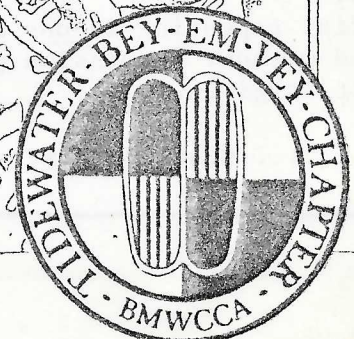
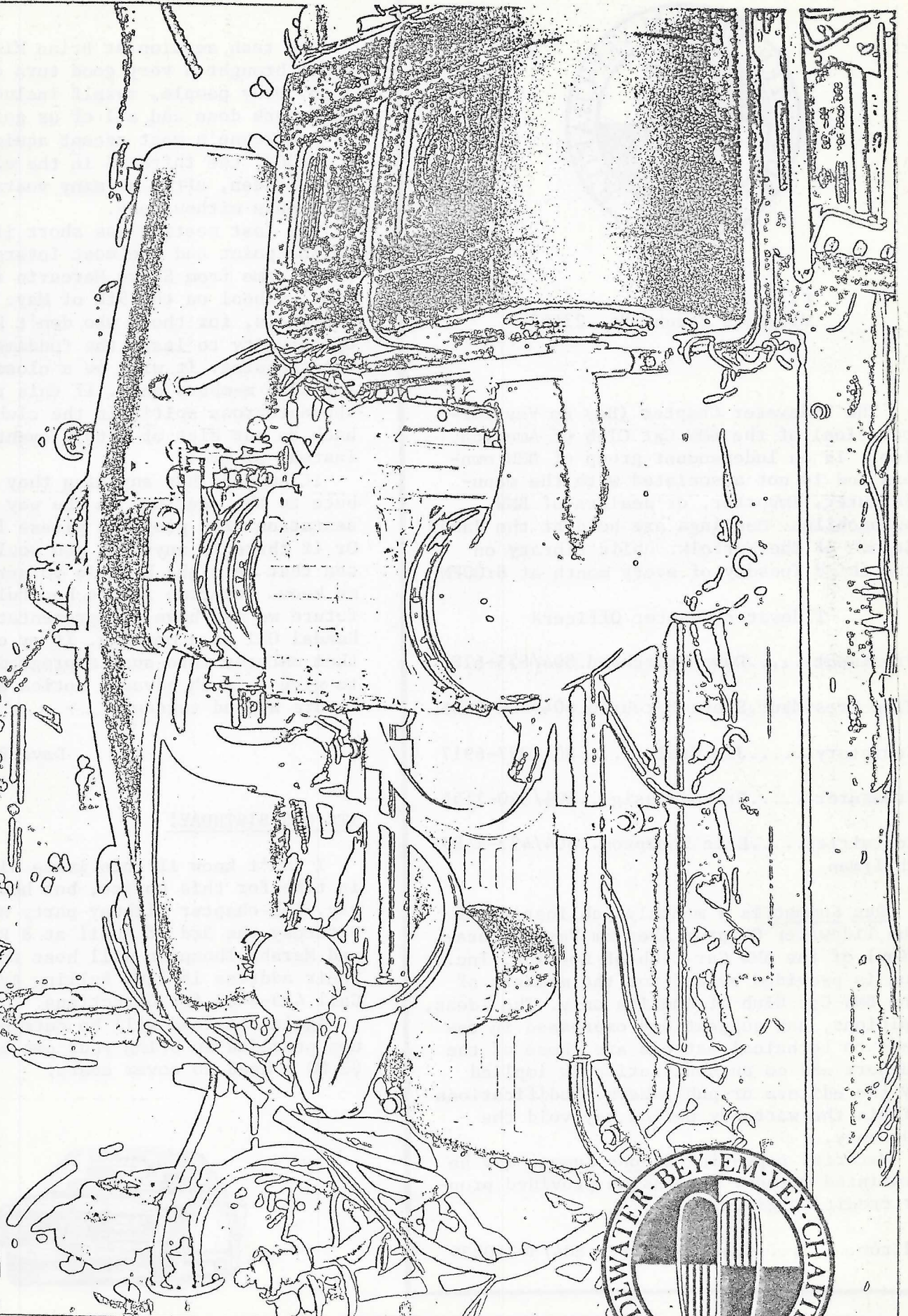
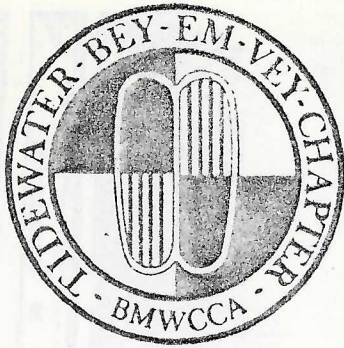


