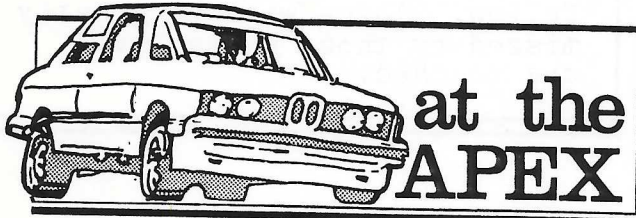




Das Kummer

february 1984



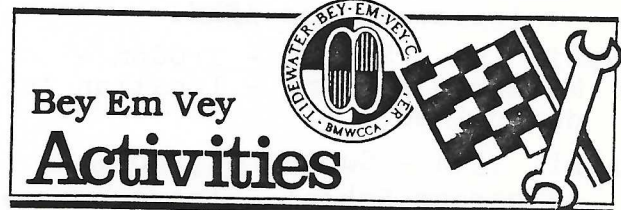
Nathan Segal

New year, New rally. Our Anniversary Rally will be held on March 18 at Janaf at 12:30pm. Preparation has begun and the course has been measured. This will be a Time, Speed, and Distance Rally. It will prepare us for Octoberfest while letting us have some rally fun. For those unfamiliar with a TSD rally here are the basic rules. You will be given the course route at the start. There will be a short odometer check and then the rally will begin. Cars will leave at 2 minute intervals, with complete directions and speed requirements. Example:

6. Left at blinking yellow
Change average speed to 40 mph.

Who wins? The car which comes closest to the correct rally time wins. Those who travel too fast or too slow will be given a point for each second over or under the judges correct time. The winning team will be the car with the least points. Each timed leg is scored separately, that is you start out clean at each checkpoint. You can mess up one leg and do well in the next.

Competition will be low key as no prizes will be given out except small trophies to the top 3 cars. Cost will be a meager \$6.00 per car. The idea is to have a great time on some fun roads with no heavy rally pressure. A time limit will be imposed so no cars will be out in the Twilight Zone.



KRIST JANI

Now that the Holiday Season has passed, happily I hope, we can all look forward to the New Year ahead. It really looks like a good one even at this point. 1983 closed on a strong note for our chapter too. The last two events, a tech session and the Holiday House Party, were great successes with 22 and 28 attendees respectively. Look out '84 here we come!!!

Key 1984 EVENTS

VALENTECH - February 11th - 10:00am-3:00pm - Atlantic BMW, VA Beach - Big discounts, Test drives, Inspection Tech.

ANNIVERSARY RALLY - March 18th - Janaf parking lot - 12:30pm.

BLUE RIDGE RENDEZVOUS - May 26-28 - Mountain Lake Resort (near Blacksburg) - Modified american plan reservations, rally or other car events, National Capital Chapter committed to participate.

BMWCCA OCTOBERFEST - August 13-17 - Sturbridge Mass. - A week of true BMW pleasure, Williamsburg like location plan to caraban there en group.

February 11th - Saturday - Valentech - 10:00am-3:00pm - Atlantic BMW.

February 19th - Sunday - 3:00pm - NARO MOVIE - "Big Chill" - then lunch.

Bey Em Vey Activities

March 4th - Sunday - 1:00pm - Member's Meeting - Krist's house, 1038 Jamestown Crescent, Norfolk, 489-7997

March 18th - Sunday - 1:00pm - Chapter Anniversary Rally - Janaf Shopping Center Parking Lot - will begin at 12:30pm - more details to follow in the APEX.

April 1st - Sunday - 1:00pm - Member's Meeting - location to be determined.

April 15th - Sunday - 1:00pm - Autocross School - learn how easy and safe this activity can be from one of this chapters best performers.

April 29th - Sunday - We would like to have a drive to brunch event. Anyone having a food recommendation please let the activities director know. Be involved

May 26th - 28th - Memorial Day Weekend - Blue Ridge Rendezvous - The National Capital Chapter has already accepted our invitation to participate. This promises to be the largest and best Rendezvous yet. Plan to attend.

August 13 - 17 - Monday through Friday - BMWCCA Octoberfest - Historic Sturbridge, Mass. - This is the annual NATIONAL EVENT attended by thousands of BMW files. Our chapter wants to be represented in a big way. The O'fest moves around the country and may not be back East for some time. Make your vacation plans now!

APEX

It is expected that the rally from start to finish with time for awards will last no more than 3 hours. It will end at a fast food restaurant ie. Wendy's, Hardees ect. So we can all get a drink, pit stop ect.

Please try to make this the rally to attend. The cost is low, the rally time is short and we are going to accent fun instead of the pressure to win. See you March 18th.

TO EARL

The members of BMW would like to offer our heartfelt sympathy to Earl Baldwin and his family in the loss of Joyce Baldwin. She was a warm and friendly person who was a fine example for us all to follow. Joyce will be greatly missed by those whose lives she touched.

Thank You

Many thanks to the vendors that generously donated gifts for our Christmas party. Please keep them in mind throughout the new year.

