



Das Kummet



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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OCTOBER 1978

ACTIVITIES

- OCTOBER 29 Tech session at the home of Charles and Linda Dickens at 608 Apache Rd. in Portsmouth. Bring your troubles, cars and tools and \$2. It will start at noon. If you need directions, call Charles at 488-0030.
- NOVEMBER 5 Drive out to Whitestone Va. Bring your own picnic and beverage, a grill will be provided at private home on the Rappahanock River. Call Charles Dickens for details.

PRESIDENTS COLUMN

August was a good month with two well attended events. We paid our second visit to the Hermitage Foundation Museum, this time for an evening picnic with catered food consisting of fried chicken, potato salad, cole slaw, and all the trimmings. It was a beautiful evening, cool, full moon, good food, and good fellowship. It was nice to meet some of our newest members and I'm sure all had a pleasantly relaxing time either touring the museum or whiling away the hours sitting on the river bank, talking to other members. A big thanks to Dave Pritchard for organizing the event practically single handedly.

Later that month Bill Clements hosted the best tech session we've had in years. At one point there were seventeen cars in various states of repair, spread out over Bill's ample yard. A lot of work was done, a lot of people learned more about working on their car, and a lot of people got to know each other better. Tech sessions are social events too, and even if you don't need to do anything to your car come out and do it anyway; A lot of good

fellowship takes place and who knows, you may learn something new inspite of yourself. Y

It's time to start thinking about officers for 1979. I would like to think there would be enough interest to have one or two contested offices! Seriously, we need candidates for President, Vice president, Secretary, Treasurer, and Activities Chairman. The only qualifications you need are an interest and a willingness to work a little extra to plan and coordinate club business and activities. The lenght of time you have been a member has no bearing on your ability to run for office. As in the past, the election will be held in late November so interested candidates please contact a board member in October.

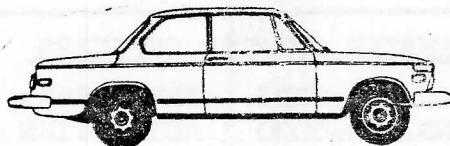
Rusty

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SUNROOF INSTALATION from the NEW JERSEY BULLETIN

Have you always wanted a sunroof in your car? Ray Lynch did and here are his experiences with his '68 2002 restoration project:

Recently I found the solution to my desire for a sunroof, the "Sky View", a neat, opening glass panel marketed by MG Mitten of California. The cost was \$150, as compared to a minimum of \$300 for a custom installation.

The Skyview conforms closely to the curvature of the BMW's roof and protrudes only 7/16". The appearance of the satin black frame and smoked safety glass panel is attractive and unobtrusive. The interior rim is also a satin black and forms a tight, clean seal with no wrinkles in the head liner.

Installation was uneventful, although a bit unnerving when i viewed the hole I had sawn in the old BMW. I followed the instructions with the following exceptions:

- 1) I duct taped a 3/4" piece of wood to the base of my sabre saw to reduce the effective stroke to avoid tearing the headliner.
- 2) After outlining the opening with a marker pen I placed masking tape around the periphery to prevent scratches from the saw.
- 3) I positioned the hatch directly over the driver's head and thereby only had to cut one of the headliner tensioning rods.

4) There is a metal reinforcing strap across the roof. After being cut by the saw, the remaining ends protruded sharply into the headliner. They can be easily twisted off with pliers, but care must be taken not to tear the headliner.

5) The weatherstripping supplied is inadequate. I cured all leaks with a thin band of GE silicone seal.

The Skyview is a pleasant improvement in ventilation, creating a gentle wafting of fresh (?) air, which leaves even the carefully styled hair of a BMW driver unruffled. Driving with a glass roof is entertaining for a passenger and even distracting for the driver. When passing through the tree lined lanes of Northern New Jersey I spend as much time looking up as forward. But, of course, I can now check for Bears in the air!

Bill Manchrone

We would like to thank the club and members for the flowers and wellwishes that we received on the birth of our new son, Adam Moore Missig, who was born on September 6th and weighed in at 7 pounds, and 12 ounces.

Susan

WHO EVER LEFT THE Jack stands at the August tech session contact Rusty to get them back.

From WHY DO THESE CARS BLOW HORNS AT EACH OTHER by w. Hoyt in Popular Mechanics

"BMW, any BMW, mixes the mystique of a Porche with the practicality of a Mercedes, cheaper than the former and faster than the latter, they are great fun to drive. Our auto editor once accompanied a young lady to inspect a used BMW. Her reason for wanting one? "I'm going to California and you just have to drive a BMW there!" If that's not a working definition of a cult car, I'll hock my Honda.

