



# das Kummet

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The Bey Em Vey Club, a club for enthusiastic BMW owners, publishes das Kummet monthly and meets each third Tuesday of the month at the Janaf Branch of the Norfolk Public Library at 7:30 P.M.

The Bey Em Vey Club is an independent group of BMW owners and is not associated with the manufacturer, importer or dealers of BMW automobiles.

For further information, contact the officers:

**President**

Jim Craig  
488-6843

**Vice President**

Tom Sundstrom  
497-2814

**Secretary**

Rose Marie Sundstrom  
497-2814

**Treasurer**

Mary Cottrell  
340-6284

**Activities Chairman**

Vic Shunkwiler  
497-6117

## Activities

January 16 - Tech Session  
January 18 - Meeting  
January 23 - Rally

## President's Column

Well, you're stuck with me again. I really didn't want the job of writing twelve more columns (that's why I voted for Fred), but if you insist. It's only fitting that space be devoted to thanking the outgoing officers, but there's only one. Thanks for your help, Jim, in the last "almost" year. TSCC really needs your help and so do we. Welcome aboard to Mary Cottrell and Vic Shunkwiler. Tom, Rose Marie and myself have been sentenced by "popular" demand to another year. We all owe Tom and Rose Marie a lot for getting the newsletter typed, organized, printed and mailed. Twelve editions coming up! Our charter application has been mailed to BMWCCA and we should hear from them soon. Won't we Mike Izor? New members are joining at a fast pace - so fast that we have doubled in size in the last few months. I hope the Bey Em Vey Club can continue to offer you what you want. Don't hesitate to suggest or criticize, this is your club.

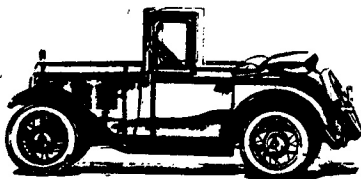
Jim Craig

## Minutes, December 11, 1971

The meeting was called to order by president Jim Craig at 8:15 P.M. The treasurer reported a balance of \$68.51.

Tom Sundstrom reported that he had received the NGK spark plugs. Members can purchase them from him. Collis Ackiss has worked up some club patch designs. It was decided that the officers should select some of them and these would be presented to the other members at the January meeting.

Jim Craig reported that the letter had been sent to Mr. Bruce. There is a meeting between Mr. Bruce and some club members scheduled for Monday, December 13. Copies of



BMW 3115 "Dixi"  
1928-32 750cc 4

Minutes, continued

the letter will be sent to the other dealers in the area with a cover letter of explanation.

The election results are as follows:

President

Jim Craig

Vice President

Tom Sundstrom

Secretary

Rose Marie Sundstrom

Treasurer

Mary Cottrell

Events Chairman

Vic Shunkwiler

A highlight of the January meeting will be a presentation of the history of BMWs by Pete Vack. The meeting was adjourned at 8:35 P.M. to party.

Rose Marie Sundstrom

CLUB ACTIVITIES

Breaking Records

To say our December tech session was a success would be an understatement. We have established a new record for attendance at a club function: 28 BMWs & 45 members, wives and children!

Everyone seemed to accomplish what they set out to do. I believe one reason for this could be that we all have reached a basic level of knowledge about the proper care and maintenance of our fine cars. This has allowed our resident experts (Jim Craig & Tom Sundstrom) to devote their time and knowledge to our more complicated technical problems and procedures. Terrie & I regret that the weather was a little too cold for many of the promised pony rides. Next time maybe. We hope to have 40 BMWs at our next session here. See you at Jim Rhyne's in January.

Vic

Proclamation

Next December a party will be held in honor of those who survived the December 1971 Bey Em Vey Christmas Bash.



Sandra Craig and Bob Rist caught in a candid pose at the Christmas party by photographer (extortionist?) Jim Rhyne.

Cakes, cookies, homemade sausage, salads, booze, the punch and more, more... What an Alka Seltzer commercial! You know the one. "...thought I was going to die!" Next year the party should spread over two or three days so we won't have to be so stuffed. It took nearly two days for most of us to recuperate from that 100 octane passion fruit punch we were all slugging down with abandon. (Thought: if alcohol destroys brain tissue, who is reading this?) Everytime I saw my wife during the six hour try-to-eat-at-least-one-of-everything-on-the-table party, she had a glass of red joy juice in her hand and a grin on her face. Come to think of it, most of us were grinning--at least while we had the coordination to.

Thanks to everyone for bringing the goodies and special thanks to Tom and Rose Marie for sacrificing their home and neighbors.

Special awards of the evening go to Bob and Dana Rist for the wildest casual clothes you've ever seen, to either Ken or Deb Browning for winning two out of three falls on the living room floor and to Larry Parker for never showing up at any club event with a girl we've ever seen before.