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Newsletter Editor
JEFF BARNETT 423-3621

DX

Merry Christmas, Happy New Year, Bah Humbug! We have begun the new year 1984! We at Atlantic BMW are looking forward to a great year. We have embarked on a program which will see us add an extension to our building front to permit a better display of our cars and an improved sales area for our staff and customers. In the rear an extension will provide us with a completely new double decked parts area. Movement of the parts dept. will give the service department two new work bays. Our driveway will move west to provide easy egress to parts and service. Lastly our new BMW corporate identity sign will be installed out front to provide instantaneous recognition of our facility.

Along with our construction activities other changes will provide us a sizable increased supply of new BMWs, improved service to our customers in used cars, financing, insurance, leasing and extended warranties.

We have added a sales manager to our staff. Ben sells, a 12 year professional with BMW, Porsche, Audi, Mercedes background has joined us and is already out to set new records for 1984. Foy Van (temporarily sidelined with a broken hip), Larry Burgess and Spence Rawlins continue to provide outstanding sales support up front.

Chuck Marzahn and Ted Todd recently attended a two day service training seminar in Atlanta. Wyndham Curles is away to BMWNA training at Montvale for a week. Our service department grows more professional by the day!

We have expanded our activities in the European delivery program. This program promises to be even more successful than in the past, contact one of our salespersons for details.

By the time you read this our 72 3.0CS coupe will be sporting a set of original 72 coupe wheels polished, painted and shod with Michelin XVS tires. An outstanding car and a joy to drive.

Project 1000 is on the shelf due to cold weather. The machine is prepared, rider is not. Maybe in the spring.

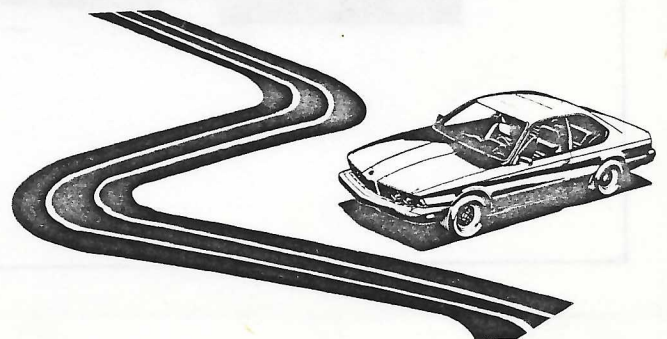
Latest project under consideration is possible participation in "One Lap of America" in April with Brock Yates and some of the old Cannonball crowd. From the Lock, Stock & Barrel in Darien, Connecticut to Boston, Seattle, (Portofino Inn, Redondo Beach), Miami to Darien. 8,400 miles, a time, distance gas mileage event. Should be great sport, we are examining the situation now. More on this later.

Don't forget the Valentech in February we are planning on having a really great event this time. We want to see you all...come on out!

Our first 325e in Sapphire Blue is inbound to us (sold already) with 3 more allocated. This promises to be an exciting addition to our line. Come on out and see... drive it!

We're looking forward to a truly great 1984 and we'd like all our BMWCCA friends to join us in enjoying great success throughout the year!

Jim Atwell
General Manager





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TECH TIPS

SOUND SYSTEM NOISE

Since car stereo has become true high fidelity, noise has become somewhat of a problem. Noise that would have gone undetected in the systems of five years ago are plaguing the highly sensitive car stereos of today. Fortunately, many different kinds of noise suppressions are available to use and 95% of noise problems are easily correctable.

There are various types of noise problems in a car that can be fixed. The most common types of noise are antenna noise, alternator whine, ground loops, and radiator noise. Before you check for those problems, make sure that all the wiring in your installation are good.

With antenna noise, the chances are that the antenna cable is bad. Have all the cable connections checked, and check the cable itself for cracks and splits in the plastic shielding. If the antenna cable is fine and the noise persists that probably means that the antenna is picking up ignition noise from either your car or a different car. If that is the case, an antenna noise suppression is in order.

One major problem in cars is alternator whine. Alternator whine is evidenced by a high pitched whine that fluctuates with the RPM's. This is usually cured by a noise filter placed in the hot lead between the battery and the power unit.

The problem that is most difficult to identify is ground loops. Ground loops can occur when you have more than one piece of equipment to ground. An example would be having to ground a source unit, equalizer and amplifier. If all these units are grounded in different places, then all three places must have equal value. Some ground spots are better than others. If the grounding is incon-

sistent, then a whine much like an alternator whine will be heard. The solution to the problem is to ground everything to the same spot or find spots that are equally effective.

If your spark plugs or spark plug wires are bad, then a static-type noise called radiated noise can develop. Most likely just changing plugs and wires will solve your problem.

Unfortunately, noise like wind, road noise and engine noise can't be suppressed. This type of noise is called ambient noise. Some cars simply have more ambient noise than others.

California Sounds
San Diego, CA

BETTER COLD IDLING WITH THE WEBER DGV

Marc Cohen, Puget
Sound BMWACA

Here's a tip I picked up for improving the cold idle performance of the manual choke version of the Weber 32/36 DGV carburetor. These carbs often come out of the box with a tendency to have too low an idle speed on a cold engine until the choke is increased to the point where the engine begins to choke out. The result is that it is impossible to find a "correct" choke setting when the engine is cold.

