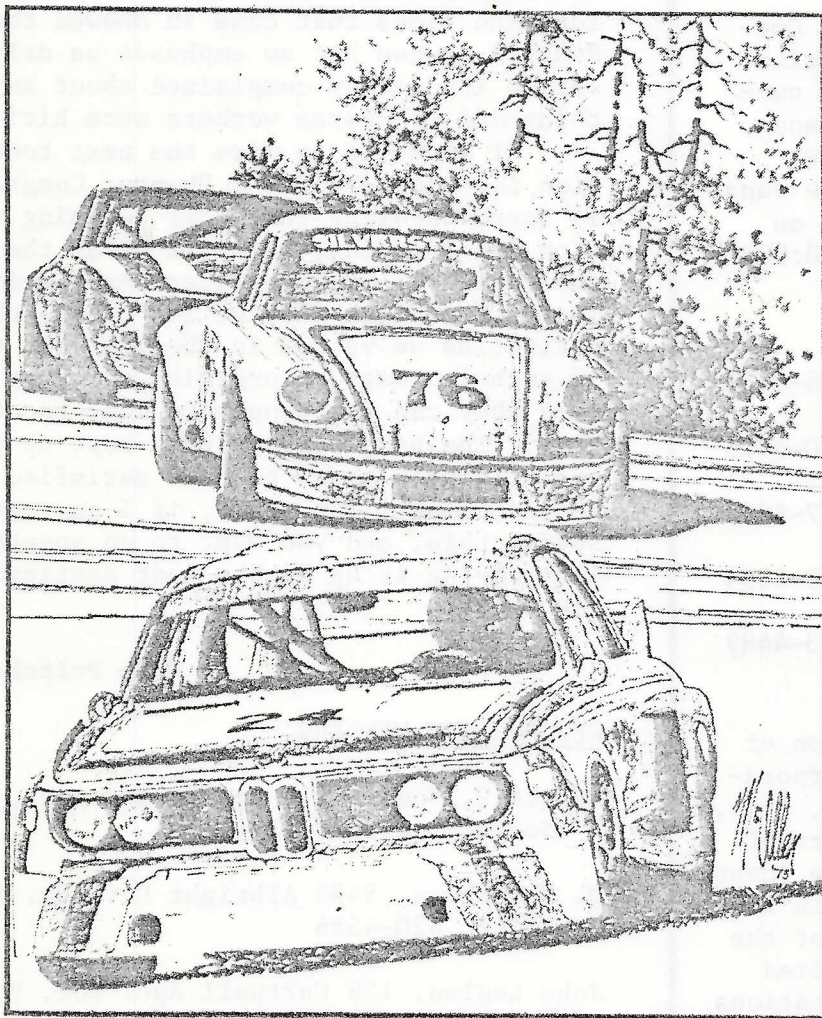




das Kummeret



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Tech Tips
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JULY 1976

PRESIDENT'S COLUMN



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

Das Kummet is a monthly publication of the Tidewater Chapter (Bey Em Vey Corporation) of the BMW Car Club of America, Inc., and is provided by and for the members of the BMW Car Club of America only. The ideas, opinions, and suggestions expressed in regard to technical matters are those of the authors and no authentication is implied by the editors or publishers. Modifications within the warranty period may void the warranty.

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

I don't know how many of you stayed up after the meeting to watch "The Fearless Vampire Killers" but I did again for the third time and again enjoyed it very much. I was out of town when the tech session was held but I am told that in spite of the rain (it rained where I was too if that's any comfort) those that came enjoyed themselves. It seems Garnet Nielson put out another great spread of food, departing from the usual pretzels and potatoe chips.

The autocross was a resounding success. We got more cars than we expected and had an adequate number of workers. The sun was out and a few got burned but there was a refreshing breeze wafting over the parking lot. The times that came in showed that Rusty's course put an emphasis on drivers skills and nobody complained about anything and no course workers were hit!

