



Das Kummert

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MARCH 1980

Der Tafel: BEY-EM-VEY ACTIVITIES COLUMN"

SUNDAY MARCH 9. 2:00 p.m.

BEY EM VEY 9TH ANNIVERSARY CELEBRATION. Frank Elmore has graciously volunteered a conference room in the C&P building at Military Circle for this event. Ray Korman will be there with his Makao Grand Prix film and we also have a film from BMWNA and refreshments. It promises to be a fun afternoon and you might even win a door prize to be raffled off (but you have to attend!!).

SUNDAY MARCH 23. 12:00 noon.

TECH SESSION at Frank Elmore's home, 4616 Newport Ave. in Norfolk. As usual, there will be a \$2 charge for conversation, and refreshments are available at no extra charge. Thanks, Frank. (Frank's phone number is 623-3995, if you need directions.)

SUNDAY APRIL 13.

THE APRIL BOARD MEETING. Details in next newsletter.

SUNDAY APRIL 20.

We have planned another brunch at Kings Mill on the James. This is a real nice place and the food is terrific. This event was a real success last year - Don't miss it this year.

MAY 23, 24, 25.

Don't forget the Blue Ridge Rendezvous. This will be a great trip. The cost is expected to be under \$100 for each double

room needed. Reservations are due by April 25. Here's what you get: Saturday night arrival at Holiday Inn, Lynchburg South. Dinner will be provided as well as movies from BMWNA or slides from Oktoberfest Boston. Snack trays and cash bar will be available during the evening's entertainment. Lodging Saturday night is included, of course! Sunday we will go see our national president, Bence Boelcskey, who is providing us with a "pig pickin'" for Sunday afternoon (which is included in the price along with lodging Sunday night. This event is an expanded version of our Blue Ridge Tour, which has had two successful years. We look forward to the addition of other chapter participation and a visit with Bence! Don't miss this one!

COMING IN JUNE...

OUR SECOND QUARTERLY MEETING. Like the Anniversary Celebration, this will be for the ENTIRE membership. We'll have more films from BMWNA and the same stories...(unless we can find new ones, hint, hint).

ALSO IN JUNE...

OUR FIRST SPECIALTY TECH. I've contacted NTW about hosting a Tire Tech. Current tire trends, balancing, rotating, new products (such as Kleber) will all be discussed. More details later.

Your Activities Chairman,
Clyde Hill



AT THE APEX

CHARLES DICKENS

Our first annual Valen-tech was a howling success. Twenty-four cars were inspected, from a 1967 1600 right up to 1979 models, including some very nice 2002s and about half a dozen 3 liters. The parts sale went over pretty well, although not as many people planned ahead to take advantage of the 20% off as I had hoped. We all gained a new measure of respect for Wyndham Curles, the service manager. A big thanks is also in order for Ken and Ted Todd, and for the new parts manager, Mark Aldridge. It looks like this is a sure hit for an annual event.

One new concept which the board has decided to implement, and indeed has already put into play, is the quarterly meeting. The first of these was the Christmas dinner party. The second will be the Anniversary Celebration. The concept is that these quarterlies will give the whole membership a better and more centralized focus for the club, since this was felt to have been a weak point.

These quarterly meetings will not always be parties, but might take the form of organized presentations by any person or group we might be interested in hearing from. Ideas are welcome. Some of the ideas kicking around are 1) a sort of radar seminar in which we would hear from Smokey himself and then from some of our own members, and 2) inviting technical people from tire, oil, shock, and engine experts, or body people to talk to us and share their expertise. This is a wide open area and if you know someone who you think would be interested and interesting, let us know.

The Blue Ridge Rendezvous plan gets better and better. Plan now to sign up for this great 3-day driving event. I predict that you will smile so much your face will get tired. That's happy!

This summer we plan a rally, and in the fall, a drivers' school.

The Tar Heel drivers' school will be in the middle of May this year at Rockingham, N.C. on the Nascar track. The cost will be in the \$30 range and the motel rooms at Southern Pines are very reasonable. This is an unbelievable experience for anyone who has never been to a real drivers' school.

