



Das Kummel

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The Bey Em Vey Corporation, a club for enthusiastic BMW owners, and a chapter of the BMW Car Club of America, publishes *Das Kummel* monthly and meets on the third Tuesday of the month at the Janaf Branch of the Norfolk Public Library at 7:30 P.M.

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

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ACTIVITIES

- April 2 - Autocross - TSCC
 9 - Rally - PSCC
 16 - Autocross - BFMC
 18 - Meeting - BMW Club
 22 - Tech Session - BMW Club
 23 - Rally - TSCC
 29 - Raking Party - BMW Club
 30 - Autocross - AMSC

April						
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30						

PRESIDENT'S COLUMN

April should begin (with any luck) a period of increased involvement of our club members with their club. Participation of late leaves something to be desired, but the upcoming formation of special committees should bring more people into the running of the club on a month to month basis. This combined with our new points system (now being hashed out in committee) will undoubtedly increase the overall level of participation by the club's members. I hope so.

Stay tuned for details of our joint event with the D.C. Chapter of BMWCCA in May. Once details have been finalized, you will be informed immediately so that we can hopefully maximize attendance.

As always, we are open to suggestions and comments from members, so let's hear from you.

Jim Craig

MINUTES

The March 21 meeting was called to order by president Jim Craig at 7:40 P.m. Mary Cottrell reported a balance of \$182.25 in the treasury. Vic Shunkwiler gave the activities report.

Jim Rhyne presented a trophy to Bruce Adams for placing first in the March rally. He then made a motion that the club approach SEVSCO with the intention of applying for membership. Charlie Maas seconded the motion and it was passed.

A discussion was held regarding members involvement in the club. Charlie Maas suggested committees be set up to encourage participation. John Singletary added that perhaps new members could be assigned to a committee upon joining. The executive board will present a plan for various



Minutes, cont'd.

committees at the next meeting.

Mary Cottrell announced that 1971 members who have not as yet paid 1972 dues would be removed from the mailing list.

Charlie Maas made a motion that subscriptions to the newsletter be available to non-members for \$5. This amount would be credited toward the membership fee if the subscriber joined. Dick Bouvier seconded the motion and it was passed.

Jim Rhyne proposed a points system based on member's participation be set up. The following volunteered to serve on the committee: John Singletary, Rusty Barton, Dave Pritchard, Jim Rhyne. The committee will report at the April meeting.

The meeting was adjourned at 9:40 P.M. to view a movie on hydroplaning.

Rose Marie Sundstrom

CLUB ACTIVITIES

Vielen Dank!

A myriad of cheeses and wines, fondue and a real birthday cake were just some of the goodies available at the Cottrell's for the celebration of our club's first birthday. A few glasses of Mary's delicious wine punch and it was almost impossible to play caroms or soccer with any semblance of coordination. Of course, Sandra Craig, the all time caroms champ of Tidewater, did have two things in her favor. First, she was drinking pepsi, and second, she admitted to having a caroms game since she was a child. I must say that Theanne Rhyne gave Sandra some good competition. The prize for traveling the farthest distance to attend goes to Frank Pokorny - who drove in from New York.

Thanks to Dave and Mary Cottrell for their hospitality.

Portsmouth Revisited

The April tech session will be Saturday, April 22, at the Craig's (4906 Johnson Ave.) in Portsmouth. Call 488-6843 for directions. Parts will be available, but call Fred Andrew or Vic Shunkwiler if you need something out of the ordinary. Wives, girlfriends and children are welcome. Please leave your Toyotas home! (Rain date will be early in May.)

Raking Party

All members of the club are cordially invited to attend my 2nd annual spring raking party on April 29 at 11 A.M. Needless to say, this is a popular event, one which I'm sure you will all want to attend.

Many of you have expressed sorrow and concern that you may not be able to participate for lack of a rake. So, by popular demand, we will have extra rakes for those who can't bring their own. The normal rake rental fee will be waived due to the festive nature of this event.

The aim of this event is Fun and Fellowship. The fact that we will get two acres of leaves raked up, is of course, incidental. We will provide pony rides for the kids and refreshments for all. When day is done we will all enjoy a pot luck dinner. After dinner, awards will be given for the biggest blister and largest number of blisters (the competition should be fierce). Ya'll come to 1089 Kempsville Rd!

Vic

HAIL & FAREWELL

We'd like to welcome back some members who have been away for awhile. Dave Cottrell has returned from a six month cruise in the Mediterranean. Also returning from a six month cruise is Ralph Stanbery. We would like to welcome Dan Ridgeway back (and do so) but must also bid him farewell, as he will be off on another cruise again.

