



das Krummet

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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 Krummet 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

	MAY						
	S	M	T	W	T	F	S
May 7 - Drive Out - BMW Club							
14 - Autocross - TSCC/SCCA		1	2	3	4	5	6
16 - Meeting - BMW Club	7	8	9	10	11	12	13
21 - Tech Session - BMW Club	14	15	16	17	18	19	20
28 - Autocross - PSCC	21	22	23	24	25	26	27
	28	29	30				

PRESIDENT'S COLUMN

As of April 21st, our club belongs to SEVSCO (South Eastern Virginia Sports Car Organization). What does this mean? It means that we, as a club, now have a voice in area sports car events. We can contribute to and complain about autocross codes (the Metro-Washington code in particular) as well as rally codes. Once we have proper insurance we can reserve weekends for autocrosses or rallies open to other clubs. We will, I hope, become an important influence on SEVSCO since we are one of the largest clubs in the Tidewater area.

The active members in the club are now serving on various committees formed with the intent to stimulate some of the less active members into participation. Try our next event - we'd enjoy seeing all of our members for a change.

Charlie ("Clean Air") Maas has suggested that the club purchase an exhaust gas analyzer. Does anyone have thoughts about this? There are many pros and a few cons, but most of us would reap some benefits, especially if (when) Virginia starts to check emissions. Ponder it until the meeting.

Jim Craig

MINUTES

The April 18th meeting was called to order at 7:45 P.M. Mary Cottrell reported a balance of \$196.75. Vic Shunkwiler gave the activities report.

Jim Rhyne reported that the prices he had gotten on jacket patches were extremely high and that he would get other estimates. The points system committee presented their results. Ken Browning made a motion that men and women compete in different classes. The motion was seconded and passed. Jim Rhyne made a motion that we accept the points system as modified. It was seconded and passed. It was decided the points system would go into effect on May 1 and end on November 30. The vice president will be the keeper of the points.



Minutes, cont'd.

Rose Marie Sundstrom presented the results of the executive board meeting. The committees decided on were: activities, advertising, membership and newsletter. Charlie Maas made a motion to accept the committees. It was seconded and passed.

Pete Vack will bring copies of the Master Driver License Questionnaire from Car and Driver to the next meeting and all those interested may fill them out.

The meeting was adjourned at 8:50 P.M. to view slides.

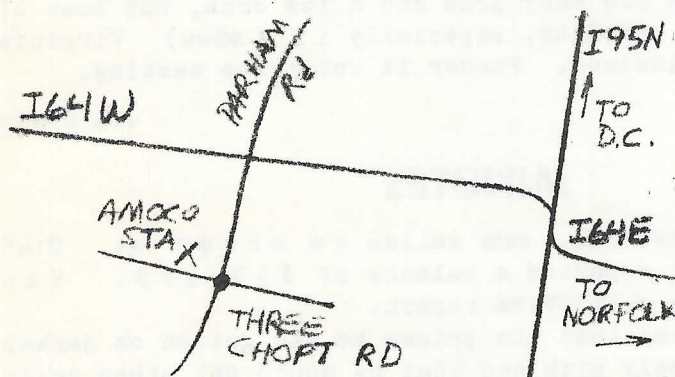
CLUB ACTIVITIES

Drive Out to Richmond - May 7th

If back country roads, dogwoods and azaleas in full blossom and a picnic and games appeal to you - then join us for a Sunday of fun in Richmond.

The Bimmer caravan will depart from Janaf parking lot (in front of the Village Inn) at 10 A.M. We will drive up scenic route 10 to Richmond and then use I-64 to the Cottrell farm. Wives are to bring a picnic lunch for their own family, including beverage. Ice and charcoal will be provided, but bring your own cups and plates. After lunch we'll have volleyball, badminton, frisbees, etc.

Late starters or people from the peninsula who do not wish to meet at Janaf can meet us at Carle's American Station at the corner of Parham and Three Chopt Roads at 1:30 P.M. If you should get lost in Richmond, call 270-2279. Anyone on the peninsula wishing to join us en route, call Jim Craig at 488-6843 for directions.



From Norfolk: Take I-64 West to Richmond, merge with I-95 North and then turn on I-64 West again. Take Parham Road SOUTH to Carle's American.

Let's Break Records

Our tech session for May will be held on the 21st at 12:00. Host for this session will be Vic Shunkwiler, 1089 Kempsville Road, Norfolk. This will be our first tech session of the year that we can expect to have warm weather and we are looking forward to seeing 40 or more cars. As always, we will provide all necessary tools, shop manuals, minor tune-up parts and lubricants. If you are planning anything out of the ordinary, please contact Fred Andrew or Vic Shunkwiler to make sure we will have the needed parts and equipment. Don't forget to bring the family.

