



Das Kummert

march 1983

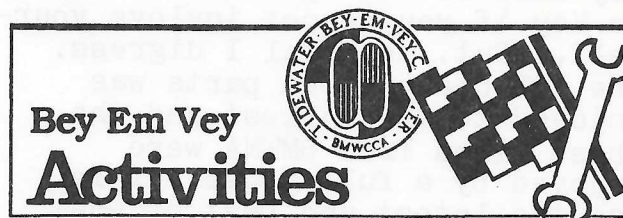


CHARLES DICKENS

Many thanks to Pete Ziegler of Bavaria Automotive Services and Neal Chadwick of Chadwick's Cosmetic Car Care for hosting a very interesting and instructive Teck session in their shop. The food was excellent and most important Bey Em Vey was exposed to two fine services which can be well utilized by BMWs and their picky owners. Thanks again guys!

The turnout at the West Ghent location of Chadwick's was great and the turnout for the latest version of Valenteck at our home-base, Atlantic BMW was even better. Bey Em Veyers were treated to a freshly painted shop area complete with wash pit temporarily converted to a mini movie theater, and the usual large supply of fine refreshments was on hand. Almost 30 cars were given the once over ranging from veteran 2002s to 323is. At one point, a seldom seen member was leaning on a gold three series car in the shop and made the remark that he never expected to even see a 323, much less own one. I pointed out to him that he was leaning on a 323. He jumped away from the gold car and leaned on the silver one in the next stall, when I pointed out that it was also a 323 he was more or less dumbfounded at the proximity of not one but two of these modern BMW legends. Both belong to Stan Gills and

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Bey Em Vey
Activities

KRIST JANI

Spring is coming! Spring is coming! And Bey Em Vey is ready to bring it in right. We're launching Spring '83 with an Anniversary Rally/Dinner Event, Sunday March 20th.

This is no ordinary Rally folks... We will be hoasting the first ever combined BMW-Porche Rally in Tidewater history. That's right, here's a chance for us to show our colors against theirs. We need all the participation we can muster. This will be an individual event (car vs. car) where speed isn't important, but a sharp mind and a sharp navigator will be important. We need to see one and all of you... the more we show the better the Rally will go! Be there Bimmers'!

This grand opening event begins at 1:00p.m. in the Janaf Shopping Center Parking Lot (at the corner of Military Highway and Virginia Beach Blvd). Be prompt for registration.

Prizes will be awarded for 1st place through 6th place and as well, a special award for the last place finisher.

For those who cannot manage to participate in the Rally but wish to dine with us, call Nathan Segal (Rally Master) or Jeff Barnett (Associate Rally Master). The dinner activities begin between 4:30 and 5:00 p.m....for those who make it.

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APEX

have recently been certified by Uncle Sam to be non-hazardous to our health and are for sale. Just goes to show how little you may know of what goes on in Bey Em Vey if you do not involve yourself. But, as usual I digress. The 20% discount on parts was enjoyed to the fullest and the three films from BMWNA were enjoyed by a full house. This was the latest and best of what has developed into a twice a year open house/sale/social get together of major proportions. Atlantic BMW is the most club oriented dealership I have ever heard of and is richly deserving of our appreciation and support. Thanks, Atlantic!

Bey Em Vey

Activities

We did see about 30 of you at the Valentech sponsored by Atlantic BMW - Laskin Road - Virginia Beach. It was a great day filled with friendship and a lot of technical advice. Jim Atwell once again proved himself to be not only a true BMW enthusiast but a friend to the Tidewater BMW club. We should keep in mind that auto dealerships seldom sanction "enthusiast" club activities and even less seldom offer their services and facilities (at their expense) for a full day. A hearty Thank You is in order from the Bey Em Vey to the Atlantic BMW Corp. and Jim Atwell.

