



Das Kummer

August 1981

Der Tafel: BEY-EM-VEY
ACTIVITIES COLUMN"

Julie Elmore



By the time this hits print the active participants in the club will already be aware of most of what I'm about to say, but we must have a clear understanding so read this and heed it well.

- A. Mr. Jim Atwell is the new general manager at Atlantic BMW.
- B. Jim Atwell is a BMWCCA member.
- C. Jim Atwell is accustomed to having a very good relationship between the dealership and the BMWCCA chapter.
- D. We will be given a 10% discount on parts. In order to implement these good intentions, the following steps will be undertaken:

You must identify yourself and present your BMWCCA card to Mark Aldridge, the parts person, before the sale ticket is made out.

If you do not have your card, or if you wait until Mark has the paper work all done to mention your membership, you will not receive the discount. This is Atlantic BMW policy and as soon as we have a meeting it will be Bey Em Vey policy so put your membership card in your wallet and remember to identify yourself at the counter before the transaction takes place. This responsibility is yours.

Continued on page 2

On Sunday, August 2 we will have a breakfast/lunch get-together at the Surry House Restaurant in Surry, Virginia. The starting point for the drive-out will be the "Sheepskin" at the Shoppes in Military Circle. The Shoppes are located between Morrison's and J. C. Penny's Auto on Military Highway. Departure time from Military Circle is 9:00 a.m. and the trip up Route 17 will take $1\frac{1}{4}$ to $1\frac{1}{2}$ hours. Jim Atwell, General Manager of Atlantic BMW, and his family will be joining us and Jim has agreed to say a few words about our car after the meal. Jim and his family are new to the area so I hope you'll take this opportunity to welcome them. Please let me know by Saturday, August 1, if you will be attending. This will help the restaurant in arranging tables and guarantee us an enjoyable meal with the good service everyone likes to receive. The trip back will be via the Surry-Jamestown ferry and whatever out of the way roads we can find. There are a number of plantations, hills, winding roads and beautiful views throughout the area. This will be a drive-out we'll all remember. Don't miss it! Please call me at 623-3995 for any additional information.

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Apex

Continued from page 1

- E. Atlantic BMW will continue to support the club by advertising in Das Kummert.
- F. Atlantic BMW intends to support the club through technical assistance and the use of the facilities in club events.

Our part in this renewal of the kind of relationship which we all want will be pretty easy considering the afore mentioned benefits.

- A. Bygones will be bygones.
- B. Try to maintain a reasonable attitude when dealing with Atlantic personel.
- C. If a problem arises, call on Jim Atwell; that's what he's there for.
- D. If still no satisfaction is achieved, then call me and we will see what can be done.
- E. Try not to let your emotions run away with you. I know

President
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Vice President
JIM COFFEY.....

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WALTER BROADNAX.....485-1934

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LINDA DICKENS.....488-0030

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FRANK AND JULIE ELMORE.623-3995

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Editor
JEFF BARNETT.....340-9043

Newsletter Production
BECKY BARNETT.....340-9043

this is your BMW we're talking about, but attempt to remain as near the centerline of sanity as possible. We will work it out.

All in all it seems that a new era in our relationship with "The Dealer" is upon us and it promises to be the best yet. Let's do our best to uphold our end of the bargain.

Moving on or rather back to other things, the Blue Ridge Rendezvous was a resounding success as usual. We had great weather. The tour of the vinyard was very interesting and I noticed quite a few boxes and bags leaving the premises clutched in greedy hands. We had one small mechanical problem which was promptly repaired with a spare part from the owner's trunk. We did suffer something of a failure in our attempt to interact socially with the natives but I'll leave that for Walter Broadnax to elaborate on. It was a blast. Try it; you'll like it.

From National: Due to the new computer system it will be necessary to furnish your membership number when dealing with national. If you don't know your number, it can be found on the lable of your Roundel.

Welcome aboard to Jim Coffey, our new Vice President. Jim will be maintaining our membership file on his home computer so if there is a problem with your Das Kummert getting to you late call me and you will be placed on a labor squad in an attempt to expedite things. All seriousness aside, we could use some help, mostly w with the actual production of the things. All seriousness aside, we could use some help, mostly with the actual production of the newsletter. Call Becky or Jeff Barnett.

I always said things had to get better! Keep Blinking!

