



Das Kummel

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

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PRESIDENT'S COLUMN

Thank you, Tom and Rose Marie, for the countless hours spent the last year and a half working for the club. Hours spent typing, addressing, stamping, corresponding, driving to Fleet, working on Oktoberfest and on and on. The club could not have made it without your efforts. All of us will miss you and your contributions to the club.

Pete Vack is our new Editor. That is until he realizes what he's into. Poor Pete, he'll probably be driven to drink (it's a shame, Mary). Rusty Barton has consented to take over the Vice-Presidential duties. I understand his acceptance appears elsewhere in this issue. Rusty is making payments on his tile and the Hampton Roads Tunnel. If he weren't such an active member he wouldn't get himself into such things as working for the club. Thanks for accepting, Rusty. And Katy. Katy Stanberry, probably against her better judgement, is our new Secretary. She and her husband Ralph are also two of the clubs' more active members. With any luck the two of them will survive Katy's tenure in office.

Thank you, Pete and Mary; Rusty; Katy and Ralph. And once again, thanks to Tom and Rose Marie Sundstrom.

Jim Craig

MINUTES

The September 19th meeting was called to order by President Jim Craig at 7:40 pm. Mary Cottrell reported a balance of \$166.36.

Vic has obtained permission to use the Hilltop North Shopping Center parking lot for the Oktoberfest Autocross. There was a discussion of size of lot needed and safety factors.

Jim Rhyne suggested that there be more participation in SEVSCO. He also suggested that we send newsletters to member clubs; they in turn would send us their newsletters. This should increase awareness of other club's activities.

Rusty Barton has been appointed Vice President; Secretary, Katy Stanberry; Pete and Mary Vack, newsletter.

At the November meeting there will be nominations for new officers.

Our guest, Paul Honea, introduced himself. The meeting was adjourned at 8:40 pm.

Katy Stanberry

IT COULD ONLY HAPPEN HERE...A TRUE STORY

Scene: The parts department of a local BMW dealer. This also happens to be the parts department of a local Ford dealer. Not to name names, but it's in Hampton.

Characters: Brother-in-law of a BMW owner (BBMWO), and Parts Man (PM).

BBMWO: "Hi, I'd like to order a windshield for a Bavaria."
 PM: "What's that?"
 BBMWO: "It's a BMW."
 PM: "Oh..Well, is it a 1600 or a 2002?"
 BBMWO: "It's a B-A-V-A-R-I-A!"
 PM: "Yes, you said that, but is it a 1600 or a 2002?"
 BBMWO: "Jesus Christ, it's a Bavaria! You have one for sale on the showroom floor..that's a Bavaria!"
 PM: "No..that's a 2800."
 BBMWO: (obviously agitated) "Come on with me...I'll show you."
 (On the showroom floor)
 BBMWO: "See, on the trunk lid there..... it says B-A-V-A-R-I-A. Ok?"
 PM: "Well, I'll be."
 BBMWO: "?"

Time: A few weeks later.

Scene: Telephone conversation between parts man and BBMWO.

(Telephone rings)

PM: "...Ford, may I help you?"
 BBMWO: "Hello, I'd like to order a windshield gasket for a Bavaria."
 PM: "What's that?"
 BBMWO: "It's a BMW."
 PM: "Is it a 1600 or 2002?"
 BBMWO: "It's just like the Bavaria on the showroom floor."
 PM: "No, that's a 2800."
 BBMWO: "No, it's a Bavaria. Go look at the trunk lid."
 PM: "Say, weren't you in here awhile back?"
 BBMWO: "!"---Click---

Jim Craig

AUFWIEDERSEHEN!

Dean and Tracie Curry
Dan and Karen Ridgeway
Tom and Rosemarie Sundstrom

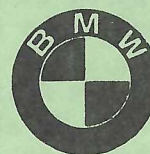
Dean and Tracy haved moved to Atlanta after having been here a few short months. Good luck on the new job, Dean.

Dan and Karen, ace rallyists, are off to Guantanamo Bay, Cuba, to stay for two years. Some people will do anything for shore duty!

