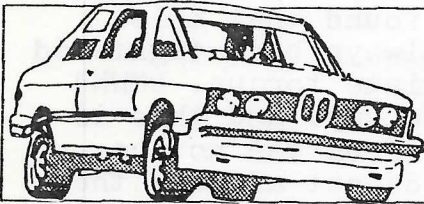




# Das Kummer

December 1980



at the  
**Apex**  
CHARLES  
DICKENS

The Christmas banquet this year will again feature many door prizes from the Roundel advertizers as well as from local vendors who support our club in this welcome manner. I don't wish to encourage our members to attend club functions just because we're giving away a few goodies but such prizes as 40% off on a set of Bilstein shocks or 40% off on a set of springs or a set of driving lights is not too bad an incentive, I guess. It's up to you if you want to enjoy a great meal in elegant surroundings with friends of discerning tastes at reasonable prices and to top the whole thing off, divide a pile of BMW oriented gifts among the faithful, this is your opportunity. We had a ball last year and each member took home 4.5 gifts. Not bad, say I. See you there!

Last month I mentioned that Linda and I were going to a meeting of the four chapters of Virginia; the three already formed and the new Chocote Chapter of Richmond which is rapidly becoming a reality. The meeting was a lot of fun and gave us a chance to meet face to face and work out some boundary problems with the Chocote Chapter. That being taken care of we proceeded on to discuss the necessity of deviding the atlantic zone into two zones, North and South. We were of a mind on the subject of remaining in the Southern zone with the exception of the Cosmopolitan National Capital Chapter which could go either way.

continued page 2

## Der Tafel: BEY-EM-VEY "ACTIVITIES COLUMN"

Clyde Hill III

SATURDAY December 6  
**RESERVATIONS DUE** for Christmas  
Banquet at the Omni on Dec. 13.

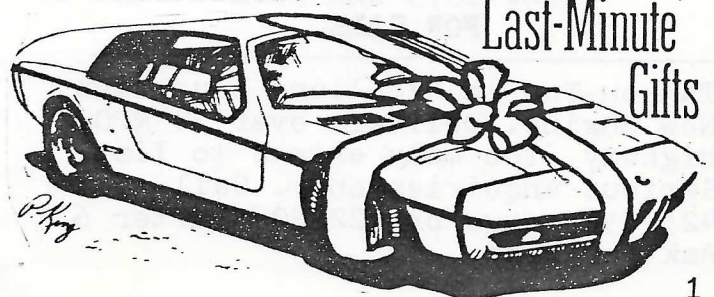
SATURDAY December 6 12:00 noon  
Tech Session at Editors Becky and  
Jeff Barnett's house, 134 South  
Palm Avenue (off Bonney Road in  
Virginia Beach.) \$2.00 covers it.

SUNDAY December 7 8:00 p.m.  
Board meeting at the home of  
Walter Broadnax . Board meetings  
are open to all members, and we  
need a Vice President, so if you  
have any ideas... the address is  
2602 Cecelia Terrace, Chesapeake.  
Call Walter for directions: 487-394

SATURDAY December 13 8:00 p.m.  
Bey Em Vey Annual Christmas Dinner  
at the Omni Hotel !!Door Prizes!!  
For more details see this  
Das Kummer.

SUNDAY January 11 12:00 noon  
Tech Session at the home of Walter  
Broadnax. See above for address.  
\$2.00 covers it.

SUNDAY January 18 8:00 p.m.  
Board Meeting at the home of Jeff  
and Becky Barnett. See above for  
address. All members are implored  
to contribute.





# AT THE APEX

(Continued from Page 1)

National Capital invited us to consolidate our Blue Ridge Rendesvous with a Driver's School they have planed for May3, 1981. With the support of the Richmond group, we demured since we need to have a three day weekend to do our tour properly. The matter led to Bey Em Vey being invited to attend the school, to be held at Summit Point, West Virginia, in any of several capacities: 1. as full participants 2. as corner workers, or 3. as spectators. The latter two are free, including excellent camping grounds at the track. The details will be presented in a future Das Kummet when we receive them from National Capital. This school is one they have run before and was professionally run and very well done - an excellent school for those seriously into improving their driving ability. A note in passing to help you remember to attend to some very important business. When you receive your renewal notice either now, for older members or on your anniversary, make out the check and send it in as soon as you can. If you are late, you may well miss some copies of the Roundel and the loss to the club in time and effort in handeling to remove you from our files and then to reinstate you. This is considerable, so please tend to it.

