

# das Kummert

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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 Kummert 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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For further information, write to

Bey Em Vey Corporation  
P. O. Box 62145  
Va. Beach, Va. 23462

or 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

- Feb. 6 - Autocross  
13 - Tech Session  
15 - Meeting  
26 - Party

FEBRUARY						
S	M	T	W	T	F	S
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## PRESIDENT'S COLUMN

We are, at long last, a full fledged chapter of BMWCCA. The announcement came in the following letter.

Gentlemen:

At the January 14, 1972 meeting of the National BMWCCA Board of Directors, it was unanimously voted to accept your application for chapter status as the Tidewater Bey Em Vey Chapter. Your application was in perfect order and was accepted without exception.

On behalf of the entire National Board I would like to welcome your very active group to our increasing number of regional chapters throughout the country. We feel fortunate that you have associated yourself with us and trust that this will lead to an even stronger representation of BMW automobile owners interests in your area.

Very truly yours,  
Parker L. Spooner  
President, BMWCCA

Credit for the neat artwork on our new front page goes to Collis Ackiss. All of you who attended the January meeting saw our new logo in full blazing color, and most, quite obviously, thought it was great. Locally we're humming along very smoothly now after many months of struggling.

Nationally, BMWCCA has elections coming up which will probably transfer many of the club officers from Boston to Columbus, Ohio. As many have suggested, this change will slightly alter the club's direction and will be a breath of fresh air for what some of the current officers term mental fatigue. Let's hope for a smooth transition.

## President's Column, cont.

Food for thought. It is strongly rumored that at long last a lower power version of quartz-iodine lights will be legal in the U.S. in a year or so. For those of us already defying the archaic lighting laws (as does Douglas Thoms of NHTSB) won't it be nice not to pull the headlights out for inspection? If you've ever driven with Q-I headlamps you can't go back to seal beams. So much for one of my pet gripes.

More food. If Pete Vack's ESV article last month struck a responsive chord and scared you, be sure to read the Feb. edition of Motor Trend. The article, "Fifteen Great American Crashes will make you stop and say, who need an ESV? A seat belt and shoulder harness in use are all you need to save your life and limbs in 99% of all cases researched. Why waste millions of dollars on cars capable of destroying an entire city block if the driver falls asleep at the wheel? Enough.

Jim Craig

## **CLUB ACTIVITIES**

### Minutes, January 18

President Jim Craig called the meeting to order at 7:45 P.M. Treasurer Mary Cottrell reported a balance of \$83.20.

The club insignia, for use on stationary, patches, etc., as designed by Collis Ackiss was presented to the general membership for approval, and was accepted.

Vic Shunkwiler reported on the meeting with Mr. Bruce held in December.

Rose Marie Sundstrom reported on the meeting of the executive board held on Jan. 7. The newsletter will be expanded and will contain advertising. Prospective members will receive 3 copies of the newsletter before being removed from the list. Copies of the bylaws will be available to members. Entrance fees for various club activities were set.

Fred Andrew volunteered to take on the responsibility of the parts inventory, and it was decided to establish a kitty from which to purchase parts in the future.

Vic reported on the success of BMWs in autocrossing and urged more participation. A schedule of activities for February will be printed in the newsletter. Pete Vack presented a short history of the BMW and Jim Rhyne gave a short lesson on rallying.

The meeting was adjourned at 9:30 P.M. to the Village Inn.

Rose Marie Sundstrom



### Pylon Python

We have gotten off to a fairly good start in our quest to dominate the autocross scene in spite of the winter weather. I realize this is a bad time of year to try to develop interest in an outdoor activity. Spring and summer are right around the corner, however, and now is the time for those of us who haven't as yet participated in pylon competition to get our feet wet.

Your BMW is a trophy winner if you want it to be. No specific preparation is necessary. That car sitting in front of the house needs nothing more than an enthusiastic owner to turn it into a trophy machine. You can do it! On December 19 at the Corvette Club's Toys for Tots, a completely stock 2002, just like yours, turned in the second fastest time of day out of a thirty five car field. The only car to beat this time was an SCCA race car with racing tires and all the goodies.

Come join the winning team, the BMW autocross team! Our next conquest will be this coming Sunday, February 6, at Janaf shopping center, at 12 noon. This event is advertised to be a "wide open course with no Mickey Mouse corners". That means it will be a BMW course. Come out Sunday and support your club with your participation in this exciting sport.

