



# Das Kummert

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MAY 1979

ACTIVITES

MAY 1 \*\*\*\*\*

Dead line for signing up for the Blue Ridge Tour. Call Charles Dickens.

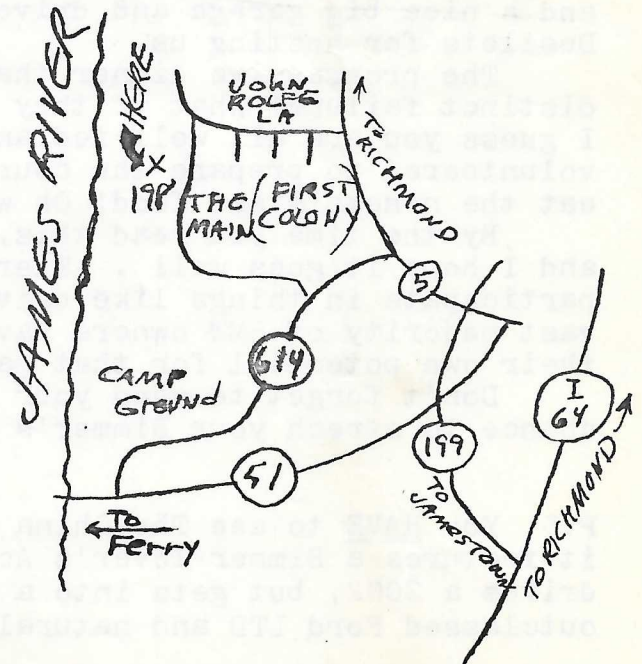
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MAY 1

Board Meeting at Rusty Bartons, 8pm. Any interested members welcome.

MAY 6

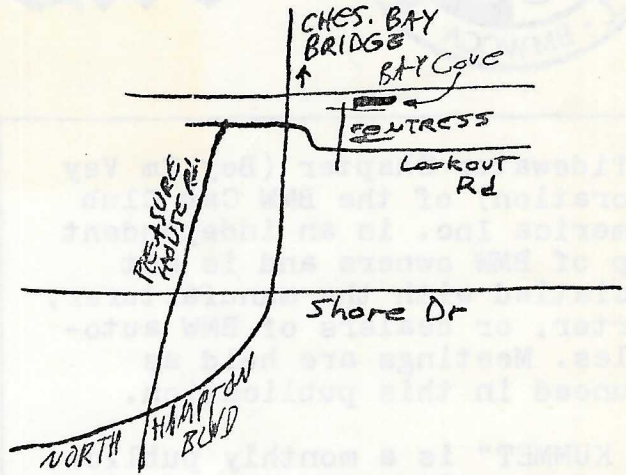
Tech session at Bill Wards house near williamsburg. The address is 198 The Main. Remember to bring the \$2 per car tech session charge with you. The usual refreshments will be provided



ACTIVITES CONTINUED

MAY 15

DINER MEETING At the Bay Cove restaurant, off lookout road at the foot of Fentress Street right on the beach adjacent to the Chesapeake Bay Bridge Tunnel. The "meeting" will start at 8pm. You might want to come a little earlier for drinks in the cocktail lounge at this picturesque place on the bay. As they would like to have an idea of how many tables to set up, please give me, Dave Pritchard, a call by the 13th to let me know how many of your party are coming so I can let them know



MAY 26-28

THE BLUE RIDGE TOUR

JUNE 2

Tarheel Treffren Drivers at Rockingham, N.C.

JUNE 10

Tech Session and swap meet at Steve Garners on the peninsula. Details in the next DAS KUMMET.

JUNE 24

Possible Brunch at the Omni in Norfolk.

PRESIDENTS COLUMN

Some successes, some failures. The April Tech Session at the Desilets' was very successful-bueatiful weather, lots of cars and people and a nice big garage and driveway; it was all there. Thanks to the Desilets for hosting us.

The progressive dinner that was schedueled for April 22 was a distinct failure! What if they gave a dinner and nobody cooked? Well, I guess you are all well fed and well healed because not enough people volunteered to prepare the courses, and even worse, no one signed up to eat the nonexsistant food! Oh well.