EVENTS

March 20th - Sunday - 1:00 p.m.- Rally/Dinner. The rally leaves from TJMaxx at Janaf at Military Highway and Virginia Beach Blvd. Dinner is at 4:30; whereabouts are secret. Anyone wishing to attend

On to the ever brighter future of Bey Em Vey. Our anniversary will be celebrated this year with a rally/dinner meeting. For this promising event we have to thank V.P. Nathan Segal. Details will appear elsewhere in Das Kummert. This will be a great warm up event for the Rally to be held in conjunction with the Blue Ridge Rendezvous over the Memorial Day Weekend. Details on the costs of the Rendezvous were published in Das Kummert and will be again soon along with entry blanks. This event has already been advertized to fifteen other chapters and will appear in the next Roundel. So make plans now to get your money on the line before the May 1 deadline. Now the not so good news dept. of which I am the head, and in this case the other end also. The mail did not lose your February Das Kummert, for various reasons it didn't get off the ground, our apologies.

the Tidewater Chapter Birthday dinner only, please get in touch with Nathan Segal. \$5.00 entry fee for the rally covers insurance and expenses. Call Nathan Segal for details: 467-9777.

March 27th - Sunday - 5:00p.m. - Special Members' Meeting dedicated to the Blue Ridge Rendezvous.

April 10th - Sunday - Tech Session 12:00 noon - Tom Browns' Home - 2105 Cherry Hill Lane - Chesapeake 420-3840.

May 1st - Sunday - Members' Meeting 5:00p.m. - to be announced.

May 29, 30, 31 - Sat. - Sun. - Mon. Blue Ridge Rendezvous - Smith Mountain lake, Virginia.



VEEP NOTES

NATHAN SEGAL

There is now a new member of the Veep's family. David Robert Segal, who arrived with much effort on January 25th. This is our second child and delivering the second one is supposed to be a breeze. It wasn't, but, after 20 hours, a pair of forceps and a doctor with the patience of Job - my magnificent wife gave me a healthy boy. Now why am I telling you all this? Because while I was turning green watching the obstetrician sew my wife back together he was asking me what kind of Bimmer I have. It's a small world isn't it? He went on to talk about suspensions, shocks, radar detectors, and his 320i while I kept my stomach in my throat. I didn't have and club applications with me, can you believe it? Anyway to Doctor James Via Thank You for everything and please accept this as an invitation to come out on March 20th at 1:00p.m. to join BMWCCA and rally with us.

Did I say rally? Please one and all come out for our Anniversary Rally and Dinner. The course is not hard. The questions require a navigators common sense, and you will have lots of fun. I would like those "old timers", the founders of our chapter to pile the kids into the car and come out for a great afternoon and family dinner at a reasonably priced restaurant. We will need all the Bimmers we can muster because this is our first event with the First Settlers Chapter of the Porsche Club of America. It is a rain or shine event and we would like more Bimmers there than Porsches.

Check in is at 1:00p.m. at Janaf in front of TJ MAXX. You will need a pen and a full gas tank. By answering the questions and following the directions you will end up, approximately 2 hours

later, at a restaurant which has already been warned to prepare for us.

Please try to attend as Jeff and I have worked very hard so that all of you can enjoy yourselves. Each car will be given a sealed envelope in case they get lost. The envelope will contain the restaurants name, address and simple directions to it. The winner will be the car with the most correct answers. In case of a tie the car that has the lowest mileage of the tied cars will win. Win what you ask?

1st Prize. Pilot and navigator will have their dinner compliments of the club. Now I was working when we had the tech at Chadwicks Cosmetic Car Care. But, I did go by for 5 minutes and see his work. I was so impressed that he has done our 2 personal cars and my companies cars. His 10 point restoration of the outside and inside is fantastic! Neil Chadwick has kindly donated a complete 10 point restoration to the winning BMW or Porsche (a \$74.95 value). Thank you Neil.

2nd Prize. Oil change and filter compliments of Atlantic BMW or Hilltop Porsche. There has also been donated a gift box of fine California wine.

3rd Prize. A BMW grill badge, again compliments of Chadwicks Cosmetic Car Care. Neil said it can be exchanged, but I think it would look great on a Porsche. Also a sampler gift box of imported beers has been donated anonymously.

4th Prize. The Downtown location of Metropolitan Key and Lock has kindly donated 2 keys for either a Porsche or BMW. They do great work and they are good friends of BMW, thanks Randy. Also we have a new Ice Bucket for the 4th place car.

March 20th is the first day of Spring, so rain or shine please come and enjoy yourselves.

Dealer →

← **Exchange**

ABMW is at this writing, ¹⁵ closing out the year. 1982 is without doubt the best year in our history in Sales, Service and Parts. We've come a long way thanks to our good people, our good customers and our fellow BMWCCA members. Our standing in the region has not yet been determined but we have moved from the bottom to the upper brackets. I'll give you our final standing in next months column.

