



Das Kummer

August 1980



This is being written on July 6. Ninety-four degrees in my carport's shade; dry flies raising their own brand of melodious hell in the trees outside my shop window; tomatoes in my garden just beginning to turn...The ancient breeze box rattles out a breath of air. High Summer.

What has this got to do with anything? Nothing. I'm just feeling pretty good about the way things are going.

Bey Em Vey is running well. Activities are coming around like clockwork. I guess Clyde's helping the details get sorted out, and of course, Cheryl's helping Clyde get sorted out. Everybody seems to be helping or contributing in some way.

Still, I just can't help but think that the club could do so much more for so many, if the "so many" would just let it. I don't get mad the way I used to about members not participating; I get sad now. It's a shame to miss out on so much fun, so much help, so much friendship.

I realized the other day, while in mid-spiel attempting to recruit some nice young dentist, that we do actually offer friendship through the club. Consider the fact that you can pick up the telephone and call someone more experienced to find out if a new noise in the BMW is a "shut it down until it's fixed" noise or just a minor nuisance noise...and find out the person on the other end of the line is really interested in you and your car...and find out that person is willing to invest brainpower, time and actual sweat to help you out of whatever jam it happens to be this time.

Continued Page 2



Activities

Bey Em Vey

Clyde Hill III

SUNDAY AUGUST 10 8:00 pm

Board meeting at the home of Charles Dickens, 608 Apache Road in Portsmouth. His number is 488-0030 if you need directions. This meeting is free to ALL (even non-board members).

SATURDAY AUGUST 16 12:00 noon

Tech Session at the Portsmouth Naval Hospital with Mike McAllister. The address is Quarters 205-B NRMC, which translates as "Call Mike at 397-4004 for directions." Plenty of refreshments, munchies and SHADE, at the one low price of \$2.00.

SUNDAY SEPTEMBER 14 8:00 pm

Board meeting at the home of Jack Hornbeck, at 1143 Bedford Avenue in Norfolk. Jack's number is 423-2267 if you need directions.

SUNDAY SEPTEMBER 21 12:00 noon

Tech Session at the home of yours truly, Clyde Hill at 1344 Armistead Bridge Road in Norfolk. If you need directions call 623-4404. Refreshments, munchies, good stories, and even some good tips for only \$2.

WEDNESDAY OCTOBER 1

DEADLINE to sign up for the Driver's School.

SATURDAY OCTOBER 18

THE DRIVERS SCHOOL at Langley Speedway. Gates open at 7:00 am and there will be verbal and in-car instruction as well as a pre-run tech of all cars. Plan to be there!

This nice young dentist I spoke of. (I don't mean to be picking on him, but I feel pretty safe in mentioning him because I don't think I'll ever hear from him about joining the club): he drives an early Bavaria, and he's at a time in the life of his car when he and the car could really benefit from the club. The \$25 per year dues are the best investment you will ever make in your BMW. That's what I tell prospects, and it's true. We know it, you and I.

Think how much you would appreciate being told about the club if you didn't already know about it. Think about how much satisfaction you'll get from seeing one of your recruits at tech sessions, seeing his interest growing, seeing his car perhaps being brought back from just this side of being given up on, perhaps being maintained in a better-than-new condition. That's one of the things I find most enjoyable about the club.

A few words from you, a few minutes of your time, could mean a lot to someone. Think about it. Go out and do it.

And always keep blinking those headlights.



NEWS FROM BMW OF NORTH AMERICA

MONTVALE, N.J. BMW of North America, Inc., said it will recall approximately 66,600 1977-79 320i cars to replace two defective damper sleeves on the throttle return springs.

BMW said a small number of the rubber sleeves could deform under high temperature conditions, preventing full return of the throttle to the idle position upon release of the accelerator.

The company said it has received five reports of spring binding in the last ten months and two minor accidents were said to have been caused by sticking throttles. No injuries were sustained in the two accidents.

BMW said replacement sleeves of a new material would be installed on the recalled vehicles as soon as parts are available.

For more information contact Thomas B. Eastland, News Bureau Manager, Public Relations Department, BMW of North America, Montvale, New Jersey 07645, (201)573-2109.

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SPARE PARTS!

Congratulations to Kathy Aldridge on the birth of Angelique Christina Marie Aldridge on July 8, 1980. Angie weighed in at 5 lb. 12 oz. and was about 3 weeks late. This is why her proud Daddy, Mark of the Atlantic BMW parts department has been biting his nails the last few times you have been in for parts. Best wishes to you all from Bey Em Vey.

