



das Kummert

JULY 1977

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** TIDEWATER CHAPTER OFFICERS **

PRESIDENT -----	RUSTY BARTON - 393-0235	TREASURER -----	BRIAN MISSIG - 340-2154
VICE PRESIDENT -	CARTY SEAGLE - 220-0809	ACTIVITIES CHAIRMAN -	EDDIE HARDMAN - 425-0831
SECRETARY -----	JIM CRAIG - 397-6917	EDITOR -----	DAVID PRITCHARD - 855-6186

** ACTIVITIES **

JULY 17 SELL/SWAP TECH SESSION - - - - - SEE ARTICLE!!!
JULY 19 MEETING - - JANAF BRANCH, NORFOLK PUBLIC LIBRARY - 8:00PM
JULY 23-24 CHAPTER CONGRESS - - SHERATON/MILITARY CIRCLE
COCKTAILS: 6:00PM - BANQUET: 7:00PM - SEE PRES'S COLUMN!!
AUGUST 7 PICNIC - - BMW EVENT - - - - - SEE ARTICLE!!!

PRESIDENT'S COLUMN

I'm writing this on the eve of the "Bride and Groom IV;" I hope it goes well.

Last month was kind of sparse on activities other than the B&G and a well laid out and well attended TECH SESSION at DAVE PRITCHARD'S. Memorial Day weekend we had our first DRIVE OUT of the year and a GOOD START it was. We began the day with a picnic at Sleepy Hole Park outside Portsmouth, then we drove up to CHIPPOKES PLANTATION just south of SURREY for a tour of the OLD but still operating layout. The tour was INTERESTING, but marred by the HEAT and some of the most AGGRESSIVE mayflies I've ever encountered. From Chippokes we journeyed to the JAMESTOWN ferryboat LANDING near Surrey and rode the ferry to Jamestown - a REFRESHING cap to the day. Once in Jamestown we toured the COLONIAL Parkway down to Williamsburg and on home from there. All in

all it was a very enjoyable TRIP and we're looking forward to the NEXT Drive Out.
JULY will be a BUSY month with Eddi ~~CANCELLED~~ on the 10th, the TECH SESSION on the 17th, and the CHAPTER CONGRESS on the 23rd & 24th. We're trying something new at the Tech Session - a SELL/SWAP MEET in which you can bring ALL those old or USELESS parts you have lying around, SPREAD 'em out on a blanket, and sell or swap with others WHO DO the same. So if you're looking to GET RID of some STUFF (Auto related), bring it to the JULY TECH SESSION — it should be INTERESTING.

YOU ARE ALL INVITED to attend the CHAPTER CONGRESS BUFFET BANQUET on Saturday, July 23rd at the Sheraton/Military Circle. Cost is \$12.00 per person which INCLUDES HORS D'OEUVRES, tax and gratuity. A CASH bar will OPEN at 6PM and the BUFFET will begin at 7PM. This is a GOOD CHANCE to meet GORDON MEMENICA, ROBERT P. BROOKS, a COUPLE of NATIONAL OFFICERS, plus people from all Chapters in the ATLANTIC ZONE. NOTE that the \$12.00 must be paid IN ADVANCE so we can get an accurate HEAD count. See me for your advance TICKETS — LAST CHANCE to BUY will be at the Club Meeting on the 19th!

MARK your calendar NOW for our PICNIC at Newport News Park on August 7th. Further details in the ARTICLE.

TAKE CARE.

Rusty

COME TO THE BANQUET !!!!!!! °°°°°°°°°°°° !!!!!!! MEET YOUR NATIONAL OFFICERS
IT'S VERY IMPORTANT TO GET YOUR \$12.00 TO RUSTY BY THE MEETING ON THE 19TH

SYNTHETIC OILS - PRO

(Letter to BMWCCA Chapter Newsletter Editors from Bob Brown, President, Iowa Chapter)

I've recently become aware of a letter being circulated by a Mr. Wil Hart, Vice President of Research and Development, Kendall Refining Company. The letter, entitled "Synthetic Oils: Fact or Fancy", has shown up in a few CCA newsletters. As a proponent of the "equal time law" allow me to challenge a few of Mr. Hart's opinions.