Vic

### 40 BMWs Expected

The February 13th tech session will be held at Vic Shunkwiler's, 1089 Kempsville Rd., Norfolk. These tech sessions have turned out to be the most popular club activity. At the last tech session at Vic's 28 BMWs were present.

Our January tech session was cancelled due to cold weather so we are overdue for service. This month we will try a new

## 40 BMWs, cont.

twist. Two cars will be brought into the barn and we will be given instructions on maintenance procedures, i.e. adjusting valves, minor tune-ups, etc. This should be a good chance for those of us who want to learn more about our cars to do so.

The barn will be heated and of course all tools and most commonly needed parts will be on hand. If the weather is nice we will saddle up the pony for the kids. Our aim is to see 40 BMWs at this tech session. Ya'll come!

Vic

## Party Time

Who wants to wait until next December to party? If you do, then don't show up at the Craig's on Saturday, February 26 at 8 P.M.

Because there will be a party there-complete with "red joy juice" made from the same secret recipe as was used last December. If you'd rather not contribute to the punch bowl (\$1 per person), then B Y O. Dress is casual.

Anyone interested in bringing snacks or other goodies, call Sandra at 488-6843. Call Jim at the same number for directions.

## **RALLIES**

### Are They Really As Much Fun As They're Supposed To Be?

A siren!! What ninny is trying to keep up with my beautiful BMW at this speed on a back road? Oh, hello officer. 80 miles an hour? Really? Why? Well, I'm setting up a sports car rally and I always like to check and make sure that all of the roads are safe enough so that when a rallier gets lost he can make up the lost time without getting penalized, and...

What's a rally? Well, you see, it's like this. A rally is... oh no, officer, it's not a race. It's a course set up on the back roads of the neighboring cities so that we won't get caught... oh, no, it's not that we mind getting caught... well, we do mind, of course, but we don't want to get caught in traffic and hinder our chances of making it to the check-point... no, sir, we're not taking the law into our own hands, it's just that we sit along side the road and stop the cars that are numbered... no, sir, not all cars that

have numbers on them are race cars! The numbers are just a means of telling what position they have in the rally and help to identify who they are. Sure, I can see the number on your car. Yes, sir, I know that it's not a race car. Yes, sir, I know that all of that gear in your car isn't a rally pack. Officer, if I could have a moment to explain why I'm out here setting up this rally maybe you will have a different outlook on what a rally really is. No, sir, I can explain while you write. Now listen closely... no, sir I'm not trying to get smart.

It all started 8 years ago. That's when I bought my first sports car. It was a beautiful red Alfa Romeo. Oh, that was a real driver's dream. Bucket seats, a four speed shift on the floor, a tach, an oil pressure gauge and real seat belts. Well, I wanted to use my newly acquired machine to its fullest so I joined a sports car club. Rallies and autocrosses were the word of the day. Since my new car wouldn't perform to the point that it could be competitive in autocrosses, I decided to run a few rallies.

Boy, what fun. My wife and I entered every rally that we could, until I noticed that when I came home in the evenings after a bad rally Sunday, that supper had a funny smell. Something like what rat poison smells like, you know? Well, on those days I always made up some excuse about not feeling well and would go to bed early and sleep very cautiously.

Then a solution to our problem came along. I started rallying with another club member. After looking at T. J. for a few seconds, I realized that we wouldn't have many arguments and anything he said would be taken into consideration. (T.J. was about six feet two inches and weighed about 210 pounds.) Oh, what joy! We fin-

## **AUF WIEDERSEHEN**

from

PAM and DAN WALTERS

We've enjoyed rallying with the BMW Club, but thought it best we leave and give someone else a chance at winning.

## Rallies, cont.

ished rally after rally. We didn't win many but it was nice just to get to the end like everyone else.

Then the day came when I decided that I would like to put on a rally. What a fool! Lay out the course, check the instructions, measure the course, figure out the mileages and speeds, locate the checkpoints, take two aspirin, and pray that the entrants wouldn't kill me if something went wrong. Yes, sir, I know that you're a busy man and that you've finished writing, but just let me finish. We're coming to the reason that I'm out here today.

Last year I joined a group of BMW owners and we formed a BMW club. NOT VW, STUPID!. BMW! Er, excuse the small outburst, officer, but a lot of people think that I drive... yes, sir, I'll continue. Well, we wanted to have some kind of activity in which we could use our cars so I volunteered to put on a rally. Just a simple gimmick rally. After a few of these everyone wanted something a little different.