By the time you read this, the Drivers School will probably be history and I hope it goes well . There are lots of you out there who should particapate in things like drivers schools. At times I fear that the vast majority of BMW owners have no idea of their car's potential, or their own potential for that matter. A shame.

Don't forget to send your check for the Memorial Day Tour-another chance to stretch your Bimmer's legs.

Rusty

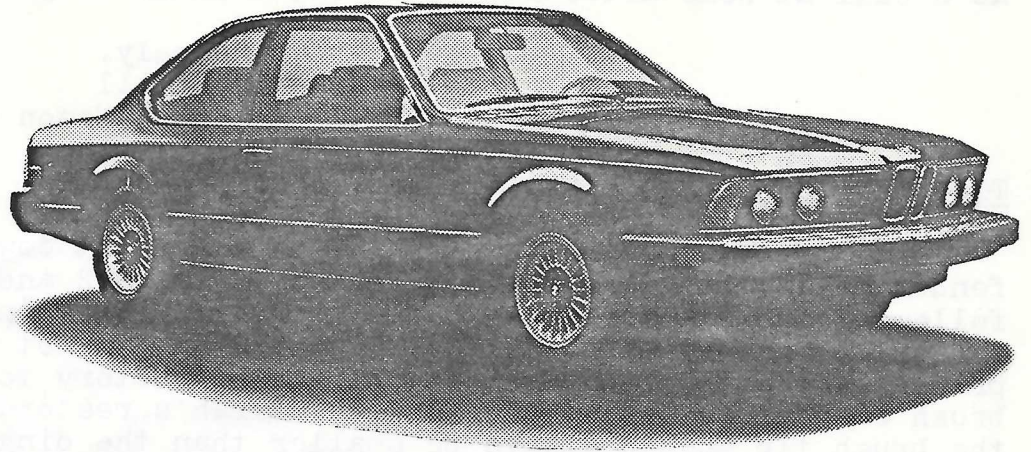
P.S. You HAVE to see The China Syndrome. Besides being a top flight movie it features a Bimmer lover's Academy Award Canidate. Jack Lemon not only drives a 2002, but gets into a chase with it. He is chased by a hopelessly outclassed Ford LTD and naturally wins the race hands down! Don't miss it!

# ATLANTIC BMW corp.

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## LETTERS TO THE EDITOR!!!!!!

Dear Editor,

I would like to share with you some information that will be valuable to many owners of older metallic or "special" painted BMW's. The information concerns the repainting of hopelessly crazed cars. I recently had my '71 2500 repainted, apparently for the second time in its lifetime, and, in looking for the right man with which to entrust the car for this major undertaking, stumbled across a real expert. While at the favorite R.M.C bar in Ashland, Va. I found out that the owner (now former owner) was about to sell his business and return to his former profession of custom body work. Upon hearing this, with visions of the terrible paint on the car at the time, I volunteered to show him my car and get a price quote on the final job. When he saw the car, realizing the potential for word of mouth advertising and the glory of showing off with a Bimmer, as opposed to VW's he had specialized in, for his first job as an independent, he was very interested. I liked his price and several weeks later we got together and set out to make "old grey" look presentable. We decided that Latex Custom paint would look real nice so I turned it over to him. He reduced the car to its birthday suit, repaired what looked like rust, prepared the surface with 4 primer coats, 6 neutral grey, 6 metallic silver and six double coats of clear sealer---The final product, pinstriped and all is very presentable---even exceptional if I say so myself, and all for \$500.00, which I think is very respectable. Now for the wizards name and address--- He is Jim Garlitz and he lives in Ashland, Va. on Route 54 and

can be reached at 798-3128. I'm sure if anyone would like the same job done to their Bimmer he would be glad to oblige. He's a great guy, knows his paint and is easy to work with and talk to. It's nice to see someone that takes such pride in his work too. You can pay less for a job that might last but you get what you pay for (you wouldn't trust your car to Earl would you?!) and Jim Garlitz guarantees his work. If you have any questions give me a call at home after May 25 at 623-4404 or in Ashland at 798-9694.

