

PRESIDENT'S COLUMN

Obviously the most timely and interesting news is the Atlantic Zone Chapter Congress we hosted on July 23-24. All but two of the Atlantic Zone Chapters were in attendance plus Dick Neville, BMWCCA President; Bence Boelcskev, BMWCCA Vice President; Bob Brooks, Atlantic Zone Governor; and Jonathan Katz, the new Executive Director. Much was discussed but several items of importance should be mentioned. First of all, after nearly three years of effort BMWCCA has become a corporate member of the International BMW Club headquartered in Munich. Benefits that should accrue from this will be better relations with BMW, NA, since many of the members of the International Club are top echelon BMW, AG, people. We will be able, eventually, to subscribe to the super bimonthly magazine, BMW Journal, will have access to various club goodies, and should reap technical benefits through closer ties with the factory (non-monetary, of course).

BMWCCA has managed to get a renewal of our liability insurance coverage but the loss limit is only \$300,000 now (versus \$1,000,000 previously) and the yearly premium has risen from \$1200 to \$3400!! Most of you know by now that all sports car clubs including BMWCCA had their coverage cancelled as of July 30, which of course precludes clubs from holding any kind of competitive events. This unfortunate turn of events has created havoc with other clubs but our National Office has come through with this renewal — quite a feat! Efforts to get coverage to \$1,000,000 are now underway.

I was very impressed with the National Board Members present. Dick Neville is a management consultant and thus travels extensively. This, of course, allows him to visit many chapters as well as BMW North America in Montvale and, most recently, the Board of the BMW International Club in Germany. He is just the right sort of person for the job. He was helpful, interested, businesslike and entertaining and I am confident we have a good leader in Dick. Bence Boelcskev is the Club Ombudsman/VP and as such is in a very unique position. He probably knows more about service/parts than anyone in the U.S.! Bence was most helpful and interesting to talk to. He is genuinely interested and capable of helping members who can get no satisfaction at the dealer level.

Bob Brooks, our Atlantic Zone Governor, was instrumental in keeping the Congress on track and has helped many new and budding Chapters form. He's just a plain nice guy, too!

Jonathan Katz, who takes Gordon Medenica's place on August 1, is a recent graduate of Clark University and brings a youthful exuberance to the job I like. I'm sure he will do a great job replacing Gordon, as hard as that will be.

Other items from the Chapter Congress:

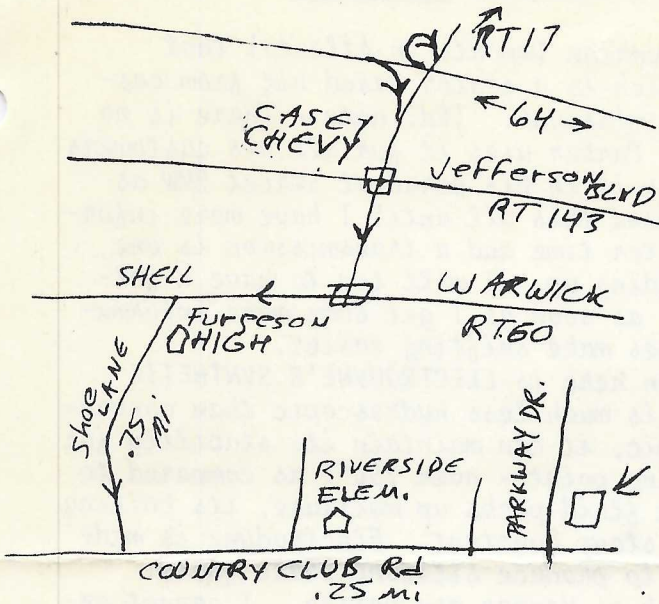
- There will be a membership drive this fall.
- The "Friends of BMW" guide will be out soon.
- O'Fest '79 will be in the Atlantic Zone.
- O'Fest '78 will be in the Central Zone.
- The ROUNDEL will be getting even more classy.

Moving to another subject, your Local Board is seriously considering changing the location and format of our monthly meetings. As of this date, we are leaning toward meeting in a restaurant thusly: those who wish to eat could arrive at 6:30 to 7:00 PM and eat. Then at 8:00 PM the meeting would begin. After the meeting, the parts store would be open for business. If we had a program, it would begin at about 8:30 PM. The restaurant would, of course, be serving drinks from 6:30 on. Hopefully this would create a more social atmosphere and lessen the dullness of our present meetings. In essence, it would simply amount to a nice evening out once a month with a minimum of business conducted. If interest and attendance warrants it, guest speakers, movies, etc. would be arranged. Your Board Members would like your opinion on this proposed change, so the next time you see me, Carty, Eddie, Jim, or Dave, let us know what you think of it.