Summer

Days



APRIL 1976



P. O. Box 62145
Virginia Beach, Va. 23462

The Tidewater Chapter (Bey Em Vey Corporation) of the BMW Car Club of America, Inc., is an independent group of BMW owners and is not associated with the manufacturer, importer, or dealers of BMW automobiles. Meetings are held at the Janaf Branch of the Norfolk Public Library on the third Tuesday of every month at 8:00PM.

Tidewater Chapter Officers

President.....Dave Pritchard.804/855-6186
Vice President.Steve Mercurio.804/420-0705
Secretary.....Jim Craig.....804/397-6917
Treasurer.....Brian Missig...804/340-2154
Activities.....Eric Thompson..804/423-4489
Chairman

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Editor.....Rusty Barton...804/393-0235

PRESIDENT'S COLUMN

The tech session at Brian Missig's place brought a very good turn out on the 14th. Many people, myself included, got some work done and all of us got a look at Bob Wayne's most recent acquisition, a 2800CS, the third CS in the club now all of a sudden, after so many years of our existence without any.

The last meeting was short if not always to the point and the most interesting proposal came from Steve Mercurio for a drivers' school on the 9th of May. A drivers' school is, for those who don't know, an opportunity to learn the fundamentals of autocrossing. It will be a closed event for club members only. If this rekindles the autocross spirit in the club we may go back to our diet of 5 to 6 events a year instead of two.

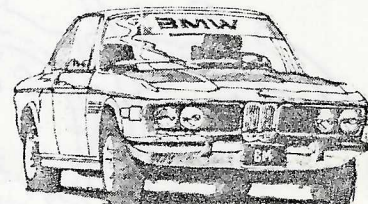
If anybody has anything they can contribute to the meetings in the way of a presentation or a program, please let me know. Or if there is anything you would like to see that we might be able to arrange, let me know. Sometime in the hopefully near future we may have a representative from Kendal Oil at a meeting. If my contact with them matures into such a program I will try to give as much advance notice as I can to insure a good turnout.

Dave Pritchard

ITS OUR BIRTHDAY!

I don't know if this issue will be out in time for this notice, but here goes anyway. The chapter birthday party will be on Saturday the 3rd of April at 8 PM. Eric and Marsha Thompson will host the affair. Their address is 1406 Bolling Ave., Norfolk. Call 423-4489 for directions.

Again the food will be catered and set-ups provided so bring your own bottle and \$2.00 a head to cover costs.



ACTIVITIES

Date	Event	Club	Information
Apr.			
3	Party	BMW	See article
3	Gimmick Rally	EVZCC	Call Clavin Sanders for details:488-3005
4	Auto-X CPS	BFMC	For location and details call Barry Wuerker: 622-9802
11	Rally	PSCC	"Invitational XVI". Starts at F&M Bank, Jefferson Ave & Rt 17 in Newports News. Reg. 12 noon, FCO 1:01PM. First time rallyists free. Rallymaster Ray Heid: 874-0124.
11	Tech Session	BMW	At Barton's - see below for details.
18	Auto-X	AMSC	No info.
20	Meeting	BMW	8PM, Janaf Library.
25	Rally	BFMC	"Rally Day USA IX". A gimmick rally starting at College Park Shopping Center on Military Hwy at Providence Rd. Reg. 12 noon, FCO 1PM. \$3.00 per car, \$1.00 discount cross creek or first time rallyists. Rallymaster Lee Mathias: 857-4424
May			
2	Auto-X	PSCC	No info.
2	Rally	EVZCC	Gimmick - call Jerry Schonfeld for details: 488-9000.