We are still looking for a couple of things we need to carry on, namely a decent electric typewriter and a Vice President. If you can help in either capacity, please call me, ASAP. Thanks.

That's about it from here. See you at the Christmas banquet! Merry Christmas, and keep blinking.

---

One 1973 BMW 2002  
FOR SALE

---

Tan-on-Tan in excellent condition. New engine. Delivers over 30 MPG, highway. Too many extras to list. Serious enquiries only. Call 425-5583 days or 422-5285 after 6. Ask for Mike.

# RECALL



There is yet another 320i recall-#78V-074 is the main wiring terminal in the 320i fuse panel. The harness from the positive battery terminal is connected to the main wiring terminal by a 5mm hex head bolt. BMW has found that this bolt has not always been tightened to its appropriate torque. BMWNA then goes on to say, and this is a direct quote from the notice... "...Since the defect affects the main power supply of the electrical system, engine misfiring and temporary blackouts of the lighting system during night time driveing may occur. These defects represent an early warning, and therefore, it is recommended to refrain from further driving as soon as they are experienced. If this warning is not heed (sic) to, vehicle crash can occur!..."

Sacramento Valley Chapter

President  
CHARLES DICKENS.....488-0030

Vice-President.....

Secretary  
WALTER BROADNAX.....487-3946

Treasurer  
LINDA DICKENS..... 488-0030

Activities Chairman  
CLYDE HILL III.....623-4404

Peninsula Coordinator  
BILL WARD.....1-229-9615

Tips Representative  
WILLIAM MACHRONE..201-322-8654

Editor Das Kummet  
JEFF BARNETT.....340-9043

Newsletter Production  
Becky Doss.....340-9043



# A Christmas Story

On December 13, 1980 at 8:00 p.m., a group of well-heeled, interesting, discerning folks will meet in the Greenway Room facing the water at the Omni Hotel on Waterfront Drive in Norfolk to celebrate the Christmas season with Bey Em Vey. If you plan on being there too, and I hope you do, you can look forward to good food, good company, good entertainment, and good goodies.

To set the atmosphere, we will have a trimmed Christmas tree in the room.

For dinner, Omni is fixing us a mouth watering bill of fare. For starters we have "Medley of Fresh Fruit Supreme." The entree is Roast Top Sirloin of Beef with Mushroom Sauce, Duchesse Potato, Buttered French Peas, fresh Rolls and Butter, and for dessert, Pineapple Upside Down Cake. Coffee and Tea are included, or, for the adventurous, a cash bar will provide mixed drinks, wine, beer or soda.

After dinner Ray Korman will present his film on the Macao Grand Prix, and the distribution of the goodies will commence. Last year, the door prizes were so abundant that most couples took home an arm load of prizes like air horns, Halogens, and coupons for 40% off on Bilstiens. Omni Hotel must have advance knowledge of attendance so...send a check

to Linda Dickens at 608 Apache Road, Portsmouth, Virginia 23701. This is short notice, but please have those reservations in the mail by December 6th at the latest. If you have problems call Charles Dickens or Clyde Hill III and they will do all they can to accommodate you.

By the way, it is \$30.00 a couple or \$15.00 per person. Not bad!

Get on your duds, and join the fun!



**BMW CONTEST**



Well, folks...we do have a grand prize winner for our BMW Comedy Contest! Our panel of judges unanimously agreed on the entry from Roundel Senior Editor JOSEPH CHAMBERLAIN III. In addition to the grand prize (having his name and entry published in Le Gala Issue der Das Kummet,) Joseph will also be intitled to a handshake from the editor of Das Kummet, if he ever gets close enough. Thanks to Joseph for an excellent entry!



# DO IT YOURSELF OIL TESTS

by Collis Ackiss

Very little is needed in the way of equipment to make motor oil tests, but quite a lot of information can be gained from them. All are qualitative, but they are valuable as an aid to trouble shooting and deciding what in-depth tests may be required for quantitative analysis of the problem.