A TINY TECH TIP

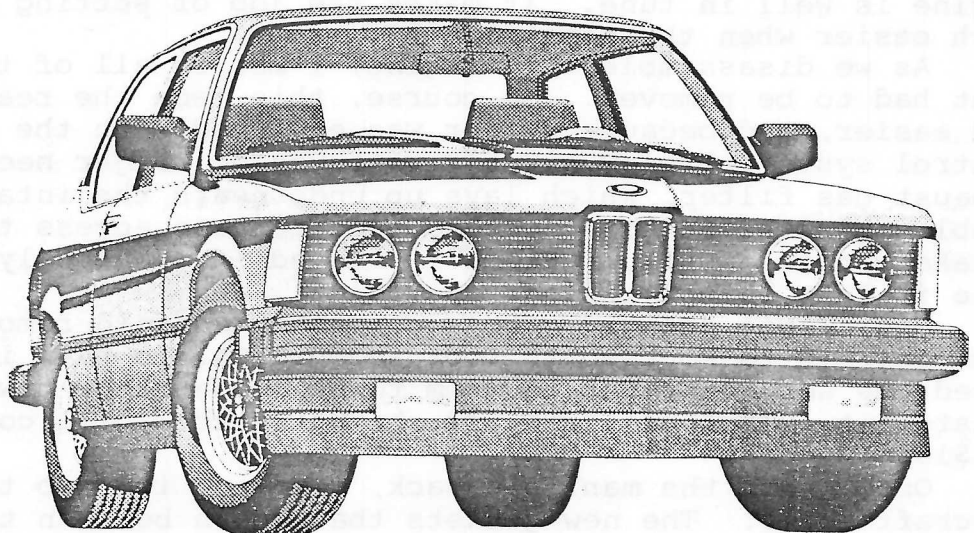
If your 320i has a rattle or vibration, it may well be lurking in the shifter. BMWNA or BMWAG or whoever is in charge of fixing these embarassments is aware of this problem and has made provisions for a special part to fix it. I do not know at this time whether this will be warranted or dutch treat. I do know that the parts are out of stock and have been for some time. The message for BMWNA or AG is that these things, while small, don't show our marque to its best advantage. HELP.

Mighty Red

ATLANTIC BMW corp.

KEN TODD
SALES MANAGER

WYNDHAM CURLES
SERVICE MANAGER
AND
PARTS MANAGER



1839 LASKIN RD. AT HILLTOP IN VA. BEACH

Phone 422-3201

BORN TO RUN - THE WEBER TRANSFORMATION

I own a '74 "Plum" 2002 and I felt badly for it for some time because it just wasn't running well. It wasn't purely coincidental that I joined our club at about the same time I decided to do something about my car.

I had a problem that evidently plagues a few 2002 owners. I could not keep my Solex 32/32 adjusted and running well for any length of time. Not only was the engine running poorly and the gas mileage unsatisfactory, but I didn't find the Solex equal to my "tweeking" ability; it was my better.

At first I planned to check into putting on the single barrel Solex that was the predecessor of the Solex 32/32 DIDTA. But I soon learned about the Weber 32/36 DG5A and decided to go with it.

I was very fortunate to have the very expert, thrifty, and valuable aid of Charles Dickens. If you are planning to do a conversion on your 2002, you would be very fortunate to find an expert half as helpful as Charles.

Charles and I shopped around for the best price on a Weber and the air cleaner. The best I could do was at BAP/GEON and I called many of the parts stores in Norfolk. BAP/GEON wants \$140 for the set (with a club discount). Just before we were about to mail order the parts, we found a good buy over in Hampton. Dave at Auto Aid, on 221 Springfield Ave., sold me a Weber with air cleaner for \$120. Then I bought a complete new set of gaskets for the intake manifold, four 8x40 studs (to mount the Weber on the manifold) and several 8mm aircraft nuts, which altogether cost \$8 at Atlantic BMW. The aircraft nuts are to mount the intake manifold (after machining and sandblasting) back to the block and they are nice because they come with a built-in nylon lock-washer.

The total cost for parts was \$133.12 with tax, compared to \$199 for about the same thing from Beaconwood Motors, Inc. by mail. There are a few other odds and ends needed which many people have just laying around, such as two or three feet of fuel line and a few small radiator-type clamps.

Charles was very kind to let me do the job in his sheltered carport, leaving his 320i out in the rain. He also made a very good suggestion: if you are about to do a Weber conversion, first make sure that your engine is well in tune. It makes the job of setting up the new carb much easier when the time comes.

As we disassembled the engine, I marked all of the cables and wires that had to be removed. Of course, this made the reassembly job faster and easier, and because my car was equipped with the exhaust emission control system, I knew exactly what was no longer needed. The cylindrical exhaust gas filter, which lays up underneath the intake manifold, was a problem because it has to be removed to gain access to all of the bottom intake manifold bolts. Since I removed it completely, I bolted up the hole it left in the exhaust manifold.