I am going to miss the next tech session too because of the Chapter Congress in North Carolina that I'll be going to with Ken Browning, but I'll be at the next one come hell or high water. As I said last month, I realize that we don't have the activities we've had in the past but that if anybody wants to organize anything they feel they can get people to come to, have at it. The pace that we have kept up so far this year seems to have satisfied most people though. But again, if I am wrong in saying this, and you want to do something else, bring it up at the next meeting. See you there.

Dave Pritchard

WELCOME NEW MEMBERS!

Robert W. Coss, 1214 Rockbridge Ave.,
Norfolk, 23508, 423-6426

D. W. Graves, 5453 Albright Dr., Va. Beach,
23462, 420-4566

John Legleu, 128 Cartwell Apt. 202, Va.
Beach, 23452, 340-0759

Glenn Phillips, 5846 Pickering St., Va.
Beach, 23462, 499-3007

William D. Ward, 1003 Richmond Rd.,
Williamsburg, 23185, 229-9615

D.E. Workman, 1432 Whittier Rd., Va. Beach,
23454, 481-6259

Dreaded Rust

by Jim Craig

Finally all that lousy (and expensive) German metallic paint has been disposed of! In the process of tearing down and re-building a nearly four year old car it was interesting to see where and how much rust had grown - particularly since we live in a relatively damp area with a fair amount of salt in the air. Surprisingly there was little rust, although that which developed was quite severe in one spot. The trouble areas were:

- 1) Undersides of the center sections of both bumpers.
- 2) Undersides of all four bumper overriders.
- 3) Body areas in contact with metal trim clips - particularly behind the lower rubber protective side molding.
- 4) The insides of both doors at the upper edge behind the outside window molding.
- 5) The transverse U-channel at the rear of the underside of the hood, that holds the rear hood sealing gasket.

Items 1, 2, & 4 responded quite well to liberal applications of a wire brush followed by several coats of rust inhibiting paint. Item 3 was minor and the spots were removed in the process of preparing the rest of the body for repainting. No. 5 was the surprise, half the channel was covered by horrendously deep rust - in some spots the channel was nothing but rust. Once again scraping, brushing, and painting cleaned the mess up reasonably well. There was even enough of the channel left to install a new gasket.

Here are a few suggestions for saving yourself some trouble with rust:

- 1) Eliminate as many metal trim clips as possible - particularly on the lower molding where the lower inside rim tends to trap water.
- 2) Periodically remove all exterior trim, clean, check for rust, and replace any rusted clips.
- 3) Every few months remove the rear hood gasket and check for rust.
- 4) About once a year remove the bumpers and clean them well. Scrape and re-

paint the inner surfaces as necessary. This is particularly important for the rear bumper.

Six Cylinder Owners Alert

by Dan Patzer, Puget Sound Chapter

The drivers side motor mount has failed on several cars recently. This mount (unlike the 2002) does not have a built in bump stop, which would limit the movement of the engine if the mount should fail. Structural failure of this mount can and HAS resulted in rapid opening of the throttle, particularly while turning left.

Remember the same torque which rotates your drive shaft one direction is acting to turn your motor over in the opposite direction. If the motor mounts fatigue the entire engine will shift its position a considerable amount. This movement is sensed at the carburetor as movement in the throttle linkage and the engine response unfortunately is acceleration, until the block has moved so far as to pop the throttle linkage from its attach points. This has happened to several cars here in Seattle.

At this time there is no safety device available from your dealer as a retro-fit item which would prevent this hazardous condition.

Air Conditioning Recharging

by R. Slusser and G. Larson, St. Louis Chapter.

All BMW's use the York compressor. The first thing to check, especially if the system squawks when first turned on or at idle, is the belt. This should be tighter than those belts which turn the alternator, fan and power steering. To adjust, simply loosen the two 17mm nuts which hold the compressor and adjust so there is virtually no slack.