## OIL COLOR TEST:

Black colored oil may indicate the presence of oxidation or certain detergent products. Milky color indicates the formation of an oil and water emulsion. A gray color is normal for a gasoline engine (and denotes a healthy engine.) In either of the first two causes, a sample of the oil should be subjected to a more detailed analysis to determine if there is a problem and what might be causing it.

## HOT PLATE TEST:

If an oil sample sputters and splits when dropped on a sheet of metal (placed on a hot plate preheated to around 250° F), there is a good chance the oil contains water. As little as  $\frac{1}{2}\%$  to 1% water in oil can be detected by this method. If the sample just smokes it probably contains less than  $\frac{1}{2}\%$  water by volume. Be careful with this test and avoid being burned by the hot oil.

## ETHER TEST:

With the engine idling, spray ether (starting fluid, available at all auto parts stores) around the air induction components and listen for the engine to speed up, which indicates that ether is being sucked in. You can detect a leak in the manifold gaskets or filter housing with this well established test method. If ether is drawn into the engine, dirt may be entering at the same place. As ether is highly flammable, keep a fire extinguisher handy.

## TASTE TEST:

A slightly sweet taste to used engine oil may indicate that it contains glycol (antifreeze) from your cooling system, which means a leaky head gasket, cracked cylinder head or engine block and therefore it should be subjected to further testing by a lubrication engineer or laboratory. Modern, heavy duty engine oils are formulated with additives that impart high alkaline characteristics and a bitterness to the taste. Regardless of taste, a sample should be taken occasionally for analysis because of the damage glycol can do if it is not removed from the engine.

## COOKIE SHEET TEST:

When the oil filter is removed, the end should be cut off and the filter media spread out on a cookie sheet for inspection. Because contaminants and wear particles are collected in oil filters, proper diagnosis of their condition can reveal potential problems in your engine. As an aid to diagnosing engine problems, lubricant suppliers will perform laboratory analysis of oil filters. If unusual wear particles are present and you desire more information, you can send a sample of the oil to a laboratory where a complete analysis can be made.

## COFFEE FILTERS:

Drain engine, transmission or rear-end on a coffee filter to collect the particles which might not be caught on a screen. Spread out the residue for inspection, and wash it with solvent or gasoline to leave only metallic particles. Note: Oxidation and carbon particles may be dissolved and lost by this solvent washing.

## SUMMARY:

The above tests are not difficult to make or particularly time consuming and can give a wealth of information about an engine to anyone taking the small amount of time required to perform them. With the cost of our cars going up and up it would seem to me that a little extra time is a small price to pay to be assured that we are maintaining them in a manner that will give us many years of trouble-free service.



# Wisch Wasch

The windshield wipers on your 72 2002 tii can be converted from the present two speeds to two speeds plus an intermittent speed - using standard BMW parts. The required parts are:

relay #61 311 353 892 @ \$24.73

switch #61 311 353 870 @ \$6.01

Both of the above plus a wiring harness are available in a kit as part #61 319 557 160 for \$29.35 at Davenport Motor Co.

Installation is simple and should require only about 45 minutes. The new relay replaces the existing wiper relay and the new switch replaces the old one. Here's How:

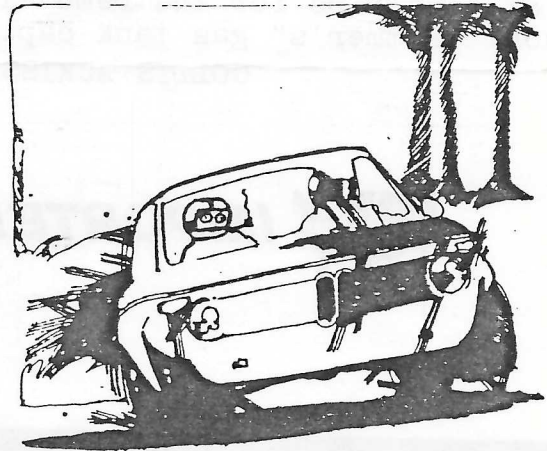
1. Remove under-dash panels, old wiper relay, instrument cluster and old wiper switch.
2. Connect the three wires from the old switch to the new one (Black/Red to "53e"; Black/White to "53" or "53a" depending on switch marking; Black/Yellow to "53b" pm the switch.
3. Using the new wiring harness install the Red/Black wire to "F"; Black to "W", and Purple/Green to "15b" on the switch.
4. Run the wiring harness through the back of the instrument cluster recess and down to the relay.
5. Look at the female connector on the Red/Black wire in the new harness. Notice the type of locking tab. Using a small screwdriver depress the locking tab and remove the existing Black wire from location "F" on the relay plug. Insert the Red/Black wire into this vacancy.
6. Connect the Black wire (removed from relay plug in #5) to the black wire with the male connector on the new harness.
7. Connect the Purple/Green wire to "15b" on the new relay. Reinstall relay plug and relay.

