



Das Kummel

VOLUME II NUMBER 9

Circulation 150

SEPTEMBER 1, 1972

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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ACTIVITIES

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

PRESIDENT'S COLUMN

If you thought our last meeting was bad you should have been to the SEVSCO meeting - YAWN! Pardon my irreverence, but in three hours, so little was accomplished that watching the dew fall on the BMW would have been more exciting. Exciting battles we don't need, but SEVSCO quite frankly does not appear to have any sense of direction - except for whatever John Shealy can interject. Once Oktoberfest '72 becomes history, maybe we can bring some fresh ideas into SEVSCO and make it a truly worthwhile body instead of a forum for member clubs.

Oktoberfest '72 plans are progressing well. We've had a few volunteers but not nearly enough. Where are you vast membership? The current Oktoberfest '72 group can only do so much, so we will need your help. If you don't call us, we'll call you! How about some help?

Jim Craig

MINUTES

The August 15th meeting was called to order by president Jim Craig at 7:40 P.M. Mary Cottrell reported a balance of \$259.47.

Jim Craig announced that our club now has insurance and will be able to hold autocrosses as of September 1.

Pete Vack made a motion that at the beginning of each meeting guests and new members introduce themselves. Jim Rhyne amended the motion to read just prior to adjournment. The amendment was seconded and passed. The motion was seconded and passed.

Judy Bouvier presented the mock up of the booklet to be sent out to all BMWCCA members in good standing concerning Oktoberfest. The booklet will be printed as soon as possible and then mailed. Tom Sundstrom reported for the Oktoberfest Committee. The number of trophies to be awarded at the event has increased to 36. Prior to the next meeting of the com-



Minutes, cont'd.

mittee, all members will be called.

The procurement of autocross equipment was discussed. Jim Rhyne suggested the possibility of renting the equipment from TSCC until the club could afford to purchase its own. However, equipment for the Oktoberfest rally will still be needed. A member having a stop watch or a short wave radio is requested to contact Jim at 547-5644.

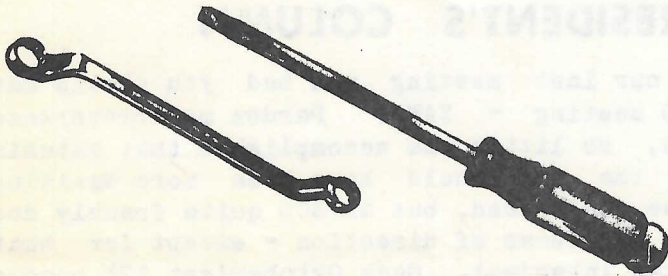
Prior to the adjournment of the meeting at 8:40 P.M., the following guests introduced themselves: Kathy Howard, John Garafalo, Leonard de Vries.

✓ Rose Marie Sundstrom

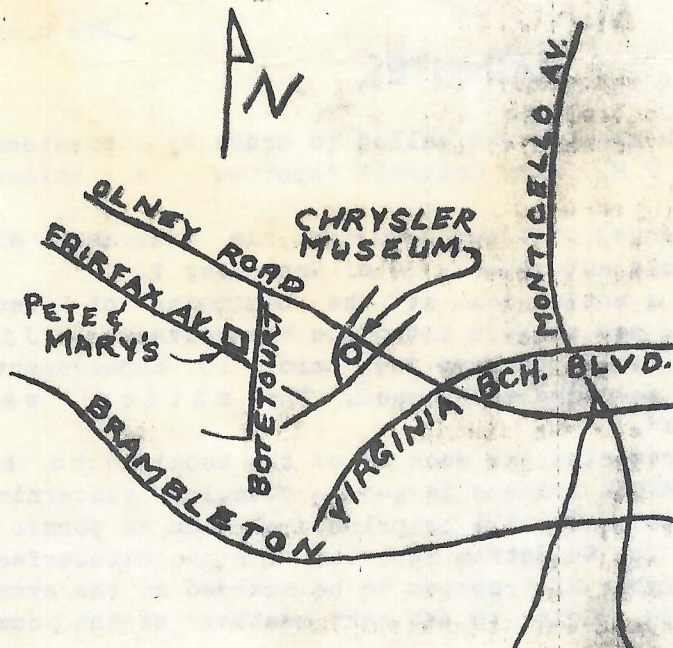
CLUB ACTIVITIES

Tech Session

✓ VACK



The tech session for the month of September will be at Pete and Mary's house on Saturday the 23rd. You might bring a tarp or plastic to work on, as the only parking available is on the street. If you can't recall where we are, the map below will help. (627-9996)



Autocross

We have some tentative plans for the practice autocross on September 24th. It will probably be held at Janaf - Ken Browning and Pete Vack are ODs. They will need help with timing, teching, etc. If you are willing to help, please call them. This will be a closed event run under the Oktoberfest rules - open only to BMWs.

