

# das Kummer

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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 Kummer* 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

	June							
June 10 - Rally - TSCC	S	M	T	W	T	F	S	
11 - Autocross - POCC						1	2	3
18 - Autocross - AMSC						4	5	6
20 - Meeting - BMWC					7	8	9	10
24 - Tech Session - BMWC	11	12	13	14	15	16	17	
25 - Autocross - TSCC	18	19	20	21	22	23	24	
	25	26	27	28	29	30		

## PRESIDENT'S COLUMN

Well, the dust is settling and the wounds are healing. Sure glad I missed the meeting! Who would have thought a proposed autocross code would stir up such emotions! Our intrepid V.P. should be commended for referreing the battle! A uniform code will benefit all of us - no matter whether the code is perfect or not. I can hardly wait to hear about a rally code.

The Second BMWCCA Congress will be held late in June. Any items you wish to have put on the agenda should be made known at the meeting on the 20th. Give it some thought.

By the way, we can always use articles for the newsletter, so try!!

Jim Craig

## MINUTES

The May 16th meeting was called to order by vice-president Tom Sundstrom. Mary Cottrell reported a balance of \$249.97 in the club treasury. Vic Shunkwiler gave the activities report.

Jim Rhyne read the proposed autocross code that is being considered by SEVSCO. A great deal of discussion followed. A motion was made that the representatives of the BMW Club to SEVSCO vote for the code. It was seconded and passed.

Fred Andrew gave a parts report. Jim Rhyne has not gotten a reply on jacket patches yet. Mary Vack distributed copies of the membership roster.

The problem of the logo was discussed. There had been a suggestion that it conflicted with the BMW emblem. A motion was made, seconded and passed to modify the old logo.

Charlie Maas brought up the question of the clubs purchasing an exhaust gas analyzer. Charlie Maas and Rusty Barton will inquire into the cost, and report at the next meeting. Pete Vack passed out the Master Driver's Opinion Poll to be filled out by interested members.

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



# CLUB ACTIVITIES

## TSCC Rally

It has been a long time since we've had a club sponsored rally. Let's keep in practice by running the Tidewater Sports Car Club's Ladies Night Rally on Saturday, June 10.

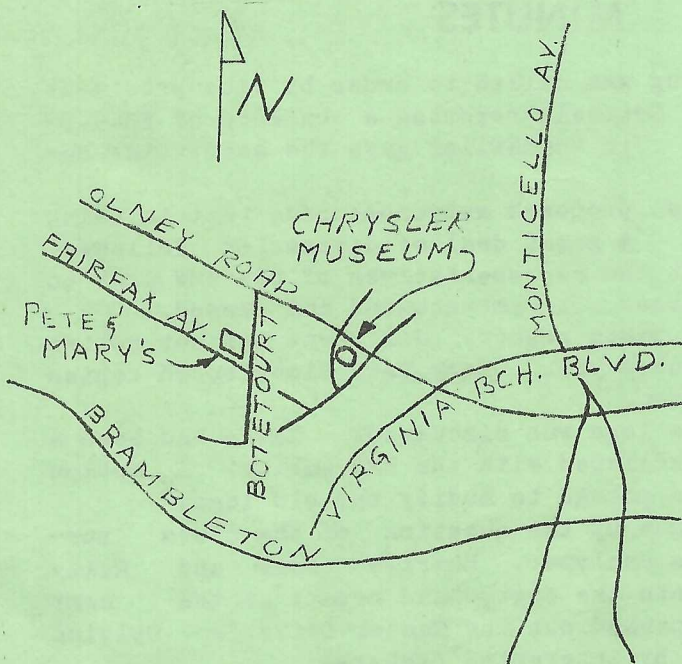
Meet at the parking lot of Church of the Good Shepherd, 1520 N. Shore Rd., Norfolk, at the intersection of Hampton Blvd. and N. Shore Rd. at 7:00 P.M. There will be a party after the rally, B.Y.O!!

PRE-REGISTRATION ONLY!!! Send your check for \$3.00, payable to TSCC to Beulah Mitchell, 527 Maycox Ave., Norfolk, Va., 23505. (phone 423-3926) Along with your check, you should send the following information: name, address, make of car, navigator's name.

## Tech Session! Party! Good Time For All!

Tech session begins at 3 P.M. on June 24th - get that time - you tinkers will have until 7:30 to play around with Tom's analyzer, Jim Craig's brain, and Jim Rhyne's car - but then you must start partying, OK?