Sincerely,  
Clyde Hill  
Randolph Macon College

#### TIPS FOR CHIPS Mark Borkowski in Tarheel Footnotes

All of us loose chips of paint on the front cowling and along the fender wells. I have sometimes looked at my 2002 and thought I had been following a 328 toadster in a prewar Mille Miglia (probably a gravel truck on I-94). Here is my technique. If the ding has not broken through the primer, apply the Finnish coat. First the factory touch up kit--cut off the brush on the cap, it is useless. As Harrah's restoration shop recommends, the brush tip should always be smaller than the ding in the paint. A pointed sable tipped brush is my choice. After touching up a spot, let it dry overnight. Then use Classic Car Wax finish restorer and rub the spot out; then wax. Clean the brush with laquer thinner and then in warm soapy water. Before it is dry, draw the tip back to a sharp point (these brushes will cost about \$1.50) If the chip goes to the bare metal, first check for rust. If the rust is only a day or so old the metal is probably not pitted. In this situation Naval Jelly will remove it. Apply with a Q-tip and follow directions. If the chip is older and the metal pitted, I have resorted to a more radical solution. Remember, the spot must be brought absolutely free of rust. I use a Dremel Hobby grinder with an acutley pointed conical stone. After the spot is brought to bare metal clean with acetone, alcohol or laquer thinner, this insures a clean dry surface. Prime the spot with a zinc chromate primer and allow to dry overnight. Then apply the finish paint as previously described. These techniques have worked for me and the dings will not rust again. I guess the only true solution is to buy the new BMW-Lamborghini fiberglass coupe and forget all this nonsense about rust and dings.

#### TECH TIP FOR TII OWNERS Burton Bennett, Gloversville, N.Y.

Don't forget to check the fuel hoses which pass near the alternator (under the battery tray). They crack with age and may develop a hairline crack which can spray the engine area with gasoline. Also while checking fuel lines, check the sending unit attachment at the gas tank. This attachment is by small bolts which loosen either by vibration or through deterioration of the sealing gasket. It can leak and is usually first noticed by gas fumes within the car while driving.

Also-- Here is a tech tip concerning oil filters on 2002Tii and 530i vehicles. You've heard this before but heed the advice or you, too, will have a problem when you loose a bolt on your Tii filter housing. Too late I have discovered one of the mounting bolts for the oil filter housing. Too late I discovered one of the mounting bolts for the oil filter bracket had left the block. This bolt is only visible while the filter is removed from the housing, so when changing the filter take the time to tighten the bolts. There are 2 behind the filter attaching to the block and 1 forward on the bracket behind the alternator. The oil filter housing on the 530i can be removed from the block by taking out the 4 bolts behind the filter

housing. Then it is a very simple matter to place the housing in your bench vice to loosen the filter element retaining bolt. All this can be done from above the engine without jacking up the vehicle. Take care to avoid damage to the seal between filter housing and block. I obtained a spare just in case, but have never had to use it in 28,000 miles. Ed Vosek of Conn. Valley Chapter gave this tip and it definitely works.

### 320i LIGHT SHOW

One afternoon after tuning new member John Coulson's '78 320i, we installed trunk and hood lights in about 30 minutes. The cost of each is about \$13, and with electrical harness already installed, as well as holes for both switch and light already stamped, it is very easy and quite illuminating! The hood light will come on only when the head light switch is on, while the trunk light will come on at any time the trunk lid is raised. Booth are in stock at Atlantic BMW. One caution: ground is provided by the body, and in the case of the trunk it is possible to short the light and circuit resulting in a blown fuse. Have extras handy, and connect electrical leads last as a minimum.

Dick Clark

### SEALED COOLING SYSTEM FOR YOUR 2 SERIES BMW Achim Suehrig, Rocky Mt. BMW

Especially in the summertime and in high altitudes in the Rockies, I've noticed that sometimes significant loss of cooling water. When you add the necessary coolant you change the mix between coolant and water. You can solve this problem by converting the present system to a sealed system.

Parts are available at Checker Auto Parts. Ask for Anti-Freeze and Coolant Kit No. 600 77-7800-4 (\$2.49+Tax). It contains a coolant container, a pressure cap and a plastic tube.