We have also lost a few people and want to say good-bye. Bruce Adams leaves for a six month cruise in the E. Atlantic on the

Imported Car Center Inc.

4815 Colley Ave.
489-8429

EXPERT BODY REPAIR

"Aubrey is a magician."

ENDORSED BY BMW CLUB

Hail & Farewell, cont'd.

Neptune. Basil Smith (Smitty to most of us) has moved to Mississippi. The Rists have also moved, although not so far away, and sent this letter of farewell:

Friends, Ralliers, Tech's and Partiers!

Knowing you all has been fun, educational and the most worth while and enjoyable association. With all the TLC, good advice and consultation it would seem that we have finally managed to bring our Bavaria into reasonable good health as well.

As many of you know, we are "crossing under the tunnel", and will shortly be in residence in Williamsburg. Though we plan to continue our membership and interest - participation may be less frequent than we would like.

Our new address is 131 Stanely Drive (about 2 miles west of the restored area, off route 5); phone 229-8878. Please get in touch with us when you are in the area (even if you are not in your BMW). Jim Craig and Tom Sundstrom are requested to bring their tools, as well as their families - and Jim Rhyne will please leave his camera at home!!

Sorry we won't be around to repair Vic and Terrie's yard - good timing!!

Ya'll come and see us, ye'ar now.

Bob and Dana Rist

FOR YOUR INFORMATION

News from Autoweek

BMW's 4.5 liter V 8 is due soon. (Picture that in a 2002 - you could either call it a 2008 or a Corvette if it understeered enough!

The "Olympic" (2004/2504) will be introduced in Europe this summer. (Keep your fingers crossed for the USA.)

The third largest producer of automobiles in the world may soon be DAU (Deutsche Automobil Union) which would be the amalgam of BMW, VW and Mercedes. Included would be Audi/NSU by virtue of their tie-up with VW. (Here folks is the new '73 DAU Super 3003SEL TII 4.5 Wankel mit einspritzer and all in a front wheel drive microbus body for \$20,000. Gott in Himmel!)

Top This One

BMW is now guaranteeing its cars for six years against chassis corrosion. Unfortunately this offer applies only to cars sold in Germany. A once-a-year dealer check keeps the warranty in effect. It would be nice if this started a trend which spread to the U.S.

Discriminating Buyers

Using figures published in the April issue of Road Test, one can easily see how discriminating the U.S. car buyers are. For 1971, BMW outsold Porsche, Honda, Renault, Saab, Peugeot, Simca, and Imperial.

PROFILE

Jim Rhyne

The Austin - Healey pulled up into the driveway to a smooth halt. It was a 3000, one of those "Big Mutha" Healeys that were both loved and cursed. A white "For Sale" sign dominated a good bit of the windshield.

Jim Rhyne got out of the Healey in time to see his dad appear, shaking his head. The Healey was what Jim wanted, but it was too fast, too racy, maybe too foreign for his dad. Jim returned it and let the deal pass.

Jim waited until he was 21 to buy a sportscar - never forgetting the way the Healey drove. To someone whose regular transportation was a '58 Ford, it must have been a revelation. He picked out a 1958 Alfa Spyder, and set about learning to drive it, entering his first autocross in 1963 (with a LeMans start, no less.) The next year he joined the Tidewater Sports Car Club, meeting many people who are still good friends of his today.

"I remember the first autocross I ever set up... we got shut down by a cop. He took it upon himself to run us off, assuming that we were all driving recklessly.

Jim's sportscar activities soon took up every weekend. "The people back then were a small, friendly, enthusiastic group, very close knit. It was always a lot of fun. The size of today's club has diminished this a little, but the competition is a lot rougher."

1964 was an eventful year for Jim. He put on his first rally, and later in the

Profile, cont'd.

year turned in his Alfa for a new Spitfire. In December he won first overall in an autocross with it. It was also the year he married Theanne. "You've got to have an understanding wife, and Theanne has been great about letting me do what I want. She accepted the fact that this was what I liked to do, and has cooperated ever since."

In the meantime, the Spitfire was worked over and modified until it could run with the TR-4s. Turning it from a mild street car into an autocross racer kept Jim in the trophies until 1969. He was a very consistent class winner with it, even to the point of boredom.

It was John Singletary who introduced Jim to a new dimension by letting him drive his new BMW 2002. Amazed by the performance and handling, Jim wasted no time in dumping the Spitfire for a new 2002. It was faster, more durable, and for a family man, more practical.