This month's tech session will be at the Bartons' house at 102 Charles Ave., Portsmouth starting at 12 noon. As usual beer and snacks will be provided and wives and girlfriends are encouraged to attend. If you need directions or more info. call Rusty or Janis on 393-0235.

TECH ARTICLE

Ed. note: this very informative article appeared in the Puget Sound Chapter, BMWACA newsletter, Zundfolge.

The best defense against trouble on the road is a well-maintained car. Get your attitude right. Don't get mad at it. In five years it won't make any difference what happens today, or tonight, and it probably isn't all that important right now. When you start hollering at a piece of steel, you've lost. Calm yourself, and then . . .

Think in terms of how it works and what it should be doing that it isn't. Think in terms of systems, not a mass of obstinate steel. To say the car won't start says almost nothing. To say that the engine does not crank over when you turn the key narrows it down already, in this case to the starting circuit.

Check the obvious first, like the gas. Poke around under the hood a bit, looking for a loose wire or two or something leaking. Think about what happened just previous to the failure. Was there any noise or smoke? From where?

STARTER SYSTEM. At least 90% of the time the problem(s) will involve the electrical parts of the car, especially the ignition system. Commence, however, with the starter system.

The engine should crank over strongly. If it doesn't, you have a problem with the battery, starter solenoid, the starter itself, or the cables and connections in between these items. Bright headlights do not necessarily indicate a well charged battery or good connections. Clean battery connections are essential.

Try jamming a screwdriver between the post and the clamp as a check for a dirty connection at the battery. Try using jumper cables from another car (positive to positive, negative to negative). If that doesn't work, push start and go home to read up on starters and solenoids.

IGNITION SYSTEM. If the engine cranks over normally and still doesn't start, the next place to look is at the ignition system. Disconnect a spark plug lead and hold the metal connector about ¼ inch from the en-

TECH ARTICLE continued

gine. The spark should be strong, bright blue, and jumping this gap easily. If it does, go to the fuel system.

If not, pull the high tension lead from the distributor to the spark coil and try the same thing. The spark emanates from the coil, so pull the wire from the distributor cap end. If there is no spark here, then the problem is a bad coil (rather unlikely, but possible) or else some fault in the low voltage part of the ignition system (most likely). A 12 volt test lamp will be helpful here.

Put a piece of cardboard between the ignition points to hold them open and see if there is power at the end of the movable arm of the breaker unit. Do this with the ignition switch turned on. If there is power here, but no voltage spark, you either missed something in the high voltage circuit (secondary) or the points are dirty or pitted and not making good contact when closed, or there is a fault in the condenser. Check for an adequate gap, proper opening and closure of the points. The base plate must be dry and clean.

If there is no power at the points with the ignition switch turned on, then you have either a short to ground or an open circuit somewhere between the battery and this point. That is, bad insulation or a loose or broken connection.

First check the internal ground in the condenser. Remove the condenser and hold it in such a way that the body of it does not touch anything and check again for current at the points. If you now have current (power), the condenser was grounding internally and must be replaced. (Ed: you leave the condenser wire attached during this procedure) If not, continue checking back through the circuit, both visually and with your test lamp, for faults. You will generally find power by the time you get to the switch side of the coil. If not, you have either a bad switch or a bad ballast resistor, both rare but possible faults.

Remember that cleanliness is of the essence. There should not even be traces of oil, dirt, corrosion, or dampness on any of the wires or connections in either the low or high voltage circuits of the ignition system. Or any other, for that

matter. Many ignition problems are multi-determined. You lose a little bit here and a little bit there until it won't run any more.

FUEL SYSTEM. Remove the air cleaner and peer down into the mouth of the carburetor. It won't eat you. Actuate the throttle (gas pedal) and watch to see if the accelerator pump shoots a stream of gas into the hole. If it does, the fuel system is probably fine. It may be flooded (that is, too much gas). In that case, wait 10 to 15 minutes and, holding the gas pedal all the way down - don't pump it - try to start the engine. Holding the pedal all the way down allows the maximum amount of air possible to enter the engine.

