



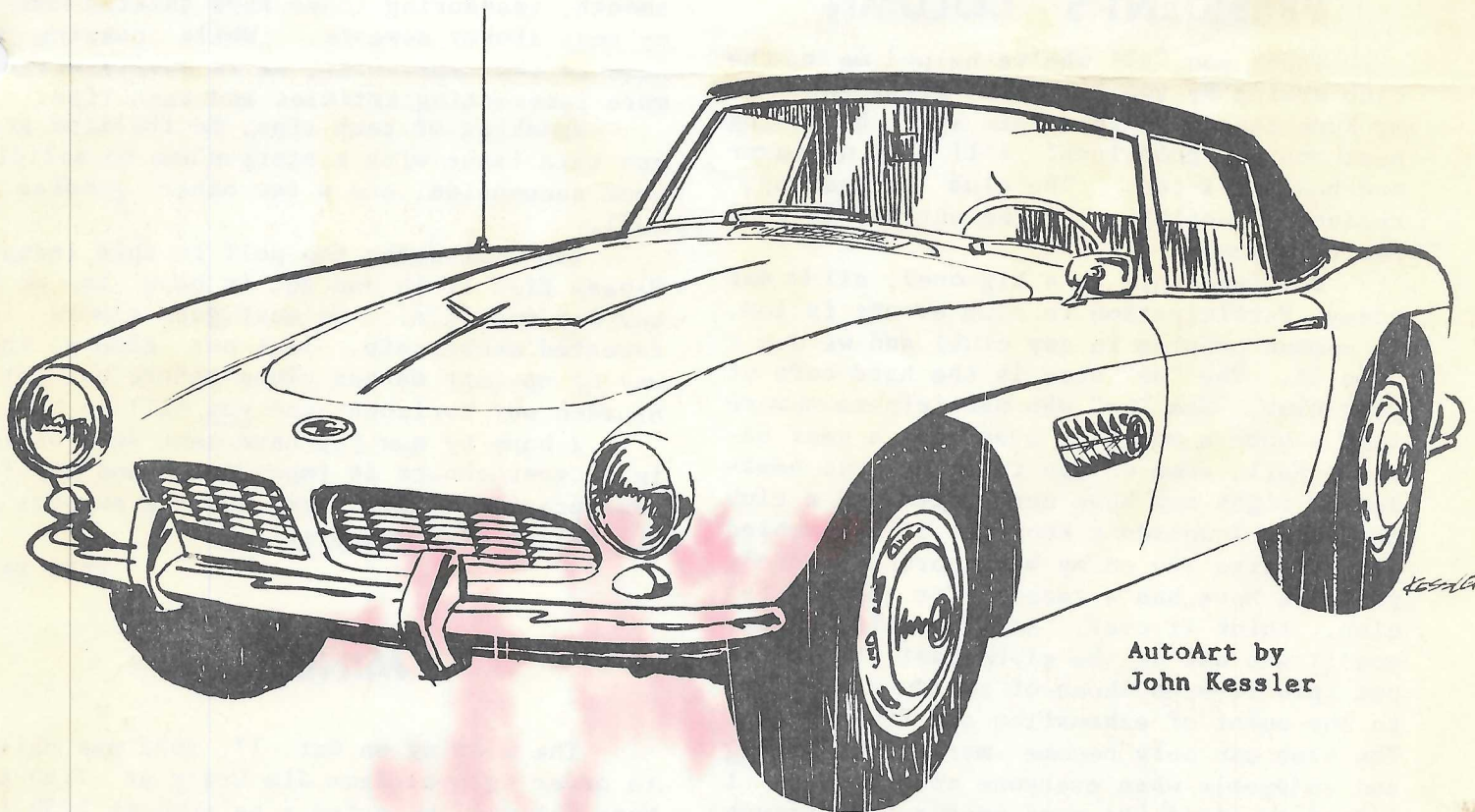
# das Krummet

VOLUME II NUMBER 11

Circulation 150

November-December 1972

## OKTOBERFEST '72 Battle of the BMWs



AutoArt by  
John Kessler

Front end shimmy... A new approach

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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## PRESIDENT'S COLUMN

Thank you, all who've helped me and the club during my two terms as President. To my successor (who gets this space beginning next month), good luck! I'll help whenever and however I can. The club is healthy, reasonably wealthy, and the outlook is good for next year.

But (and this is a big one), all is not rosey. Participation in club events is low, (a common problem in any club) and we don't like it. The "we" here is the hard core of your club. The "we" who participate on more than a once a month or even once a year basis. Hell, some of you reading this newsletter right now have never attended a club meeting! I wouldn't know you if I stumbled on your size 12s on my back porch. Surely you must have had a reason for joining the club...think it over. As I've said before, you'll get out of the club exactly what you put into it—even those of you who contribute to the point of exhaustion and frustration! The club can only become more interesting and enjoyable when everyone contributes. I intend to spend the next year going through our membership list, trying to get everyone out to our events. You'll be hearing from me soon!

Thanks again, it's been a pleasure.

