real nice Yankee fellow gives me a really beautiful water pump. After embarassing myself by kissing his hand, I run out to the parking lot where Dick is having his third beer.

"Hurry, Dick, pass me a beer. Open the trunk and get out the tools. Wipe your eyes they're all red. We'll make it back to the house in time for supper. No!! Don't try to raise the hood from the front!! Here, take the tool box. Hand me a 10mm wrench. The one the same size as a 7/16ths. Take that hose off. Loosen that bolt and stop calling everything sauerkraut and whimmy-diddles. Hold the radiator. Pass me another beer. Look in the tool box for another knife. No, I'm not going to cut you. Cut the fan belt off. I've got another one in the trunk, dummy. Stop complaining about the grease and take the fan off the pump. I don't know. Use a hammer. Go put a bandaid on your hand and I'll get the fan off. Bring me another beer while you're back there. Hand me the knife. No, I'm not mad because you drank the last beer. I've got to clean the old gasket off. Put some gasket compound on the pump. Where is the new gasket? Under your foot? Luvly. Hand me the pump. Dick, why did you put gasket compound all over the water pump? I told you to? Right. Put the fan on the new water pump and we'll be almost ready to go. Where's the radiator? Don't sit on the radiator!! There. It's all done. Not bad. Total time only 65 minutes, one six pack and one bandaid. Maybe I'll start my own garage. Let's go Dick. I'll show you what this ole bus can really do now that all of the traffic is gone. Get off your knees and I'll promise that I won't get over 70 all the way home."

One word to the wise for all you Bimmer owners. When your water pump starts to make noise, have someone look at it and let them do the water pump. It's a real bear.

Jim Rhyne

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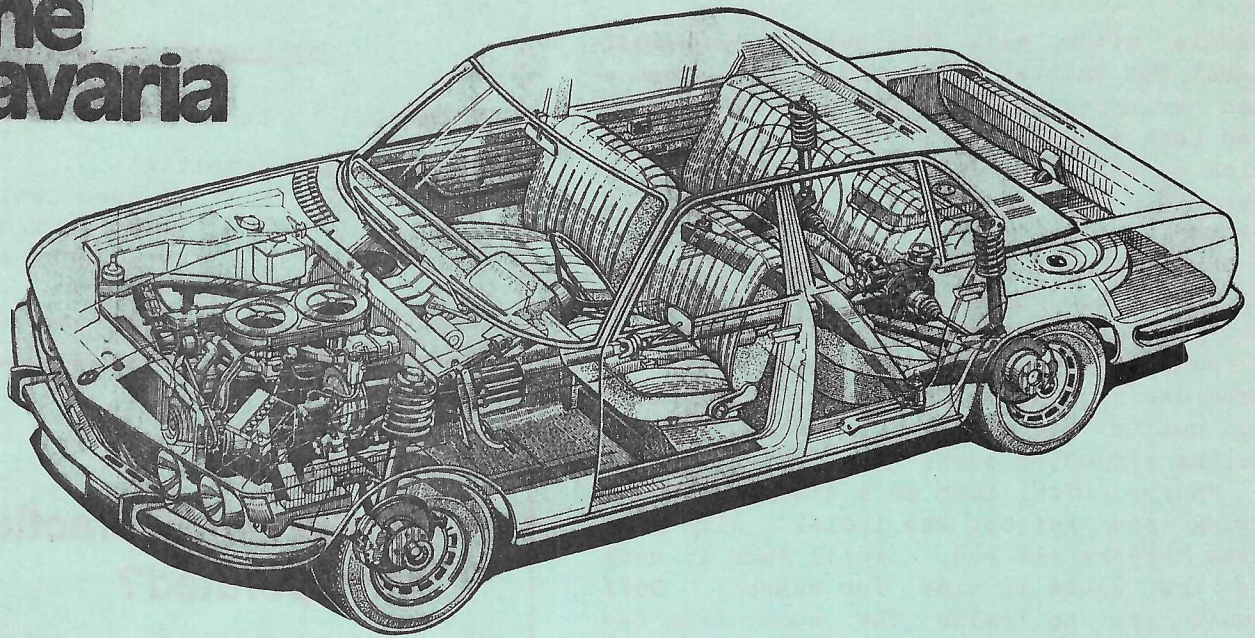


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CONSUMER COMMENTS

TECH TIPS

Electric Fan

About six months ago I removed the engine-driven cooling fan and installed a Wood-Jeffrey's electric fan in front of the radiator. The eight-bladed fan runs at a constant 2500r.p.m. and is thermostatically controlled with a manual override provided. The unit is reasonably well constructed (a surprise since it is made in England) and has simple, but effective, universal mounting brackets. Installation requires two to three hours.