Now check the system. Turn the ignition on and depress the stalk button. There should be a wipe followed by a five second delay and then another wipe, etc. Pull the switch to the first stop and you should have continuous low speed. The second switch position should give continuous high speed. Depressing the stalk switch will turn off the wipers no matter which position the dash switch is in. If everything works, install the switch, the instrument cluster and dash panels.

If the wipers don't work properly, recheck step #2. Sooner or later you'll get it right.

JIM CRAIG

(Ed. Note: This article is OLD, and since the prices and part numbers have doubtless changed, I would check these out before starting, but the procedure is good & should get you well on your way.)



## Nite Lite

If you need light at night to fix something on your engine and don't have that light, take your spare headlight (you do carry one, don't you?) and hook it up to the headlight wires. Simply disconnect the harness from the back of the present headlight and connect it to the spare one. You can aim it anywhere you want.

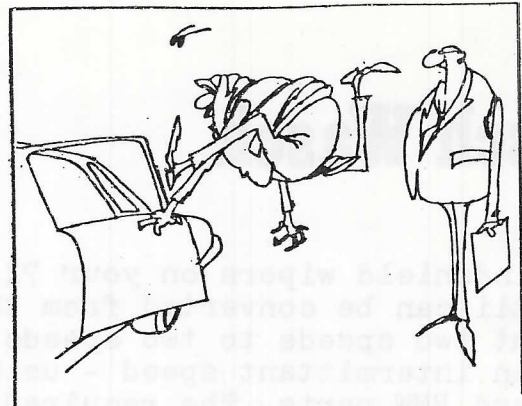
MICHEL POTHEAU  
Boston Chapter



# GAS CAP

I'm sure most of us have experienced this situation when having our fuel tanks filled. Attendant, "I'm sorry sir but I can't seem to get your gas cap off." Then, usually with a look of disgust you reply, "Yeah, I know, got a pair of vice grips?" Despair no longer, there is a simple and inexpensive cure to the phenomenon of the "Mangled Gas Cap." Remove the gas cap and then the rubber gasket. Apply a liberal coating of "Sil-glyde" (a silicone lubricating compound manufactured by the American Grease Stick Co.) to both faces of the rubber gasket, re-install the gasket and cap and you sticking problems are over for several weeks at least. As the problem rears its ugly head again, simply repeat the operation as detailed above. "Sil-glyde" is available from your favorite auto parts store for a nominal fee, and will prevent the use of vicegrips for the removal of your "Bimmer's" gas tank cap.

COLLIS ACKISS



And that... is the burglar alarm!

from Whispering Bomb

## Tune up

If tuning your won car, do not mix ignition parts made by various companies. A Bosch cap, Beru rotor, and Blue Streak points simply will not work well. It is best to stick with all Bosch Components, or BMW components (same thing) with the exception of spark plubs.

BOSTON CHAPTER



## IMPORTED CAR & TRUCK PARTS



# BAP-GEON

## 461-5611

1276 N. MILITARY HWY.  
NORFOLK, VA. 23502



# OIL FILTER removal refinement

Ever since I started changing my oil some years ago, I have looked for something more refined than the hammer and screwdriver method favored by many Bimmer owners. I tried a 3" C clamp and it worked, but it was a knuckle buster and various fittings had to be removed to make room for it. But now, I have found a method that, with some care, works quite well, and nothing has to be removed on the 2002 and 1600.