Don't forget this month's Tech Session in Newport News on the 14th, and, to complete our "Peninsula Month" of activities, be sure to come to the Dinner Meeting at Pier I on the 16th.

Rusty

MAP - TO GET YOU TO THE TECH SESSION



KEN TODD
Sales Representative

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PREVIOUSLY RUMORED, NOW CONFIRMED

AS ZONE GOVERNOR BOB BROOKS RECENTLY MENTIONED IN HIS ROUNDEL COLUMN, THE TARHEEL CHAPTER IS, INDEED, PLANNING A KIND OF REGIONAL GET-TOGETHER FOR LATE 1977. HERE ARE SOME OF THE INITIAL DETAILS:

- The official name of this event will be the TARHEEL TREFFEN. (The word "Treffen" is the German noun equivalent to "meet", as in "sports car meet".)
- The Treffen will take place in Banner Elk, NC, a picturesque town located in the Moon Valley area just north and west of the Blue Ridge, some 30 minutes from Boone, NC. "Headquarters" will be the Banner Elk Holiday Inn.
- The dates for the Treffen are Friday afternoon, October 21, through Sunday, October 23. The registration deadline is September 23.
- Planned are a variety of social and car events, designed to make the Treffen an enjoyable, low-key event for all participants.

REGISTRATION FORMS, REGISTRATION CARDS FOR MOTEL ACCOMODATIONS, FLYERS WITH FURTHER INFORMATION, AND SO FORTH, ARE TO BE SENT DIRECTLY TO RUSTY AND WILL BE AVAILABLE FROM HIM. REMEMBER: COMPLETED REGISTRATION FORMS, CHECKS, ETC., MUST REACH THE ORGANIZERS NOT LATER THAN SEPTEMBER 23. THOSE WHO REGISTER WILL RECEIVE AN INFORMATION PACKET GIVING FULL DETAILS BY RETURN MAIL.

AND MORE, YET !!

The fledgling Atlanta Chapter will be hosting a corral at the Labor Day Road Atlanta Races. While all plans are not yet final, a corral tent, suds and a general high time are assured.

BMWCCA headquarters will be the Davis Brothers Quality Inn, I-85 at US 441, Commerce, GA. Miss Carson of the Quality Inn has extended preferred rates to Club Members and guests despite the holiday, but you are advised to make reservations IMMEDIATELY! A room for two (two double beds) goes for \$18.88, \$4.00 more for each additional person. Call (404) 335-5581 to make a reservation (must be paid in advance).

PHOENIX OR PIG??

Article by Scott Mexic, Bayou Chapter — cont'd from July das Kummel.

I have been told (by Harris Parker of Bavarian Imports in Atlanta) that Castrol R40, 40 weight synthetic engine oil, which is a castor based oil from castor oil beans, is an excellent oil for BMW transmissions. (Ed. note - There is no way I'm going to feed Emerald castor oil!) Mr. Parker uses it for all his customers for both street and race machines. He also uses it in his personal street BMW as well as his own race car. I hesitate to recommend this oil until I have more information on it. Castor based oils tend to gum after time and a transmission is one place where you definitely do not want gum building up. I will try to have a follow up article on the R40 for BMW transmissions as soon as I get some more information. I would recommend the Synthoil for it does make shifting easier.

The last product I am going to comment on here is ELECTRODYNE'S SYNTHETIC BRAKE FLUID. This fluid is silicone based and is much less hydroscopic than conventional brake fluid. Since it is less hydroscopic, it can maintain its stability for a much longer period. It has a very high boiling point - over 750°F as compared to 540°F for Castrol LMA. As a conventional brake fluid picks up moisture, its boiling point drops to as low as 350°F. Electrodyn's stays constant. Electrodyn is made by the Dow process, which was the first method to produce silicone brake fluid. Some claim that the new G.E. process brands such as Yankee are better. I cannot answer that question. I have found that the silicone fluid, since it is less viscous than conventional brake fluid, has "sharpened" my brakes. The silicone fluids are not "paint removers" as are the conventional ones. Also, since the silicone fluid is non-hydroscopic you do not have to change it every year as with the conventional ones. I purchased my Electrodyn from Time Machines, Inc. (see recent ROUNDEL for address. I would recommend this product, despite its higher initial price of approximately \$10 per quart. You must buy this product in quart sized containers and you need 1½ quarts. Keep the extra fluid, for should you develop a leak, you would want to top it up with silicone fluid as conventional fluids will dilute the effects of the silicone and will not mix, although they can be used together in an emergency.