Picnic

The SEVSCO Inter-Club Picnic will be held on Saturday, September 16 starting at 10 A.M. It will be at the picnic grounds located at the entrance of Oceana Naval Air Station on Oceana Blvd. The grounds hold approximately 300 people and the following facilities will be available: picnic tables, bar-b-que pits, baseball diamond and volleyball. There will be a tug-of-war with team competition if desired.

Alcoholic beverages may be consumed on the premises - bring your own picnic lunch and beer.

CONTEST! Bring your own chug-a-lug expert for the beer drinking contest! Provide your own beer. For more information call Jim Rhyne at 547-5644.

OKTOBERFEST



Well! Where have all the people gone? Last month's issue put out a call for volunteers for the Oktoberfest and it seems that the only ones who heard the cry were the old reliables.

The Activities Committee has held numerous meetings the past month and we have accomplished quite a bit. The advance registration booklet was mailed on August 30; it is quite a piece of work and a first rate production. A special thanks to the Bouviers and all who helped. We have already started compiling the second booklet of rules and regulations for Oktoberfest, the trophies are in the final selection stage and we have scheduled our practice autocross. Mary Cottrell is working on the Banquet and Beerfest so no one will starve. But we need people!

Oktoberfest, cont'd.

We cannot expect this club to last without the help of its whole membership. If it continues to exist on the help of the old reliables it will not last another year. It doesn't take much time to help a couple of hours each week. I would like people who are interested in doing things to call one of the committee chairmen and get their names down on a list. We need to firm up the Concours, Autocross and Rally Committees at least a month ahead of time so everyone will know what they are doing, and we won't get caught with our lederhosen down when it comes time for Oktoberfest.

If you can't get on a committee, try to solicit some free door prizes from the local dealer you do business with. Let's all try to help a bit.

Here are the names of the committee chairmen:

- Jim Craig - Concours - 488-6843
- Jim Rhyne - Rally - 547-5644
- Ken Browning - Advertising - 855-7962
- Mary Cottrell - Banquet - 340-6284
- Katy Stanberry - Reception - 423-2348
- Pete Vack and Vick Shunkwiler - Autocross- 627-9996 or 497-6117

✓ Charlie Maas

Footnote: Since Jim Craig (Mr. Clean) is chairman of the Oktoberfest Concours he has decided to retire (undefeated) and give someone else a chance!

PROFILE



August 11, 1972
East Ghent

To: Jim Craig, President
Bey Em Vey Corp.
Va. Beach, Va.

Dear Jim,
Knowing that you are incensed with my inability to come up with a personality profile this month, I thought you might like at least an explanation. The following, then, is an account of the reason or reasons I was unable to fulfill your request:

Last night we all (and I mean the whole brood) went over to Tom and Rose Marie Sundstroms. We had a good time...at least I did, anyway... and the kids played with the two Sundstrom boys. We let the baby loose and she drooled all over their beautiful carpet... what the kid needs is a drainpipe fixed permanently to her chin.

Anyway Tom and Rose Marie were so nice... Mary and I went over there to get an interview but as it turned out they interviewed us! Tom kept on filling my glass with Miller's... and, well, you know about me and Miller's. Every once in awhile we'd remember that we were supposed to be doing an interview and I managed to ask a few questions anyway.

I asked him how he got started maintaining computers and he said he joined Univac right after graduating from the University of Michigan and reminded me that Univac ended with a c and not a ck. Then Tom and Rose Marie played "You tell him", "No, You tell Him" when I asked how they happened to meet, and even though

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Profile, cont'd.

they did eventually tell me (after the old "Aw, come on" routine) I decided not to write about it. So, there they were, married, in St. Paul, Minnesota (Yes Virginia, there really is a Minnesota) with Univac and they were transferred to San Diego, back to St. Paul, then to Germany, all in the course of nine months! They enjoyed it but hardly had time to tour much when the contract ran out and they found themselves in St. Paul again.

Their next transfer was to Tidewater. They don't seem to mind moving so much... enjoying rather than hating the changes of pace and conditions that they go through so often. They make friends easily with everyone. They are open and comfortably polite. They make it appear that doing a favor or going out of their way for you is a pleasure. And I've never seen Tom or Rose Marie lose patience or get upset. Quite remarkable, don't you think?