Activities Continued from page 1

The August Tech Session is Saturday, August 15 at Walter Broadnax's. Walter's address is 2602 Cecelia Terrace, Chesapeake; phone is 485-1934. Cost: \$3.00/car.

* Due to a strange set of circumstances, see the top of page 7 for the August 20th activiey.

The September Meeting will be on Sunday the 6th at Nags Head, North Carolina. Call Frank and Julie for details at 623-3995.

September 19th we'll have an "It Ain't That Hard Tech" at Jeff and Becky's. This session will be a primer on basic maintenance-bring your WIFE. The address is 134 South Palm Avenue in Virginia Beach.

Coming in October - Planning session for 1982 calendar year and the 82 Rendezvous; on the 4th at the Elmore's.

October Tech - 320 Specialty Tech - "Taking Care of Your ERG Valve" at Paul Honea's

Special Thanks to Dave and Bunny Gist for their hospitality in June. Not only did they host the tech session - they threw in a whole beach and great munchies. If you didn't show up you missed a great time.

1981 AUGUST 1981

SUN	MON	TUE	WED	THU	FRI	SAT
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2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23 30	24 31	25	26	27	28	29

- 2 - Surry House
- 15- Tech
- 20- Sing-A-Long at Little Creek

1981 SEPTEMBER 1981

SUN	MON	TUE	WED	THU	FRI	SAT
-	-	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
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27	28	29	30	-	-	-

- 6 - Meeting
- 19- Specialty Tech

New Wave

PAUL HONEA

At the last Tech Session/Meeting, a representative sampling of the membership pondered the question, "Should we try to gear our Tech Sessions towards more specific Tech Topics?" That gave rise to another question, "Should we deal with one model BMW at a time?" Though some techniques are the same for all models, we argued, each model has quirks all its own that the owner should learn to identify and master.

A tentative format for these "Specialty Techs" has been devised: with one certain facet or problem in mind and one certain model, a car, donated by a trusting owner, will be used as the guinea pig. The first Specialty Tech, September 19, will be designated the "Its Not So Hard" Tech. Focusing on a 2002, this session will cover basic tool use, tune-up techniques, a definition of terms and a general review of simple mechanical procedures. The next Specialty Tech, in October, will concentrate on "Taking Care of Your ERG Valve with a 320i as the specimen.

We will try to divy the Specialty Techs as evenly as possible among 2002's, Bavarias, 320i's and what have you. So, if there is something you have been itching to try on your car but feel you do not have the expertise to do yourself, let us know and we can tailor a session to satisfy just about everyone.

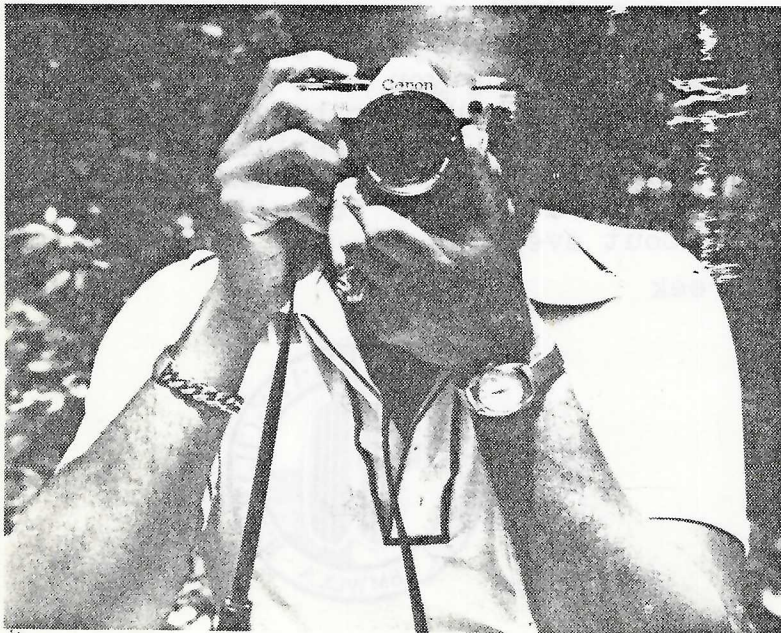




*Blue Ridge
Rendezvous 1981*



Top R: Linda Dickens, her brother Charlie, & Charles Dickens, Mid R: Chris Smith and Rusty Barton. Below R: Jeff Barnett. Below L: Walter Broadnax. Top L: both photos, Charles & Charlie in 320i; Chris & Rusty in 2002.