Jim Craig

## Tech Session

The January tech session will be held at Jim Rhyne's house, 620 Etheridge Rd. in Chesapeake, on Sunday January 16 at 12 noon. There will be a demonstration in Jim's garage if the weather is foul. Call 547-5644 for directions and further information.

## Time-Speed-Distance Rally

Time to move on to new horizons--on January 23 the Bey Em Vey Club will hold its first time-speed-distance rally -- a little different from our gimmick rallies. OD Jim Rhyne will be conducting a rally school at the January meeting so that we will at least have an idea of what will be expected of us.

Besides a navigator you will need a clipboard, paper and pencil and a watch with a second hand. (Stop watch is preferable, but not a necessity.)

Meet in the parking lot of Miller's Dept. Store on Military Hwy. at Indian River Rd. Registration at 2 P.M., with the first car off at 2:30. Entrance fee is \$1.50 for members, \$2.50 for non-members. For more information call Jim at 547-5644.

## DUES NOTICE

A terrible time to mention \$\$, right? But dues are payable now for 1972 - we need operating funds! Dues are \$10.00 per family or \$7.00 single membership. Please pay our new treasurer Mary Cottrell at the January meeting. If you would like to mail your check, please contact Mary at 340-6284.

## NOBODY'S PERFECT

The December issue of das Kummet included a parts and service update. Da'-Lan Automotive is located at 20 Garland Rd. in Chelmsford (not Clemsford) Mass. These good people not only make fine sway bars and sump guards but also trailer hitches for BMWs. Don't overlook them. Sorry we forgot to list that last item the first time.

Jim Craig

## Thoughts on ESV's, or How To Create Instant Depression

The Allstate Insurance Company has an advertisement, now appearing in some major weekly magazines heralding, praising and supporting their latest thing...the ESV, or Experimental Safety Vehicle. A picture of the ungainly Fairchild Research Safety Car graces the middle of the page, while the text goes on to extol the virtues of airbags, periscopes, 5 mph bumpers, steel beamed passenger compartments and so on.

Allstate, however, is probably right. And now they are bringing to the public's attention...in a favorable light, of course, what the enthusiasts have known for some two years. The ESV is coming, and its triumph will indicate what is one of the most absurd realities of an even more absurd government. While everyone has been spouting safety for some time now, no one, save the enthusiasts magazines, and now Allstate, has really come out in the open with what will be the facts of life after 1975.

By taking a jump, Allstate has given the safety car an edge...by praising its virtues while literally and obviously ignoring the deficits. "For Your Safety" are the key words in the ad, hitting home to those who are aware of the carnage on the highways, yet have no conception of safe driving, much less the manufacturer's production costs, research abilities or engineering difficulties. The public's overwhelming belief in technology does little for GM or Ford's case. Nor is GM's ever increasing credibility gap going to help it any when it comes to stating their objections to the ESV concept.

In the background are some interesting contradictions. In one department of the government, Richard M. and J. Connally are pleased at our 10 million car year. When 1 out of every 5 workers directly or indirectly derive their livelihoods from the auto industry, a step out of the recession is a sure thing with all those auto sales.

At the same time, our governmental protective agencies are damning that same auto industry...and there's William Ruckelhaus stating that "if only one car

## ESV's continued

meets the safety and pollution requirements of 1975, then only that car will be sold on these shores."

Now since it is doubtful that there is an automotive engineer around who truly believes that any manufacturer will be able to meet these requirements by 1975 as they now stand (and if anyone does it will probably be Mercedes-Benz) this poses a most interesting economics problem.

Let us reinforce our belief in technology and assume that the standards will be met...and that 10 million copies of the Fairchild roll out of the factories in 1975. What then? The small car will no longer be with us, probably to Detroit's eternal happiness. (It must be as discouraging for Detroit to have to produce a small car as it is for a mother to have to give the Pill to her 12 yr. old daughter.) Furthermore, 5000 lbs., 33 feet of overhang and 100 hp do not a sportscar make. The convertible is already mostly a thing of the past, but the words rollbar and periscope will be added to its epitaph.

But the thing that will get to John Doe car-buyer will be the cost...especially at first, since it will be in the 6 to 8 thousand dollar range. No more \$2000 specials. So we will end up buying...but financing our cars like our houses...instead of a 3 year payment plan, a 6, 9 or 12 year plan.

Our sorrows don't end there. Think about living in Canada, Mexico or Europe to have the freedom to buy a Maserati, Ferrari or BMW? Forget it. Almost all of the foreign car manufacturers depend heavily on U.S. sales. Porsche, for example, a full 40%. Almost that for Ferrari. The others count for even more of a market. Most have stated that they will produce for the American market. But they will find it increasingly unprofitable to continue to produce 2 lines of the same car...soon the European versions as well will be the same as the US cars.