Once I got the old carb and intake manifold removed, Charles took the manifold to Portsmouth Tool and Die Co. to have it worked. They bored the secondary out to 36mm to accommodate the new carb and then sandblasted it. That bill ran \$22, bringing the total cost of the conversion to \$155.12.

Once I got the manifold back, I bolted it onto the block with the aircraft bolts. The new gaskets that go in between the carb and the manifold must be carefully widened out with an X-acto knife to 36mm on one side only. I also modified the thick composition spacer that went in between the old carb and the manifold to work with the new combination, but two gaskets are necessary to do this. Then the gaskets must be installed with the wider hole matched to the wide secondary of the new carb.

Once the Weber gets bolted into place, the accelerator linkage hook-up is a little tricky. I took the shaft linkage parts off the Solex and modified them (with a file and hacksaw) to work on the Weber. Once I played with the linkage parts to get them just right, they bolted right on and worked well.

The "T" that goes in the fuel line and routes excess fuel back to the tank can be kept, but mine is working well without it.

The Weber comes set up at the factory, and after everything is hooked up it will probably require only minor adjustment. Information on adjusting the 32/36 DG5A can be found in a small book put out by Weber. My Weber has a manual choke and I mounted the choke cable in the usual location with the knob on the opposite side of the lower steering column across from the ignition switch.

The Weber conversion on my 2002 is a success. It is much easier to adjust and keep in adjustment than the Solex was. It also noticeably improved the performance of my engine at low RPMs, but even more so when you need sudden acceleration. My gas mileage is about the same, but the engine is much more responsive and starts easier with the manual choke. I also like having my engine compartment less cluttered than it was before.

I found the conversion to be quite worthwhile. Not only did it improve the performance of the engine, but it also forced me to spend much time in the engine compartment, and through that I learned much more about the 2002 powerplant.

Rob Tumbelston

RECEIVED FROM DAVE LYKENS...

Dear Club,

Here are a few items I finally got around to jotting down - a sample of a few things I have done since I purchased my 1975 BMW 2002.

1. Windshield washers clogged or not functioning at full force?

Use a bristle from a WIRE brush, and holding it with a pair of needle nose pliers, ream it in and out of the nozzle several times. That should clear any clogs.

2. Wax never lasts?

Tried several combinations before I hit on this one. I have a Malaga 2002 and after four years it was fading on the (you guessed it) hood, roof, and trunk. Well, I used DuPont 7 polish (green can) and then Pro Yellow wax. That was over four months ago and the water still beads well. My neighbor even mentioned how well it brought the color back. Anything else I tried never lasted more than two months.

3. Washer motor quit?

Mine did, and after investigating, I found out water had leaked out and run into the contacts for the motor, eventually rusting one out. However, it is a sealed unit, but you can pry it apart, which I did. It takes a little patience and some force. I then took a short piece of electrical wire and wrapped/soldered it to the broken contact which is also the brush, and then to the part still in place. I then filled that cavity with silicone seal (like you use on your tub) which holds the brush in place against the motor and will keep moisture out. I put the thing back together and melted it along the seam where I had pryed it apart. Works fine.

4. Installation of speakers in rear seat kick panel of a 2002.

I found this an excellent place to mount speakers. They are not hanging down into the trunk; the covers won't melt from the sun beating on them; and the speakers are well protected. The rigidity of the kick panel is not noticeably affected either.

a. Using a 10mm socket, remove four bolts on each front seat and take seats out. Remove one 10mm bolt from rear seat bottom, lift up and pull seat out. Now you have room to work, also it is a good time to clean seats and interior when you are done.

b. I used Jensen 6x9 ovals. Anything larger will not fit. Use the speaker itself for the template to scribe an outline on the inside of the front kick panel. Do not place speakers too close to the front seat belt retractors or you won't have room to cut with a saber saw. Place them as high as possible. There was a piece of cardboard the exact size of the speaker cone and I used this as a template for the cutout. Mark holes for mounting screws also.

c. Drill several good size holes inside the area to be cut out, and using a small saber saw and a metal cutting blade, go to work. It goes pretty easy, but have several spare blades on hand in case you break one. (Don't try to do this by hand with a hacksaw unless you have infinite patience, are part masochist and don't want a neat job.) File the edge smooth.

d. Cut the rug with a razor. I cut mine as shown and folded it over and glued it down. You can use a ruler or strip of wood and vice grips to hold the rug against the kickplate while the glue dries.

e. Drill holes for mounting screws. I just drilled through the rug.

f. Mount speakers and hook up according to instructions. Run wires through bottom of kick panel on right side of drive shaft tunnel. You will need to pull the rug up; it is glued to the floor.

g. Remove center console, if that is where your radio is, and slit rug about eight inches long parallel to firewall about three inches away. My car is a '75 and has slit on the passenger's side left seat mount for wires for seatbelt buzzer. I used an old curtain rod about two feet long and taped speaker wires to it then pushed this under the rug to the slit on passenger seat mount and from there to slit on top of transmission tunnel.

h. Reinstall center console. The one phillips head screw that is right in front of gear shift going into transmission tunnel is tough to get in, but keep trying.