Points System - As Approved at the April Meeting

PARTICIPATION:

Each member receives 5 points for each meeting attended.

5 points will be awarded for each article submitted to the club newsletter.

10 points will be awarded for a formal presentation at a meeting or a tech session.

5 points will be awarded per month for the club storekeeper.

Each member receives 5 points for each club event entered. Points awarded only in competitive events.

Rally chairman receives 25 points for each rally that he puts on, plus 2 points per car that enters. Assistant rally chairman receives 15 points for each rally and 2 points for each car that enters.

Workers on rallies receive 10 points for each rally that they work on.

Autocross chairman receives 15 points for each autocross and one point for each car entered. Each rerun that is allowed counts for points also. Assistant autocross chairman receives 5 points for each autocross and 1 point for each car entered and points for reruns.

COMPETITION: (Club Activities Only)

There will be a separate competition for men and women, with separate awards.

Rally competition points to be given to the club members that finish in the top 10 places only and as follows: 100 points

Points System, cont'd.

for first, 90 for second, and so on, down to 10 for the tenth place. Half points given for all gimmick rallies. (50 for first, 45 for second, etc.)

For autocross competition club members must finish in the top six in class to receive points. First place receives 9 points, second 6, third 4, fourth 3, fifth 2, and sixth 1. In case of a tie at the end of the year the person that has finished consistently the highest in class will receive the award.

Club members can be event chairman of two events a year and assistant event chairman of two events a year.

PROFILE



Vic Shunkwiler

Sunday, April 16, Ford Motor Plant parking lot. I had been waiting for hours to run, had sat and watched as Opels, Triumphs, MGs, and even a 240Z took their turns. I had thought that there was a good chance to win a first in class (by virtue of my BMW, not my driving). But as I waited in line, I felt totally defeated...for now, no matter how hard I tried, there was no longer any hope of a first. I had just learned that Vic Shunkwiler had borrowed a BMW and entered my class.

Vic has this terrible habit of tooling up to an autocross, usually late in the afternoon, dropping in like he had just noticed the event while on a Sunday drive. Then he enters, borrows a car...any car, and proceeds to blow the pants off of everyone else in his class. So damn nonchalant!

But Vic also helped me to get more out of my car, taking time to show me my weaknesses and errors. And losing to Vic is not so bad, either, knowing that he is probably the best autocross driver in the area.

Some observers, no doubt, at one time attributed Vic's long string of first places to his fast, super set up 2002. Not so, however, as could be seen when he started driving a few showroom stock BMWs and kept placing first...by large margins.

It hasn't always been that way though, and Vic will be the first to admit it. It took practice...persistence pays off. In his first few autocrosses, Vic hit more pylons than Babe Ruth did home runs. "But", he says, "that's the best way to learn the limits".

I watched that philosophy in action that Sunday. Vic went out in a BMW he had never driven before, and with his first run, "learned the limits"...and hit three pylons doing it. Not concerned in the least, he set out on his second and last run, drove flawlessly, and took two seconds off of his first time.

I had never met a person quite like Vic before...a person whose sole obsession was to drive. He's not an enthusiast in the normal sense. Cars alone don't stir him up...the mystique of a Ferrari, the elegance of a Rolls Royce, the beauty of a Pininfarina design do nothing for him. His passion is sitting behind the wheel, and the 2002 is only a means to an end. A good choice, but a Lotus or even a Caprice would equally serve the same end.

As a boy, Vic started with a lawnmower-tractor, which he still has to this day. He had a job with a neighbor, who also had a truck which kept getting in the way of Vic's lawnmowing...and therefore had to be moved. So, Vic learned to drive the truck, along with its crash box. As he grew up, he drove more and heavier equipment, until at sixteen he graduated to driving schoolbuses. He was determined to be the best bus driver around. Bus driving is no easy affair, but he soon was winning bus-rodeos, and later local recognition as "The Outstanding Bus Driver of the Year".

It may seem incongruous to go from buses to BMWs, but note that driving,

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ENDORSED BY BMW CLUB

Profile, cont'd.

whatever the vehicle or the circumstances, is still driving, and the credits are transferable. Juan Manuel Fangio was Peron's personal chauffer at one time, Jim Clark worked a farm tractor, and so on. Vic learned his skills the hard way, without the benefit of modern suspensions or synchro gearboxes.

While serving in the Army, Vic got a taste of a small manageable car...a Ford Cortina. Always wanting a "sleeper", he caught a road test of a BMW while in a bunker in Viet Nam. He drove a demo BMW while in Bangkok, and when he returned stateside, he bought his 2002 from Brooks-Shorter.