Automatics

HOWARD HORTON
Boston Chapter

Automatic transmissions undeniably are a great convenience in city traffic. I can see how the market is limited given the price of this option. Foreign automatics don't seem to be as resistant to sustained abuse as some of their American counterparts. There are many reasons for this, one being weight savings. One would think that foreign slushboxes were made with precious metals if you ever need repairs or a replacement.

As an avid "do-it-yourselfer," I recently took a night course at a local technical high school. It covered rebuilding automatic transmissions (including my own), and I found it most enlightening. Hopefully I can impress upon you the importance of caring for this precision built machinery, otherwise very big bucks are involved when the unit goes sour.

The number one killer of automatics is gross overheating of transmission fluid. Don't let it happen to you, or you will be very, very sorry.

The radiator has a separate section within it used to cool the automatic transmission fluid. This implies that the fluid is hotter than the radiator coolant and you know how that gets in the summer. BMW's have a history of overheating from clogged radiator passages. If the car overheats, the transmission fluid is at a higher than normal operating temperature. This chain reaction can lead to many unforeseen problems as your car ages.

Getting stuck in snow and mud can also punish your automatic transmission. Spinning wheels, or rocking back and forth for any length of time can cause severe overheating. As one transmission shop owner said while

watching a snowfall, "Here comes next month's business."

Towing a trailer can put an extra strain on your automatic. Make sure you don't exceed the maker's recommendations on weights and speeds.

Clutches and bands can take only so much excess heat before they burn. Once burned it's only a matter of time before erratic shifting develops.

Pay attention to the color of your transmission fluid, especially in the summer. If you don't know what the color should be, buy a can of the correct type, and pour it into a clear glass. If your transmission dipstick doesn't show the same color, find out why. Burnt fluid turns reddish brown to black.

It's good insurance to install a transmission cooler whether or not you tow a trailer. Given BMW's history of radiator overheating, the twenty dollar cost-- if you install it yourself-- is a good investment. Other alternatives, such as a transmission temperature gauge, are also available.

Whatever it takes, don't let overheating be the reason for your transmission to suffer an early demise. The dent or hole in your pocketbook will be substantial.

HOW TO READ YOUR MEMBERSHIP NUMBER:

You will find a number that looks something like this - 22134*81*12*22 - on your Roundel lable and your new Das Kummet lable.

The first five digits are your membership number. The next two digits is the year of expiration and the two after that is the month. The last two digits are the chapter numbers.

TECH TIPS

MIGHTY RED

Seen in Clyde Hill's 320Si: a small fire extinguisher fastened to the floor between the driver's seat and the door. Fastener? Heavy duty velcro type material. Very neat and very handy way to use otherwise wasted space. Clyde will let me know where the velcro material comes from and I'll pass it on to you. Thanks, Clyde.

Silicone — put it up front where it'll do the most good. From out of the past (mine) is Mallory silicone copper core wires. These wire sets sell for about \$18 for a universal V-8 set with straight ends (the spark plug ends). This is more than enough wire to make two sets for the 2 liters and a few scraps could make a set for a six cylinder. This is cheap compared to the price of factory wire sets. It's even cheaper than the wire sets from the club store. The quality is far superior to the stock type wires and they are easy to work with. My original intent was to use the BMW or Bosch type ends at the spark plug end in order to avoid radio noise. I decided to try them first with the stock American type ends which require the little screw on adapters which we usually throw away. This worked out quite well so I saved my old set of wires intact for spare parts. These silicone wires are very heat resistant and are even supposed to be able to live with headers. They are a little gaudy in appearance but shortage of gaul has never been one of my problems. I just thought you might be interested.

Of interest to 320 owners: those of you with cars over two years old would be well advised to check the condition of the

small water hoses on your engine. I have heard from several members lately (some in dire distress) who were replacing these hoses in an emergency. This can be avoided by buying the hoses and replacing them before they begin to fail. They are pretty tedious to get to even on my car, which is completely desmogged. On a stock 320 they must be a real bitch.