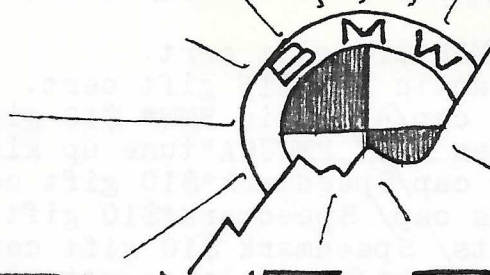
i. Reinstall seats and you are all done. Make sure you test radio and speakers before reassembly to make sure everything is working properly.

I hope the instructions are clear enough. Hope I see this in Roundel. Last August I sent three typed pages on how to install front shock inserts in a 2002 and never saw it in the magazine. The instructions must have been good because my wheels haven't fallen off and the bearings haven't frozen up. Maybe it got lost in the mail.

The magazine is great, love the larger format. I am sure I have saved many times over the cost of the club dues. Hope to be a better contributor in the future.

Dave Lykens
340 Sitka Ct., Hampton

COME ONE
COME ALL...



BLUE RIDGE RENDEZVOUS

SPONSORED BY THE
TIDEWATER BEY EM VEY
CHAPTER

MAY 23,24,25 1980, 3 DAYS
OF GOOD ROADS, GOOD FOOD,
AND GOOD TIMES

DON'T MISS IT!

THE THANKS OF A GRATFULL CLUB---

The Door Prizes from the Christmas dinner

Clyde Hill--Newtown NAPA* Car cleaning kit/M&N* \$10 gift cert.
Jim Craig--Flowers NAPA*fuel and oil filter/ Culpepper Radiator*radiator job
Rusty Barton--Flowers NAPA*collant kit/ECI*case of GTX/ KORMAN AUTO Hella
fogs.
Tom Carter--KARZUNDPARTZ * maplight/ M&N*\$10 gift cert.
Jack Perez--Pitstop* Case of GTX/ Atlantic BMW*\$15 gift cert.
Brian Missig-- Beaconwood*locking gas cap/Atlantic BMW* \$10 gift cert.
Charles Dickens--Beaconwood*locking gas cap/ BMWCCA*tune up kit
Bill Clements--Beaconwood*locking gas cap/Speedmark*\$10 gift cert.
Dave Pritchard--Beaconwood*locking gas cap/ Speedmark*\$10 gift cert/2002*\$25
Steve Mercurio--BAP/GEON*driving lights/ Speedmark \$10 gift cert.
Wyndham Curles--Atlantic BMW* Trouble light/NTW Balance-rotation cert.
Speedmark*\$20 gift cert.
FROM DAVE TOY of AUTOY
Bill Clements--40% off Marchal light set
Brian Mussig--40% off Marchal light set
Charles Dickens--40% off set of Bilsteins
Clyde Hill--40% off set of Bilsteins
Tom Carter--\$50 off 320i springs
Steve Mercurio--\$50 off 320i springs

ON THE ROAD WITH CHARLES DICKENS by Bruce Orman

I have been nominated to write a few words about the recent open house on January 19 at Korman's Autoworks in Greensboro, N.C. Let me assure you that when the alarm clock went off at 4:30am I had second thoughts about this trip. After cranking up the ole 2002, I arrived at the Dickens residence at 5 where El Presidente and the Red Baron were ready to roll. I don't understand where these old folks get such enery!

The drive to Greensboro went without a hitch. We had breakfast at a truck stop where we gobbled up a nice bleberry muffin. They served the famous Jerry Reed burger made from their special Omaha beef. I passed on that.

After missing the turn off to get to Korman's shop, we turned around and finally arrived, about thirty minutes early. Most of the Tar Heel hierarchy was there already. Charles was carrying his world famous bull shooter's gun, and he commenced to firing.

The shop was quite impressive- the floor was spotless. Ray Korman had several tables set up displaying various BMW parts that had recently met their doom, explaining the reason as to why the part failed. There was a six cylinder engine on display with a BEA turbo charger set up. We even saw the cylinder head from Jim Craig's Bavaria. Charles and I paused for a moment of silence. Ray had two cars on display- his 320i race car and his 530i with the new (?) BBS wheels- they looked like golden idols. If I am not mistaken Ray said he had a 28mm sway bar on the front of the 320i.