A TSD rally was the next step. NO! T S D. Not L S D! A time-speed-distance rally. Please don't ask me to explain. You might get writer's cramp.

Anyhow, on January 23, fifteen rally cars appeared at the designated starting place. A parking lot, not a white line painted across the road! Their object was to run the course, in their cars please, using the directions I gave them.

The rally wasn't long. About sixty miles. They had instructions to follow and speeds to run. ALL of the speeds were below the posted speed limits. Yes, sir, no racing involved in this type of event.

Well, some people got lost on the

pickup. No, sir, we don't drive around blowing our horns at girls and asking them if they would like to go for a ride. It's not that kind of pickup. A pickup is when you're driving down the road and your road turns right or left and a new road is in front of you and you can drive straight onto that new road without deviating from your course with the exception of the..... yes, sir, you prefer the other kind of pickup.

Well, to make a long story short, only eight of the cars arrived on time at the last of the three checkpoints and the first car that arrived was a white Oldsmobile. He had the lowest amount of points (150) and won the overall prize. No sir, overalls weren't the first prize. It means that he beat everyone else to my house. Second was Jim Craig in a BMW, sir. And third was a Sunbeam Tiger. No, sir, that is not a pussy cat in a bread wrapper!

Everyone seemed to enjoy the event and asked if they would be able to enter another in the near future. I said yes and here I am, silly me, watching you sharpen your pencil. Would you like to hear what RIP means?

Jim Rhyne

## FOR YOUR INFORMATION

### Addresses of Interest

Bayerische Motorenwerke AG  
Lerchenauerstrasse 76  
8 Munchen 13, Germany

Hoffman Motors Corp.  
375 Park Ave.  
New York, N.Y. 10022

### Know Anyone in Europe?

If you're going to Europe or know someone there, here are three items you might want as souvenirs:

1. BMW 4 cyl. Workshop Manual (part # is 01 51 9 699 231 e 1 iv. 68) about \$20.
2. BMW 6 cyl. Workshop Manual (part # is 01 51 9 599 360 e 2 iv. 69) about \$20.
3. Michelin XAS tires, 165 or 175 x 13 (yes, they exist!) about \$15 each.

## Imported Car Center Inc.

4815 Colley Ave.  
489-8429

### EXPERT BODY REPAIR

"Aubrey is a magician."  
ENDORSED BY BMW CLUB

# PARTS

## Tires, Gauges, Lights, et. al.

### How Many Times Has Your BMW Been Hit? \*\*\*\* ///

Sooner or later your BMW will get soundly clobbered in the rear end. Don't wince and say "Never!", the odds aren't on your side at all. To ease your pain and your car's down time Bruce-Flournoy Motor Corporation is stocking all parts required to fix a rear-ended 1600/2002. A tinted front windshield will also be in stock for those of us with a penchant for picking up stray rocks, bottles, etc. All of us BMW owners appreciate this effort - the next "victim" will appreciate it even more!

How about it folks, do you need any Semperit tires, VDO gauges, or Cibie driving/fog/head lights? Your club has arranged discounts for you on all of these items. All we need to know is what you want and how many. Drop us a card at P.O. Box 62145, Va. Beach, Va. 23462, and tell us! We will have to order en-masse (no single orders) to ease bookkeeping and keep the discount giver happy, so be patient.

Semperit - \$10.00 off list price per tire  
All types available.

VDO - 10% off list

Cibie - 20-40% off list

Keep those cards and letters coming.

### Substitute Parts

The following items are reputed (by Sears & Lowbucks) to be interchangeable between the make and model of "other car" and model of BMW:

<u>Item</u>	<u>Make &amp; Model</u>	<u>Model BMW</u>
Brake Pads	Audi '70 on Mercedes 200 series '68 on Mercedes 250S/SE/SEL, 280S/SE/SEL '65 on Opel GT '68 on Porsche 911/912 (front) Saab 99 (front)	1602/1800TI 2002 through '68
	Porsche 911/912 (rear) Saab 99 (rear)	2500/2800 (rear)
Fan Belt	Opel 1.5, 1.9 Kadett & GT '68 on Volvo 164	1602/2002
Oil Filter	Mercedes 190SL, 219, 220a to '59	European or pr-smog 4 cylinder BMWs (cannister type)
Voltage Regulator	Mercedes 200 series '68 on Mercedes 300 SEL '68 on Porsche 911 '66-'68 Opel 1.9 Kadett, GT 1900	1602/2002
	Alfa 1750 GT & Spider '68 on Audi '69 on Porsche 911 '68 on Porsche 914 '69 on Saab 99 & Sonett '69 on Volvo 142,144,145,164 P1800 '68 on	2500/2800

With slight modifications alternators from Opel, Saab and Volvo can be made to fit your BMW. 'Tis far better to cut a bracket than spend an extra \$100.