The 320Is have grown scarce and will be more scarce as we go into 1983. If any of you BMWCCA members have an interest in the three now is the time to buy one. The new three is due probably early next summer. Arrival estimates vary depending on which magazine you are reading!

The flow of 83 528Es has been small but steady. Supply should remain about the same throughout 1983 with the 84's coming available in December 1983. The more I drive this car the better I like it. It does everything well, gets great fuel mileage and is a real joy to drive.

The 533I came as predicted and its a stormer! It does everything the 528E does only a lot quicker. I predict the supply of these beauties will soon be exhausted.

As of today the '83 633CSI has not yet arrived. We have four somewhere between Port Elizabeth NJ and Virginia Beach. The changes in the car are rather subtle, nose job, new wheels, new steering wheel, new headliner, and new suspension. The best becomes even better. Come and see it!

The flagship of the fleet, 733I continues to be in short supply, however, they are more available now than in the recent past.

We have several used 2002's in stock in various stages of restoration. Stop in and talk to Larry or Foy for prices or a demo ride.

The 1000 in 1 motorcycle project is now ready to proceed. My 1966 BMW 60/s is ready to roll complete with a 9 gallon tank and new stock mufflers. It runs great, thanks to our #1 wrench, Dean Cramer, and looks beautiful, thanks to Scott Curles. All that needs to be done is for me to get off my tail and do it. The planned route is to depart ABMW, 44 to 64, 64 to 295, 295 to 64 Charlottesville and Staunton, North on 81 to Harrisonburg, Winchester, Martinsburg, Chambersburg, Carlisle, Harrisburg, Frackville, Wilkes Rarre and Scranton. A quick turn around at Scranton and return to ABMW via the same route should give me 1000+ miles. At 55 mph it should take me about 20 hours. The Service Department has volunteered to lift me off the bike at the end of the ride. We have a small wager pending on this one!

Jim Atwell

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Coming BMW's

WHAT CAN YOU EXPECT FROM MUNICH IN THE NEXT 12 to 18 MONTHS ?

from "Consumer Guide" magazine.

JIM SWEET

Sorting out BMW's new-model plans for the American market versus Europe has become tricky enough in recent years to leave even an Agatha Christie bewildered. Nonetheless, "Consumer Guide" magazine's automotive super sleuths have been able to put together an accurate picture of what you can expect to see from Munich in the next 2 to 18 months.

Due out shortly after you read this are revised editions of the Bavarian automaker's top-line models, the 633CSi coupe and 733i sedan. The 6-series will be the more extensively revised. Though it uses the 733i's 3.2 liter (196-cubic inch) inline six, the coupe is actually derived from the mid-range 5-series 4-doors, sold here at least for now as the 528e. Because of this relationship, the coupe will now inherit the dashboard and front suspension geometry introduced with the revamped 528e for 1982. The 6-series front end will also be reworked a bit. Bumpers will be recontoured at each end, and the grille gets a new shape, with the identifying twin-kidney motif recessed instead of projecting forward slightly. No other mechanical or body alterations are in the offing. The big 733i sedan gets a more marked facelift, mainly to improve on its distressing 0.45 drag coefficient. BMW is anxious to correct that for image reasons, particularly as the 380SEL from arch-rival Mercedes Benz has a claimed 0.36 Cd, a significant difference. The front end restyle will involve a more shapely grille with flush-mount headlamps and horizontal, split air intakes, plus a revised under-bumper

spoiler and less obtusive bumpers. Taillamps will also be restyled, and a rubber trunklid lip spoiler rumored for the home market model may appear here, too. There's still little chance Americans will be treated to the turbocharged 7-series model, the 745i, derived from the 3.5 liter 735i, which isn't sold here.

BMW's most important news is undoubtedly the new 3-series. It's expected to come off the boat by the end of calendar 1982, initially as the customary 2-door notchback sedan. Contrary to earlier speculation, the new 3-series will retain rear-wheel drive, as well as the current 1.8 liter (110-cid) fuel-injected inline four from the U.S.-market 320i. A companion 4-door will follow in about a year. Eventually, the 3-series is expected to get the 2.4-liter (about 145-cid) M105 turbodiesel six that goes into production early next year at BMW's new Steyr, Austria engine plant. This is the engine Ford Motor company is buying for certain of its 1983-84 U.S. models, including, we think, the '83 Lincoln Continental. It's also destined as an option for the 5-series (524TD). Our sources indicate that, at long last, BMW may export a gasoline six-cylinder 3-series to the U.S. Because of the high costs for emissions certification, the most likely candidate would be the 2.7-liter (164-cid) "eta" engine introduced with the new 5-series. This would be designated either 327e or 328e depending on how honestly BMW wants to follow its own nomenclature. In Europe, the 3-series is also offered with 2.0-liter (about 120-cid) and 2.3-liter (about 140-cid) sixes, both based on the firm's M60 block like the "eta." One of them could materialize here, though it's not likely.

