

Das Kummel

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 they are announced in this publication generally in the third week of the month.

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WINE AND CHEESE EVENING AT THE HERMITAGE MUSEUM in Norfolk For the March meeting
The cost for everything is \$6.50 per person payable in advance by check made out to Bey Em Vey Corporation and mailed to Jim Craig BEFORE 3/13/78. The Date is March 24 and the time is 8:00 pm
The evening will be catered by Chez Andre of Portsmouth. There will be a variety of wines, cheese, bread and crackers and fruit.

The Hermitage was the private home of Mr. and Mrs. William Sloane from New York who moved to this area to establish textile mills in South Norfolk. Construction of the Hermitage was started in 1906 and was eventually completed with a total of forty one rooms. The house, in itself remarkable is richly furnished with artwork, most of which is oriental with many European pieces. There will be a hostess available to answer any questions
The Hermitage is located at
7637 North Shore Road

TECH SESSION

March 19 at Dave Pritchard's, 920 Elm St. Norfolk Va. Tel.No. 855-6186
This is in the Ingleside section of Norfolk, Third left south of light at Ingleside Rd. and Va. Beach Blvd. and two blocks in. The only house at the corner of Karlin and Elm that faces on Elm. There will be beer and other stuff and a cover charge of \$2 per car. Bring your troubles and your thirst's.

BEY EW VEY MEMORIAL DAY DRIVE OUT MAY 27-28-29

UP FRONT- Cost- \$60 per car-couple-family- however you people like to spend the night--This will cover lodgings for 2 nights and must be payed for by May 1.

MILEAGE- 220mi to Peaks of Otter lodge---139 mi to Big Meadows from Peaks of Otter-- About 225 mi home from Big Meadows. Approximately 580 beautiful BMW miles.

SEND OR BRING CHECKS to Linda or Charles Dickens, 608 Apache Rd. Portsmouth Va. 23701. Questions answered free from 4pm until 10pm so call or come on by. Only 10 rooms were first available so first 10 checks received will make the trip.

PRESIDENTS COLUMN

Things are really beginning to move along smartly now. We really have a super group of officers this year. Raolph Kaner, Activities chairman, has already organized Januaryfest and last month's dinner meeting at Victoria's Station which was a great feast at reasonable prices. We had a room to ourselves, the beef was superb, and how can you beat drinks at 75¢ per!

Also this month don't miss the wine and cheese party at the Hermitage. Dave Pritchard has organized this event with Jim Craig's able assistance. Dave ofcourse has the thankless job of Editor and he does a super job. Jim Craig's frequent tech articles are always interesting and informative.

Charles Dickens, Vice President, has finalized plans for our weekend trip to Skyline Drive over Memorial day. Charles has done a great job and has detai for you elsewhere in this issue.

Brian Missig continues to handle the club treasury in an exemplarey manor. He will begin giving more detailed and informative reports this month so anyone who wishes to know, can find out where our money goes.

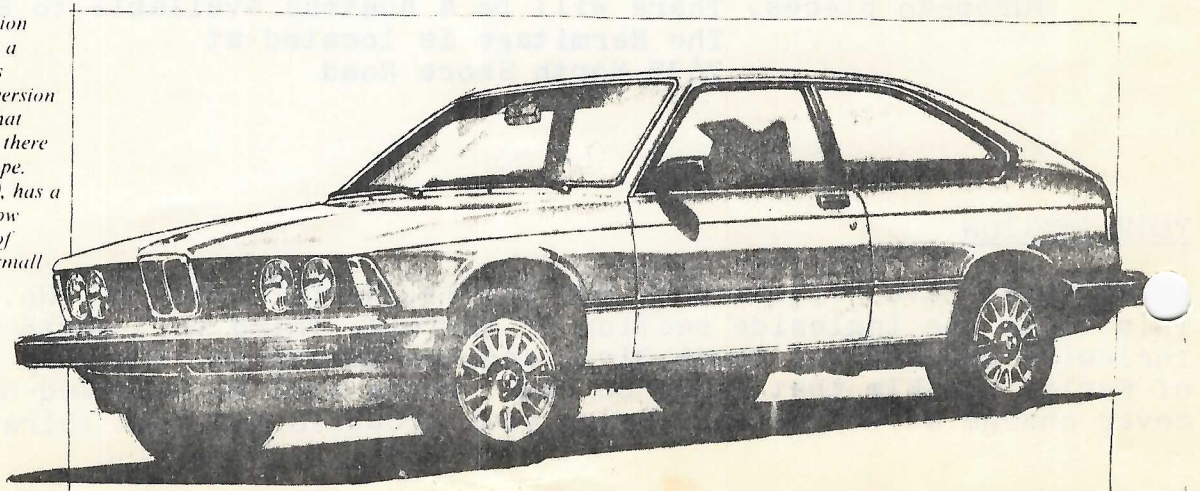
Thanks to Steve and Monica Mercurio for hosting the Feburary Tech Session. Monica, especially, should be commended for putting up with a bunch of tired, cold people who stayed well past dinner.