Jim Craig

## DEAR TERRIE

Dear Terrie,

My husband disappears every Sunday afternoon. He says he is going to an autocross. Is there really such a thing? If so, what is it?

Wondering Wife

Dear Wondering,

Indeed there is! An autocross is a very competitive event. But there is no need for you to sit at home while he enjoys this delightful sport. This is an event that both men and women can compete (in different classes, of course).

Most autocrosses take place on an open parking lot. Rubber pylons mark the course. The object is to negotiate the course as fast as you can without knocking down any pylons. While speed is an important factor, skill is also involved. If you knock down a pylon, two seconds are added to your time. Even if you don't compete, you can enjoy the excitement.

Terrie

Dear Terrie,

I am a BMW widow. My husband spends every free second working on his car. If I'd let him, I think he would actually sleep with it. What should I do?

Feeling Neglected

Dear Neglected,

Your husband is probably suffering repercussions from childhood (like being potty trained too early or having his pacifier taken away. You can do one of these three things:

1. Learn to sleep in the garage.
2. Buy or borrow a BMW - go for a ride and around 11:30 P.M. call him up and tell him your car broke down. He will love you for it.
3. Write a want ad under new husbands.

Terrie

## OPINION

### Gasoline

A word of caution: NO LEAD ("white") and LOW LEAD gasoline are not for your Bimmer. "White" gas has never performed well in any engine I've ever owned. It doesn't burn as clean as the advertisements claim either. If you have been using "white" gas consistently and doubt

this, look in your car's tailpipe and notice the nice (?) black color. (This statement may not hold true to some of us still using our cars equipped with the anti-air pollution device.) "White" gas, I've also observed, has a tendency to "gas foul" spark plugs unless hotter than normal plugs are used. Mileage I have found, is also below par. These NO LEAD and LOW LEAD gasolines can be detrimental to the valves in your engine unless you own a '71-72 American model that is specifically designed for its use.

Lead in gasoline has several functions: it is primarily an anti-knock agent; it also acts as a lubricant and coolant to the valves and seats, so don't let anyone tell you all lead in gasoline is a no-no.

I've had best results so far as mileage and over all performance is concerned with Super Shell and use it exclusively. It has an additive called TCP 2 which acts as an anti-knock agent, lubricant and mileage improver and is based on a petroleum by-product. I have found that I get less combustion chamber deposits with Super Shell than any other gasoline.

Collis Ackiss



## New Car...?

Color TV, vacation trips are just a few of the better things in life you and your family enjoy today. What about tomorrow... if you're gone?

Let me show you how Metropolitan life insurance can safeguard your family's future... so they will enjoy the still better things to come.

Vic Shunkwiler  
1089 Kempsville Rd.  
497-6117



## Metropolitan Life

New York, N. Y.

We sell life insurance.  
But our business is life.

# ADVICE

## Anti-Air Pollution Equipment

Considering removal of your anti-air pollution equipment from your "Bimmer" (air pump, gulp valve, etc., not evaporative devices)? Don't procrastinate! Do it! Jim Craig has all the technical information and know how. After removing this GM supplied equipment, different spark plugs will be required. Champion N-8-Y's have been giving me excellent results. Available at most auto parts stores for \$1.35 list, 78¢ net.

Collis Ackiss

## TECH TIPS

### Get 'Em While They're Hot - or Cold

Recently questions have been raised as to the appropriateness of torquing cylinder head bolts and adjusting valve lash on anything other than a stone cold engine. Mr. William Bruce of Bruce-Flournoy Motor Corporation has kindly provided the Bey Em Vey Club with a copy of BMW Service Information Bulletin #7227 which lists the correct torque and valve lash settings for hot and cold engines.

Cold Engine max. coolant temp. = 95°F

cylinder head bolt torque:

50.6 ± 1.4 ft-lb.

valve clearance: 4 cyl.: 0.006-0.008"

6 cyl.: 0.010-0.012"

Hot Engine max. coolant temp. = 185-203°F

cylinder head bolt torque:

54.2 ± 1.4 ft-lb.

valve clearance: 4 cyl.: 0.008-0.010"

6 cyl.: 0.012-0.014"

A "hot" engine is defined as such when the temperature gauge needle registers in the second third of the white zone of the gauge. This should correspond to the thermostat opening temperature. Service on a "hot" engine should begin between 5 and 30 minutes after stopping the engine. (Work quickly!)