It is highly advisable for this procedure to change the coolant in the entire system. So, turn on the heater, remove nut SW13 on the radiator and SW19 on the motor block on the right rear side (tough to get at). Watch the mud come out. Next you mount the coolant container on the right side of the engine compartment between the wiper washer tank and the head lights. (This was the only place on my 1802). Next, you mix a coolant consisting of 3 litres of antifreeze and 4 litres of water, preferably distilled water. Reinstall nuts in the radiator and engine block. Remove old pressure cap and discard it. Remove old overflow tube and replace it with a longer tube which has to be routed to the previously installed container. Now fill the radiator until one inch below the top. Fill the coolant container 2/3 full and put the new pressure cap on the radiator. Turn on the engine with the heater on and run it till warm. Check the level in the coolant container, it should always be in the mid level. Add coolant as necessary, but only in the coolant container.

### WINDSHIELD WIPER BLADE REPLACEMENTS Smokey Mountain Chapter

If you have trouble finding wiper blade replacements for your car, or you want more visibility in the rain, just use 530i blades. These are one inch longer but fit perfectly.

### OIL DIPSTICK Eric Jakimier, Lone Star Chapter

Make sure that the oil dipstick on your car is well seated in its tube or air will get in the system causing the engine to run very rough, stall out etc. This affects 530is, 630is and 733is also.

GETTING GASSED by Frank Shell from Portland area's DAS RUNDSCHREIBEN

This month is not so much "how to" but a bit of information on how, once again, "Big Daddy" is taking care of us, and as usual I do mean "taking". The one thing we can all agree on is the absolute necessity for fuel, and not just any old fuel but one that fits the requirements of our engines. The problem is, will we be able to get it?

Automotive gasoline is a complex blend of raw gasoline and various additives. Octane ratings (European standards are different than U.S.) are an important guide to how a particular blend will perform under use with certain compression ratios--the higher the compression, the higher the octane rating required to prevent pre-combustion, better known as "ping" or "knock".

Generally speaking, to get peak performance (and that's what we strive for), the higher the compression the better; and also the higher the compression ratio, the higher the octane rating and/or anti-knock compounds. All was well and good in the "good old days", but what about now and what does the future portend? "If I'm re-building an engine and shove in high compression pistons, etc., I can really dust them off by turn 1"--we have all heard this and have been tempted, me included. How about the go juice for this combo? To try to get some answers, I contacted various people in the business of supplying us, the gas companies.

As usual, it wasn't simple. It never is when "Government" is a factor. The following sums up the consensus of opinion, etc. of those contacted.

Octane is regulated, i.e. the Department of Energy requires that the minimum be posted on the pump, and sets the minimum standards for unleaded, regular and premium. As always happens, "minimum" becomes "maximum" since the lower the octane rating, the more gallons/barrels of crude. Since the first of this year (1978), the "minimum has been lowered three times and at present read, 87 unleaded, 89 regular, 94 premium.

In addition to this, the EPA is bringing intense pressure on all manufacturers to "get the lead out", and lead still remains the most effective and lowest cost method of getting a high octane rating.

An interesting sidelight to all this is that "yes, raw gasoline is exchanged between various companies on a regional agreement to prevent excessive transportation". As an example, Shell and Standard have a local--California agreement to exchange. This is raw gas which is "all the same", and additives are added regionally by each company. In fact, each company maintains that gasoline is blended according to the season, the area's climatic conditions, the altitude, etc. (probably economic conditions as well). Informally, they seem to imply that they are all using about the same treatment and technology.

The future? For you high compression owners, it does not look good. Locally most companies say that unleaded gasoline now accounts for about 30% of sales, while sales of premium have been dropping rapidly. Regular seems to be about the same. When the ratio drops to less than 30% of sales, it will no longer be economically viable for the companies to supply premium, and it is getting close to that. Will "Consumer protection" help? Hardly. Government agencies tend to "protect" to serve their "goals". Premium fuel is leaded--a no-no; premium takes more crude per gallon--a no-no; performance cars, i.e. high compression, are a no-no too--remember we're conserving at 55.