Charlēs Dickens



Fine people always seem to be going places. Farewell to Brian Missig. And Goodbye to Robb and Joyce Tumbleston (we don't yet know whether to thank them or curse them for turning Das Kummet over to us!) You will be missed.

bd & jb

The BEY EM VEY CORPORATION

presents it's

INDIAN SUMMER DRIVER'S SCHOOL

at Langley Speedway

SATURDAY, OCTOBER 18

A DAY OF PRACTICE AND FUN PERSONAL
INSTRUCTION TAILORED TO YOUR
LEVEL OF EXPERIENCE — ALL THE
TRACK TIME YOU AND YOUR CAR
CAN TAKE

MAKE A DAY OF IT!

Full Details and Entry Blank in
September Das Kummert



TIPS ON KEEPING YOUR COOL (Especially in Tidewater)

This is the BMW overheating season and, in view of the marginal coolers we are blessed with, a few words on how to live through the dreaded Summer are called for.

- A. Keep your radiator clean inside & out.
- B. Change your antifreeze yearly.
- C. Do not use leak stop as this insulates the water passages and hinders heat transfer.
- D. If all of the above fail to maintain your heat gauge at mid way call on Dave Culpepper Radiator on Race Street in Portsmouth. Dave is a member and therefore not only knows radiators but BMWs. His phone number is 397-7031.



A few of the thoughts Dave shared with me the other day when I was in the shop: Don't degrade your Bimmer by putting in a Pinto radiator. The stock unit will do the job if it's in good shape. Don't waste your money on water pump lubricants - the water pump bearings are sealed and the lubricant can't get in. Prestone antifreeze has all the lubricants and rust inhibitors you need if you don't let it die of old age in your radiator.

We are indeed fortunate to have this fine facility available to us. The Culpeppers (Dave's Dad, Garland, has owned several BMWs himself) run the best radiator shop in the Tidewater area and give a discount to BMWCCA members.

Keep Blinking,
MIGHTY RED

I don't know about the rest of you but El Primo's constant nagging about never getting Tech Tips from members has finally gotten to me. Herewith are one...

Steve Garner, Hampton

ADJUSTING AND MAINTAINING ENGINE SPEED

When Brian and I were timing my 530i we had a lot of trouble maintaining a constant engine speed of 1750. We eventually got it right at the cost of several singed pinkies. Some (notably Chilton's latest effort) recommend screwing down the idle adjustment but I've always felt that an adjustment mechanism that is set to specs should not be fiddled with.

I looked around and found what I wanted at the K-Mart on Mercury Boulevard in Hampton. It's called a Throttle Adjusting Tool (what else?) and is made by Hollywood Accessories. Their part number is T186C. I gave K-Mart a buck and they let me take it home.

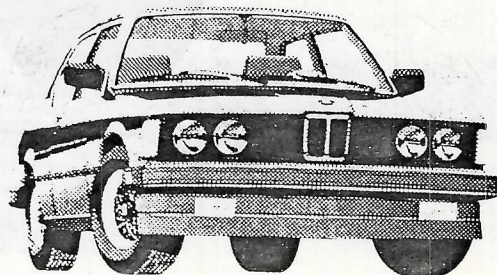
When I set the stationary part of the tool against the throttle arm. The screw adjustment is fine enough to allow infinite adjustment of engine speed and the tool appears stout enough to give years of wear.

Those who absolutely must have BMW equipment can satisfy their needs in this area by calling their local service desk and asking for an "Engine Speed Booster", part number 88 886 121 070. In a few weeks they will have for you a beautifully machined work of art that undoubtedly works as well as my 97¢ discovery. All BMW requires from you is \$24.95.

ON VENTILATION:

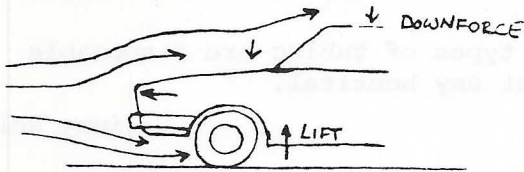
Stop leaves from clogging air intakes and drain gutters on '2s by screening intake louvers with gutter screen (painted black). Available at home supply stores (matches gutter screen on '3s).

Jimmy Wolcott

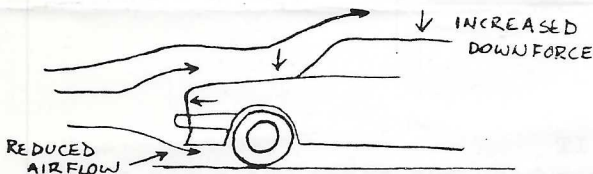


AIR DAMS

Many BMW owners, especially those with 320i's, are now using air dams for the street. There are several advantages as well as a few disadvantages in the street use of these aerodynamic aids. First let's take a look to see exactly what an air dam does. At high speed (in excess of 55 mph) a car acts somewhat similar to an airplane wing. Air passes over the car as well as under it. Air passing over the car creates a downforce and air passing under creates lift as illustrated.