Even more remarkable is the number of hours each puts into the club. Tom puts in much more time and effort than his position requires... I doubt it they have missed a rally, autocross, tech session or party since they joined the club. And I know that you call at least once a day asking for advice or help, right? You know too that Tom's affable and reasonable manner helps to solve a lot of ever increasing problems that arise. And, like you he has taught himself to be a very good tune up artist and is invaluable and busy at tech sessions. His tips and hints are found almost every month in the paper, and he does it all with a very cool, modest aplomb... I doubt very much if most people realize how many important contributions Tom makes to the club.

Rose Marie's efforts are more visible but certainly no less. She works hard... try it sometime... on the paper. We may need a committee of half a dozen people to replace her when she leaves her position as editor. She shrugs her long hours of work off saying that it gives her something to do and breaks up the monotony of housework. People like that always squeeze more minutes out of an hour than do most others. If I were able to do that I'd probably just sleep more. Crazy.

We were sitting at the kitchen table talking about all this and from where I sat I could see Tom's new tii through the door to the garage. It gave me the

shivers and I sank into my chair even lower, (since by this time I was half under the table.) We had gotten there a half hour late because I insisted that my 2002 be washed. That was the least I could do in the light of parking near the tii. It is metallic gold and sat in the garage like a paragon of German craftsmanship. I asked Tom how he got into BMWs. Road & Tracks road test of the 2002 caught his attention and a drive verified his hopes. He bought his 2002 at Brooks Shorter in 1969. Not long afterward, if you recall, you asked him to join the club you were forming. And Tom found an outlet for his growing interest in good cars and fast driving.

Back at the table the night was getting into morning and the floor was getting higher. I looked at my notes... literally nothing and what there was wasn't even literary enough to read. So much for my interview. But I thought of the light side... now I would have an excuse for coming back and visiting again... if they let me. They said yes, yes, of course and I left elated. But as I got into the car, I heard Rose Marie yell... "Just remember, the deadline for the newsletter is tomorrow."

Sincerely,
pete vac

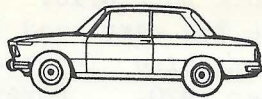
ALL ROADS lead to Village Inn there's one near you!

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.

iiMPRESSIONS



Here I am cruising - I mean cruising - in my 2002tii, friends, at a sedate 95 mph - a sharp eye in the mirror for you know who. This mother is a real Grande Tourer; it's just not happy below 3500 rpm, satisfied, yes, but happy, no.

Oops - sweeping right coming up - little yellow sign screams - 55 mph, dummy! Hell, 75 ought to do it - it does - barely. Can't say this bomb outhandles a 2002, but oh that engine! Hates to get going and warms up less than fast, but she's high strung, knows when she's happy, and aims to please like a cold beer on a 90° Sunday afternoon.

Up ahead I spy my favorite prey - a 240Z. Pull up on his tail - flash the QI's at him - he gets the message and we're off. He's floatin', I'm singin' - I can see the whites of his saucer eyes in the mirror as I hang with him. Comin' to a light - it's red; now for some fun! We're staged like Garlits and Prudhomme at the Summernationals - green - go! He's got me in every gear 'til I hit 3500 rpm, then I catch up - it's a dead heat to 70 mph but his lazy six starts to show its length in top gear and he nips (sorry) me, but you never saw a more dumbfounded 240Z pilot in your life! We part - friends - one surprised driver, one gloating tii driver.

The afternoon is still young, the air is clean (for once) - open sunroof - instant outdoors - crank the outside in - it's wild! I can't resist those rovs, this baby loves to wind, 3500 rpm and pow! - before you can lift your foot, you've redlined and shifting like a madman - got to get to that last 3500 rpm again - can't believe it - wish I never had to use the first 3500 rpm - maybe a 5.44 rear end....

Back home, to the traffic, noise, smell of the city. I can feel my baby urging, pressing for more room - 45 mph limit-guy in the left lane doing 40 mph; Christ, I feel like I could downshift and leap right over him - like Evel Knievel....

Home, idling dead steady 950 rpm, no buck, burp, surge - look ma, no air pump - shut off. I dismount and pause, looking, admiring; see you tomorrow baby - we got a date at 3500 rpm.

Rusty Barton

FOR YOUR INFORMATION

Next To Nothing

CRAM

Firestone has a 15 page booklet which explains the purpose, function and importance of tires, ignition and electrical systems, brakes, exhaust, etc. It is called "Facts on Car Care" and is available FREE from Jack B. Scarliff, Director of Consumer Affairs, 1200 Firestone Parkway, Akron, Ohio, 44317.

The National Bureau of Standards of the U.S. Commerce Department has a 28 page book, "Tires, Their Selection and Care", as part of their Consumer's Guide series. Tread patterns, load ranges, tire types, tire specifications and manufacturing technique are all explained. From Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402. Price: 65¢.