The unit performs quite satisfactorily in that the car warms up rapidly since the fan does not run when the engine is cold and that the coolant temperature never rises above normal even when the car idles for long periods. An added bonus is the lack of fan roar during high speed driving since the fan is not operating once 30-40 mph has been reached. The solitude is magnificent. BMW should make the electric fan standard equipment.

The fan was purchased from SCU Accessories in Livonia, Michigan. At the time the fan cost \$60, but the price is now \$70. The early price was steep, but the latter is almost ridiculous. A fair price would be \$35-\$45, but as long as people will purchase this worthwhile accessory the price will remain as high as possible. (GREED).

Jim Craig

Optikleen

Ever try to see through a smeared windshield in the rain - especially at night? Ever curse the manufacturer of the washer fluid you were using to try to clean that windshield? Sure you did. For the past five years or so I have been using GM's Optikleen solvent. Despite what you think of GM it's beautiful stuff - efficient and cheap. The solvent will unsmear any windshield. However, a really oily window may require the use of undiluted Optikleen on a rag. Ask for part #1051515 at your nearest GM dealer. Be sure it says Optikleen on the label.

Jim Craig

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Gas Station Rip-off

Dainty Ladies and Trustworthy Gentlemen Beware!!

One bright Saturday morning driving home from work I noticed my water temperature gauge pegged in the red. First reaction, blown fanbelt, but alas, no alternator light. The dollars quickly mounted in my head...water pump!! A quick investigation under the bonnet revealed steam and spewing water. Gas station here I come.

Entering the gas station I was quickly met by smiling servicemen ready to respond to my needs. "Can I help you sir?"

"Yeah, I think something is wrong with the cooling system."

"Sure enough, looks like a water pump to me. Want us to fix it?"

"No, I think I can handle the job by myself." As I finished that sentence the smiling faces had disappeared into the confines of grease pits and oil drains.

After a considerable cooling time the radiator was filled up and the drive home continued uneventfully. Complete mystery had surrounded me. With some contemplation and a few eggs the cooling system was again attacked.

After numerous trips from under and over the car, the leak was finally located. It seems that there is a hidden clamp under the alternator that secures the intake manifold water hose to the water pump. The European style clamp had broken. Removal of the fanbelt and alternator gives access to the clamp - which can then be replaced for 75¢.

A word to the wise... take time to check out all leads and a half hour to let your nerves calm down. Beware of gas station attendants. \$45.00 hurts more than 75¢. For an after thought - it is always nice to have a second BMW around to help out in the panic...thanks Dick.

Charlie Maas

Zenith Carburetor Specifications

OK, you 6 cyl. owners - here's the information you've suspected was true all along. The carburetors on your 2500/2800/Bavaria are different from those on European models. The U.S. models are set up very lean to pass EPA regulations - at the expense of your driving pleasure. We cannot recommend that you change your carburetor's jets, but if you do there's no sense drilling in the dark, so here are European and U.S. specs.

	<u>2500</u>	<u>2500 U.S.</u>	<u>2800</u>	<u>2800 U.S.</u>
Main Jet				
Primary	x 117.5	x 115	x 117.5	x 115
Secondary	x 140	x 140	x 140	x 135
Air Correction Jet				
Primary	80	80	80	80
Secondary	120	120	100	100
Idling Jet	45	40	45	40

The dimensions given above for the jets are determined by their flow characteristics, but are also the diameter of the hole through the jet in millimeters times 100. In other words an x 117.5 means the jet has a diameter of 1.175mm (0.0462 in). If you were to "measure" the jets in your BMW's Zeniths you would need the following machine drill bits:

<u>jet size (mm x 100)</u>	<u>bit size (mm x 100)</u>	<u>machine drill bit #</u>
45	45	77
100	99.1, 101.6	60, 61
117.5	118.1	56
140	139.7	54

Correct idle mixture and exact synchronization of the carburetors are necessary for smooth operation - so try those first. Poor transition from low to high speed operation indicates either poor synchronization or a too lean idle mixture or both. Carburetors cannot be synchronized by sound so don't attempt it.

Fuel Gauge Woes


I can finally trust my fuel gauge to indicate the exact amount of fuel in my 2002's gas tank without first turning my windshield wipers on momentarily. For a long time, I had a problem with the gauge- it would jump to the full position and remain there. Accidentally, I discovered that turning the windshield wipers on for a swipe or two would restore the gauge to its correct position.

The problem was traced to a poor ground connection in the instrument panel at the point where the gauge is bolted to the printed circuit board. The fuel gauge has three connections: one for +12 volts, one for ground and one for the sending unit. The +12 volt and sending unit connections are made with wires, but the ground connection is through the attachment bolt.

With the instrument panel out of the car and disassembled by the removal of

eight hex head screws, I removed the slotted nut to free the fuel gauge from the printed circuit board and cleaned the contact area to correct the problem.

Tom Sundstrom



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