For the enthusiast, this lift is undesirable and results in a fairly unstable ride at speed. A front air dam simply blocks off a large portion of the air flow passing under the car. This results in a noticeable increase in downforce on the car, thereby decreasing the lift.



The ride becomes much more stable at high speed. Regardless of what advertisers claim, air dams do very little, if anything at speeds under 50 mph. Below 50 mph an air dam is nothing more than a cosmetic add on - a nice add on I must admit. At freeway speed (55-75 mph) you will probably benefit about 1 m.p.g. with the use of an air dam. The only drawback to the use of a front air dam is that of ground clearance. With today's aftermarket springs, most

bimmers are about 1-2 1/2 inches lower than stock ride height. Couple this with an air dam hanging under the bumper and you might only have 5-6 inches of ground clearance. This is not much for clearing parking blocks, steep driveways, objects in the road, etc. You have to be continuously cautious of the fact that you have a vulnerable, fragile air dam that needs adequate clearance.

Most aftermarket air dams are made of either ABS plastic or fiberglass. Kamei air dams are the ABS plastic type and are available for most BMW models. If you happen to break ABS plastic, it doesn't repair well at all. The only glue that I found to work is ABS plastic pipe cement, but the first time you scrape the ground, the glue bond will break. Contradictory to Kamei's advertisement, they are breakable and virtually nonrepairable. I'm speaking from experience because I've blown 2 of them off of my 320i already at the cost of around \$100 each. The Alpina and Alpina type air dams are usually made of fiberglass. They cost a little more but they do offer the advantage of being repairable if broken. Now here's good news for 320i owners. The 1980 320iS comes with a factory air dam. This unit should be available through most BMW dealerships. (Part no. 8888-5000-150) The main advantage is that this air dam is made of rubber and fits all 320i's. BMW claims that it fits only 1980 models but it does fit all 320i's. I am currently using one on my '77 320i. This unit comes with transparent templates to show exactly where the holes should be drilled. It also fits extremely well and blends in beautifully with the wheel well arcs and the front bumpers.

Pete Thomas
Puget Sound Chapter

ON BROKEN HOOD LATCHES

Instruction for opening the hood of a 320i if the hood operation handle breaks and you cannot get a vise-grip pliers on the end of the cable:

Facing the front of the car, look just to the left of the right headlight cluster, through the grille bars, locating the round head screw to the immediate right of a 10 mm

bolt head. Turn that screw counter clockwise until the hood pops open. The new mechanism can then be installed. You will now have to adjust the catch with that same screw to make the hood close properly again. You might wish to keep this adjusting mechanism lubricated with WD-40 or something similar to ensure that it will turn when required.

ON SPEAKERS AND THEIR INSTALLATION:

1. Use sheet metal cutters instead of a hacksaw to cut mounting holes. The time saved warrants the cost of the tool (about \$5 to \$10).
2. If the speakers are to be mounted in the rear seat well kick panel, plan on needing a power amp/equalizer to compensate for the muffling effect of the front seats.
3. Insulating the seat well will improve the sound. Use foam rubber bed bolsters (from Penneys, Sears, etc.) or a single part aerosol foam from a marine supplier (like E&B, which also has battery boxes, 12 VDC lights, etc. at prices below auto parts suppliers).
4. EPI LS70s (10"x7") will fit in the rear kick panel with a 6"x9" adaptor kit by the same manufacturer. These are substantially better than most 6"x9" speakers, but are unwarranted where the quality of the front-end components is not commensurate.

ON LUBRICATION:

Use a permanent film lubricant/mold release agent (TFE is good) where WD and CRC fail to remedy hinge squeaks. Industrial plastics suppliers carry these.

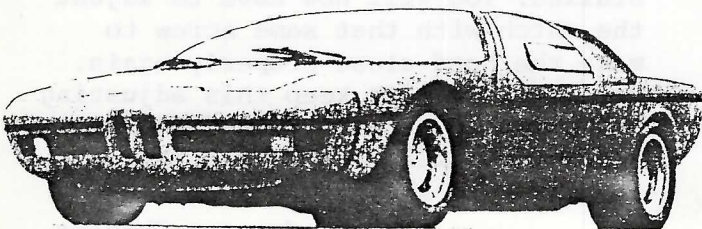
ON RADAR DETECTORS:

Price is no guarantee of quality. After several weeks of high speed road trips, at least one Escort turned out to be an on-again, off-again affair. Check yours out before trying to set the land speed record.