Get your babysitters from 3 to conclusion, if you can. BYO. There will be a pony keg and mix. So, please be there and help us usher in the summer season. At Pete and Mary's (400 Fairfax Ave, Norfolk, 627-9996), and here's how to get there!



## Money Maker

Attention girls!! Want to help us make some money for the club? We will be selling Tupperware for approximately six weeks in an effort to add to our treasury. (We will receive a percentage of the sales.)

You need not host a party - just sell a piece or two to some friends. Call Mary (340-6284) or Rose Marie (497-2814) if you are interested and they will reserve a book and some order forms for you. If we all join in, we can bring our club closer to its goal of buying insurance so that we can host autocrosses.

## BOOK REVIEW

### RALLYING by Stuart Turner

According to the ad, Rallying by Stuart Turner is a "...down to earth guide to basic rallying, full of helpful tips on navigating, preparing the car and organizing." It sounded like one really needed this text to progress from a novice raller. Unfortunately, the ad neglected the fact that this was a primer on English rallying. Specifically, English map rallying with a brief description of rallying on the Continent.

Even taken for what it is, this book leaves much to be desired. As a basic guide, it fails to give enough specific information, leaving the reader with more questions than answers. There are many "helpful tips", but most are trivial and would be obvious even to beginners. Tips such as where to stow your spare pencils. The chapter on organizing rallies is void of details and serves only as a fitting ending to this glossy text.

Unless you plan to run map rallies in England, you would be best to leave this book to the English.

Tom Sundstrom

### das Kummel Staff

Editor: Rose Marie Sundstrom

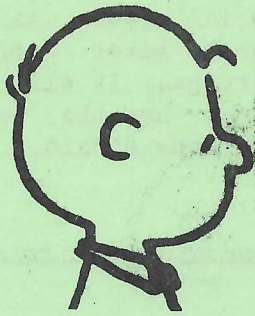
Newsletter Committee:

Sandra Craig

Dave Pritchard

Tom Sundstrom

## PROFILE



### A Talk With Jim Craig

It wasn't easy to get an interview with Jim, nor did it turn out to be an actual interview - interviews as such being too confining and too formal. The evening turned out to be what could be described as a soul searching bullshit session.

I found his apartment to be tastefully decorated in modern Scandinavian furniture, although automotive "phillistines" would probably be appalled at the pictures of cars - BMWs, of course, on the living room walls. The past four months of Road & Track, Car and Driver, and Motor Trend adorn (to a wife, clutter) the coffee table.

Prior to our talk, Jim had mentioned several times that he was a simple, dull person. Which made me want to dig, to look for a door that led to a labyrinth - for surely someone who admitted simplicity was covering complications. I wanted to know the reasons for his intense interests, his single minded hobby. There must be, I thought, deep reasons.

But no. His answers were clear and logical, nothing behind, underneath or on top. To look into reasons so deeply would be straining a knowledge I don't have... and in this case don't need. Jim is simple (not in the derogatory sense), and also logical, happy and intelligent. Need there be more?

I don't think that Jim is a true car fanatic. I have known those who are. Jim is more mature, and stable than that. His BMW is not a replacement for lost manhood, nor a needfilling object, or any other type of Freudian theory. Jim is a person with a hobby...or, at the most, a throw-back to a time when cars were less commonplace, more toys than transportation. A time when men thought nothing of doing some of the same things Jim does today... those things that some of us, even as enthusiasts, think are extreme. So many of us take our cars for granted. Jim doesn't. He knows better. Things tend to

last much longer if they are not taken for granted.

Nor is Jim outwardly over-exuberant about his car. He may just have bought a new header system that cost \$100 and gave a 15% hp increase, but no one would know it unless they asked. He retains his cool and never gets excited (well, let's not say "never") and you'll never hear him yell "Hey, you've GOT to see my new headers."

Jim works as a physicist for the government, and his free time is spent doing what he enjoys most... naturally. And that is working on cars, driving and doing things for the club he practically gave birth to. He also wants the best for his car, is single minded and fastidious, but he has the nicest, cleanest, best kept BMW for - well, I'd hazard to guess how far around.