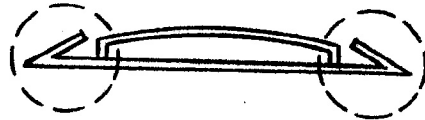
Adjustments at any other temperatures are verboten! The bulletin will be made available to anyone wishing to see it.

## Wind Noise. or How I Stopped My Car From Whistling for \$1.76

Most 4 cylinder BMWs have two types of wind noise in their repertoire of petty annoyances - one is curable! Driving down the interstate at 60-70 mph your ears are probably assaulted with the sound of turbulence toward the outer edges of the windshield (you'll have to live with it) and also the sound of an air leak at one or both vent window frames (this you can fix).

First of all the rubber door frame gaskets must be in A-1 condition. Replace those sections which have decayed or torn away. After replacing any worn rubber recheck for the offending air leak. Just your luck, it's probably still noisy.

Trot down to your local hardware store and head for the storm door and weather stripping section. You will need a rubber door sill molding. The molding will be about 3 feet long and should have a cross section as shown below.



The only parts you will need will be the "V" shaped side portions so cut them off and throw the rest away.

Using contact cement glue a "V" section to the top of the chrome vent window frame. The point of the "V" should be toward the inside of the car. Glue the rubber strip to the frame over its entire forward and top. Keep the doors open until the glue sets up. If you've done the job correctly, when you shut the door the "V" will be compressed between the vent window frame and the rubber window molding effectively sealing up all air leaks.

Jim Craig

## Compression

With all the spark plugs removed and the engine at normal operating temperature, you may check the engine's compression. Check your findings with the figures below.

	<u>4 cyl.</u>	<u>6 cyl.</u>
good:	above 149 p.s.i.	156 p.s.i.
normal:	135-149 p.s.i.	142-156 p.s.i.
poor:	below 128 p.s.i.	142 p.s.i.

## In case of flood call General Electric!

Is your 2002's trunk weatherproof? Or, like mine, does it tend to fill up with water when it rains? There are 3 primary causes of wet BMW trunks: split trunk lid gasket, poorly fitting extractor vents and poorly fitting tail lights.

1. Split trunk lid gasket: The trunk lid gasket has a bonded joint in the forward edge of the trunk rim (directly behind the rear window). This bond is quite prone to separating which results in water all over the trunk floor panels everytime you wash the car or let your BMW get rained on. Either rejoin the gasket with contact cement or fill in the gap with GE Silicon Seal. Replacing the gasket will be a temporary cure, so don't bother.

2. Poorly fitting extractor vents: The fresh air extractor vents located directly above each rear wheel arch and exiting at the top of each rear fender (under the sides of the trunk lid) are directly in the line of flow of all water which runs off the roof of the car and down the rear window. If the vents do not fit tightly into the fender, your BMW could finish up a rain storm with a  $\frac{1}{2}$  inch of water in the trunk bottom pan around the gas tank - the other side has a drain hole. Remove the extractor vents and run a bead of GE Silicon Seal around the lip of each vent that fits into the fender exit orifice. Replace the vents and wipe off the excess silicon before it sets up.

3. Poorly fitting tail lights: The welded joint between the rear panel and the rear fenders is the real trouble maker here. The tail lights have some (but often not quite enough) weather seal around them to fill in any gaps in the welded joint. The next time you wash your car run your hand along the bottom of each tail light inside the trunk - wet? If so, break out your half used tube of (are you ready?) GE Silicon Seal. Remove the tail light reflector assemblies and run a bead of silicon around the lens-rear body junction (again wipe off the excess silicon before it sets up).

No, this was not a paid advertisement.

Jim Craig

### Distributor Rotor

The last time I replaced my rotor it was hard to put on, but somehow, I managed to force it into place. Recently, when about to replace my rotor again, I really had to pull to remove that tight one. In the process, my distributor shaft developed the capability of moving up and down an extra quarter of an inch. It seems that BMW uses two types of rotors. The tight one belonged on a 1600TI or a 2002TI and the other for a regular 1600 or 2002. So if the new rotor you're installing doesn't like the shaft in your distributor maybe you have the wrong rotor (wish I had the wrong car).

Tom Sundstrom

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