The new 3-series will look like a scaled-down 5. It's said to be somewhat smaller than the old 320i, but is supposed to be

cont. next pg.

Coming BMW's cont.

roomier due to a modest wheel-base stretch, which we'd guess will be 2 inches at most. The front end is now squared up more and too blunt for best aerodynamic efficiency. As on the revamped 5s, the new 3-series has a rear-hinged hood and the front fenders no longer lift up with it. The grille now lines up flush with the hood's leading edge. The greenhouse is a typically high, glassy BMW affair. The tail appears a bit higher and stubbier than before, and is said to wear big 5-series-type taillamps. The new styling has a definite rear-to-front taper to it, particularly from the beltline down.

The new 3-series chassis should be simply a modified version of the existing design. Basic components are unchanged, but recalibrated springs and

shocks, a lighter semi-trailing-arm back axle, and a switch from 13 to 14 inch wheels and tires are said to improve ride comfort and provide greater stability in high-effort cornering and transitional maneuvers. As before, front suspension is by MacPherson struts, coil springs are used at each wheel, and there are anti-roll bars front and back.

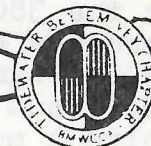
The appearance similarities between a previously discarded 5-series prototype and the new 3-series may solve the mystery of the "missing" all-new 5s that were reportedly being developed. Will the appearance of a 4-door 3-series affect the 5-series' production life? Probably not. BMW has just dumped a bundle of bucks into that car's redesign, and wants to recover that over a sizeable sales volume. While the 4-door 3s may steal some sales from it, the 5-series should be with us for quite a while yet, probably through the end of the decade.

MEMORIAL DAY WEEKEND
May 28 - 29 - 30, 1983

BLUE RIDGE RENDEZVOUS

Join the Tidewater Chapter at Smith Mountain Lake near Lynchburg, Virginia in the beautiful Blue Ridge Mountains for three days of driving, boating, hiking, fishing, and relaxing on Memorial Day Weekend, May 28 - 30. Planned activities include a Road Rally, Dinner, Pig Pickin', Safety Check, Meeting, Brunch and Lake activities. **Package Plans:** A. Two nights motel, events - \$125.00 per couple. B. Two nights motel, events - \$100.00 single. C. Camping, events - \$50.00 per couple. D. Day events only - \$35.00 single. All packages include insurance and all club events, except Saturday Dinner. **Deadline for reservations is May 1, 1983.** Send checks to Bey Em Vey, P. O. Box 62145, Va. Beach, VA 23462. Contact Charles Dickens (804) 488-0030 or Krist Jani (804) 489-7501 for further information.

Chapters from at least four states will be represented.
Let's make the Rendezvous second only to O'Fest!



TECH TIPS

SIX CYLINDER HEAD CHECK

BILL MACHRONE
NEW JERSEY CHAPTER

COMPUTER ANALYSIS OF 320i STEERING WHEEL SHAKE

Reprinted from DESIGN NEWS
submitted by Steve Stillman, Boston Chapter

Product performance enhancement focuses on testing in conjunction with computer model simulation. Steering wheel 'shake' problem in BMW 320i became pronounced when after-market performance equipment was installed. Modal testing revealed that steering wheel 'shake' was driven by rocking mode of engine/transmission assembly. Slight wheel imbalance forces were sufficient to excite this mode. Rocking of engine/transmission assembly caused frame cross-member was transmitted through steering box (mounted on cross-member) up steering column to steering wheel. From modal tests, modal model was constructed in minicomputer. Modal model was utilized to study effectiveness of numerous modifications, which could be implemented practically. Effective fix would be to stiffen cross-member and rear transmission mount bracket.