We finally got to Ray's presentation. Using a small model racer Ray explained oversteer, understeer, roll, etc. and explained how varying your suspension components would enhance your ride and handling. Charles asked the question about what approach one might use in beginning to modify his suspension with consideration being given to one's pocketbook. Ray suggested starting with the sway bars, then shockes and finally springs. I don't remember what he said about larger wheels.

Marshall, Inventor, Dead at 56

RICHMOND (AP)—Arthur Niemeyer Marshall of Richmond, inventor of the VASCAR tracking system, died Friday night in Reno, Nev., where he had taken ill while on a business trip. He was 56.

The Norfolk native's Visual Average Speed Computer and Recorder, which he developed as an alternative to radar for use by police in controlling traffic, was being used in 1,400 communities in 45 states and in several foreign countries at his death. But he never succeeded in persuading his native Virginia to sanction VASCAR.

Recently he had marketed an improved version of VASCAR that a preliminary review by the National Bureau of Standards indicated was more accurate than radar, according to James Reinhart, an engineer who worked with Marshall.

Marshall graduated from the University of Virginia and operated his own real estate firm in Richmond before developing VASCAR in 1966.

In 1971 he formed Traffic Safety Systems, Inc. It became a public corporation the following year.

Marshall is survived by his wife, Mrs. Isabelle Montgomery Marshall, a daughter, a son, three sisters, and two brothers.

A funeral will be held Tuesday at 10 a.m. in St. Matthew's Episcopal Church. Burial will be in Presbyterian Cemetery, Lynchburg.

What good did a front air dam accomplish? According to German law, products that make certain claims have to be tested before they can be marketed. In effect, you may pay more for some German accessory equipment but at least you can feel that if it is being sold that it has been tested. Specifically the Kamei air dams do what they claim to do. As far as the rear spoilers, whale tails etc. for the 2002/320i I think he put thumbs down on these. There was little if any open discussion about engine modification. However, Ray was quite amenable to discussing any engine changes one might have in mind. Ray left the floor open for questions. Finally, three gentlemen demonstrated their product called Convoy, a para synthetic oil. It was during the question/answer session that I became somewhat disturbed. There were three ill mannered men/ better stated children, who were unable to exhibit any self control when Ray was trying to answer our questions. Charles and I gave them a few hard looks which didn't seem to phase them. They became louder and I became quite irritated. I let them know that their behavior was inappropriate.

We were also treated to German beer, Sausages, sauerkraut and potato salad--\$3.00 covered the entire open house. One problem-- there was no ice for Charles's coke and he demanded his money back. I tried to calm him down Linda, honest I did.

Before the final words on the trip home, let me say a few words about Ray Korman and his shop. Ray is a real professional as well as a gentleman.

I don't see how you can go wrong by putting your Bimmer in his hands if there is something the Tidewater Chapter can't handle. As I said before, the shop is first class all the way.

Getting out of the Greensboro area proved to be more difficult than our arrival. to make a long storey short, we spotted a N.C.H.P. car but it wasn't until about 10 or 15 minutes later that he pulled us over. I happened to glance at my watch as Charles bolted out of the car. It was about 4:10 pm. I must have dozed off, and when I woke up it was almost 5 pm and Charles was still with the State Trooper. I thought the federales had taken him away-- but no such luck. A tape recording of what took place in that car might be a best seller. I know now why troopers wear those high boots, but on this Saturday afternoon he would have been better off with hip boots.

We stopped of to see Charles's parents in Roanoke Rapids; they were quite nice and wished us well on our final leg of the trip. All in all it was an enjoyable trip. It was ironic that the obituary section of the Sunday paper reported the death of Arther Marshall, inventor of VASCAR tracking system of Visual Average Speed Computer and Recorder.

Rusty & Janis Barton
2 Farington Circle
Chesapeake, Va. 23320

VA. BEACH, VA. 23462

P.O. BOX 62145

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NAME _____

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MODEL OF BMW _____ YEAR _____

BMW #2 _____

SERIAL # _____

SIGNATURE _____

SEND YOUR CHECK FOR \$25 MADE
PAYABLE TO BMWCCA TO THE ABOVE
ADDRESS OF BEY EM VEY CORP. THIS
COVERS A YEARS MEMBERSHIP IN THE
LOCAL AND NATIONAL CLUB