Jim Craig

We have made it through another issue.. two, really, as this is your Nov-Dec. issue. Don't feel cheated, it's got more pages than usual. I'm sure a lot of you have felt frustration and anger because the Das Kummel is late, or more aptly, sporadic. To this I reply, please come over and help me do some typing...typing, which due to the exact column margins, needs to be done two times and many times a third. I only have a few hours each night, and my weekends to do this, and I for one refuse to be a slave merely because a club member wishes to complain about the tardiness of an issue.

However there are always silver linings. One is Nancy Macklin, who came up with an interesting comparison of the real Oktoberfest and our own BMW affair. Another is Rusty Barton, who, on top of being a prolific contributor to these pages, is a good debater, making use of charts, graphs and specifications to argue that the title should be in the same autocross class as the 2002. And I most heartily agree.

Another silver lining is Jim Craig whose smooth, reassuring tones have quieted some of my most stormy moments. While coaxing me back to the typewriter, he is busily writing more interesting articles and tech tips.

Speaking of tech tips, Ed Phillips graces this issue with a story on how to solidify your suspension, and a few other goodies as well.

You will note the poll in this issue. Please fill it in and get it back to me in any way possible. We must gain a more interested membership, lest our club go the way of so many marque clubs before us. Let's broaden our horizons, and you tell us how.

I hope by now you have sent your ballots in....your choice is important. And may the next president have luck..and the support of his fellow club members.

pete vack

## MINUTES

The meeting on Oct. 17, 1972 was called to order by president Jim Craig at 7:40 pm. Mary Cottrell reported a balance of \$234.14.

Most of the meeting was taken up with discussions about the Oktoberfest. A number of suggestions were made.

There was a discussion of a loan of an electric typewriter for the newsletter.

MINUTES...cont.

Charlie Maas suggested getting our club on next year's Sevsco schedule for autocross events which begin in January.

Charlie also suggested getting an old BMW engine and possibly transmission so members will be able to learn how to tear down and repair engines.

The meeting was adjourned at 8:30 pm.

Katy Stanberry

## CLUB ACTIVITIES

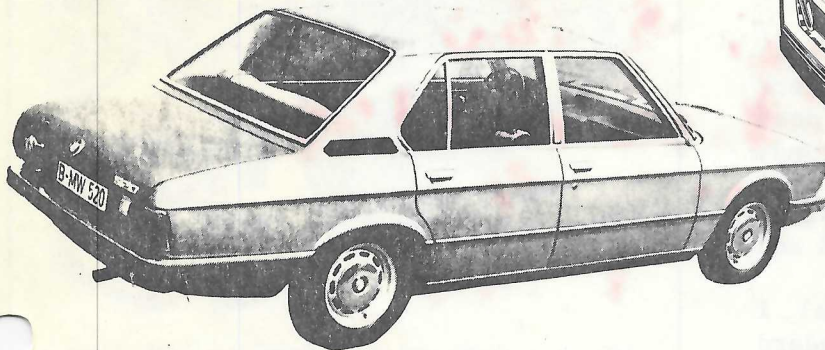
### 1973 DUES

For those of you who did not attend the Nov. 21st meeting (shame on you) here is the rundown on dues for 1973.

As of Jan. 1st, all people who wish to remain full members of the Bey Em Vey Corporation must also join the BMW Car Club of America. This regulation is in the BMWCCA bylaws and was approved by a vote of the members of the Bey Em Vey Corp. when we chose to become a chapter of the National Club.

Dues for new members of the BMWCCA are \$10.00, which is payable to the treasurer of the Bey Em Vey Corp. no later than the March 1973 meeting. Dues for succeeding year are \$5.00 per year which the member pays directly to the BMWCCA.

Dues for the Bey Em Vey Corp. are \$10.00 per year. There will no longer be a "single" membership category; all will pay \$10.00. To soften the blow for those who are presently members of our local club but not members of the BMWCCA, dues for the Bey Em Vey Corp. will be reduced to \$5.00 for new members of the BMWCCA. Therefore, total dues for 1973



for both old and new members of the BMWCCA will be \$15.00. For a new member of the National Club, \$10.00 goes to the BMWCCA and \$5.00 goes to the Bey Em Vey Corp.; for an old member of the National Club, \$5.00 goes to the BMWCCA and \$10.00 goes to the local club.

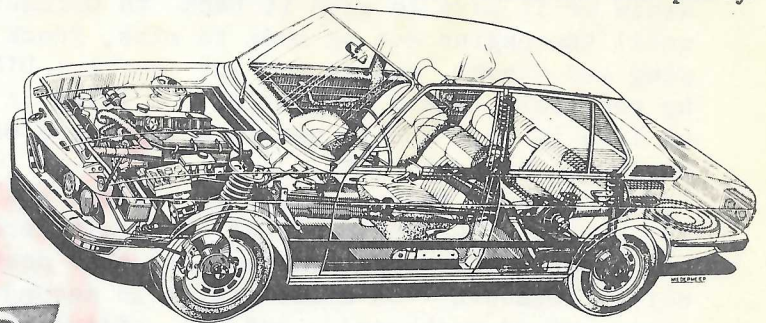
Now that I have you thoroughly confused, there is one thing more to add. For those of you who do not wish to join the BMWCCA, but would like to continue receiving our Das Kummel, a \$7.00 per year subscription will be available. Subscribers are not full members of the Bey Em Vey Corp....and may not benefit from any of its services such as tech sessions, club store, library, parties or events.