Tom and Rosemarie, 2/5ths of the BMW club's officers, (but at least 80% of the club's driving force) have at last made it back to Minnesota. In mid-November, they will move to Syracuse, NY.....rather than Oceanside, Calif., as you might have heard. Sure will miss you all.

WILLKOMMEN!

Lenny and Tess DeVries...(BMW 2002)
John Garofalo.....(BMW 2002)



"Ed" Jelley
SALES REPRESENTATIVE

2002
2002 tii
BAVARIA
3.0 COUPE

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FASTER! A Racer's Diary

By Jackie Stewart and Peter Manso

Despite the fact that race drivers lead very unusual and exciting lives, books about or by them all tend to be either poor monotonous, dull, or all three. After they tell you about Mom and Dad, their first motorcycle or go-kart, and the Big Break, the rest of the chapters hop from race to race in a very casual manner. There are exceptions.. All But My Life by Stirling Moss and Ken Purdy remains as the best of the lot. Nothing even approaches it for its depth, sensitivity, and truth. Graham Hill's Life At The Limit comes close, by virtue of Hill's sense of humour.

Faster! falls somewhere between the two. I expected better from Stewart, who is bright, articulate, and sometimes brutally honest. And his book, a diary of the 1970 Grand Prix season, is brilliant in many parts. Stewart tries to be objective about the deaths of two of his friends, Piers Courage and Jochen Rindt. But he doesn't dwell on the tragedies, he recalls in detail what has happened, how it happened and most important to him, why it happened. He is safety-conscious and he admits it.. if ever there was a driver with an anti-death wish, he is it.

In a large sense, Stewart uses this book to answer his critics. He comes on strong....it is hard to argue logic and common sense. He has gone to great lengths to make racing safer, for himself and for the spectators. He has not endeared himself to track owners, nor spectators who can't make a window out of an Armco barrier. But in the long run he is right,... and everyone, including the muttering track owners, will profit.

And so will Jackie Stewart, criticized because of his yearning for money. Here again he tries to justify his intentions. He looks toward the future...he risks his life every Sunday...he has a family to provide for....and he is, with very little doubt, is the best racing driver in the world. He feels that he must make as much money as he can now. And which one of us wouldn't do the same?

pete vack

THE VEEP SPEAKS

I have always thought that Jim Craig, was a mite eccentric, but now I'm sure. Some time ago he called to offer me the vacated spot of Vice President. I guess I'm a little on the nutty side to because I accepted.

I have no skeletons in my closet other than some past flirtations with a couple of Datsuns, a Fiat, and even a SAAB. After Jim assured me of his 1000% support (like McGovern with Eagleton?-Ed.) I was reassured that having acquired my second BMW in less than a year, I was considered pure enough to the job.

I can never hope to completely replace Tom Sundstrom, for his combination of technical know-how, enthusiasm, and affability is rare. To be sure, I have much to learn about the mechanics of car clubs as well as the mechanics of BMWs. But I'm ready and willing to learn as much as I can about both.

What I bring to my new position is enthusiasm. I believe strongly in the BMW solution to fun motoring and I believe an organization like ours can only enhance the already outstanding qualities of BMWs. We have the car and we have the organization; all that is needed is people to make it all work.

With Oktoberfest little more than a week away, we have the opportunity to really get into our cars and our cars. It's an exciting time to become an Officer in the Bey Em Vey Corp. and I hope I can measure up to the task.

Rusty Barton

A NICE PLACE TO GO

Some people have never driven in Nevada. Some others (a few) are in the enviable position of living there. Others are close enough to make week-end trips to Reno and Las Vegas (being obsessed with the idea of giving their money away) to crank the slots and drink watered whiskey. Fortunately, the latter group heads directly

cont. next page

A Nice Place, cont.

for these brass-plated centers of culture leaving the highways open to those who get their jollies driving.

Nevada has one of the better highway systems in the country. Most of the secondary roads are fairly new, well maintained, and most important, well banked. There are many gravel roads that seem to go nowhere and are traveled mainly by weatherbeaten old men in equally weathered pickups. There is Interstate 80, where, if the car is capable and the gas tank large enough, 120mph average speeds are possible....more if one has a 6.3 Mercedes, a 2800CS, or a super-exotic sportscar.