The hoses I'm referring to in particular are the BMW hoses which take water to and from the injector throttle body. They come from a metal tube which runs down the side of the lower cylinder block and returns to a fitting on the block itself. Those two little beauties I knew about but I never realized that there was a small tapered hose on the rear of the water pump that adapts the water pump outlet (about 1") to the metal tube (about $\frac{1}{2}$ "). This small tapered hose would be very difficult to duplicate on the road and to make things worse it is hidden behind the alternator where it would be difficult to even find. Forwarned is forarmed. So at least buy the hoses so when I have to come to your rescue you will have the parts.

P.S. The best time to do this job is when you can start on a cold car. Time involved was about 4 to 5 hours but as usual included about half a dozen calls from club members so it might not take as long for yours.

FOR SALE

1972 BMW 2002 - Sahara, 4 spd, very good interior, clean exterior, 76 transmission, needs some work, available with or without radio. Call Yorktown 898-5498.

Dick Lusk
101 Breezy Point Road
Yorktown, VA



August 20th "Sing A Long with Pappy" at the Little Creek Officer's Club. Meet at Becky & Jeff's 134 South Palm Va. Beach at 7:00 PM, leave promptly 7:30 PM.

Ta-Da! In case there's anyone out there who hasn't noticed, it has been one full year since the newsletter was handed over to us by Rob and Joyce Tumbleston. We may not have gotten better, but we've definitely gotten OLDER.

Eleven issues and twelve months later (ah, you noticed that, too?) a few lessons were learned. From the "If I had a nickle for every time I've heard that one" department comes all those original articles that were hinted at and but never seen. To all those who did produce promised articles,

you are rare gems, all the more appreciated for you rarity. From the "Murphy's Law" department, we learned to never, never, never put off the newsletter until the last minute. You wouldn't believe how much can go wrong at one time. From the "Marquis de Sade" department, we now know well the extacy that comes from licking 200 postage stamps a month for 12 months.

But there have also been some real pleasures, like the times when we felt that the newsletter was something to be fairly proud of, and the times that it was completely on schedule. And the compliments from Bence. And the support from Charles.

Well anyway, for better or worse, we remain...

Das Kummet Editor
and Staff,

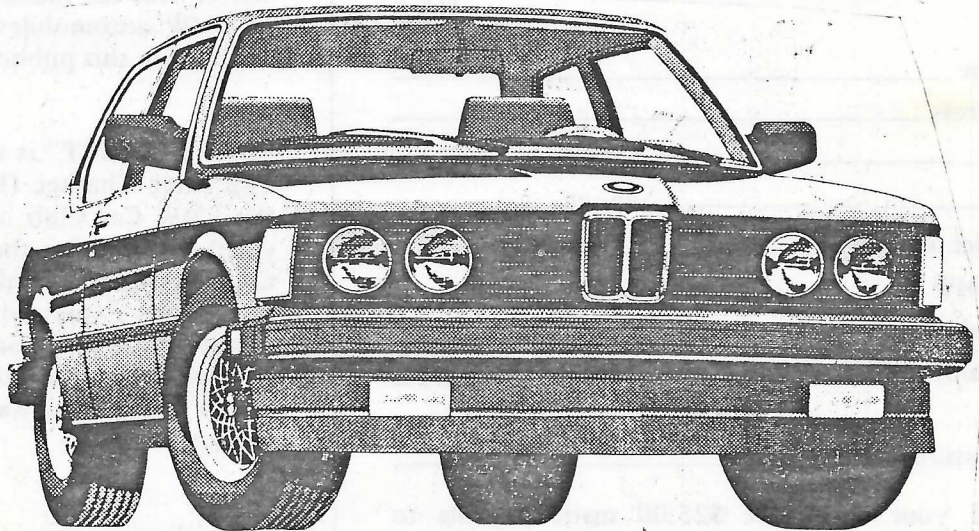
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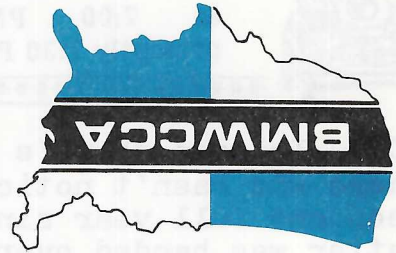
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Model of BMW _____ Year _____
BMW No. 2 _____ Year _____
Serial No. _____
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Signature _____

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