Having run a couple of autocrosses before the Army (with a Galaxie, no less), he quickly went at it with his new BMW. Sponsored in part by Brooks-Shorter, he began a long string of firsts and seconds in class. By 1970, he was well enough known to be nominated to represent this area in the Mid Atlantic Regional Championship Autocross in Frederick, Md. Here Vic won first in A Sedan Modified, against competition from eight states. He kept on winning at home and was again asked to go to MARCA in 1971. Last minute suspension modifications left Vic with virtually an untried car, and he placed third.

Since Vic's only obsession is driving, I suggested to him, that based on his past record, he might make it a career. "Naw", he said,... "but I think I'll just watch, wait and see".

pete vack

FOR YOUR INFORMATION

Surprise, ESV!

Recently the NHTSA crashed Fairchild's ESV (the umpteen megabuck wonder on wheels) into a wall at 50 mph. The car received minor damage, but the dummy in the passenger's seat (no, it wasn't Doug Toms as suggested by Road & Track) wasn't so lucky. It seems (for some unknown reason) that the airbag didn't inflate. The dummy was split into two pieces as it cracked the windshield. Now if he'd had his shoulder harness and seatbelt on, there would've been no trouble. Long live the airbag and NHTSA! (Currently the

NHTSA is being considered for a Blue Max Gulp Valve Award, but crash test certification has not as yet been completed on this device.)

Rumor (Good)

The current Road & Track mentions the perennial rumor of a BMW "sports car". European magazines (notably Germany's Auto Motor und Sport) report the chassis to be that of the 2002tii with a 2+2 fastback body. Drool!

Rumor (Bad)

New 2002's are beginning to appear with a modified carburetor which has non-removable jets. (Apparently, someone doesn't trust BMW owners!)



BMW 2800 CS.

BMW Wins Again!

The BMW 2002 has again won (5th consecutive year) the Best Sports Sedan category in Car and Driver's annual Reader's Poll. The 2002 netted 31.5% of the votes cast in this category. Second place went to Chevrolet Camaro which netted 17.2% of the votes. (Does this prove that the enthusiasts now outnumber "Mr. Average American Sporty Car Buyer" by almost 2 to 1?)

1st Place Best Sporty Coupe/Sedan -
BMW 2002/tii

3rd Place Best Sports/GT Car -
(over \$10,000)
BMW 2800 CS/3.0 CS

3rd Place Best Luxury Car -
BMW Bavaria

Best All Around Car-

Datsun 240Z	1st
Chevrolet Corvette	2nd
Porsche 911	3rd
BMW Bavaria	4th
BMW 2002/tii	5th

COMPETITION

Sad Truth

All cars sold in the U.S. after Sept. 1972 must have bumpers capable of withstanding a 5 mph frontal impact and a 2.5 mph rear impact. Picture your BMW with crash bumpers. Won't the 3.0 CS be lovely? Controlled crush of body panels must now become a thing of the past.

OOPS !

Obituary

Malaga 1972 BMW 2002 belonging to Keith Bangel was virtually destroyed by a drunk driver on April 8th. Fortunately, no injuries resulted (other than to the car).

DEAR TERRIE

Dear Terrie,

My daddy won't let me have a car seat. All the other kids have car seats (and some of the kids get to stand up or even eat in the car)! I would just settle for a car seat. How can I convince my dad?

Seatless

Dear Seatless,

Get car sick - obviously the insecurity of not having a car seat is enough to make any tot sick.

Dear Terrie,

It seems as if all BMW wives have to put up with car magazines taking up closet space, or even worse, table space. How should we solve this cluttering problem?

Cramped Wife

Dear C.W.,

Show your husband how quickly you dispose of your Good Housekeeping and other women's magazines. Also tell him how childish it is to collect things - except, of course, important things like recipes, sewing patterns, buttons and old love letters.

das Kummel Staff

Editor: Rose Marie Sundstrom

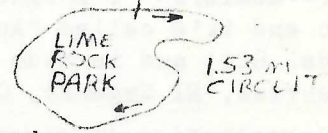
Newsletter Committee:

- Sandra Craig
- Dave Pritchard
- Tom Sundstrom

'Tis the Season

May 5th and 6th begin a new season of SCCA Trans-Am and 2.5 Challenge Series Racing. The season's first race will be held at Lime Rock, Conn. (See diagram.) Rules have changed slightly, which will allow Alfa to run lighter this year. Here's hoping BMW triumphs, but the prediction is:

- Alfa - 1st
- Datsun - 2nd
- BMW - 3rd



However Pinto, based on its IMSA series performance, could be a serious threat for third place. Let's also not forget that a Mazda or two may show up! '72 looks to be an interesting year. Stay tuned.