ON OCTANE ADDITIVES:

Some have agents which will cause old braid gas lines to exfoliate into the fuel stream, clogging filters (especially i's). Carry an extra filter.

by Jimmy Wolcott III



ON CHANGING FLUIDS:

Standard oxygen tubing (surgical) is perfect for bleeding brakes. Larger suction tubing can be used to change final drive fluid in the following manner: Drain final drive and replace plug. Insert suction stem into opened filler plug site and secure. Trail tubing clear of the rear tire. Attach the free tube end to the fluid bottle nipple. Block the roadwheels, set hand-brake and jack a rear wheel 6" off the apron. Place the fluid bottle under the raised wheel and lower. Repeat with second bottle as necessary for volume. Replace plug.

Both types of tubing are disposable items at any hospital.

Jimmy Wolcott

FOR SALE

(4) 6Jxl4 stock wheels for BAVARIA. Complete with hub caps and trim rings. All in good condition - excellent for snow tires. The price is right! Call Clyde - 623-4404.

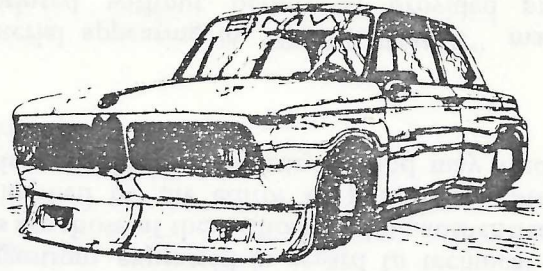
FIX IT

Everybody out there who owns a 320i with air conditioning had better pay attention. Run out right now and check if your lower radiator hose is chafing against the compressor. I had read about this in several other BMW club newsletters and, sure enough, when I checked mine the hose was rubbing against the edge of the compressor. In fact, the hose was about eaten through! Replacing the hose takes about 10 minutes. If your hose isn't worn too badly, try jockeying it around either connection to keep it from rubbing against the compressor. It seems easier to try to get more of the hose on the connection to the radiator, thus freeing the entire hose from contacting the compressor. It seems like a little thing, I realize, but nobody wants a busted hose in West Timbuctu on a vacation trip. By the way, you are carrying replacement hoses in your emergency kit, aren't you?

Windy City Chapter

Murphy's laws of vehicle repair

- If anything can possibly go wrong, it will.
- Once a job is fouled up, anything done to improve it makes it worse.
- When things are going well, something will go wrong.
- If anything just can't go wrong, it will anyway.
- Anytime things appear to be going better, you have overlooked something.
- Availability of a part is inversely proportional to your need for it.
- After a part has been fully assembled, extra components will be found on the bench.
- Components that cannot and must not be installed incorrectly, will be.
- Interchangeable parts won't.
- If it jams, force it. If it breaks, it needed replacing anyway.



- The most logical way to assemble a part will be the wrong way.
- There is no use worrying. Nothing is going to turn out all right.
- Experience is directly proportional to the amount of equipment ruined.
- The probability of failure is directly proportional to the number of people watching you.

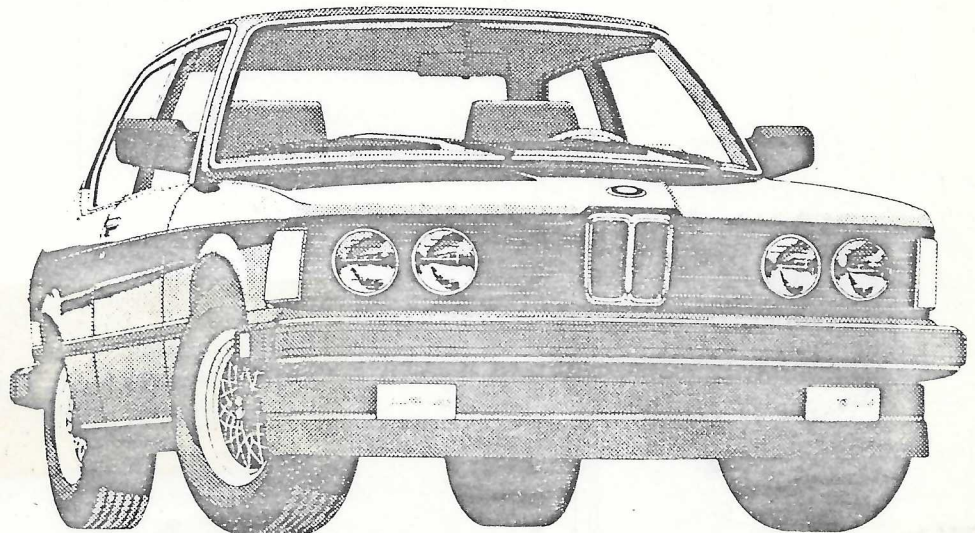
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Send your check for \$25.00 made payable to BMWCCA to the above address of Bey Em Vey Corp. This covers a year's membership in the local and national club.

Signature _____
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Serial No. _____
BMW No. 2 _____
Year _____
Model of BMW _____
Year _____
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