America's love affair with the automobile is not over...but like in Love Story, it will end because the object of that love is dying.

Dark views...enjoy your BMW while you still can, and hope that the government has the courage to attack the driver (who unfortunately can vote) instead of the car (which can't).

Pete Vack

## ADVICE

### Gears

It has come to the attention of my pocketbook that I have been practicing a driving technique which is harmful to the smooth but sensitive transmission of the 2002.

Long ago, in my youth, I saw and marveled at the ability of a driver to shift into first gear while still moving in a rearward direction. It was not really difficult, so I learned and used the technique to roll my Chevy around town. It became even more useful when I bought my first real sport car. This very same technique helped me take my dog-eared, bug-eyed, Sprite to many a gymkhana winner's circle. Howsomer, if the technique is practiced with the BMW, I would strongly recommend that you halt, desist and stop immediately.

This activity will very quickly and completely undetectably wear the corners right off the idler gear (\$35). And you know what you can do with a round cornered idler gear? You can encase it in plastic and place it on your mantel or coffee table to remind you of your erroneous, sinful expensive and destructive habit of yesteryear. The one thing which you cannot continue to do with a round-cornered idler gear is shift properly--no matter how careful you might try to be. So, desist and remain wealthy.

Roll on, but be certain that you wait a good solid moment for the clutch to stop the transmission parts before trying to mesh them with that constantly spinning idler gear.

Bill Malis

(Reprinted from Driving Light)

### TECH TIPS

#### Rusty Nuts and Bolts

Had trouble removing rusty or corroded nuts, bolts or other metal fittings? Who hasn't? Don't wring it off! Apply a few drops of "oil of wintergreen", wait a few moments and in most cases the part may be removed with ease. It's available at all drug stores at about \$1 for 4 oz.

Collis Ackiss

### Fuel Line

One of our members had a few anxious moments when his 2002 engine died just when he was passing on a 2 lane highway. Fortunately, both car and driver emerged unharmed. The plastic fuel line (which protrudes from the firewall) had parted from the rubber hose (which joins with the fuel pump).

If you haven't already installed a clamp on this connection, do it now. If you don't have the 30¢ for the clamp, at least check the joint.

Tom Sundstrom

### Radiator Ho\$e

Cosmo at Brooks-Shorter Motor Co. has a good supply of the new type (mid '71-on) upper radiator hose with flexible do-nut in the center. The purpose of the new type hose is to reduce torque loadings on the radiator. Your club's president recently forked over \$6.51 (two week's allowance) for one of these hoses. I'd do anything to keep the radiator from blowing again! The hose will pay for itself if it saves the radiator only once.

Jim Craig

### Points - NIEHOFF

Had trouble finding quality heavy duty ventilated points for your "Bimmer" at a reasonable price? Don't despair, go to your local auto parts store carrying NIEHOFF ignition products and ask for NIEHOFF WA 7 BHV's @ \$2.40 list, \$1.44 net.

Collis Ackiss

### Grease It!

Owners of '67 and '68 1600's and '68 2002's should not forget to lubricate the inboard u-joints at the rear of car or the driveshaft u-joint nearest the center bearing. This lubrication is quite necessary and neglect can have catastrophic results.

Jim Craig

### Spark Plug Connectors VOL II

BMW uses spark plug connectors manufactured by both Bosch and Beru. New cars are generally equipped with the Bosch connectors while the replacement parts are usually Beru. Both connectors are virtually identical in appearance, construction and performance. They consist of a red plastic shell which contains a molded-in screw-on brass terminal for the ignition wire, a short length of aluminum rod, a small resistor, a coiled tensioning spring and the brass terminal which connects to the spark plug.

As you probably know by now the connectors are easily broken (clumsy, aren't we all?), but these red chunks of plastic are also sensitive to heat and vibration. The red plastic shell will become brittle from the exhaust manifold heat and can develop a small hairline crack. Check carefully because the smallest crack can cause a miss. On the Beru connectors the brass spark plug attachment terminal is simply screwed into the plastic shell. The terminal will gradually work loose and conceivably back out far enough to cause an open circuit. How does your 4 cyl. sound running on 3? Check the connectors soon you'll probably find the brass terminals can be tightened 1/8-1/4 of a turn at least. Be careful, you don't want to break anything.

Jim Craig

### Thermostat

The thermostat on my 2002 recently froze shut, causing the engine temperature to rise suddenly. I knew it was the problem, since even with the engine on the verge of boiling over, the hose connecting the radiator to the thermostat was cold. I was able to drive the 15 miles home by running the heater full blast.

At home, I removed the thermostat and drilled two 1/4" diameter holes through the valve and then reinstalled it. That fix worked for two weeks with temperatures from 40° - 78°. Any gas station could do the same should it happen to you at some inopportune time.

Tom Sundstrom