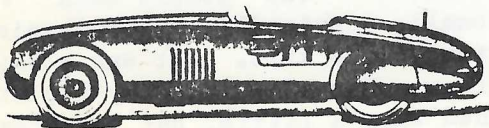
By 1972, Jim's enthusiasm won him the president's chair of the TSCC. A big job as president is to keep interest and enthusiasm up. "People have other interests. There are a lot of things to do nowadays, and they tend to compete with the club for an individual's time and attention. The life blood of any club is its members participation - that's it in a nutshell."

Referring to the BMW club, he says "I've seen Marque clubs come and go..... there usually isn't enough enthusiasm generated to keep these clubs alive." He gives our club good grades on that point, but warns that a club may easily slide downhill... "things must change, people must be rotated, new ideas must be sought."

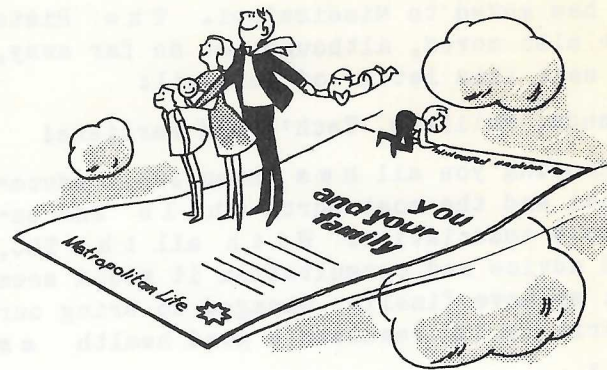
Jim ought to know. Our club should be glad he is around to help and encourage. If we had a "Most Valuable Player" award, it might well go to Jim Rhyne.

Pete Vack

OUT OF THE PAST



BMW 328 Mille Miglia
(1939) 2 liter six



Things you should know about "YOU AND YOUR FAMILY"

Like how much monthly income for your family will your life insurance provide? How much will come from other assets? And how do recent changes in the Social Security law affect you?

Metropolitan Life has a new service that answers these questions for you.

We call it "You and Your Family". It graphically illustrates your present financial situation, brings you up to date with recent changes in the Social Security law, and shows you how you can combine life insurance, Social Security, and other assets to provide the funds your family will need to meet their day to day living expenses when you're not around.

This "You and Your Family" confidential analysis can be performed in one short visit without cost or obligation.

So why not call me today for more details.

Vic Shunkwiler
1089 Kempsville Rd.
497-6117



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We sell life insurance.
But our business is life.

THOUGHTS

DEAR TERRIE

Award (the first in a series)

The Tidewater Bay Em Vey Chapter of BMWCCA proudly presents the Blue Max - Take a Gulp Valve and Stuff It Award to Virginia Beach's Witchduck Branch of the U.S. Postal Service. This award is presented for their unfailing surliness and incompetence in the performance of their duty. Thanks a lot fellas for letting our package sit there in front of you for almost two months!

Dear Terrie,

What is the difference between a Bimmer and a Bummer?

Confused

Dear Confused,

A Bimmer is a BMW that performs with utmost perfection.

A Bummer is an owner that doesn't appreciate the quality of his car.

PARTS

Attention Wives:

Girls!!! Let's plan ahead for future events. This way we can make things a little more enjoyable. For instance, when the weather gets warmer we can have a picnic at the autocrosses. We could also have games such as Badminton set up on the green. Let's make the BMW Club a family thing!!!!

Terrie

Parts, or Now Fred's Closet is Full

Fred Andrew, (497-7343), our new parts man, is stocked up and ready to sell you whatever you need for your BMW. Fred has filters, spark plugs, brake pads, ignition parts... and all at rock bottom prices that can't be undersold! The slight profit on these items is reinvested to help maintain the inventory. (Fred also has a Toyota if you're interested. It is also rumored that Fred has a BMW, but it has not been seen recently.

YEAH CHARLIE!!!

Charlie Maas may have just gotten interested in autocrossing, but he has the determined look of a winner.

Enter your BMW (or just cheer on your club members) this Sunday, April 2, 11:30 A.M., at Janaf Shopping Center.

This event is sponsored by the Tidewater Sports Car Club.



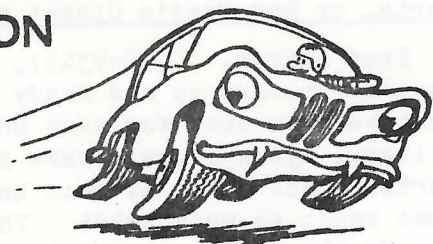
PARTS cont'd.