Before I discovered the BMW, I owned a Z/28 Camaro, sold to me by a very slick salesman in Napa, Calif. Trick hood, zoomy stripes, the works, including one leaking. It doesn't rain much in California.

It was with the Z/28 that I discovered one of the finest two laners in the country; Highway 17, enroute to Virginia City Nevada. Think of the Blue Ridge Parkway with some important differences...no speed limits, very little traffic, and no fuzz. Cars like the Z/28 are most at home here. A few hairpins to provoke Dreaded Understeer, straightened out with a footfull of throttle. Smooth surface keeps the rear wheels in contact with the pavement. The straights are long enough to pack third gear before braking.

A 2002tii, TI, or 3.0 CSI, would have to be mandatory for this country. Something with gobs of venturi area to pack a lot of air into the cylinders. The standard 2002 would be woefully under-carbureted at this altitude. The ideal BMW would be a 2002tii with a 5 speed box, limited slip differential, the largest tires possible, green springs, and a garage to store it in during the winter.

After Virginia City, take 17 back to 395 and head for Reno and Harrah's famous auto museum. Get your eyes full.

One thing, don't overcook it on some nice little winding roads. You see, there aren't very many people in Nevada, and if you do get on your head, it may be some time before someone comes to get you off.

✓Ralph Stanberry

OKTOBERFEST.....IS.....HERE

A FAREWELL NOTE

The Sundstroms would like to take this opportunity to thank everyone for making their 3½ year stay in Virginia very memorable. The BMW club and all of its members were great friends.

We enjoyed all of the activities and I'm sure we will miss everyone. We are also very appreciative of the plaque presented to us giving us lifetime membership in the club. Who knows (I know we don't) when we will be re-transferred to Virginia.

Current plans call for a four to six week stay in Minnesota. This will lead to a move to Oceanside, Calif. in mid-November, where we are scheduled to remain one year.

We extend an invitation to everyone to visit us..in either place..whenever you are "in the area".

Again, sincere thanks for everything ..we think of you often.

✓Tom Rose Marie Sundstrom

DRINK IN COMFORT

Have you ever wished for a restaurant that really made you feel comfortable? There are bars or restaurants in Tidewater with every type of decor you could think of. But now..at long last, there is one that appeals only to the car enthusiast. There are pictures of Formula cars on the walls, famous circuits painted on table tops, car club plaques on the bar...everything to make the car nut/racing fan feel at home. It's called the Grand Prix, located at 1604 Atlantic Ave., Va. Beach. Not only is everything made to order for the enthusiast, but the manager, T. Green is an enthusiast himself and is very serious about making this venture work. Here is a place many of us have been hoping for...and its success depends entirely on our support.

Green also intends to set up a slot car track on the bar. There is a special bulletin board for local club news and events. He has got a lot of ideas for the restaurant and welcomes any ideas you may have. He is trying to get racing films to show at night, and there is a possibility that club meetings could be held there.

I do urge you to drop on by....hours are from 5pm to 1am Monday through Friday and 2pm to 1am on weekends.

IMPRESSIONS OF A CAN-AM

Before you read any further, please note that this is an account of a race...a Can-Am race...but different in that the author is female, and not well-versed in racing terminology. Rather than give you some gibberish which I'm sure would be incorrect in parts, I'd like to try and give you some impressions, sprinkled with a few facts.

First, the setting. Driving north to Brainerd from the Twin Cities was an experience in itself; we hadn't been in this area for 3½ years. In the previous week we had driven 1500 miles with two kids, stopping in Virginia, Michigan and Wisconsin. We had spent the day before the race moving from a motel to an apartment. So the two hour drive on Sunday could have been anti-climactic..... more of the same scenery, more whiny kids, etc.