I hope this clears up any lingering questions about next years dues and I hope we don't lose any of you as full members in 1973.

Rusty Barton

### CHRISTMAS PARTY:

The Second Annual "Hey.....that's good punch!" Christmas Party will be held December 16th at the Cottrells. Their address is 3749 Historyland Dr., Va. Beach. Phone (in case you get lost) is 340-6284. Call also if you want to volunteer cookies, cakes, or Alka Seltzer....last year's party was a tremendous blast.....let's outdo ourselves this year! Casual dress, party mood and bring a polyanna gift..\$1.50 maximum! The punch will be wild and the food delicious and plentiful so do yourself a favor and come to the party.



The BMW 520....\$6000 worth of unobtainable automobile..something between a Bavaria and a 2002...right now with the four cylinder, later with the six. Will we ever get it? Ask Uncle Max.

## CONSUMER COMMENTS

tii..cont.

### BENZINEINSPRITZUNG UBER ALLES

You've recently read (or should have, anyway) Rusty Barton's article on his tii. Now it's my turn.

Why a tii? At first I didn't believe a tii could be worth the extra money. I had been considering the new 2 barrel carb 2002 until I looked under the hood of one.....my God, it looked like a Bavaria with all those vacuum lines, dash pots, large exhaust recirculation lines, etc., as nauseum. No way to make me buy something which has been castrated by EPA. My old '69 2002 was originally less than it should have been, thanks to the fine folks at EPA. And, unfortunately, gone are the days when smog equipment can be deftly removed without fear of reprisals by the local authorities....so whatever I was going to buy had to be right. Enter the tii.

There is nothing hung on this engine or taken out of it. Sure, the timing is slightly retarded and the clean but lean idle mixture makes starting off a little adventurous but it runs! You would not know the tii has a clean engine by the way it runs, but there under the hood is the sticker which says the car has been blessed by the great bureaucracy and its safe for use on our highways. Often I wonder when some little man with sweaty hands will be knocking on my garage door.... "Sir, about your car..I'm afraid there's been a terrible mistake. You see, it's not within the Federal Standards governing the required number of nuisance items. This car is too good to have been certified. I'm afraid we'll have to send it back to Germany until the engine can be made to miss, knock, ping and diesel, and to not put out 1.1 DIN hp per cubic inch." Horrible! To drive it, to live in it, and to own it are my ways of saying to hell with EPA.

Granted, there is more to the tii than the engine. The inertia reel seat belts are truly marvelous, the transmission that does not go "Graunch" on a fast shift to second, the revised dashboard, and the additional soundproofing all add up to quite a machine. And the brakes...the front discs are BIG and they will stop you quick!

Complaints? A few, but that's normal. I think a five speed should have been standard equipment in addition to the old 3.64 differential ratio. With the present gearing this Autobahn cruiser doesn't get into its stride until you're way over any and all legal lim-

its. In Europe, that's fine, but here it's just too tempting!

Quality control is still good, but in my opinion not quite as good as it was when I got my '69. Production volume, costs, and complexity have increased since then so it's difficult to really judge.

However, I'm much more pleased with the tii than I was with the 2002 back in '69.... there's nothing like it at all. The chassis and brakes are well suited to the tii's additional power, but for "safety" the car does understeer more than a little at low speeds. This initial understeer is necessary to provide a smooth transition to power-on oversteer. If the tii were as neutral as the 2002 at low speeds, the added power would cause a very abrupt transition to oversteer. Porschophiles may delight in abrupt oversteer, but it makes me perspire profusely. The strong low speed understeering is unfortunate though, in the respect that it makes the tii difficult to autocross successfully....but then I have never been too successful at autocrossing anyway.

Well, that's about it. Excuse me while I go admire the Kugelfischer PLO-4 injection pump one more time.

Jim Craig

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# THOUGHTS

## BMW 2002 VS BMW 2002 tii

JOY IS.....

A deserted road, a banked turn, and you with your BMW.

Passing that wallowing U.S. built tank on the interstate exit ramp.

Catching the look on the Camaro driver's face as he tries to out-accelerate your tii.

Watching jaws fall open when you tell people "Yes, a gfeat economy car.....only cost me \$4800."

Convincing the wife that the "old" BMW really is worn out..and you've got to get a new one now!

MISERY IS.....

Finding out (the hard way) that your '71 2002 had 1968 type rocker arm assemblies.

Buying your new Bavaria and immediately going out on one of Uncle Sam's 6 week cruises.

Watching the kid's bike fall against your own new BMW.

Street racing a Chevy with your 2002 at 4 am and finding out at 85 mph that he's a cop.

A Beru spark plug.

A radar trap in Pungo

A dust storm in Oklahoma.

Having a wheel bearing go bad while you're on the Chesapeake Bay Bridge Tunnel.