TIME OUT TO LISTEN FOR POTENTIAL PROBLEMS

By Paul Broyles, National Capitol Chapter

A common complaint and often occurring situation is vibration in the car. Sometimes just trying to tell which end of the car it comes from can be a problem.

Vibration is usually in the running gear of the automobile. The following are some of the causes of vibration in the car. Examples given: motor, transmission, drive shaft, rear axle, tires and wheels, front suspension, and exhaust system. Usually an imbalance or defect in one or more of these units will be the problem. Some of these may apply to you, and merely require adjustment. If you can think of any more than the following please let me know.

ENGINE SECTION-- broken brackets for air pump, alternator and/or air conditioner. Motor mounts, loose exhaust manifolds or shield, loose air cleaner straps, broken mount points.

TRANSMISSION-- Broken rear transmission mount, worn shift or bushings, loose shift or bracket, clutch chatter, loose flywheel or clutch assembly.

DRIVE SHAFT-- Broken or badly weakened rubber drive couplings, worn guide bushings in drive shaft, broken or weak center support bearing, worn universal joint, improperly reassembled drive shaft.

REAR AXLE--Worn or broken half shafts, loose retainer bolts on half shafts,

loose mounting bolts on differential, worn axle bearings.

TIRES AND WHEELS --Incorrect tire pressure, defective tires, out of balance tire, bent rim, loose lug nuts, loose wheel bearings.

SUSPENSION--Weak shocks, faulty alignment, worn bushings of ball joints, bent parts or loose bolts on cross member or other parts.

EXHAUST SYSTEM-- Improper position of exhaust system, usually rubbing rear cross member assembly, stretched or broken rubber hangers.

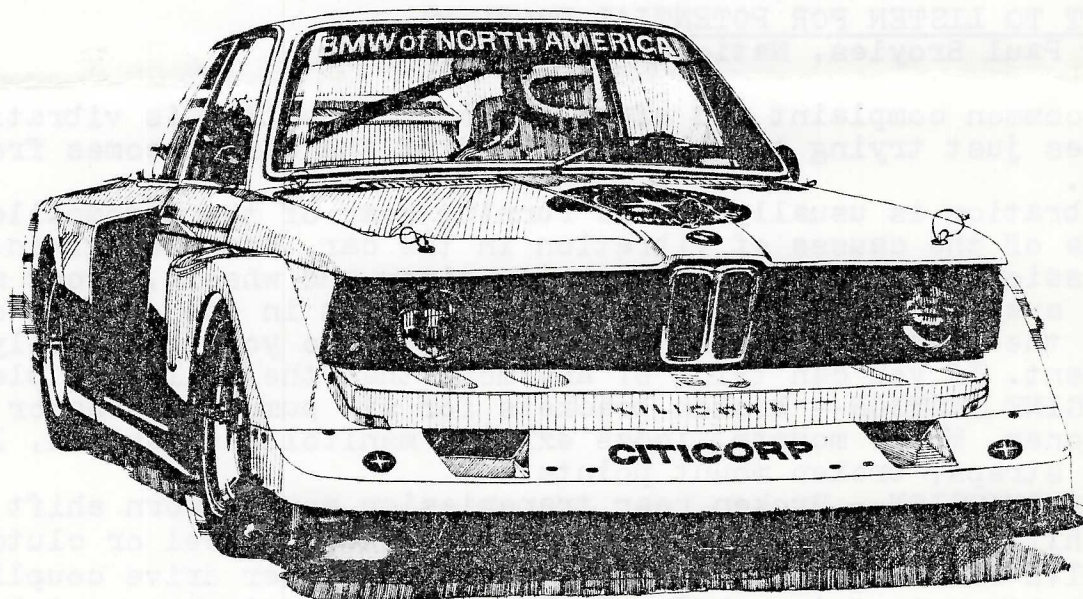
These are the usual reasons for vibrations in an automobile, though they don't cover every source of vibration or noise in a car. Most vibration is caused by bent wheels, out of balance tires or incorrect air pressure in tires. A good rule of thumb you can use to determine which tires are out of balance: at 45 mph to 55 mph, the vibration would be at the front of your automobile; at 70 mph to 75 mph, should the rear tires be the problem, you would have a vibration most noticeable at that end of the car.

FOULED UP PLUGS FOULS UP ENGINE Ed Vosek Conn Valley Chapter

A talk with a friendly mechanic recently turned up an interesting fact. Several cars he had worked on had serious engine damage caused by a fouled plug or a broken ignition wire. When the plug didn't fire, the gas supplied to that cylinder washed down the cylinder walls removing the oil lubrication. This lack of lubrication resulted in a scored cylinder wall. Moral of this storey: If you've got misfiring, correct it NOW.