Mark your calender now for two more events; The March Tech Session at Dave Pritchard's on the 19th and our 7th chapter Birthday Party on April 15th. This will be the same type party as the Januaryfest but with a few nice surprises added

It's obvious from this column that we are simply brimming with activities this year. Next time you see Charles, Ralph, Jim, Brian or Dave don't forget to thank them for getting us going again. They certainly have my heartfelt thanks.

Rusty

Although the hatchback version of the BMW 2002 was never a great success, the company is currently testing a fastback version of the 3 series. BMW feels that times have changed and that there is a market for a smaller coupe. The prototype is called a 420, has a rear hatch with a large window and is powered by a version of BMW's recently introduced small 6 cylinder.



COCO MATS SALE

During the month of March, your Parts Store is holding a special sale on Coco Mats for the 1600, 2002, 320i and Bavaria models. To order your set (includes front and rear pieces) simply send a check payable to Tidewater Chapter BMWCCA to Rusty Barton, 102 Charles Ave., Portsmouth Va. 23702. In order to get these special prices we have to order in quantity so I will send the order in March 25th; your check must reach me by March 24th. Don't forget to specify a first and second color choice in case the demand is too great to guarantee your first choice.

APPLICATION	REG. PRICE	SALE PRICE
1600, 2002	\$19.00	\$16.00
320i	\$19.00	\$16.00
Bavaria, 3.0S/i	\$22.00	\$18.00

Solid colors; Natural tan (a light color)
Tweed colors; Grey, Red, Blue, Green, Brown

Additional parts store

In addition to complete stocks of tune up parts we now stock the following items;

Water pump 4 cyl.	\$20.00
Water pump 6 cyl.	\$20.00
Water pump tii	\$25.00
Oil pressure switch 4&6 cyl	\$ 2.50
Thermostat 4cyl (80°C)	\$ 8.75
Thermostat 6cyl (84°C)	\$ 7.50
Clutch Slave cyl. 4 cyl	\$14.00
Left side window regulator 4 cyl	\$15.00

FOR SALE

1974 3.0S , Auto Trans, A/C, Becker Europa AM/FM Stereo, new XM's 34,000
Call Doug Wilner

VALVE ADJUSTMENT by Jim Craig

When adjusting the valves on your BMW the most common method of getting the right valve in position is achieved by putting the car in 4th gear and shoving the vehicle up and down the driveway. No problem. Unless your in a short garage or on an incline, or have an automatic transmission.

The solution is then to disconnect the coil and use the key starter or a remote starter button. If you've done this before it is quite exasperating (as well as hard on the battery) to finally spin the engine over enough time to adjust every valve. The job can be made simpler by removing some of the spark plugs and leaving some in place.

On a six remove the plugs from cylinders 1,2 and 3. Hit the starter lightly and you'll find that cylinders 1,2 and 3 are easily adjustable in sequence. Following this, reinstall the plugs in 1, 2, and 3 and remove them from 4, 5 and 6. Simpler and quicker than before. On a 4 cyl do the above with cylinders 1 and 2 and then 3 and 4. And yes I know that the simplest solution is to use the factory cam rotating tool, but how many people have one!?

BUYING GASOLINE FOR YOUR BMW from "the Peach Tree Pit" newsletter of the
Peachtree Chapter

In recent months I have read a number of articles and letters on this subject in several publications, including the Roundel. Unfortunately many of them including the June 1977 Roundel letter, were incorrect and that might result in your spending more money for gasoline than is necessary.