Jim Craig

We all know by now that the 2002 tii is a fantastic car with a smoother, cleaner and more powerful engine than any previous 2002. However few of us realize just what the purposes and advantages (and disadvantages) of the tii's power increase are.

Basically the 2002tii has been designed as a true Grand Touring machine, that is, a car built for comfortable and rapid motoring from point A to B. To accomplish this goal in a small engine has required BMW to make other changes to the basic 2002 than simply bolting on mechanical fuel injection and leaving it at that. The tii has stronger front suspension arms, larger disc brakes,  $\frac{1}{2}$ " wider wheels, and altered gear ratios in the final drive and transmission.

Let's examine what all these changes have done to the tii's performance in relation to the standard 2002...(pre- 2 barrel). First, some specifications. The tii engine develops 130hp at 5800 rpm; the 2002 engine develops 100hp at 4500 rpm. The tii produces 18.1 mkp torque at 4500 rpm, while the 2002 produces 16 mkp torque at 3000 rpm. The final drive ratio for the tii is 3:45.1; for the 2002 it is 3:64.1. In the transmission the ratios for the tii are:

First.....3.764

Second.....2.02

Third.....1.32

Fourth.....1.00

In the 2002 the gearbox ratios are;

First.....3.835

Second.....2.053

Third.....1.345

Fourth.....1.000

The tii weighs 2184 lbs. and the 2002 is 2073 lbs., both unladen.

Now that we have the pertinent specifications that apply to the two cars we can move on to the main point of this article; given the basic cars only, not including drivers, there is no significant difference between the two models for the single purpose of autocrossing. Let's make some assumptions that apply to the unique situation of an autocross. First, autocrosses, as they exist in Sevsco, are low speed events where the road speeds fall mainly in the 10-30mph bracket. Second, first and second gears are used at autocross speeds with second gear being used almost exclusively once that standing start is made. And third, since an autocross is a low speed event with acceleration very important, torque is more meaningful than horsepower.



CLYDE TABOR

DAVE JOHNSON

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VIRGINIA BEACH, VA. 23451

2002 vs tii con.

Now, looking at road speed versus rpm charts, we find that at autocross speeds of 10-30mph, the tii engine turns 1700-5650 rpm in first gear and 950-3050 rpm in second. The 2002 engine turns 1950-6300rpm in first gear and 1050-3350 in second. Now let's go to the torque and horsepower curves. In hp (DIN) at 10-30 mph the 2002tii produces 37.5-129hp in first gear, and 17-75 in second. The 2002 puts out 43-96 hp in first and 21.5-74.5 in second. In first gear, from 10-30 mph the 2002 reaches and passes its peak bhp at 25.2 mph; the tii does not reach its peak bhp in first gear (although it's only one horse away). In second gear from 10-30 mph neither car reaches its peak bhp now, for torque at 10-30mph the tii puts out 15.3-16.5 in first and 13.3-17.5 in second. In first gear from 10-30mph the tii reaches and passes its peak torque at 22.8mph while the 2002 reaches and passes its peak torque at 14.4mph. In second gear from 10-30 mph, the tii does not reach its peak torque, while the 2002 reaches and passes its peak torque at 25.8 mph.

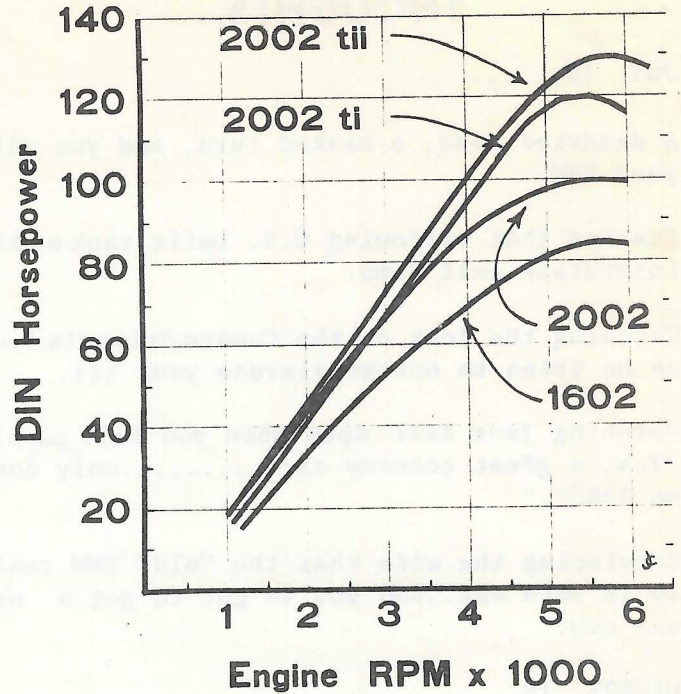
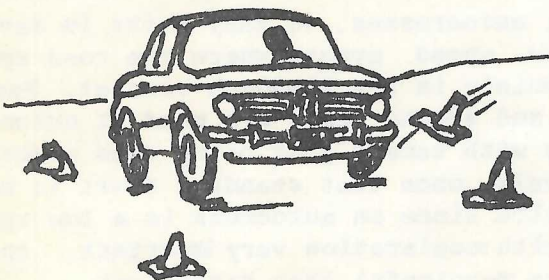
From these figures it appears that the tii does indeed hold the power advantage that should make it faster than the 2002 at autocross speeds. But even this raw advantage isn't very great except in first gear. But what we are talking of here is acceleration capabilities and the value, as any drag racer will tell you, that is most important for acceleration is the power to weight ratio. The tii weighs 111 lbs. more than the 2002, and at low speeds this evens the score. Let's look at the figures, at 10-30 mph:

Bhp/weight ratio, (DIN)

	2002	tii
First.....	0.02-0.05.....	0.02-0.06
Second....	0.01-0.04.....	0.01-0.03

Torque/weight ratio, (mkp)

First.....	0.007-0.005.....	0.007-0.005
Second....	0.007-0.008.....	0.007-0.008



Thus, the tii has an advantage in power to weight over the 2002 only in first gear torque and bhp, it is equal in second gear torque, and is at a disadvantage in second gear bhp. The second gear figures are, of course, the most important for autocross situations.

In respect to handling, while the tii comes with 5" wide wheels vs 4½" wide wheels for the 2002, the tii is over 100 lbs. heavier. Contrary to popular opinion, the tii doesn't come with heavier sway bars than the 2002; both cars have 16 mm bars front and rear. And of the subjective opinions I've been able to gather from former 2002 owners who now own a tii, the prevalent one is that the tii has more pronounced low speed understeer than the 2002.

In summary then, the tii produces higher maximum bhp and torque values than the 2002, but these peaks occur at higher rpm in the tii than in the 2002. Due to lower (numerical) gear ratios in the final drive and transmission of the tii, its engine is turning at lower rpm for a given road speed than the 2002 engine. Also the tii is lugging around more than 100 lbs. over the old 2002. These factors combine to give the tii no clear advantage in acceleration over the 2002, at autocross speeds. In addition, the 2002 tii has no advantage in low speed handling, and may even be at a disadvantage. Therefore believe that Sevco should reclassify the tii from D stock to E stock where it will be much more competitive.

Rusty Barton

## OKTOBERFEST

.....is now over and done with, and it is possible to look back and reflect somewhat unbiasedly, having shed the frustrations, strains, anxiety and worry somewhere between then and now.

We can now recall as far back as August, when the club decided that it would be possible to host an Oktoberfest, and moreover, voted that it should be done.

No one...with the sole exception of already dissenting Jim Craig, had ever participated in an Oktoberfest. Nor did anyone have any idea as to the amount of work or manpower needed to successfully host such an event. As a club we had organized one or two TSD rallies, and no autocrosses.

Yet the proposal was easily voted in. It was soon apparent that the brunt of the work would go to Jim...and although the early list of volunteers looked impressive, such things must be taken with a grain of salt. As human nature would have it, the long and impressive list of enthusiastic volunteers soon dwindled down to a more realistic number....and those who actually put the event on can be briefly listed as:

Jim and Sandra Craig  
Tom and Rosemarie Sundstrom  
Charlie Maas  
Jim Rhyne  
Mary Cottrell  
Vic Shunkwiler

Those who helped:

Dave Pritchard  
Dick and Judy Bouvier  
Rusty Barton  
Colis Ackiss  
Ken and Deb Browning  
Ralph and Katy Stanberry  
Mary Vack  
Ed Phillips  
Chuck Macklin  
Larry Parker  
Jack Pettigrew

Of those, there are a few who deserve special mention, and I doubt if anyone would disagree.....Charlie Maas, who was Co-chairman and a superb MC.....Ralph and Katy Stanberry, who worked the entire weekend without being able to enjoy any of the benefits.....Ralph for his punch and Katy for her help in the rally, Beerfest and registration....Dick and Judy Bouvier, who worked long and hard on the publicity end.....Mary Cottrell, who deserves far more recognition than she ever got. She was the hostesses' hostess, keeping



This, my friends, is a BMW. Doubt me? Not only is it a real BMW, but copies of it are for sale..to the right person(s), of course. At a small price of only \$30,000, you to can be the proud owner of a car like this. The 2002 engine (turbocharged) sits sideways in the rear....and it will pass the safety regulations for years to come. Be the first on your block to own one...order now.

OKTOBERFEST, con.

everything straight when no one else could, handling the Banquet with professional acumen and an abundance of patience. She was truly a priceless asset to the Oktoberfest and her contribution immeasurable.

Of Jim and Sandra, what really can be said. Jim had an active part in setting up every event and tended to the many hundreds of details. Sandra handled every situation with knowledge and an unusual combination of authority and sympathy. It was a tremendously successful event...and profitable...which is more than can be said of previous Oktoberfests.

Undeniably, there were problems. Human failings, however unfortunate, are bound to exist, and trouble areas come to light no matter how thorough the planning. Solutions had to be found that kept the contestants happy, and in most cases, those solutions were found, despite ear-bending and head scratching. The autocross event, criticized because of the small parking lot, was a compromise based on the problems of logistics. It was not where autocrosses are often held, but a far sight closer, and convenience was as much a criterion as the size of the lot. The rally was hard.....for those who made it so. There were a few first-time rallyists who made it through without getting lost to

## OKTOBERFEST, con.

testify to that fact. The concours.....any concours...is handicapped by the human differences...in opinion, in thoroughness, in fairness. No rules or plans can overcome this.