Add to the hammer and screwdriver the 3½" band hose clamp. Slip the band clamp over the filter with the screw just to the left of the top of the filter and tighten it. This gives you something decent to hit with the hammer-screwdriver combination. The band clamp will have to be loosened and moved back to the ten o'clock position a couple of times to get the filter "hand loose" and if it slips too far towards the bottom you have to chase after it with a smaller screwdriver. Still and all with some care, I believe it is the cleanest and quickest way you can get an oil filter off.

DAVE PRITCHARD

# MORE O.F.R. Refinement

If you are tired of having the spin-on Pc201 oil filter muck up the side of your engine every time you remove it, try this. Loosen the filter first, just so it can be turned. Once the filter is loosened, slip a plastic bag over it and finish removing the filter. The dripping oil will go into the bag instead of down the side of your engine. Hence, the engine is still clean.

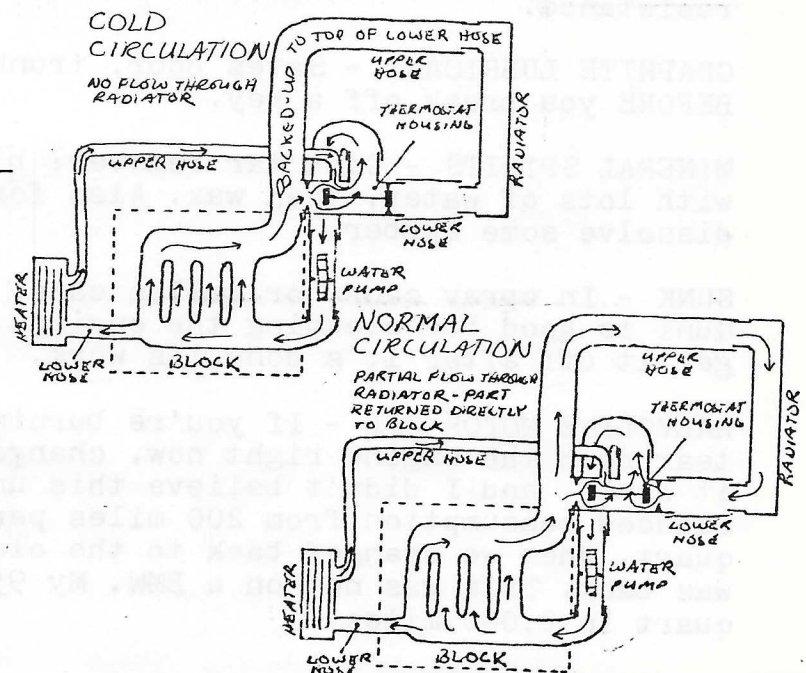
BOSTON CHAPTER

# Cooling it in the Cold

By RICHARD MULLER

The BMW cooling system is among the best. Its primary advantage is that the coolant in the radiator can't freeze-up while being blasted through sub-freezing air. In the conventional system, heat is being removed so rapidly from the coolant in the radiator that if there is insufficient anti-freeze in the system, ice is formed, thereby blocking flow; then circulation is restricted to the block alone, and the engine overheats. You're stuck until the radiator warms-up from residual heat in the engine compartment; then you can proceed.....slowly.

From BMW we are endowed with a double action thermostat which does not allow circulation to proceed in the block alone when the coolant is hot; ALL the coolant flows directly from the block to the radiator, through the thermostat housing, the water pump, and back to the block. This keeps the radiator clear of ice before the freezing process gets a chance to begin. These diagrams (prepared from the six) should give a better explanation of what is happening; they may also help in problem diagnosis. When I finally figured it all out, it was a revelation.





# <sup>\*</sup> MAGIC GOO

from Coonass Courier by JOHN CLEVELAND

MOTORCYCLE CHAIN OIL - Hinges, linkages, pivots, etc. (spray can.)

BLACK SILICONE RUBBER - Making grommets, repairing rubber, weather-stripping, dust covers, etc. May even repair bushings in a pinch.

BLUE OR CLEAR SILICONE - Making gaskets, or as a sealer for just about anything.