WINDOW RIVET REPAIR KIT GERRY BEZEMS BOSTON CHAPTER

If you happen to be the (proud?) owner of a 2002, then surely by now you have either heard or experienced the infamous "window regulator failure". This seems to happen usually in the dead of winter or during a torrential rain storm. Mercedes Benz offers a repair kit (new rivet and C-clip) that will replace the broken rivet that causes the window to drop down into the door. Part number 115 586 01 72 and generally costs about \$0.40 at a dealer. Why not stock up, carry some spare, after all there are a total of three rivets on each window regulator.

Everyone agrees that the cooling system must be in top form to prolong the life of the head. This can be a problem if you rely on simply sighting into the expansion tank to see if there is enough water in the system.

I recently watched another club member check his coolant in a 530i and proclaim it to be fine. Trouble was, when I squeezed the lines, they were dry. We then added three quarts of coolant. That is a lot of coolant, especially considering that the highest point of the system, other than the expansion tank, is the cylinder head. That means there were definitely air pockets in the head, the top of the radiator and probably the heater core. It is also likely that the thermostat was only partially immersed, which can cause general overheating problems in addition to the damaging hot spots in the head.

This member has prided himself that his 530i always ran less than mid-gauge on the temperature scale. Lately, however, it has been running from mid-gauge to two-thirds, which was beginning to cause him some concern. After adding the coolant and bleeding the system, the temperature came right down. The question remains as to how the coolant got that low, but it could be attributed to a failing radiator cap or a loose hose clamp.

The main concern, however, is how you go about checking the level on your 6-cylinder. Make sure that you are looking at the true level and not a puddle on the bottom of the tank. It fooled two 530 owners (him and me) and I wonder how many others have quietly driven their expensive cylinder heads into oblivion, unshakable in their beliefs that the coolant level was OK.

This article has been reprinted once again for obvious reasons.

-Ed

CONT NEXT PG

MORE TIPS

MASTER CYLINDER

PAUL FITZSIMMONS
IOWA CHAPTER BMWCCA

I recently had to change the master cylinder on my 1978 320i. After removing the reservoir and the brake lines, I removed the two 13mm nuts that hold the cylinder on to the brake booster. At that point, I discovered that there was not enough clearance between the front of the cylinder and the air intake for the fuel injection. I then made the big mistake of consulting the factory manual, which advised me to start at the brake pedal and remove everything from there forward. I then discovered that this still will not get the master cylinder out. In addition, it will take you twice as long to put all this back together than it took you to disassemble.

The solution? Loosen the two 10mm nuts that hold the air intake to the inner fender well. Lift the assembly clear and gently move it forward, giving you enough clearance to take out the old master cylinder and install the new one.

Classified

Wanted: 2002 late model/E12 cylinder head. Please respond-
Jeff Barnett 340-9043 (home)
460-2241 (work)

For Sale: BMW 1976, 3.0SI, stick shift, sunroof, mint condition, garage-kept, many features, \$9,800, Ron Hallman, 482-2045 (home), 547-6586 (work).

Trivia

The first gas gauge appeared on cars in 1922.

The first woman to receive a driver's license was Mrs. John Howell Phillips of Chicago. The year was 1899.

The first speeding ticket was issued in 1902 to T.H. Shevlin of Minneapolis. He was fined \$10 for going over 10 miles per hour.

The first drive-in gas and service station opened in 1913 in Pittsburgh. It sold 30 gallons of gasoline the first day.

The earliest model automobile was constructed nearly 300 years ago, the Guinness Book of World Records reports. A two-foot model was built by Ferdinand Verbiest, a Belgian Jesuit Priest in 1687.

Puget Sound Chapter

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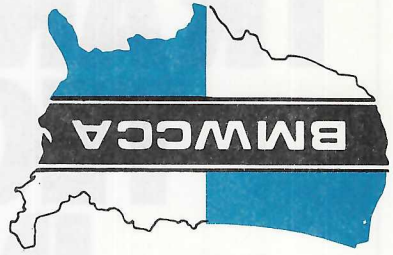
BMW
528e



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Address _____
City _____ State _____
Zip _____ Phone _____
Model of BMW _____ Year _____
BMW No. 2 _____ Year _____
Serial No. _____
Serial No. _____
Signature _____

Send your check for \$25.00 made payable to BMWCCA to the above address of Bey Em Vey Corp. This covers a year's membership in the local and national club.

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