Once in a great while the air cleaner will get dirty enough to choke off the engine.

If you don't see a stream of gas when you pump the gas linkage, then (assuming there is gas in the tank) you have either a bad fuel pump or something clogging the lines. The fuel pump should deliver good healthy spurts of fuel. Holding a can underneath to catch them won't hurt, and you may as well be optimistic about it. If you have fuel entering the carburetor but not coming out and entering the engine, then it is obviously clogged inside. See how logical all this is?

If there is no fuel coming to the carburetor, disconnect the incoming (from the tank) line to the fuel pump and blow into it. Have someone listen at the tank and, if they hear a gurgling sound, that line is clear and the fuel pump is at fault. Most times fuel pumps just have to be replaced, although some foreign models can be rebuilt. Of course, exterior leaking from the fuel pump indicates that it needs to be replaced or rebuilt. (Ed: there is also a fuel strainer in the pump that conceivably could get so clogged that it would impede flow).

It still won't run? Its time to check compression. And remember, it takes four things to make it go: 1) a gas-air mixture, 2) good compression, 3) a spark, and 4) correct timing of that spark.

OVERHEATING. An engine that has been running normally will overheat for three basic reasons. It has 1) run out of water in the

TECH ARTICLE continued

cooling system, 2) the water is circulating too slowly or not at all, or 3) the water is not being cooled. Lack of water can be caused by leaks and overfilling. Failure to circulate could be a bad water pump, a faulty thermostat or a thermostat with too high an opening temperature, or the radiator or the cooling passages in the engine itself might be clogged. Check to see that air is passing freely through the radiator. Cooling systems are pressurized and are designed to operate at temperatures above the normal boiling point of water. Check the rubber seal on the pressure cap.

Finally it is also possible that you may be asking too much of your engine. A hot day, with a full load and perhaps some high altitude thrown in may be just too much. You'll have to stop and wait for it to cool off periodically.

This is not intended to be a complete shop manual on trouble shooting. It should however, help you with some of the most common causes of breakdowns. As I write, a couple of things occur to me. One is the enormity of the task of trying to cover all the possible troubles of an automobile. Two is the fact that if the car is properly maintained, none of the common failures will occur in the first place. So in a very real sense this is all redundant. As do all other guides to trouble shooting, this one presumes a certain basic understanding of how things are supposed to work. I can only recommend the books; I can't do your homework for you.

WELCOME NEW MEMBERS!

Gordon M. Castleberry, 333 Middle St., Portsmouth, 23704
Daniel P. Hatcher, 521 Young's Mill, Newport News, 23602
Maj. Albert P. McGee, 322 Bataan Rd., Fort Lee, Va. 23801
Francis J. McGettrick, 1438 Back Cove Rd., Va. Beach, 23454
Raymond L. Meade, DDS, 2018 Boulevard, Colonial Heights, Va. 23834
David J. Likens, 340 Sitka Ct., Hampton, 23666
Clarence W. Parks, 4174 Woodlake Ct., Va. Beach, 23452

New Members, continued

Jerry S. Patey, 115 Pochantas Pl., Hampton, 23361
John C. Roper, IV, 8005 Blanford Rd., Norfolk, 23505
Stafford W. Trapp, 1411 Partlet Ct., Va. Beach, 23451

EVASIVE DRIVING

by Steve Mercurio

Pirelli Tire Company is offering for \$1.00 a pamphlet written by the late, great Mark Donahue on the values of knowing the handling limits of your vehicle and how to apply them in extricating oneself from a hazardous situation on the road. Mark D. sincerely believed that the maneuvering lessons he learned on the race track could be applied by the average driver to make him a safer operator on the highways and byways of the nation. The article can be obtained by writing Pirelli at: Pirelli Performance Bureau, 600 Third Ave., New York, N. Y. 10017; ask for a copy of Mark Donahue's "Great American Driver".