SILICONE SPRAY - Lubricant/preservative for windshield mouldings, all rubber parts, heater hoses (where they go through the firewall)

LOC-CEASE (or other brand name) - Lubricate nuts and bolts; reduce torque value by 20%, and the part will come off easily. Good for spark plugs, wheel nuts, all other nuts and bolts.

WD-40 - Penetrating oil to loosen bolts that weren't treated with Loc-Cease when they were put on. May take minutes, hours or even days to free up a frozen bolt, but you can usually save the part with a little patience.

armor all - Was/preservative for upholstery, rubber, moulded dashboards, etc.

AMMONIA - Wiped with crushed newsprint, it's the best way to get glass really clean.

EP SPECIAL MOLLY GREASE (Valvoline) - Wheel bearing grease, and good for lubricating just about anything else (distributor cams, shift lever ball joint, etc.)

FANTASTIK - Cleaning headliners, paint.

WATER PUMP LUBE - It'll save your water pump and help corrosion resistance.

GRAPHITE LUBRICANT - Saves door, trunk and ignition locks, use it BEFORE you break off a key.

MINERAL SPIRITS - Good tar remover; blot, don't rub and wash off quickly, with lots of water, then wax. Also for cleaning parts, but may dissolve some rubber.

GUNK - In spray cans, or gallon cans, to be mixed with mineral spirits. Gunk is good for cleaning the engine, running gear, and chassis. Just get it off after it's done its work.

HALVOLINE MOTOR OIL - If you're burning too much oil and don't want to tear down the engine right now, change to Havoline. I don't know why it works, and I didn't believe this until I saw it. A change to Havoline reduced consumption from 200 miles per quart to about 1,000 miles per quart. When we changed back to the old oil, the heavy consumption was back. This was not on a BMW. My 95,000+ mile 16-2 used about one quart in 2,000 miles.



ALCOHOL - For cleaning O-rings, rubber or neophrene seals, etc. It gets them really clean.

LOC-TITE - Use the red stuff if you never want to get the bolt off again. Use the blue if you want a little extra insurance.

DUPONT #7 FINE POLISHING COMPOUND - If your paint is really bad, use this, but don't rub too hard, and don't use more than once every year or two. Follow immediately with wash.

**Coming**

ROSTER - Soon we will be publishing a roster, so get you dues in so you won't be left off!  
MINUTES -Yes, Virginia. There really are Board Meetings! Notes by Mr. Broadnax starting Jan.

## Banshee Brakes

After having had a 2002 with squeeling brakes, I was pleased to find that the new tii's brakes were noise free. My satisfaction with the tii's brakes dissappeared at 11,000 miles as I sailed through an intersection at 40+ mph with the brakes "on." It seems that the soft pads in the tii don't squeel, but then they don't work very well the third time you use them in rapid succession. Tom Sundstrom has had similar troubles with his tii. So, all of you tii owners, if you occasionally use your brakes fairly hard, switch to a different pad compound before you crunch something with your car. (Repcos, Ferrodos, or Girling to name a few).

JIM CRAIG

# ATLANTIC BMW corp.

KEN TODD  
SALES MANAGER

WYNDAM CURLES  
SERVICE MANAGER

MARK ALDRIDGE  
PARTS MANAGER



1839 LASKIN RD. AT HILLTOP IN VA. BEACH

Phone 422-3201



Material appearing in "DAS KUMMET" may be reprinted without permission provided proper credit is given.

"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 editor or publishers. Modification within the warranty period may void the warranty.

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 as announced in this publication.

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 \_\_\_\_\_

Serial No. \_\_\_\_\_

Serial No. \_\_\_\_\_

BMW No. 2 \_\_\_\_\_ Year \_\_\_\_\_

Model of BMW \_\_\_\_\_ Year \_\_\_\_\_

Zip \_\_\_\_\_ Phone \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Address \_\_\_\_\_

Name \_\_\_\_\_

MEMBERSHIP APPLICATION  
Bey Em Vey Corporation  
Box 62145  
Virginia Beach, Virginia 23462

BEY EM VEY CORP.  
P. O. BOX 62145  
VA. BEACH, VA. 23462



Rusty Barton  
1333 Riverfront Ct. Apt. #301  
Va. Beach, Va. 23451