A car has a special and different meaning to everyone. To drivers like Vic and Jim Rhyne, a car is very little more than an instrument... as it was to Stirling Moss. For Jim Craig, a suitable description might be calling his car his companion... to be driven but not abused, to never be merely just transportation, but a road-fellow, a friend who goes with you everywhere, and just happens to be equipped with the facilities to take you there quickly. Jim's driving pleasure is not autocrossing, where too many things can break or wear out, but over-the-road driv-

**ALL ROADS lead to Village Inn**  
there's one near you!

**VILLAGE INN PIZZA PARLOR**

*"Where Pizza is Always in Good Taste!"*

10% DISCOUNT on all food to BMW Club members after club meetings at the Village Inn at Janaf Shopping Center.

### Profile, cont'd.

ing on excellent highways (routes 5 and 10, for example). On a business trip to Washington, he might leave as early as 4 A.M., so he can travel the back roads and have little traffic.

We talked about autocrossing, but one of Jim's most endearing attributes... his modesty, became a difficult handicap to me. On a bookcase there were beautiful pewter plates, mugs and cups, mostly from two years of various successes at the Oktoberfests. We did not discuss them. About all I can say is that he has done well, believe me.

He talks little about himself because there are so many things around him that speak for him... his apartment, his BMW, his respect as President, and his knowledge of things automotive. He is happy, and content to know that he has nothing to prove. Even his humor is calm, subtle. On his door there is a print-tape that reads "Solicitors will be abused". I thought of the guy who smiles as he says he is going to punch you out.

We talked on, and I asked him if there was any other kind of car he would consider buying. "I had always wanted a Porsche" he said, "but the expense and impracticality of one stopped me short of actually buying one. The BMW was the next best thing, and for my purposes, even better than the Porsche." Then he took me by surprise when he told me that if money were no object, he'd "settle" for a Lamborghini Muira 'S'.

I took another drink. Why, of all cars, a Lamborghini? "Because there are no compromises in the design. It's all out. Ferrari and most others are just too compromising. And I don't need to pay for the glamorous Ferrari name."

Jim was right... he can appreciate a fine design well executed with no compromises... and again his choice would speak for him.

pete vack

## COMPETITION

### Lemans '72

The starting grid at Lemans this year will include two BMW 3.0CSs and one 2800CS. They will run in the Group 2

Special class against a Mercedes 300SEL, some 3 liter Capris, as well as a few Citroens. It will be extremely interesting to see how the cars perform and hold up under the strain.

### Lime Rock 1972 -or- How about a 2.5 litre 2002?

What can you say about a race where the highest running BMW was following a VW Super Beetle in 9th place? While the shock settles in, let's talk about Lime Rock Park.

For those of you who have never been to Lime Rock, it is an experience. The short track is best viewed from a hill overlooking the esses, a fun spot where cars often explore the unpaved areas in search of a short cut. This year the big thrill was making book on when a certain Alfa doing a three wheel thing around the sharp left would flip. It didn't and at the end placed 4th, the highest placing Alfa. Maybe super front roll stiffness is the way to go.

There are only three problems for the spectator at Lime Rock. First, there is only one way in and out of the infield where the best vantage points are. To avoid the post race bottleneck I generally leave about midway through the Over 2.5 race. Crossing the infield bridge is a thrill in itself. Have you ever had three or four 02.5s pass under you at full racing speeds? Everything shakes! The other two problems are mud and dust. Last year when I went it rained, and rained, and rained; the mud in spots is almost like glue and in others as slick as ice. This year it was dry and sunny. No mud, but you get tired of eating dust!

## Imported Car Center Inc.

4815 Colley Ave.  
489-8429

## EXPERT BODY REPAIR

"Aubrey is a magician."

ENDORSED BY BMW CLUB

## Line Rock, cont'd.

For the second year running the New Jersey Chapter had an area set aside for a BMW Corral. Many well equipped cars and several tiis in the area but strangely not many people staying about to talk, probably because with the crowd everyone was looking for a small patch of ground on the hill overlooking the esses. The crowd was so bad it took me five minutes of walking around and/or over people to reach the refreshment stand 50 yards away. On to the race.

At the start it appeared to be an Alfa-Datsun race all the way; Wetson Racing vs. BRE. Of all the cars on the course these team cars had the most professional appearance, yet in the case of the Alfa, appearances were deceiving, as their challenge ended over half way through when Horst Kwech came into the pits with a two speed five speed gearbox. From then on it was Bob Sharp and Mike Downs in the Simoniz/BRE Datsuns all the way. The only other threat to Sharp came from an Escort Twin Cam driven by John Buffum for Libra International Racing, who unfortunately retired for good about lap 50 after taking the lead from Bob Sharp for two laps when Sharp went into the pits briefly. Various unspecified mechanical ills took this and several other cars out of contention. In the end, Datsun took the first three places, Alfa 4th and 5th, two more Datsuns 6th and 7th and everyone else following.