320i KEY NUMBER Bruce Zepke Conn. Valley Chapter

So you want to have another ignition key made but you can't seem to find that little tag with the key number? No need to call Montvale, as the number is in plain sight in the trunk. It is stamped on the copper level arm on the end of the lock cylinder, and is visible through the square opening just above it. You may have to turn the lock with your key to get the entire number, or remove the lever arm by loosening the allen set-screw. Dealers take note if you are not already aware of this.



TIPS ON TIMING THOSE TROUBLESOME AUTOMOBILES

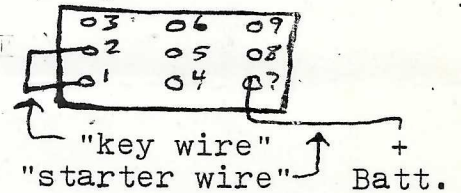
By Edward Brady Conn. Valley Chapter

If you attempt to set the timing on a 3.0Si, 530i, 630CSi, but the engine speed is well above the 1700 rpm spec when you disconnect the vacuum retard line from the distributor, disconnect the vacuum line to the vacuum limiter. This is the line that forms a horizontal "U" directly above the oil filler cap. Both these vacuum hoses should be plugged while disconnected.

QUICKE REMOTE STARTER by G.D. Stossdampfer, Tar Heel Foonotes

Here's an easy way to start the car from under the hood: Check to see if you can see a diagnostic plug (or two plugs in some cars). It'll be one of those things with an orange top and a plastic plug underneath with nine holes in it. If your car has two, look at the one on the drivers side. Note on close inspection that the holes are numbered '1', '2', etc., through 9.

To use this diagnostic plug as a remote starter, obtain enough 12-gauge house wiring (called ROMEX) so as to have one piece long enough to reach from the positive side of your battery to the diagnostic plug. Strip off the outer plastic cover from the (2 or 3) inner wires. Strip approx. $\frac{1}{2}$ " from each end of one of the wires. This is now your "starter wire". The cut a second wire only about 3 or 4 in. long, strip the half inch of insulation at each end, and you have yourself a "key".



Before you use this set up, BE SURE TRANSMISSION IS IN NEUTRAL (4-speed) OR PARK (automatic). Then put key wire so one end is in #1 hole and other is in #2 - this will "turn on" the ignition. Next, put one end of the longer wire on to the positive pole of the battery and the other end in hole #7 - and the engine will turn over and start just like from inside the car. To turn off, simply remove the key wire. It is neither necessary nor desirable to keep this key in place when the engine is not running. (NOTE: On the 530i and 320i, the diagnostic plug is under the large plastic see-thru cover protecting the relays - and it may not have an orange cover, to boot.

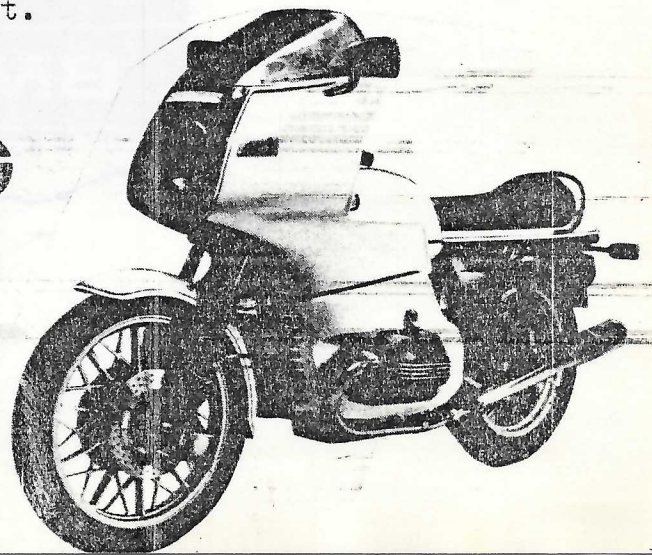
BETTE AND THE TACHOMETER SCHTICK by Yale Rachlin, Boston Bimmer

She was caught racing with another BMW. Over 50 in a 30 mile zone. So she went to court and the clerk took a look at her and with a son 24 years old she's obviously not just another reckless kid so he said "Whatever were you doing going so fast?".

So she put on her Pure and Innocent Look and with the guile that comes with experienced motherhood she said, falteringly, "Well, you see, sir, my husband let me drive his car and I didn't know it went so fast and he says I must have been watching - what is it? - the tach-o-meter?"

And it worked, and he let her off. Honest.

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