One of the other really important parts of the system is the sight glass which is situated just forward of the moisture trap on the right fender well on the sixes. The sight glass on the fours is located at the top of the receiver/drier and that is located just to the right of the right headlamp behind the grill.

Air Conditioning Recharging, con'd

To check this unit start the car and turn on the air conditioner, allowing it to operate for 1½ to 3 minutes, then revving up the engine to 1500 or 2000 rpm and check what you see passing beneath the glass. If everything is in A-1 working order you'll see nothing but clear liquid. If the liquid appears foamy or turgid, the system is low on refrigerant.

The Behr system on BMW's uses what is known as Freon-12 for recharging. The "12" is important as there are numerous other Freons. You can mix brands but not numbers. Any BMW dealer or refrigeration specialist should be able to recharge the system in about 30 minutes if everything is functioning properly.

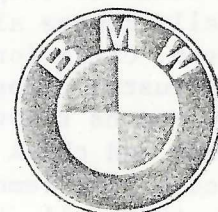
You can do it yourself if you prefer (and save yourself about \$10. to \$15. depending on how much Freon you need - Ed.). Bear in mind though, that Freon in the lines is under high pressure, so take necessary precautions. Freon is also heavier than air which can lead to suffocation of human beings if used in small, unventilated areas. So take necessary precautions in these regards.

The most economical way involves going down and getting a "home charging kit" for auto air conditioners. Usually, one gets a can of Freon, a valve to open the can, a hose, and a valve to fit the compressor. Very basic, but adequate to just do the job. Start by reading the directions about three times, then do the following: locate the suction line on the compressor. This is one of the two (the other is discharge). These names are embossed on the top surface of the compressor (sometimes - Ed.). (Ed. note: on my Bavaria, the suction line was the one hooked up closest to the engine block on the compressor) Next attach the can top valve to a can of Freon - 12. You can use a "leak detection" type of Freon-12 with a special dye added to it if you suspect a leak in the system. With this type, the area around the leak turns red. Anyway put the valve on top of the can. Then turn the valve down to puncture the top of the can, but don't open the valve to let the Freon out yet.

Remove the cap from the Schrader valve on the suction line on the compressor. The Schrader valve is sort of like a tire

valve and it is located just opposite the fitting for the line on a little block on top of the compressor. Therefore, by removing the cap, you don't let out all the Freon that is already in the system. Attach the hose to the valve on the can first. ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~ Now attach the line to the Schrader valve on the compressor (be careful not to cross thread this connection, especially with the common plastic valves used in most home charging kits. Also don't be surprised if a little Freon escapes while you are turning the fitting on the Schrader valve - Ed.) OK, you're ready to start the car. Set the engine rpm to about 2000 to 2500 and turn on the air conditioner full blast (both fan and temperature on full). Now open the valve on the Freon can and watch the sight glass carefully. As the system fills, agitate the Freon can (now very cold - Ed.). When the sight glass fills such that only liquid is visible and no bubbles, close the valve on the Freon can and disconnect the hose to the Schrader valve. Note that the engine is now hot in that area. (Ed. note: I found that it was easier to work from underneath the car, less chance of burning your arm.)

Replace the Schrader valve cover on the compressor and shut the engine off - you're done! The less expensive plastic Freon can valves don't seal well enough to store the unused Freon for any length of time, so its best to bleed off the unused Freon outside slowly. Disconnect the can from the valve and throw the can away. Ed. Note: if your system is very low, you may have to use more than one can of Freon. If so, simply close the can valve after the first can is used, remove the can slowly, attach another can, puncture it, open the valve, start the engine and A/C and repeat the process - but be sure to stop as soon as the glass is clear, don't overfill the system.