Competition Parts

Charlie Maas sends along this address of interest to those who may want to purchase hard to find competition parts for their BMWs. They will locate the part and send you a price estimate.

Knauz
Continental Auto, Inc.
1044 N. Western
Lake Forrest, Illinois

COMPETITION



Champagne Racing on a Beer Budget or Can I Still Get BMW Parts in Debtor's Prison?

Regardless of what the NHTSA, our governmental safety Sirens, say about the subject, fast and challenging driving can be the addiction of a totally rational human being. This being the case in addition to getting itchy with six years of crewing and corner working, I decided last year to go SCCA racing with the only thing around - my tried and true 1967 BMW 1600 which has already put up with four years and 70,000 miles of rallying, autocrossing and untold flogging. Best decision I ever made - just go ask my creditors!

Seriously though, as any enthusiastic BMW dealer or owner would admit, any car that is such an enjoyable Q-ship on the street must be phenomenal on the track. And they are right. Even Road & Track commented in their Trans-Am-tri-test of the BMW, Datsun and Alfa entries that the BMW was the most relaxedly predictable of the three.

Since I, like most normal folk, lack the cubic capital to build a Wetson or BRE eating screamer, I decided to just limit myself on making the thing handle admirably on the track and leave the engine be for the time being. As it turned out, that was the better way to challenge my fiscal stability - rather than have a straightaway hobby like our quarter-mile

friends only worse. The car had come with 4ODCOE Webers since new, so the engine got a set of super tuned headers and a tear-down blueprint job using all the stock innards (thanks to stateside stocking policies, racing innards are about as rare as Skoda LeMans trial cars and about as expensive). I threw on a 1 $\frac{1}{4}$ inch front sway bar to hold the rear wheel down and went to my driving schools.

Later additions included a limited slip, chopped green springs, new Konis to replace the tired ones, strengthened axle stubs, stronger front lower control arms, and quick steering. (Autocrossers take note - that quick ratio steering has to be the finest add-on since sway bars! A small leather wheel, a Recaro seat and VDO instruments find the car as it is approximately now.

As is plainly evident, the lack of mandatory racing options (as the peddlers call them) must have made on the spot modification necessary and it was. Flaired fenders were accomplished by having three 250 pound bystanders grab the fenders and reshape them. Some experimentation in suspension combinations and trickery has been tried and witnessed to much good maturity.

Out of all this, the shoestring racing BMW has been created and some surprising and satisfying success has resulted. The last two regionals produced two wins, and the car was protested at a Washington autocross after winning class c/modified by a Lotus Cortina driver proving English car drivers can't take Bavarian humor once again. (True or false: A 1600 cc SOHC Weber 4ODCOE BMW is not a gentleman challenger of a 1600 cc DOHC 45DCOE Lotus-powered sedan. Oh, wrong again, sir!) The BMW has proven itself time and time again to be a car truly worth every penny it can beg, borrow and steal (all sources considered equal)!

If anyone is considereing setting up a BMW for either SCCA, IMSA racing or modified class autocrossing, and my good and bad experiences and cumshawed information could be of any help, please don't fail to ask. My enthusiasm for racing is superceeded only by my enthusiasm for racing BMWs and any help I could give someone or any latest trick anyone knows for my effort, is welcome. See you at the next meeting if the Navy will let me get to one!

Charlie Richardson

TECH TIPS

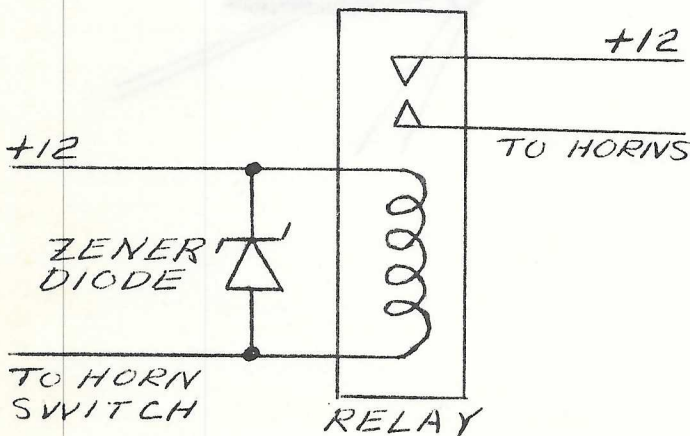
Relay Arc Suppression

A relay is an electromechanical switch. Every BMW has one as standard equipment for the horn circuit. The relay's purpose is to handle the switching of large currents which would otherwise necessitate heavy duty manual switches and heavy gauge wire running into the car's interior. With the relay, only a small amount of current flows through the horn switch.