What a pleasant surprise to reach the northern city limits of Minneapolis and drive to Brainerd along a route flanked on one side by tall pine trees...a rare sight down south. Apparently the north had been touched by a slight frost. Wooded areas brilliantly showed signs of it...green, green maples with just a few branches in bright scarlets, oranges and yellows. And not until we were within a few miles of Donnybrooke did the traffic begin to get heavy.

We paid our admission and were driving into the raceway when the loud vroom of a motor whizzed nearby, very definitely a "race car" by my four-year-old's ears. And he was right..we had arrived in time for the last half-hour of practice. Both boys were speechless...and the immediate order of business was to park and find a suitable spot for viewing.

That proved not at all difficult.... the spectator area at Donnybrooke encompasses the entire interior of the track... and a three mile track at that. Within its boundaries are small hills....all grassy, and many trees. Spectators can take their pick of seats..from grandstands to blankets carried from home.

This was quite different from what I had expected. Till now my only encounter with a racetrack had been dusty, hot, dusty dirty and dusty Riverside. What contrast! It was evident that camping was allowed on the grounds..and many who had seen the previous day's qualifying for the Can-Am and the SCCA Formula B championship had chosen

to use the facilities.

While on a leisurely stroll through the paddock area, we were able to see Good-year workers mounting huge racing tires and also catch a glimpse of either Denny Hulme's or Peter Revson's knee. (Let me explain the latter...we were walking alongside all the racing team vans....the ones belonging to the Roman Brio team, L&M Porsche-Audi, etc. When we came upon the Gulf-McClaren van, a driver's knee was clearly visible through the front windscreen, although whose we weren't sure.)

Next order of business...find a place to view the start of the race. What a sound...all those engines revving up...then off on two pace laps led by Jackie Stewart in the pace car (even I had heard of him!).

A few laps after the start of this 210 mile race the leaders were as follows: first, Mark Donohue in a L&M Porsche-Audi; second, Denny Hulme in a McClaren; third, George Follmer in another L&M Porsche-Audi; fourth, Peter Revson in a McClaren.

I was disappointed that the McClarens dropped out not too far into the race. I mean, my hero, Mario Andretti didn't enter, and now two more "names" were out of the race. But I settled for watching George Follmer and Mark Donohue take turns leading the field of thirty some cars. Then Donohue left the field and Follmer led until the very last lap.

A bit of excitement in the last fifteen minutes as Follmer tried to lap (and finally did) Milt Minter who was driving a privately owned (Vasek Polak?) Porsche 917.

The loudspeaker blared forth the probable first through fourth place finishers and everyone strained to see first place Follmer come around on his final lap. But he never did. After a few minutes of intense mystery we followed a group up to a nearby knoll and from there we could see Follmer standing (most desolately) outside of his car just off the track. It seems he had run out of fuel....and with one lap to finish! The winner....Francois Cevert in a McClaren M8F; second..Milt Minter in the Porsche 917/10. Surprise!

Those minutes right after a race are quite a letdown...watching Cevert take his victory lap finalized the sad truth..it was all over until the next time.

All that was left was the drive back, with everyone's thoughts, including two tired but still excited kids, on how soon our next opportunity would be to see another race.

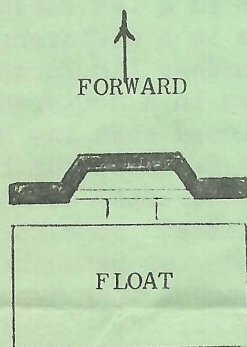
Rose Marie Sundstrom

TECH TIPS

INSTANT CATASTROPHE

If and when you rebuild the carburetor on your 1600/2002, you should be extremely careful to correctly reinstall the white nylon float retainer (see the shaded area in diagram). If the retainer is installed incorrectly the float will not be able to shut off the needle valve. The results, at the best, will be a constantly flooding engine; or, at the worst, an air cleaner full of gas and a very high probability of fire. Be carefull.