REGISTRATION FORM



I. MEMBER REGISTRATION:

| | |
|---|---|
| A. Registrant _____ Address _____ | B. Co-Registrant _____ Address _____ |
| Membership # _____ Automobile: Model _____ | Membership # _____ Year _____ |

II. AUTOMOBILE INFORMATION:

| | | | |
|--------------------------------|--------|------------------------------------|--------|
| A. <u>Engine Modifications</u> | | B. <u>Suspension Modifications</u> | |
| | Yes No | | Yes No |
| 1. Stock | _____ | 1. Stock | _____ |
| 2. De-smogged | _____ | 2. Sway Bars | _____ |
| 3. Carburetors | _____ | 3. Shocks | _____ |
| 4. Cam (lift or duration) | _____ | 4. Springs | _____ |
| 5. Compression | _____ | 5. Camber | _____ |
| 6. Explain _____ | _____ | 6. Explain _____ | _____ |

III. EVENT REGISTRATION:

A. Drivers School Yes _____ No _____ (Please check one)

- List previous Drivers Schools attended, if applicable _____
- Special Experience (e.g., autocross, hillclimb) _____
- Describe your driving: Conservative _____ Moderate _____
Aggressive _____ No Description _____
- Class Registration: Please check one if participating
Registrant Advanced (Thurs) _____ Novice (Fri) _____
Co-Registrant Advanced (Thurs) _____ Novice (Fri) _____
- Blood Type _____ Any allergic reactions to medication? _____

SPECIAL NOTE: THE DRIVERS SCHOOL IS LIMITED TO 100 ENTRANTS PER DAY ON A FIRST COME, FIRST SERVE BASIS WITH NO EXCEPTIONS. You are encouraged to register in the Thursday session if you have attended other drivers schools or have any special driving experience.

B. Concours D'Elegance (Saturday, a.m.) Yes _____ No _____ (Please check one)

- Will you enter under the Vintage/Classic Class? _____

C. Rallye (Saturday, p.m.) Yes _____ No _____ (Please check one)

National Capital Chapter

BMW Car Club of America, Inc.

CHET KINGSBURY
Oktoberfest Chairman
(301) 464-1946

Box 466 Bowie, Maryland 20715

D. Autocross (Sunday) Please check one
 Registrant Yes _____ No _____
 Co-Registrant Yes _____ No _____

E. Bi-Centennial Tours:
 1. Thurs _____ Fri _____ Sat _____ Sun _____
 2. Are you interested in a bus tour? _____ Day _____ (weekdays only)

IV. HOTEL ACCOMODATIONS:

A. Washingtonian Motel:
 1. Single (\$24.00) _____ Double (\$28.00) _____ (Please check)
 2. Days: Wed _____ Thurs _____ Fri _____ Sat _____ Sun _____
 3. Single registrants-would you mind sharing a room? Yes _____ No _____
 4. Do you require baby sitting services? _____
 If yes, list names of children _____

B. Other Fine Room Accomodations:
 1. Holiday Inn 800-238-5400 Montgomery Village Ave Gaithersburg Md
 2. Ramada Inn 800-228-2828 1251 W Montgomery Ave Rockville Md

Special Note: Oktoberfest '76 Committee will handle all reservations at the Washingtonian Motel only. Accomodations at other hotels will be your responsibility. All advanced Drivers School entrants (Thursday session) are requested to register for accomodations at the Washingtonian Motel.

V. REGISTRATION: LIMITED TO 400 ENTRANTS

A. Fee: \$30.00 Single \$50.00 Couple
 1. Check or money order made payable to Oktoberfest '76 MUST be submitted with this registration form.
 2. Registration fee will cover participation in the Drivers School, Concours, Rallye and Autocross as well as the following meals: Registration Party, Beerfest, Bavarian Buffet and Awards Banquet.
 3. Registration closes September 1. Cancellations will be processed up to October 1. Refunds will be sent up to October 1 less a \$5.00 processing fee. No refunds will be issued after October 1.