The heart of the relay is the coil, consisting of wire wound around an iron rod. This coil is an inductive load, and when power is removed from it, "kick-back" voltages as high as 250 volts are generated by its collapsing magnetic field. This voltage produces contact damaging arcs and induces noise into your audio equipment.

This noise can be heard as "popping" on your radio and can be produced by tapping on the horn button long enough to activate the relay, yet short enough so your horn doesn't blow.

You can completely suppress arcs and spurious noise by adding an 18 volt ($\pm 10\%$, 1 watt) zener diode to the relay coil circuit as shown below:



With the zener diode in the circuit, the highest voltage which can be developed across the coil will be 18 volts.

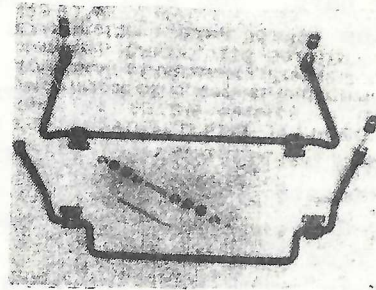
If you have relay energized accessory lighting, you may want to preserve your dimmer switch and/or other switches by inclusion of zener diodes across all relay coils.

Tom Sundstrom

Distributor Caps

This encouraging bit comes from Dan Gallagher: a distributor cap for the 1200cc 36-hp Beetle carries the same Bosch part number as that for the 2002. And sells for about \$1.75, roughly half that of the BMW - distributed part. The key is the last three digits - 187. It must be a 36-hp unit; 40-hp caps are larger.

(Reprinted from the publication of the soon-to-be Chicago chapter of BMWCCA.)



Bars, Bushings and Bolts

Installing a set of 19mm front and rear anti-sway bars on your 1600/2002? You'll find the rubber bushings for the four interior brackets (2 front and 2 rear) are nearly impossible to squeeze tight enough to reuse the stock bolts that held the factory installed 16mm sway bars in place.

To remedy this situation, purchase four 8 x 30mm (thread size) bolts and nuts from your friendly parts dealer (about 25¢). Then take a rattail file and whittle away at those reluctant little bushings until you've made the holes large enough so you can just close the ends around the bar with firm hand pressure.

Next, starting with the rear bar, you'll find you still can't compress those d--- bushings enough to replace the stock short bolts, so use one of the long 30mm bolts to get your bracket started and compress the bushing just enough to get a short stock bolt in the other hole. Tighten the stock bolt up so you can remove the 30mm bolt and screw in the other stock bolt - easy! Repeat the operation with the other bracket. By the way, before you start tightening things up, be sure your bar is properly centered so that both brackets are on a straight part of the bar. Next attach the ends of the bar in just the same way the stock unit was mounted.

Turning (wearily) to the front bar, chuck the factory supplied counter-sink bolts and nuts for the front brackets. Take the bolt you have been using on the rear bar and the three others and cut slots for a screwdriver in their heads. Pushing the bolt up from beneath the frame through the bracket, you will find its extra length makes closing the front bushings a snap. Attach the bar ends as with the stock bar.

If your Bimmer does not have factory anti-sway bars, you will need four more bolts for the rear brackets. You may not be able to find ones that are short enough; they must not be more than about 15mm in thread length, so simply saw off the four 30mm bolts. Also, you will need the four brackets and four strut bearings for the bar ends. You can get (read or order) these from your dealer.

Now, hop in your BMW and head for the nearest cloverleaf - you'll find all the work was worth it.

Rusty Barton

NEWSLETTER

Keep those articles coming in! If, by chance you did submit an article and don't see it in this issue, be patient, it will appear. We appreciate your contributions, and hope more members will decide to share experiences and tech tips.

BEY EM VEY CORP.
P.O. BOX 62145
VA. BEACH, VA. 23462

For Sale

Autobooks BMW 2000/2002 "Workshop Manual", \$4.00. Not a bad book since the mistakes have been corrected. 488-6843

4 175 x 13 Vredestein radials. Legal, but very little tread. Would be excellent boat bumpers or swings. All yours for \$10.00. 488-6843.

1 7/8" front antisway bar. Addco says it's for a 2002, but they lied a little bit. Bend it some more and it will fit. \$6. 488-6843

ASAHI Pentax 35 mm single lens reflex with light meter and 28 mm wide angle lens - \$250. Call Charlie at 855-5019.

1938 BMW 2 door hardtop, 6 cyl., 2 Solex carburetors. Partially restored. Basically solid throughout. Supposed to sell or wife will divorce me. Call Gary Braut at 723-9357.