Every year lessons are learned. Tidewater profited from mistakes made in the past, and the chapter hosting the event next year have gained that much more hindsight... helped along by a many-paged synopsis that Jim Craig is busy preparing.

Names to watch in next year's events are the winners of this year's; Ed Gerwitz from Baltimore came down with a cleaner-than-Craig's 2002 (bergundy) to win the concours, George deSocio easily won the gimmick rally in his 1600. Scott Hughes rallied a near perfect TSD and Chet Kingsbury from D.C. deflated absolutely everyone in the autocross by turning a FTD of 1:12.

When the weekend's events were tallied and the trophies awarded at the Banquet, it was a quiet and deserving Scott Hughes from the New Jersey Chapter who walked away with the huge overall trophy. Scott, by the way, wrote a very complimentary article on our Oktoberfest for the chapter's BMW Bulletin. Scott managed a very fast 1:14.8 at the autocross, winning his class, won the TSD rally, and placed fairly well in the Concours. He may keep in mind, however, that he will have an eager Jim Craig to compete with next year.

In all, it was a very good weekend, and although our club did not turn out in any great numbers, the ones who did compete did well. We should have a team to travel to next year's Oktoberfest. This writer knows for sure that Jim Craig will have one car to travel with, anyway.

pete vack

## MUNICH AND VA. BEACH

The October festival in the capital of Bavaria beginning the third Saturday in September and ending a fortnight later, theoretically is a county fair and trade exhibition. But one agricultural by-product dominates the entire festival: beer! Munich is Germany's, perhaps the world's, leading beer-drinking city, and year-round breweries operate or sponsor huge halls where tremendous quantities of beer and sausages are consumed.

The Royal Brewery on colorful Am Platzl, the enormous Lowenbrauhaus and Hofbrauhaus maintain this custom in true Bavarian style. But Oktoberfest surpasses all! On the meadow-like Theresiewiese the fest sparkles and foams as the big breweries open special halls which seat thousands. Bavarian brass bands are heard everywhere, boisterous laughter and song echo around the brightly customized and voluptuous females carrying gigantic steins of beer. A parade on the first Sunday of the fest adds to the gaiety with floats and more bands, and Folklore groups, such as mountaineer marksman, or Gebergsschutzenkompanien, from German ethnic areas of Austria, Switzerland, and France, as well as Bavaria.

The Oktoberfest in Virginia Beach held by the Tidewater Bay-Em-Vey chapter for a of BMWCCA reflected the spirit of Munich's planned revel and celebration. Our own Concours D'Elegance on the opening morning was like a parade with shining, spotless BMW's, more beautiful than any beer float. Could a sharp-eyed, critical judge be likened to a mountaineer marksman? The Americano Hotel parking lot was not as picturesque as its counterpart the Ausstellungspark, but Virginia Beach's statue of the Norwegian Lady faces the Atlantic as proudly as the ninety-eight foot statue of Bavaria looks out at Munich. And Saturday night gave us a chance to emulate the happy beer drinking of Germany's Oktoberfest.

Oktoberfest in Munich has been characterized as "fast, furious, rowdy and unconfined." Certainly the BMWs ran fast and furious in the Autocross. Rallying through Pungo, Princess Anne and the flat countryside of Virginia's coastal plain was about as rowdy and unconfined as any event could be, anywhere.

Munich and Virginia Beach have far more contrasts than likenesses, but when it's Oktoberfest in either city, people gather to share good times and friendship regardless if the occasion is the enjoyment and celebration of beer or BMWs.

Nancy Macklin

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# Front Wheel Shimmy.....

If your BMW is like most, The front wheels shimmy between 40 and 60 mph. Tightening the wheel bearings helps some, rebalancing helps, but nothing rids your car of the accursed "shakes". Rather than go into a long spine tingling description of static and dynamic imbalance, let's just say that your front tires are suffering from the effects of assymetric mass distributions on the rotary inertial forces generated by the wheel tire assemblies. There are two possible avenues of approach to the solution of this problem. The first is the typical layman's approach: eliminate the assymetrical mass distributions. This may be accomplished by adding small weights to balance or cancel out effects of the tire imperfections. Or, the tires can be "trued" by removing rubber from the tread with a high speed cutting device as the tire is rotated. This really hurts tire life if the tire is greatly out of round.... but it works occasionally.

The second approach is extremely simple, yet revolutionary. Actually, as you read on you will find the approach is truly anti-revolutionary. The rotary inertia of a system is defined as the sum of the products of the masses of the particles times the squares of their respective distances from the axis of rotation, or:

$$I = \sum M L^2$$

We can see from the above equation that rather than playing around with the mass distribution of the wheel/tire assembly, we should simply minimize the distance of the mass imbalance from the axis of rotation for the greatest reduction in vibration.