VI. _____
 Signature Date

ACTIVITIES

| <u>Date</u> | <u>Event</u> | <u>Club</u> | <u>Info.</u> |
|-------------|----------------|-------------|--|
| July | | | |
| 11 | Drivers School | TSCC | Teaches autocross techniques. At Military Circle lot opposite C&P Building, starting around 11 AM. |
| 18 | Rally | TSCC | No info. |
| *18 | Tech Session | BMW | Cookout follows tech session - see article. |
| *20 | Meeting | BMW | 8PM Janaf Library. |
| 25 | Auto-X | AMSC | No info. |
| Aug. | | | |
| 1 | Rally-CPS | PSCC | No info. |
| 8 | Auto-X | TSCC | No info. - probably at Military Circle. |

* Means a BMW event - BE THERE!

TECH SESSION SCHEDULE

The following is the tentative schedule for the second half of 1976 tech sessions. Unless notified of a change by newsletter or flyer, these will be the dates for the next six tech sessions (locations will be announced):

July 16
August 15
September 12
October 10
November 7
December 5

JULY TECH SESSION/COOKOUT

The July Tech Session will be on Sunday July 18th starting at noon as usual. The Bartons will host the session and are planning another post tech session cookout for greasy daddies and hungry families.

Rusty will have a grill set up - all you do is bring whatever it is you want to cook; the club will provide beer and soft drinks. Remember that this is a family event - wives and children are encouraged to attend. If it rains we'll set the grill up on the porch so come anyway.

The Bartons live at 102 Charles Ave., Portsmouth. Call 393-0235 for directions.

AUTOCROSS REPORT

by Rusty Barton

The Third Annual "Bride and Groom Autocross" is now history and of all the autocrosses I have OD'd, I feel better about this one than all the rest. It just seemed like for once everything went well and most everyone had a good time. The weather was great, everyone seemed happy with the course, we had more cars than expected, and I got to drive Jim Rhyna's Lotus!

The most gratifying thing about the event was all the help we received from clubmembers. We never had a problem finding workers - as a matter of fact, we had so many people there, some were always standing around with nothing to do! My heartfelt thanks goes out to all of you who came out to help - you are what made the event a success.

MORE ON THE CLUB PARTS STORE

by Rusty Barton

We just received a new shipment of parts and now have in stock oil filters, air filters, points, rotors, dist. caps, condensers, spark plugs, fuel filters, fan belts (4cyl. only), thermostat (4cyl.), and a 4cyl. valve cover gasket. Our prices are LOW, call Rusty at 393-0235 for a quote.

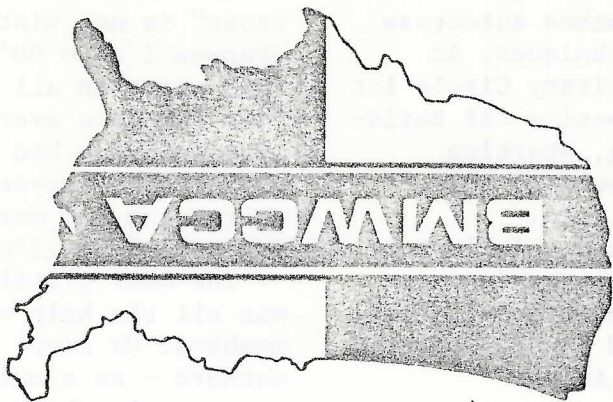
Our parts source has super prices on many other items such as gasket sets, water pumps, clutch parts, pistons, rings, bearings, valves, spark plug wire sets, starters, exhaust parts and mufflers, and brake pads.

As an example we can get front Bilstein shock inserts for your 4 cyl. for \$45.00 each, rears are \$28.00 each (add \$5.00 each for heavy duty). Koni front inserts are \$40.00 each, rears are \$26.00 each for 4 cyl. Six cyl. prices are just as good. It takes about a week for delivery on special orders and prepayment is required.

As you can see, we can beat just about anyone around on price - try us out!

Address Change:

The Walshs have moved; their new address is: 508 Fairfax Ave., Norfolk, 23507.



BEY EM VEY CORP.

P.O. BOX 62145

VA. BEACH, VA. 23462