You can't solve this by simply turning up the idle-speed screw, for that will result in an idle speed that is much too fast when the engine is warm. The idle-speed screw should be set only when the engine is fully warmed up. What is happening is that the fast idle cam is not opening the throttle until the choke butterfly has already begun to close. (Ideally, the fast idle will come on before the choke does.) The problem is that there is too much slop in the linkage between the fast idle cam and the throttle. What you want to do is take out some of the slop.

There is a roughly S-shaped rod (a little less than two inches long), mounted vertically at the rear of the carburetor, which connects the fast idle cam to a lever that opens the throttle. By bending the rod slightly (you want to accentuate the S-shape) you shorten it, thereby effectively taking the slop out of the linkage. You've got it right when the throttle-rod begins to turn as soon as you start to tighten up on the choke cable. (Be care not to over-do it; you want to be sure that you are completely off fast idle when the choke is all the way in.) It would be a good idea to renew the cotter pin that holds the rod in place.

This simple alteration will make your manual choke Weber DGV a much more civilized performer for those first few warmup blocks.

320i TIP- NO FUEL

Dick Miller
Iowa Chapter BMWCCA

Apex! Apex! Back to the mirror... he's moving up, but I have a better line. Just a little further up into the corner and a little more gas, now! Smoothly, yeah, with force in and around the...Damn! Now what? No power - just dead - Damn! Have you been there before? Headlong into a corner, without warning - nothing and a few seconds later (long ones at times) back to normal.

Well, this could be your scenario if you have not cleaned the fuel strainer on the bottom of the fuel pump in the gas tank. Remove the back seat, and the access cover (on the passenger side) to get to the pump. Unplug the wires and gently rotate the top of the pump counter-clock-wise. Carefully lift the pump and near the top move it to clear the "foot" where the strainer is. After removing the small holding screw, slip the fine mesh plastic "foot" off the pump and rinse it in clean gas. Caution: One, there is gas in the pump tube when you lift it out of the tank; and Two,

the strainer is not sold by itself, so be gentle with it. Reinstall, have a ball, and don't forget to use a new O-ring between the pump and the fuel tank.

Candidacy Statement

SOUTH ATLANTIC ZONE GOVERNOR

Phil Marx BMWCCA #6021

I seek the support of the members of the South Atlantic Zone Chapters for my candidacy in the election for Zone Governor. As founder of the Blue Ridge Chapter and a member of the BMWCCA for 8 years, I have served as Chapter President twice, Treasurer once and Newsletter Editor since before our Chapter's chartering. I have represented my Chapter at three Zone Congresses and was instrumental in planning and hosting the 1983 North and South Atlantic Zone Congress. I have the experience and am eager to serve the Club at the national level. I will work towards better communication and cooperation between the chapters and the National Board. Chapters, as the backbone of the BMWCCA, deserve more representation and involvement in the decisions which effect them.

I believe I have shown a commitment to BMWCCA which will be of benefit to all chapters large and small, present and future. BMWs and BMWCCA are not just a hobby for me. I have both sold and serviced BMWs at Berlin Imports since 1976 and have been a BMW owner since 1971. My knowledge of BMWs and love for the cars and the Club cannot be questioned and will be of great value to BMWCCA. I need your support which can only be shown by voting in the upcoming election. Feel free to contact me, days at (804) 977-6060 or evenings at (804) 979-4914.

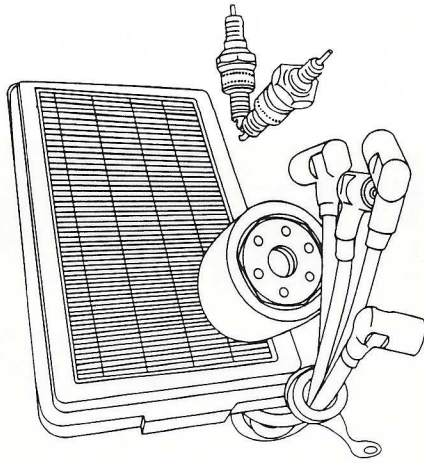
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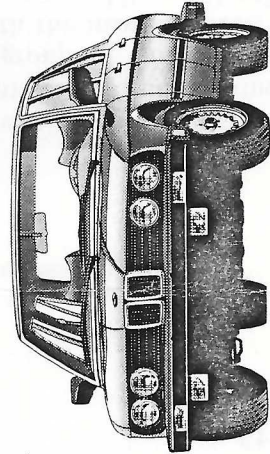
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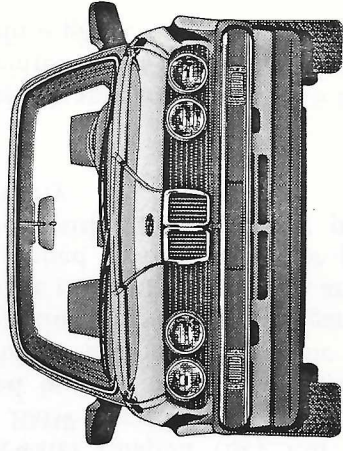
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