However you can easily see that it would be impossible to remove a portion of the tire and attach it to the center of the wheel. So where does this leave us? Again we attack.. if we cannot modify the distance of the mass imperfections from the axis of rotation, we simply eliminate the axis of rotation by welding the wheel hubs to the spindles. No rotation, no vibration. Front tire wear will increase in only two spots, the steering and braking responses will be downgraded somewhat, but these are offset by the fact that the front brake pads will never wear out and the front wheels will never vibrate or need

balancing. The front wheels fall off unless stronger spindles are used and the welds are checked periodically for fatigue crack propagation.

Alfred Zweistein  
(Mr. Zweistein is Das Kummert's new Engineering Editor. He has formerly been employed by Wartburg, Skoda and Muskovitch as a consultant Designer and Engineer. Ed.)

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Toyota .....	222,052	232,055	- 10,003
Datsun .....	140,226	147,617	- 7,391
Fiat .....	45,316	36,439	+ 8,877
Volvo .....	38,385	38,706	- 321
*Mazda .....	37,899	14,108	+ 23,791
Opel .....	52,419	71,514	- 19,095
Capri .....	70,674	45,861	+ 24,813
Mercedes-Benz ....	26,133	23,284	+ 2,849
Colt .....	26,537	18,564	+ 7,973
Audi .....	21,301	16,024	+ 5,277
Subaru .....	17,656	9,399	+ 8,257
BMW .....	16,969	15,410	+ 1,559
Honda .....	16,402	5,206	+ 11,196
Porsche .....	15,350	13,673	+ 1,677
Renault .....	9,459	12,922	- 3,463
Saab .....	10,583	9,650	+ 933
Cricket .....	12,657	20,260	- 7,603
Peugeot .....	3,846	5,038	- 1,192
Pantera .....	1,105	88	+ 1,017
Simca .....	1,026	4,176	- 3,150
Sunbeam .....	187	278	- 91
Cortina .....	0	757	- 757
**British Leyland .....	48,440	54,139	- 5,699

## TECH TIPS

### WHAT CAN I SAY?

Recently, (July) Das Kummel printed a tech tip concerning turn signal/washer stalk prices. The general idea was that the part for a Bavaria was about half the price of the identical part for a 2002. Well, t'ain't so. We received a note from Hoffman Motors pointing out that the price and part number quoted were for a headlight dimmer switch, rather than the turn signal switch. They are right, I was in error. My apologies. I suppose, though, the biggest error was made by the poor fellow who sold me the turn signal washer switch marked with the wrong part number and hence the wrong price. After all, no refunds on electrical parts!

Jim Craig

While preparing my 2002 for the recent Oktoberfest Concours, surveyed every imaginable part of the car for dirt and rust. A lot of dirt, but a year's sitting outside... and driving around brought only one rust spot.....found on the panel directly beneath the left side of the radiator. The overflow tube of the radiator lets the droppings fall upon the panel and the water has a tendency to pool there, thus causing the villianous rust.

The solution is merely to add a peice of rubber tube, about 4-6" long to the existing radiator tube, thereby clearing the panel and letting the water drip harmlessly straight to the ground. Oh yes....stop that rust before it becomes malignant.

Driving is pleasant and fun, but not when the smell of fresh gas is seeping into the passenger compartment. If this should occur, save yourself time and effort by remembering that the gas fumes are most likely coming from the trunk. The overflow tube that is fit into the rubber filler neck often comes aft aglay. A small dose of 3M rubber cement applied to the end of the tube before you fit the tube back in will cure your gas fume problems.

pete vack

## WINDOW WEATHER STRIPPING

Do you hear the wind whistling around your side windows because the weather stripping along the back edge is worn out? Before spending a lot of maney replacing it, consider this fix.

Obtain an old inner tube and some "Devcon" rubber cement from Pep Boys. Cut two strips of rubber along the outside circumference of the tube, one inch wide and sixteen and a half inches long. Using a tube patching scraper, rough up one side of the rubber strips and the old weather stripping. Using the rubber cement as directed, glue one of the strips along the old stripping perpendicular to the window on each side.

This fix costs next to nothing, looks good and does the job.

Ed Phillips



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## DUAL SWAY BARS

So you want to improve the handling of your 2002. One way is to get 22mm sway bars, but these may be hard to get, expensive, and may not even fit correctly. A cheap and simple alternative is to install dual standard sway bars which will do the same job. First obtain a standard set from a wrecked 2002, or from someone who is trying to get rid of them because he put on heavy duty ones, or even get new ones from the dealer, although that is getting too expensive. Next, obtain four 5/8" heavy duty U-clamps from your local hardware store. Now you are ready to install them.

First unbolt both ends of each standard sway bar from the car. Remove one rubber bushing from each end (four bushings total) and cut each in equal halves with a sharp knife or hacksaw. You will now have two rubber donut bushings, one of which is flat on both sides. Now starting at the front sway bar, mount the additional bar above the standard one, clamping them together with two U-clamps. The clamps should be as close as possible to the ends of the straight section of the bars and tight enough to prevent vibration. The ends are now mounted together on the standard bolts, like the one stock bar was mounted, using a flat bushing between the two bars, one at each end.