✓ Jim Craig



TOP VIEW - LOOKING DOWN

A CLUTCHING TALE

About the time you have the clutch pedal (2002) pushed two-thirds of the way in, do you hear a sharp click? Pushing the pedal should produce no further auditory torment. To cure this noise, simply lubricate the clutch slave cylinder piston where it contacts the clutch withdrawal arm. WD-40 or CRC will work, but may not be as long lasting as molykote or white lithium grease. After lubricating, depress the clutch pedal a few times to work the lubricant in and then spray again for good measure. Repeat treatments every 8-12,000 miles will prevent any recurrence.

✓ Jim Craig

CONSUMER COMMENTS

LOOKING BACK

If you've ever been on one of Jim Rhyne's night rallies, you've undoubtedly spent a lot of time turning around, backing up, backtracking, and muttering under your breath. How did your back-up lights work the last time you backed out of a dead end road in the boonies? Pretty dim, weren't they? If you're a rally freak, or a lamp freak, or looking for a way to spend money you could install a Cibie® type 35 fog light or a Marchal type 850 GT fog light on your rear bumper and illuminate a roadway or a field for several hundred yards. A cheap way to get more light is to install a type 1195 bulb in the backup light sockets. This bulb is the type used by General Motors in the side cornering lights on their more expensive cars. Considering that the bulbs cost about a dollar each and are rated at 50 candlepower as compared to about 30 candlepower for a normal backup light, they are a bargain.... and a big improvement.

✓ Jim Craig

FOR YOUR INFORMATION

FIELD TO ORDER

I've recently been in contact with Da'Lan in Chelmsford, Mass. You know, the people who make those great sway bars. They have branched out into other areas of performance accessories, for BMWs, as well as other makes.

Da'Lan now fabricates custom rollbars and cages, trailer hitches, sump and gas tank protectors, driving light brackets, tow bars, and even suspension modifications. Their bag seems to be welding tubular and metal products and they say they will do any custom work in this area. Send them a sketch and they'll give you a price quote!

There are fine people to do business with...I recommend them.

✓ Rusty Barton

EDITOR'S COLUMN

Hi! Bet you thought you'd never see another issue of Das Kummnet, did you. Well here we are....and I must admit that there were times, that I too, thought that you would never see another issue. It's been a busy month for us....going up to Watkins Glen blew four days..we had to rent a typewriter, Oktoberfest was looming on the horizon, and so on, with a few more excuses. But I'm hoping that next month's issue will be a lot better.....a report on the aforementioned Glen, a profile on guess who, and of course a complete and interesting wrap-up on the Oktoberfest.

This issue marks what I hope is a new interest in contributing to Das Kummnet. I had more than enough material, and I want to thank all of those who took the time to write....anything is welcome, and much more than just merely appreciated. There are many of us who could write good tech tips if we only remembered to write them down.

Our President got some very interesting items out of the numerous registrations recieved for the Oktoberfest. Form Arlington, Va., comes John Pettigrew, driving a BMW 2002, with the license plate number... BMW 2002,...naturally. Larry Birch is ing from Stanford, Conn., and his license-plate number reads MY BMW. And finally, Anthony Przasnyski, (with that name I forgot to ask where he was from) will be here with his license plate saying....A 2002.

As I write this, everyone involved in the Oktoberfest is...busy and a little up-tight. We want to make this a success.... the most successful ever. Jim Craig doesn't talk much, or go on and on about his problems, but I have an idea of how much he is going through. There are many, many little details to attend to..and many big details also. Jim sees to them all. I don't think his contribution can be measured. Let's not forget that.

pete vack



CLASSIFIEDS

For Sale: 1967 1600 BMW, good condition. Asking \$1000 or best offer. Reid Wimer 587-4661.

Jim Craig is offering the following:
One Bendix Electric fuel Pump. 3½-4½ psi-Suitable for any 4 or 6 cylinder BMW except Tii. \$15 or interesting trade.

One electric cooling fan... Wood-Jeffries product. \$25.

One Highbridge (Japanese) quartz-iodine driving light, 20,000 candlepower, rectangular, suitable for backup light. \$8 new, will trade for two six packs Lowenbrau. Call 488-6243

Charlie Mass is selling his wheels!
For Sale; one set of stock BMW 4½ inch rim wheels. Hurry, last chance. 855-5019. \$25.

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