As President of the Iowa Chapter I'm called on quite often by members to recommend, evaluate, and justify the utilization of various new products. Quality lubricants are one particular area of great interest to all BMW owners. My opinion was always - "Castrol 20W-50 in the summer; 10W-40 in the winter". Wrong! I've since found a lubricant superior to any conventional petroleum oil on the market today. A quality 100% synthetic has proven to be the answer to all my lubrication needs.

Now, being of "sound" mind, I've always been skeptical of the many automotive "gimmicks" sold today. That same skepticism lead me to spend several hours of personal investigation into the merits of synthetic oils. After reviewing all the major producers of automotive synthetic lubricants I decided to try Amsoil because it looked like the best. I've not been disappointed. I'm thoroughly convinced that a quality synthetic such as Amsoil is far superior to any petroleum lubricant available today. What's equally important is that my opinion is supported by independent professional tests as well as literally thousands of individual car owners, BMWCCA members included.

After reading Mr. Hart's letter, it seemed that many of his assertions either failed to distinguish between 100% quality synthetic oil and inferior brands, or simply ran counter to my own experiences. For example, Mr. Hart wrote that there is a lack of "development sophistication" with synthetics. Not so; performance additive packages used in conjunction with ester base oils are well proven. He also said that seal materials used in current engine designs are not compatible with synthetic based engine oils. Not so; quality synthetic products are specifically designed to be compatible with seal materials used in industrial and automotive applications. Furthermore, Mr. Hart claimed that "synthetic bases lack the viscosity required for satisfactory lubrication at normal design clearances, operating temperatures and other conditions". Wrong again; a quality synthetic's low coefficient of friction lubricates better than a petroleum, thus reducing the engine's operating temperature. All of these factors contribute to reduced engine wear. And lastly, Mr. Hart stated that "the inherent high cost of synthetics is an obvious problem". Again not so; the proven gas mileage savings along with proven extended drain intervals more than offset the initial higher cost.

The benefits are more numerous but I've made my point. Let's not forget, too, that America needs non-petroleum lubricants to reduce the rapidly dwindling supply of petroleum.

diameter was larger and did not contain a drill bit. MOD 3 seemed to be the answer - until the day of the cataclysmic gawdawful clog. What it was I still don't know, but the nozzles were solidly retired.

MOD 4 was the purchase (\$9 or so) and installation of two shiny new special-ordered BMW nozzles. Also installed was a VW type inline fuel filter and a second washer pump in parallel with the first. (The second pump was necessary to overcome the inherent pressure drop caused by the filter.) At last the washers work — all the time. It's been a year and a half without a clog or misfire. The best part, though, is the quarter-mile range!

QUICK & DIRTIES

The rigors of middle age (my cars' middle ages, that is) combined with acute resistance to purchase expensive parts have prompted quick & dirty fixes now and then. A few are listed below.

1. Heavy duty aluminum foil glued with GE Silicon Seal to the crudded over reflector surfaces of parking and tail light lenses is the answer. Just check the prices on new reflectors if you have doubts. (This method is also a nifty way to rejuvenate the reflective surfaces of old toaster ovens.)
2. Another good use for GE Silicon Seal (licorice flavor) is to seal & cleverly disguise any cracks or tears in the BMW dashboard & console. This good stuff is also a terrific muffler patcher.
3. Armorall does prevent rubber and vinyl rot, but what do you do if the evil ravages of rot have already taken hold? Armorall rubbed into window moldings using a Dobie brand Teflon scouring pad will cut through all kinds of rot, filth & residue. The results will be a super slick surface. A Dobie is also just about the best gadget around for cleaning splattered bugs off windshields.
4. Spray type rug cleaners (Glory, Woolite, etc.) do a fairly decent job on BMW carpets if you're willing to rub super soiled spots with a brush. All yours for about \$2.00.
5. VW black plastic lug nut covers do a superb job of hiding plain-Jane or rusted chrome lug nuts. Covers for the Bug (type III) are for 19mm lugs and Rabbit type covers are for 17mm lugs. At 45¢ each, they're not cheap; but they'll never rust. That's more than can be said for any chrome lug nut I've ever seen.
6. The last time you replaced the water pump on your 4 cyl. you did not (I'll wager) replace the copper sealing washers used under the bolts. THE BOOK says to replace them, but let's face it, making a special order for them is silly. The copper washers in a VW oil change kit will do the job. These same washers do an excellent job of sealing the small and leak-prone bolts used to secure the distributor flange to the back of the cylinder head.