Different blends of gasoline may vary substantially in their properties. Most of those that are commercially available contain deactivators, corrosion inhibitors, antidetonants, etc., which are important, but not as important as Specific Gravity, Heat of Evaporation, and Octane. Of these properties, the only one for which information concerning your car's requirements and the products ratings are readily available is octane. Even here some problems are encountered in determining just what you need and whether a given brand and grade of gasoline will deliver it.

The problems come about because three different "Octane Number" systems have evolved (four if we include aviation gas). These three are Research Octane Number (RON), Motor Octane Number (MON), and Octane Number (ON), which is an average of the first two. Most owners manuals and other publications give a particular car's requirements in terms of RON, while the octane ratings posted on the gasoline pumps are the ON, which is much lower than the RON. In other words, if your car requires a 92 RON and you are buying gasoline from a pump showing 92 or higher you are probably paying more than necessary.

There is a very simple way around this problem. Normally the RON is 8 to 10 points higher than the MON and 4 to 5 points lower than the ON which is what we are interested in. For example, here are the ratings determined in some recent random government tests:

GASOLINE	RON	MON	ON
A	94.1	85.9	90
B	99.0	91.7	95.4
C	93.8	91.8	90.3
D	99.4	91.8	95.6

Using the lower 8 point difference to be on the safe side, then we need only to add 4 points to the figure posted on the pump to determine the approximate RON. Or subtract 4 points from the posted figure should you wish to determine the approximate MON. To illustrate, the manual for my Bavaria and the label near the filler neck indicate that a gasoline of 92 RON is required. I know then that I must buy gasoline from a pump showing an octane of 88 or more. In fact, the gasoline that I buy has a posted rating of 89.4. By adding 4 points to this I know the RON of the gasoline I'm buying is 93.4 or higher.

If your car is tuned to the recommended specifications, does not have a carbon build up, etc., it should not require a higher octane rating than is indicated in the manual and buying anything higher is a waste of money. If you have changed the head, pistons, cam, timing, etc., of your car the original octane rating requirements no longer apply. They are probably higher. If you find your car does knock on the recommended rating then I suggest you fill your tank with a gasoline of a higher octane rating. If it performs satisfactorily on that, then try one slightly lower the next time. Continue to experiment until you determine the lowest acceptable octane rating (very few racing engines require more than 105 RON, so this should give you some idea as to how much higher to go).

BIMMERS ARE BIGGER! reprinted from "Windy City Breeze"

2- Seater a Bad Trysting Spot

London (Reuter) - A tiny sports car leaves a lot to be desired as a midnight trysting spot, two secret lovers have learned.

Wedged into a two seater, a near naked man was suddenly immobilized by a slipped disc, trapping his woman companion beneath him, according to a doctor writing a medical journal here.

The desperate woman tried to summon help by honking the horn with her foot. A doctor-ambulance man, fireman and a group of interested passers-by quickly surrounded the couple's car in Regents Park.

"The lady found herself trapped beneath 200 pounds of pain racked, immobile man," said Dr. Brian Richards of Kent.

"To free the couple, fireman had to cut away the car frame," he added.

The distraught woman, helped out of the car and into a coat, sobbed, "How am I going to explain to my husband what has happened to his car?"

OIL PRESSURE BY Herb Challis from the Central Florida Chapter's "DER SONNENFLECK"

Few owners realize that the BMW oil pressure sender will not tell the oil pressure warning light to warn/light until the oil pressure drops below 5 pounds per square inch. Too late. The same oil pressure sender is also the cause of many an oil leak when the plastic molding cracks.

But for less than \$7, you can install an oilpressure sender from Stewart-Warner that will trigger the oil pressure warning light at 15 pounds per square inch.

First, obtain a Stewart-Warner 364K oil pressure sender and the S-W 366ST metric adapter kit. Locate the original oil pressure sender (next to the distributor on 4 cylinder cars) and clean its surroundings before removing. Select the S-W adapter that has the same diameter and number of threads as the original. Thread the S-W 364k sender into the selected adapter and install the assembly into the original receptacle. Lastly, reinstall the sender wire; you'll need to snip off the original female terminal and crimp a suitable terminal



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