TECH TIPS

Coolant Recovery Reservoir - Closed Cooling System

There may be times when your Bimmer may overheat, say in heavy slow moving traffic at high air temperatures, prolonged idling or after a long run when you shut off the engine without a cooling down period of fast idling for several minutes to allow the latent heat in the engine to be absorbed and dissipated by the cooling system. Evidence of the latter may be detected by a loss of coolant from the overflow tube on the radiator.

Most auto owner's operators manuals warn you to add coolant to your radiator only when cold and to add only enough to bring the level to within an inch and one half below the lower part of the filler neck. This is good advice for a stock cooling system, as this space in the top tank of the radiator will allow for some coolant expansion.

However, the stock system has two decided disadvantages: first, the full capacity of the car's cooling system cannot be utilized, as it is not completely full. Second, air is trapped in the system. Air is a no-no, as it is the major cause of rust and corrosion in the cooling system. It also greatly shortens the life of those expensive radiator hoses due to oxidation caused by the reaction of the impurities in the water, the heat and the air itself. A coolant recovery reservoir (sealed cooling system) is the best, most effective

Coolant Recovery Reservoir, cont'd.

tive way of preventing the above problems from occurring and will prevent the major portion of your overheating problems.

This system consists of a heat resistant plastic reservoir, a special radiator cap and a length of clear vinyl tubing. The cost is under \$4.00, which isn't much more than a BMW radiator cap from your dealer. I bought mine from Western Auto and it's called "Auto Coolant Kit" (model 600) and is made by Hollywood Accessories, El Segundo, Cal.

Installation is simple and requires only a very few minutes. Mount this reservoir on the inner fender apron (as high as possible) between the windshield washer reservoir and the front radiator mounting panel. Remove the overflow tube from the filler neck of the radiator. Connect a length of vinyl tubing (furnished in kit) to the overflow fitting on the radiator filler neck. Then run this tube around the front of the radiator top tank in the space between it and the radiator mounting panel and connect it to the nipple on the outside of the reservoir cap. Use another length of vinyl tubing to connect to the underside of the reservoir cap, long enough to reach the bottom of the reservoir. Completely fill the radiator with coolant and install the special radiator cap. Fill the reservoir approximately 1/3 full of new coolant, put the cap on the reservoir and you now have a sealed cooling system.

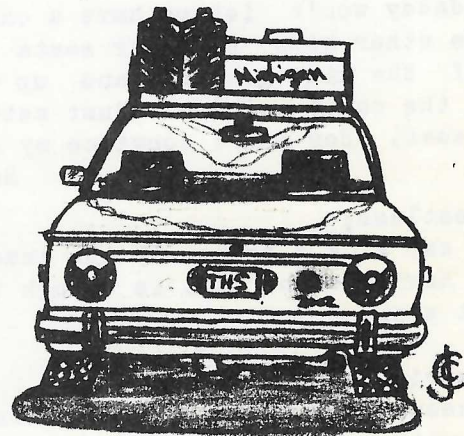
The radiator cap never needs to be removed to check the coolant level, as a glance at the reservoir will determine whether there is sufficient coolant in the system. If it is ever necessary to add coolant to the system it is added to the reservoir and never to the radiator, thus maintaining the sealed system. When the car is driven for the first time and allowed to cool, check the coolant level and add coolant (if required) to bring it up to the normal mark on the reservoir. This additional fill may be required as the result of any entrapped air in the system having been purged.

The system works in this fashion: the coolant expands due to heat, enters the reservoir via the connecting vinyl tube. Reservoir receives the coolant. Any remaining air or steam in the system is ejected through the vent in the reservoir

cap (the reservoir is never under pressure. When the cooling system cools off a vacuum is formed and it draws the coolant back into the radiator, keeping the cooling system completely filled and free of air.

This device will reduce the possibility of an overheated engine and actually lowers the engine's operating temperature because it purges the air from the cooling system (air will not allow the coolant to absorb heat) and increases the capacity of the BMW's cooling system by a little over a quart. Since I have installed this system on my Bimmer, I have never had the heat gauge go past 5/8 on the gauge, even after prolonged idling in heavy traffic at high air temperatures.

Collis Ackiss



Rear Wheel Decambering

If your BMW has mileage approaching my 2002's 53,000, you may notice that your rear wheels have an obvious amount of negative camber due to the sagging of the coil springs. I recently measured mine at 3°.