PIRELLI ANNOUNCES NEW WONDER TIRE

by Steve Mercurio

For those of you sold on Pirelli tires, especially the CN 36 super tire, Pirelli has good news. They have developed a new tire, the P-3, which they say excels in three critical areas - extended tread life, wet and dry handling, and ride comfort. A new tread design plus an exclusive Tetramix tire compound give the P-3 its good handling and high tread life. The tire has gone 45,000 miles around Great Britain and 19,000 miles from Alaska to Cape Horn in 94 days with 2.3mm of tread still remaining. This is the new top of the line and is offered along with the CN 36's, CN 75's, CN 54's, etc. for imports and American cars. You can get more info. and a packet of goodies by writing to: Pirelli Tire Corporation, 66 East 42nd St., New York, N.Y. 10017.

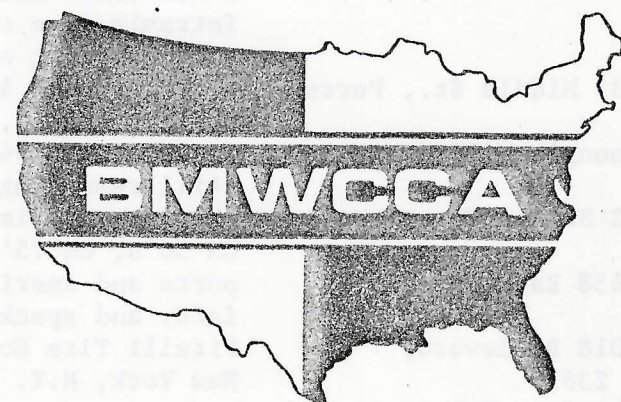
New Products continued
Jerry S. Tracy, 112 Potomac Pl., Washington, D.C. 20001
John T. Hagan, IV, 2002 Stanford Rd., Bethesda, MD 20814
Stanford W. Tracy, 1111 Newlin Dr., VA Beach, 23462

EXCLUSIVE DRIVING
by Steve Haskins

BMW's new company is offering for \$1.00 a package written by the late great Jack Handman on the value of knowing the handling habits of your vehicle and how to apply them in extracting one-half from a hazardous situation on the road. Mark B. Stinson believes that the numerous lessons he learned on the road track could be applied by the average driver to make him a safer operator on the highway and beyond of the nation. The article can be obtained by writing BMW's BMW Performance Bureau, 900 Third Ave., New York, N.Y. 10017, ask for a copy of Mark Handman's "Great American Driver."

EXCLUSIVE DRIVING NEW PRODUCT
by Steve Haskins

For those of you who are BMW fans, especially the US 30 super class, BMW's new gold series they have developed a new line, the 7-1, which they say exceeds in these critical areas - extended road life, wet and dry handling, and ride comfort.



A new gold series line an exclusive BMWCCA component line the 7-1 line and high road life. The BMWCCA line is now available to BMWCCA members. This is the new line of BMWCCA members. You can get more information on BMWCCA by writing to BMWCCA, 900 Third Ave., New York, N.Y. 10017.

YOUR ARTICLE continued
cooling system, (2) the water in the radiator is not being cooled. Lack of water can be caused by leaks and overflowing. Failure to circulate could be a bad water pump, a faulty thermostat or a thermostat with the high on opening temperature, or the radiator or the cooling passages in the engine itself might be clogged. Check to see that air is passing freely through the radiator. Cooling systems are pressure-actuated and are designed to operate at temperatures above the normal boiling point of water. Check the rubber seal on the pressure cap.
Finally, it is also possible that you may be asking too much of your engine. A hot day with a full load and perhaps some extra driving may be the cause of the problem. This is not intended to be a complete shooting. It should be done at the end of the test run.

VA. BEACH, VA. 23462
P.O. BOX 62145
REY EW VEY CORP.

All the possible causes of an overheating engine are listed in the car in the first paragraph, some of the causes listed will occur in the first place. In the very first paragraph in all paragraphs, to do all other guides to trouble shooting. This one presents a certain basic understanding of how things are supposed to work. I can only recommend the book; I can't do your homework for you.

RECORD NEW MEMBERS!
BMWCCA is a membership organization. You can get more information on BMWCCA by writing to BMWCCA, 900 Third Ave., New York, N.Y. 10017.