Jim Craig

VARIOUS AND SUNDRIES

PHOENIX OR PIG??

Article by Scott Mexic from the COONASS COURIER, Bayou Chapter (Ed. Note: where "Ed. Note" appears in this article, the Ed. in question is Gwen Goodrich, Editor of the COONASS COURIER.)

I guess I should call my car the Guinea Pig instead of the Phoenix for I have tried many different products on it. I have found some of these products very satisfactory, and some inferior to the standard product that they replaced.

KARZUNDPARTZ's PEAK PERFORMANCE BRAKE PADS on my '73 2002 turned out to be very poor substitutes for my Ferodo brake pads. Karzundpartz promotes these pads (#RPG-500 Dual Friction Disc Brake

pads that list for \$18.95) as outstanding pads. They have a dual lining, with a different compound on the outer part of the pad than on the inner part. The theory is (that) the outer part of the pad will come in contact with the disc at a higher speed than the inner part. While this all looks good on paper, their pads don't work very well. My pads crystallized while in Atlanta and now don't stop very well. I plan to return to my Ferodos, which I did not throw out (luckily!).

The next item that I have tested on my car is the LUCAS SPORTS COIL. This ignition coil is one of the finest ignition coils I have run across and seems to produce a higher output than even the Bosch Blue. It helped cure my problem with plugs fouling in city traffic (remember, big Webers do not like to drive in town.). I had been using the Bosch Blue Coil with NGK BP6-ES spark plugs and if I got stuck in traffic with the air conditioning on for more than 10 minutes, my car would begin to spit and buck. Now that I have installed the Lucas coil I do not have as severe a problem. I must admit that since I installed it, I did get one set of fouled plugs, but that was due to a one hour and 45 minute traffic jam in the rain when it was almost 90 degrees. I would challenge any coil to improve on the Lucas. I purchased mine from Union Auto Supply on Howard Ave. for under \$15.00.

One note — with the Lucas coil you do have to change the kingpin wire from the coil to the distributor. The Lucas coil has a screw-in fit instead of the standard press fit. This is a very simple operation, taking only about 10 minutes. One other note — the Lucas coil, like the Bosch Blue, is a 12 volt coil. On the older (pre '74) cars you can usually see the resistor and take your power from just before the resistor. On the newer cars, the entire coil wire is a resistive wire. In this case, you must find another source for your power supply to the coil. The incorrect voltage can cause it to fail.

About 2,000 miles ago I replaced my standard Castrol 80/90 gear oil with SYNTHOIL MAGNUM 100 GEAR LUBRICANT. This product carries a SAE rating of 80W-90. This is a di-ester oil. I purchased this lubricant from Aland of New York (see the April ROUNDEL for their address). This lubricant claims that it can give longer gear life, better fuel economy, and smoother shifts. I have found that it increases the smoothness of the shifter, but I have not noticed any change in my fuel economy, even on a recent trip to Atlanta. I cannot say anything about its effect on gear life, since I have used it for such a short time, but since the shifts are smoother, I assume that it will help extend gear life.

Since it is a synthetic (a di-ester) it should be able to conduct heat better and live better under adverse conditions than a standard transmission oil.



KEN TODD
Sales Representative

MEEKINS PONTIAC CORPORATION
1833 LASKIN ROAD
VIRGINIA BEACH, VA. 23454

HOME 481-4320
BUS. 428-3535

TO BE CONTINUED - - - - -



BMW TOPS
This information

MEMBER SERVICE INFORMATION
BMW of America, Inc.
MINNEAPOLIS, MN 55412

VA. BEACH, VA. 23462

P.O. BOX 62145

REY EM VEY CORP.