Among the everyone else the car which appeared to have the most potential was the Escort Twin Cam. It was very smooth and very quick. Had it not been for the mechanical difficulties it could have placed second as it trailed Sharp's Datsun by some 6½ seconds and had a 17 second lead over the Datsun holding third. The VW Super Beetle was a surprise, holding off the BMW 2002s and 2002TIs quite handily after passing them, and would have placed approximately ninth had not some unknown malaise caused its retirement. Except for the fact that it was slower than the leading cars, the Pinto 2000 made a good showing and spun only once, and then easily regaining its original position. The lone Fiat 124 Coupe entered by FAZA went around noisily, trailing some evil looking vapors and was ignored. One Capri 2000 was entered and ran rather non-competitively making choking sounds except when on the straights. The only other

marques represented were Volvo (142) and Mini-Cooper who proceeded to circuit the course, circuit the course, circuit the course,.....

What about the BMWs? The less said the better as they looked bad. Of the six in the race three were 2002s, two 2002TIs and one 1600/2. All three 2002s dropped out with mechanical difficulties by the 40th lap. One TI driven by Donald Emery lost the right rear wheel and sat out the race under the benign gaze of 10,000 people. The other TI flipped and rolled 10 times at the diving turn but the driver walked away. And the only BMW that finished the race? Number 85, the lone 1600/2.

Frank J. Pokorny, Jr.

## Your Competition

Listed below are the proposed SEVSCO classes which are of interest to BMW owners. See any competition?

### D Stock

Sprite 1100	Opel GT
Midget 1100	Datsun 240Z
Spitfire 1147	Capri 2.6
TR4, 4A, 250, 6	BMW 2002tii
Datsun 2000	Mini 997, 998
Saab Sonett-3 Cyl.	MGB
Alfa 1600, 1750 Sportscars	

### E Stock

TR 2, 3, 3A, 3B	MGC
Datsun 1500, 1600	Sunbeam Alpine
Corvair 110 hp & up	Lotus Cortina
Porsche 1600N, S, C	Morgan other
BMW 2002, 2002TI, 1800TI	Sprite 950
NSU TT, 1200 under 70hp	Midget 950
Fiat 850	Capri 2000 (?)
Austin Healey (except Sprite)	
Alfa Sedans, 1300 Sportscars	

### F Stock

Corvair (other)	BMW 1600
Capri 1600	Vega (all)
M6A	Saab (other)
Pinto	Datsun 510,1200
VW	Renault
Volvo	Mini 850
Cortina (other)	Maverick 6 cyl.
Austin America	Audi
Gremlin (except V8)	Simca 1000,1204
Triumph Herald	
Opel (not otherwise listed)	
Fiat 124 Sedan, Coupe & Spyder	
Toyota Corona, Corolla 1200, 1600;	
Celica 1600, 1900	

## THOUGHTS

### Tom Swifties

"Something's wrong with the differential," said Tom whiningly.

"Second gear synchro is acting up," said Tom crunchingly.

"Red springs are no good at all," said Tom saggingly.

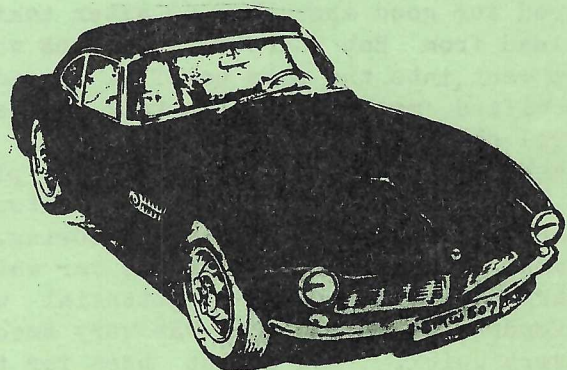
"The radiator is leaking again," said Tom drippingly.

"Do disc brakes always make so much noise?" asked Tom squeakily.

"The tii certainly is nice," Tom injected.

"Sealed beam headlights are terrible," said Tom dimly.

## OUT OF THE PAST



BMW 507 Touring Sport  
(1955-59) 3.2 liter V-8

## CLASSIFIED

For Sale: 1970 BMW 2002, air conditioned, AM-FM stereo. Call Dan Ridgeway at 587-0413.