All the products I have listed have been tried on a '73 BMW 2002 with a non-stock engine (understatement of the year! - Ed). I cannot promise that they will work for you as well as they did for me, but if you have any questions, give me a call at 861-9920 and I will try and help you.

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IN DEFENSE of the 320i

Letter to Yale Rachlin, Editor of the BOSTON BIMMER

Dear Yale:

Re: your lead editorial May BIMMER

I am afraid I will have to stand up in defense of the poor 320i which is taking its knocks from you and practically everyone else since its introduction. Most of the criticism seems to result from the fact it is too expensive, and therefore will be purchased only by unsavory characters (ie., "nouveau riche") although curiously the 530i has not suffered from the same criticism. Actually any BMW since the 1973 models came out have been too expensive when compared with the earlier ones. Perhaps the main problem is the underlying tone of resentment for the car in that it was dubbed the successor to the venerable 2002.

But let's let the 320i stand up for itself, as these criticisms really are divorced from the car per se. Please correct me if I'm wrong, but I'll wager that your impressions of the 320i are from a very few turns in a brand-new, stiff, smog-control laden model, and you are comparing it with your own well broken in, de-smogged 2002 or tii. I suggest that you wait and try one later on with perhaps 15,000 miles on it (as we both know, a BMW doesn't really come into its own until that point). Really,

its a helluva good car. Mine has 6,000 miles on it and I am enjoying it more each day. I drove 2002s for eight years, and frankly after that long a period with one model I was ready for a change.

Do it prefer it over the 2002? When compared with my '69 BMW, no — if I could get a brand new '69 model, I would trade it in an instant. When compared with the '73 model and later ones (both four and six cylinders) I'll take the 320i.

Regards,
Jack Nixon

ALL CLEARED UP

Every now and then the black neoprene gas line under your hood dries out and gets numerous cracks in it. A good replacement hose is the clear, reinforced type. From the many phone calls I made, it did not seem to exist anywhere.

Then fortune smiled upon me!! Of all places to find it — Farm Fresh Supermarket on Lynnhaven Parkway in Va. Beach!!!! It comes in 3 ft. lengths and inside diameters of 3/16, 1/4, and 5/16 inch. Price is \$1.87 plus tax. Also included are two spring type hose clamps if you care to use them.

Drew Jeffreys

FOR SALE

4 - 13 x 5.5 (100mm) STOCK WHEELS FROM A 1973 2002. VERY GOOD TO EXCELLENT CONDITION. w/2 - 185/70 GOODYEAR POLY RADIALS MOUNTED. HOFFMAN BALANCED. w/LUGS. ALSO 4 WHEEL COVERS, ALMOST NEW. WILL SELL OR TRADE IN WHOLE OR PART.

CALL MARC ROTHSTEIN @ 595-0434

Phantom Typist's (Ex-Phantom, now, I guess!) Note: I, for one, have been looking all over for clear fuel line! How would you like a job as a Supply Officer, Drew??

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FROM OTHER NEWSLETTERS — WINDOW SEAL REPLACEMENT

If the outside rubber seal against the glass on the roll-up windows in your 2002 has cracked, deteriorated, or shredded itself, you can easily replace it in a few minutes time with a newer plastic seal that comes on the newer cars.

The old seals had the rubber trailing edge against the window, so even if the rubber was treated often with a rpeservative, the action of rolling the window up and down tended to damage them. The new seals are not only made of plastic, but the edge against the glass is a bend and it incorporates a built in felt molding.

To replace the seal, begin by removing the entire strip at the outside base of the window. To do this, tap gently against the chrome molding with the edge of a block of soft wood or a light hammer. When the molding is removed, the seal for the window and the bottom of the vent window will come off with it. Simply pull on the seal to remove it. You will see that it is held in place in a "V" track. You should have no difficulty in removing the old seal, but installing the new one takes a little more effort. I tried to spray it with silicone and slide it in from the end, but could only get it about one third of the way. Instead I placed the entire seal over the track and pushed it in with the aid of a very small screwdriver to seat it. By the way, the old seal had a single strip which slid into the track. Trim the seal with a razor blade if it is too long. Tape the chrome molding back on and you're all set. The new seal will make a difference not only in appearance, but in sealing out water as well. The part number for the new seal is 51 21 1 847 798 and lists for \$2.34 (this week. ed.)

Bob Mitchell, BOSTON BIMMER

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