Companies are working on unleaded premium, and a few have introduced it in Eastern areas (octane about 92). With a dwindling market demand and increased costs, even this mild brew looks like a poor bet. Do your own? Possible but time consuming, messy and could be dangerous. It also is really costly, about 35-40 cents per gallon. Aviation gas? It is not

supposed to be sold for automotive use but can be obtained, but what about storage and cross country trips? Remember above all else a 55 gallon drum with the right vapor mixture will dig one hell of a hole.

Locally, "racing" fuel can be obtained at a price, and in the future specialty supplies may spring up. Okay for local use, but what about a car used for trips?

As you can see, I have no answers. A street car for general use with a really high compression engine sounds attractive, but consider well what you are going to run it on. The trend to lower and lower compression engines may be reversing, but the switch to catalytic converters is on (BMW for '79) and so lead seems on its way out. It looks as tho lower octane and higher prices are inevitable.

#### ALLOY WHEELS MAINTENANCE Golden Gate Chapter

Anyone with alloy wheels knows the problem of keeping them clean and polished. I have spray painted mine with clear Hobby-poxey paint with good results. Hobby-poxey is a two part epoxy paint available in a wide range of colors, with a flat hardener available. Hobby-poxey clear is close to being water-clear in thin coats and requires only a wipe or a hosing off to return the wheels to a like-new appearance. Hobby-poxey is available in most hobby stores that specialize in radio-controlled models.

#### WHAT DO YOU DO AT A RED LIGHT? Harmon Fisher, from Coonass Courier

If you are like most people, when you stop at a red light you shift into first and wait for the green.

DON'T DO IT---It's costing you money.

When you stop, shift to neutral and take your foot off the clutch pedal. Watch the light, and shift into first only when you can see the yellow come on for the traffic on the cross street. If you are not the first in line, wait until your line has the green then shift.

Why? Duration of red lights is anywhere from 15 to 75 seconds. Clutch release bearings are designed to be utilized primarily for disengaging the clutch when shifting from one gear to another, which means they are used for one or two seconds at a time. Depressing the the clutch for a minute or more does bad things to the life span of a release bearing.

The bearing costs anywhere from \$18 (Circle Tire) to much more (Dealer), but that is small compared to the labor involved in replacing one. Requiring removal of the transmission, the total cost of replacement can easily exceed \$100.

The next time you stop, shift to neutral, lift your left foot, and watch the light instead of the pretty pedestrians.

#### BATTERY Fastpoke, Kansas City Chapter

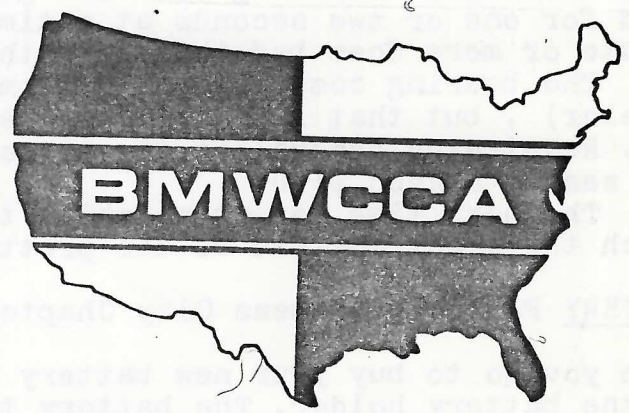
When you go to buy your new battery get the largest battery that will fit in the battery holder. The battery type 24F will plop right in the BMW battery holder. This was commonly used on early model fords with small block V8 engines. Now, if this battery will turn over a V8 it should turn over a 4 banger till hell freezes over. The J.C.Penny life time battery has over twice the cold cranking power of the original equipment battery supplied by BMW.

Remember BATTERY TYPE 24F

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

MEMBERSHIP BEY EM VEY CORP.  
APPLICATION BOX 62145  
VA. BEACH, VA. 23462

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MODEL OF BMW \_\_\_\_\_ YEAR \_\_\_\_\_  
BMW #2 \_\_\_\_\_ "  
SERIAL # \_\_\_\_\_  
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