Wanted: Stock 4½ x 13 wheels in good condition. Call Tom Sundstrom at 497-2814.

Wanted: Isetta. Call Jim Rhyne at 547-5644.



## PLAN AHEAD

During the past year or so, I've had the opportunity of talking with a great number of you about your insurance programs. Most of you have seen to the future financial security of your family in the event of your death.

Now that you have taken the first step toward your family's security, you should take the necessary steps to assure that your estate will be settled according to your wishes.

Do you have a will? Have you talked with a trust officer about establishment of a trust instrument? What would happen if you and your wife were involved in a fatal auto accident? Would the courts decide who would raise your children? Would you want your parents to raise your children or would you perhaps choose a younger couple?

These are serious questions that each of us should find answers to. Now is the time to decide how you want your estate settled and who you want to raise your children in the event of a common disaster.

If I can be of service, please give me a call. I'm not a lawyer but I can point out possible problem situations and put you in touch with a trust officer if needed. The important thing is that you act now.

Victor Shunkwiler  
1089 Kempsville Road  
499-6117

## DEAR TERRIE

Dear Terrie,

Our son is ruining our reputation. He has a hang up on Porsches. How can we convince him that BMW is the car?

Embarassed Family

Dear Family,

You could always put a tape recorder under his bed at night that repeats over and over "BMW is number one".

## TECH TIPS

### Wiring

1968 thru 1970 1602 and 2002 models should be checked for chaffed wires leading from the alternator to the wiring harness at the battery. The wires run through a rubber sleeve which is held by a clamp at the lower alternator support bracket. The clamp can (and will) chew through the rubber sleeve and wiring. Your BMW doesn't need an underhood fire - believe me. It is advisable to re-route the wires (as did BMW on the '71 models) so that the alternator clamp is eliminated.

Remove the wires from the clamp and move them up and to the left so that they can be taped or tied to the large cable running from the battery to the starter. Using two 13mm wrenches, remove the bolt from the lower alternator bracket and remove the offending clamp. Replace the bolt. Put the clamp wherever you put such things as gulp valves, air pumps and original equipment shocks.

Jim Craig

### Things That Go Bump....

Owners of BMWs up through 1970 models should check the driveshaft center bearing for deterioration of the rubber diaphragm between the bearing and the bearing bracket. The center bearing is located forward of the mid-point of the driveshaft (about even with the front seats) and the diaphragm is subject to rapid deterioration from both heat and constant flexing. If the rubber diaphragm is torn or appears to be brittle, it should be replaced to

prevent the driveshaft from "whipping" and bottoming out on the center bearing bracket. Replacement may eliminate some very annoying noises which probably only appear under hard acceleration in first and second gears.