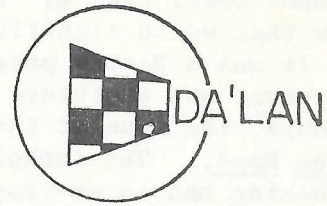
The above directions are repeated for the rear except that the additional bar is mounted below the stock one. The two 16 mm bars are equivalent to one 22mm bar.

You are now ready to turn every curvy road into a road racing course and should notice an improvement in cornering power.

Ed Phillips  
(We must respectfully submit a warning here; dual, or heavy sway bars will result in a noticeable lack of riding comfort. As old Newton once commented, every action has an equal and opposite reaction, or, nothing is ever free.) Editor

If your fuel pump decides to quit pumping, here are some helpful hints. If you do want to replace the pump and a BMW pump is not handy, a Volkswagen "Beetle" pump will fit. Usually, though, all that is needed is to replace the diaphragm using a fuel pump rebuild kit. If your BMW dealer doesn't have one, a VW "Beetle" rebuild kit is a direct replacement for about \$3.50.

Ed Phillips



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Autobooks BMW 2002 repair manual, make offer.

Two 1600/2002 taillights, make offer.

One Highbridge quartz iodine driving light.. will trade for 3 bottles of Lowenbrau. For all of the above, contact Jim Craig.... 488-6843

One intermittent windshield wiper assembly... Will fit '71 and earlier 2002s. \$10.00 from Mary Cottrell, 340-6284.

## BOOK REVIEW

One fateful day in 1954, when I was but seven innocent years old, my Father brought home a book that would significantly change my life. It was a Bantam paperback, and on the yellow cover was a picture of a Bugatti Atlantic Coupe. The name of the book was The Kings of the Road. The Author was a small, insecure-looking man, an ex-True editor named Ken W. Purdy.

I read the book over and over. I nearly memorized half of it. I drew pictures of the cars the book illustrated. The book binding broke and I mended it several times.

Ken W. Purdy had swept me into the world of automobiles....superb, exciting, fast automobiles. Never again would I bother to notice the Fords and Chevies that dominated the roads of northern Minnesota. The names of Ferrari, Porsche, Alfa Romeo and Mercedes Benz were the only ones my ears were open to. With the same vein Purdy instilled in me a disdain for American cars ("as reliable as the six o'clock train and just about as exciting").

Through his book and magazine articles, Purdy molded a generation of car freaks. At an early age we learned that cars were to be driven and enjoyed. It was a time of war babies and TV babies, and our Hot Rod friends would have loved to call us Purdy babies had they known of his influence.

Ken Purdy was indirectly responsible for many things in my youth....allowances saved and spent on Sportscars Illustrated and Road and Track, the holes in the knees of my trousers, the frustrating Christmasses my parents faced trying to find a toy Ferrari or Alfa, and my total ignorance of other so called 'sports' (after all, according to Ken Purdy, there were only three sports in the world... mountain climbing, bullfighting, and auto racing..."the rest were mere child's play"). Oh how my Dad must have regretted bringing that book home.

Purdy's tremendous influence on my life was quite obvious to me, but exactly how much he had done for others I wasn't aware of until he sadly took his own life this summer. Eulogies poured from all the major magazines. I was shocked to find that the likes of John Christy and Brock Yates (a modern day Purdy if ever there was one) owed so much to him.

His last book, Ken Purdy's Book of Automobiles, is Purdy from beginning to end, the best of everything he wrote. If the information seems tired and old (some of the chapters were written in the early 50's), it is,..... but when it was first published it was as if

Purdy, con.

the Dead Sea Scrolls of Automobilia had been discovered. It is everything he gave us. you are not a Purdy baby, buy it and read the writing that inspired so many. If you are, then you already have it.

pete vack

## CLUB SURVEY

There are many dues-paying members of this club whose faces have never been seen.. not by the president, not by any of the board, indeed, not by anyone. These people are happy to pay their dues, presumably for the sole purpose of receiving this humble newsletter, and perhaps for the knowledge that there are other BMW owners close at hand, ready to help and advise when something happens to their own BMW.

It is a fair trade. Many people are not by nature club-oriented; more, however, find little time to spare from their work, family or other hobbies and activities. The purpose then, of this article and survey, is not to harass any of us. Rather, it should be used as a guideline to help re-shape the club, to include more activities and to help more members. The BMW club, as BMWCCA president Rick Mansfield has pointed out, is a club organized by the hard-core enthusiast; it applies in our case and will continue to apply. However, there are broader spectrums...although the autocross and rally will continue to be the mainstay.....but if there are ways that we can occasionally see new faces, let us attempt to find them.

Please help us by taking a few minutes in filling out this survey. We would appreciate any new ideas, or type of events, social or competitive, that you would be interested in.

To give you a brief idea of the type and number of events the club has put on in the past, here is a rundown of events in '72.

- 10 Tech Sessions
- 12 Meetings
- 1 Autocross school
- 4 Rallies
- 2 Drive-outs
- 4 Parties
- 1 Oktoberfest

Send your completed survey to Pete Vack, 400 Fairfax Ave., Norfolk, Va. 23507. Or get it to me any way you can, please.