This negative camber is great for cornering, and probably won't affect tire life if you rotate them regularly. However, if you take long trips with full loads as I do, you will find that your initial camber combined with the camber produced by the full load can easily ruin a good set of rear tires in just one trip.

If you are in this situation, there are several solutions to choose from, including buying a new set of springs, adding air bags within the old springs or replacing the donut like spring damper ring with a thicker one.

Rear Wheel Decambering, cont'd.

I chose the latter primarily for reasons of cost (\$4.52 for a pair). These are available at your favorite BMW dealer as part number 33 53 3450 106, and are 3/8" thicker than the stock damper ring.

To install the thicker damper ring, the rear wheel and shock absorber were removed. The coil spring was then compressed and also removed. Leaving the bottom damper ring in place, the upper one was exchanged for the new thick one, and the coil spring replaced and released. The shock absorber was attached and the wheel mounted to complete the job.

Installation time for the pair was about 3 hours, and the set of spring compressors was the only special tool required. My negative camber now measures $\frac{1}{2}^{\circ}$, for a net change of $2\frac{1}{2}^{\circ}$.

Tom Sundstrom

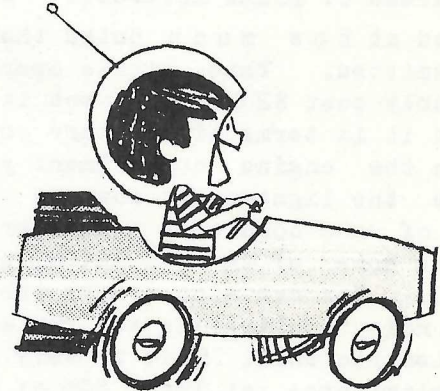
Soundproofing a 2002

Four cylinder BMWs of '67-'70 vintage are not as quiet as the '71 and '72 models. BMW has made some changes in the type, quantity and quality of soundproofing materials with noticeable results. You can install additional amounts of soundproofing at moderate cost to lower the noise level on your older 2002.

The cheapest thing to do (if you can stand the mess) is have the car undercoated with a tar base undercoating material. This goo will absorb a lot of sound and damp out panel vibrations very effectively. Undercoating only the front fender wells provides a noticeably reduced interior noise level.

The next item requires one or two 8" x 8" squares of foam backed indoor/outdoor carpeting material. Remove the gear shift knob and then remove the gear shift boot. Remove the foam rubber do-nut from the gear shift lever. Using this do-nut as a template, cut three thin do-nuts from the carpeting squares. Place one of the new do-nuts over the gear shift lever and use a screw driver to push its edges under the lip of the drive shaft tunnel. Install a second carpet piece over the first. Reinstall the foam do-nut and finally the remaining carpet. Reinstall the shift boot and shift knob. You have now eliminated a lot of transmission and road noise.

Now the job gets messy and a little more expensive. Soundproofing as such does not exist on the older BMWs except on the firewall. Vibration damping material is glued to most panels which would be vibration prone. At least the 2002 doesn't sound like a tin can, but noise is noticeable. Remove the front and rear seats as



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Soundproofing Your 2002, cont'd.

well as the carpeting which covers the driveshaft tunnel and floor areas. Now glue a 1/8" layer of foam rubber (again, foam-backed indoor/outdoor carpeting works well) to the exposed interior panels of the car. The driveshaft tunnel and the large panel behind the rear seat back are the areas of prime interest. You will be amazed at how much noise these panels transmitted. This little operation will probably cost \$20 or so, but it is well worth it in terms of creature comfort.

In the engine compartment you can replace the lightweight foam on the underside of the hood with a heavier grade to absorb some of the mechanical noises (music?). You can also remove the large and very noisy cooling fan and replace it with an electric unit. This is very expensive, but eliminates at least 50% of the BMW's noise.

You should allow a day or a day and a half to install all of the soundproofing. I hope you notice as much change as I did in mine.

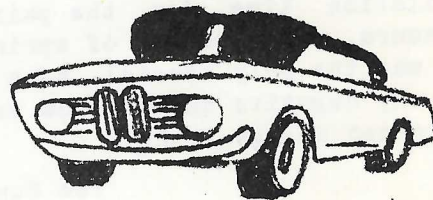
Jim Craig

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Tires (Tech Tip?)

The new Semperit M266 185HR70x13 radial tire not only performs admirably on the street, but according to Ed Kibler and Rusty Barton they make unique den furniture. No further details are available at this time.

TIDBIT



Star of the Stage and Screen

In Assignment: Munich, a made for TV movie that will probably be shown again, the hero drove a BMW Cabriolet with an engine of dubious distinction. If you missed it, catch it next time.