Jim Craig

### Intermittent Windshield Wipers

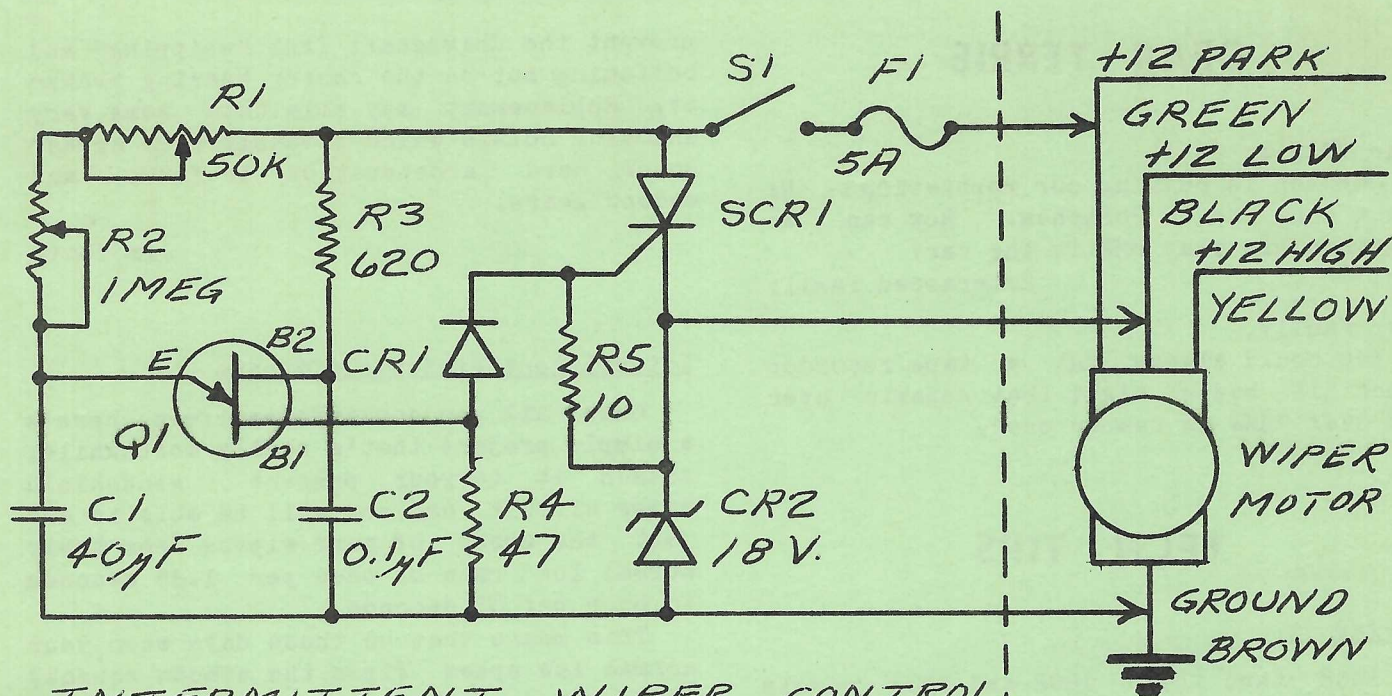
Okay, all you do-it-yourselfers, here's a simple project that's really worthwhile. Attach it to your present windshield wiper circuit and you will be able to adjust the speed of your wipers from their normal low rate of once per 1.25 seconds to once per 85 seconds.

This means that on those days when your normal low speed wipes the window squeaky dry, you don't have to keep turning the wiper switch on and off. Just turn the knob on your control box to give the perfect wiping rate.

All the parts can be easily mounted in an aluminum box with only the on/off switch and control knob protruding. The box can be attached under the dashboard to the left of the steering column for convenient operation.

### Parts List

- C1 - 40 $\mu$ F @ 25VDC, ELECTROLYTIC CAPACITOR
- C2 - 0.1 $\mu$ F @ 25VDC, MYLAR CAPACITOR
- CR1 - 250 MA, 100 PRV DIODE
- CR2 - 18V, 10%, 1 WATT, ZENER DIODE
- F1 - 5 AMP FUSE
- Q1 - HEP-310 UNIJUNCTION TRANSISTOR
- R1 - 50 KILOHM TRIMMER POTENTIOMETER
- R2 - 1 MEGOHM POTENTIOMETER, LOG TAPER
- R3 - 620 OHM, 5%,  $\frac{1}{2}$  WATT RESISTOR
- R4 - 47 OHM, 5%,  $\frac{1}{2}$  WATT RESISTOR
- R5 - 10 OHM, 5%, 1 WATT RESISTOR
- S1 - SPST SWITCH
- SCR1 - 5 AMP, 100 PRV, 15 MA GATE (HEP-300, S1006H) SILICON CONTROLLED RECTIFIER
- ALUMINUM BOX - 3 1/4" x 2 1/8" x 1 5/8"
- KNOB (FOR R2)
- FUSE HOLDER
- PERFORATED CIRCUIT BOARD



INTERMITTENT WIPER CONTROL  
SCHEMATIC DIAGRAM

Adjustment: R2 is the control which changes the wiping rate. R1 is a trimmer to adjust the fastest wiping rate to be equal to the normal low speed. Adjust R1 with the engine running and R2 set to give the fastest wiping rate (R2=0). Start with R1 positioned to give the slowest wiping rate (R1=50K) and then adjust it to give the fastest rate.

Operation: The circuit is timed by a unijunction transistor oscillator whose rate is controlled by potentiometer R2. Periodically, the unijunction transistor

Q1 discharges capacitor C1 into the gate of silicon controlled rectifier SCR1. This causes SCR1 to turn on, and thus the wiper motor. As soon as the wipers move out of the dead park zone, the built in park circuit of the wiper mechanism also applies power to the motor, and this causes SCR1 to turn off. The park circuit continues to drive the wipers through one complete cycle, back to the dead park zone where they remain until the unijunction transistor fires again.

Tom Sundstrom

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P.O. BOX 62145  
VA. BEACH, VA. 23462