Champion Spark Plugs has a 48 page booklet entitled Hi-Performance and Racing Heat Range Chart and Tuning Guide. Send to Champion Spark Plug Company, Racing Division, P.O. Box 910, Toledo, Ohio, 43601. Price: 25¢.

Faster Than A Speeding Bullet, etc.



The July 29th issue of "Autoweek" provided some pulse-quickenning details of BMW's latest super engine. Apparently the boys in Munich, having some spare time on their hands, decided to try a few interesting modifications to the cylinder head of the 2-liter engine. These modifications include such things as 4 valves per cylinder, 3 spark plugs per cylinder, and dual over head camshafts. Sound complicated? It is. The system requires a magneto as big as a "head of cabbage" to get the spark in the right place at the right time. The beautiful part is that this cylinder head enables 260 DIN (290 SAE) horsepower to be extracted at 8700 rpm!

Now for the kicker. This head will be legal for Group 2 Competition next year in Europe. Any bets on the odds on champ for '73? Oh yes, there is also a similar head being worked on for the 3.0 six cylinder engine. Picture that in the aluminum bodied 3.0 CSR!

Jim Craig

For Your Information, cont'd.

New Oil Classes

Just when you finally figured out the meaning of the letters ML, MM and MS on your engine oil cans, the powers that be changed them. Fortunately, there have been no changes in the SAE viscosity ratings. The new designations follow.

SA - Replaces ML (motor light). For use under very mild operating conditions; basically straight mineral oil with no detergents or additives.

SB - Replaces MM (motor medium). For use under mild operating conditions; some antirust and antiscuff capability, but no detergent added.

SC - Replaces MS (motor severe). Meets warranty requirements for 1964-1967 cars; controls high and low temperature deposits, wear, rust and corrosion. Mild detergents added.

SD - Replaces MS (motor severe). Meets warranty requirements for 1967-1971 cars; provides more protection than SC and may be used in place of SC. Detergent added.

SE - No previous designation. Meets warranty requirements for 1972 and later cars; additional high temperature protection and high detergent. May be used in place of SC or SD.

BMW recommends using a HD oil, which stands for high detergent. This would be a type MS by the old designation or a type SD or SE by the new system.

Tom Sundstrom

Speedometer Calibration

A fellow BMWCCA member informs us that the '72 2002 has an extremely accurate speedometer. An indicated 80.5 corresponds to a true (read "VASCAR") 80.8. The BMWCCA member's name will not be revealed in order to save him the embarrassment. After all, 80.8 is kind of slow traveling in a BMW.

Jim Craig

Blue & White Chips

According to BMW's ad in the July 13th issue of "The Wallstreet Journal", they would make a profitable addition to your

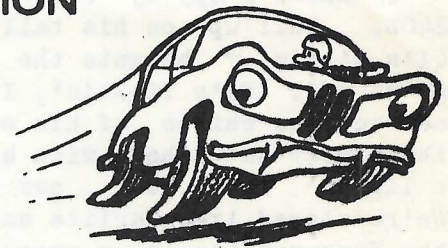
stock portfolio. In 1971 BMW sold 166,354 cars and 18,898 motorcycles for respective increases of 4.7% and 53.1% over 1970. Foreign sales amounted to 40.8% of BMW's production.

Because of the current inflationary trends both here and in Europe, earnings were down 5.9% to DM 32.3 million for 1971. But, BMW paid a 12% dividend this July 7th. When was the last time one of your investments paid 12%? Contact:

Bayerische Motoren Werke AG
Hauptleitung Finanzen
D-8000 Munchen 40, Postfach 400240
Germany

Jim Craig

COMPETITION



Why Doesn't Somebody?

Have you been following the Trans-Am 2.5 Challenge races this year? BMW hasn't done very well this year, or last year, or the year before. You say you're discouraged, but what about the crews and drivers of the Trans-Am BMWs? They're not out there racing for last place, but when you're short on technical help from the factory and importer and down on cash, you begin to wonder. Do you think a contingency fund would help? The National Board did and so did the chapter representatives at the BMWCCA Congress. The BMWCCA Competition Fund has been established to provide contingency award money to BMW drivers. The Fund is now accepting donations with a \$5 limit per donor and will provide you with an outlet for your plaintive "Why doesn't somebody do something to help them?" You can do it. Five dollars won't hurt you, but it'll sure help somebody else!

Checks should be made payable to:

BMWCCA Competition Fund

Checks may be mailed to either our club PO Box (Box 62145, Va. Beach, Va. 23462) or directly to National at P.O. Box 96, Boston, Mass. 02199.

Jim Craig

Watkins Glen Six Hours and CanAm

The Watkins Glen CanAm - Six Hours doubleheader is always a big favorite of mine. The track and spectator areas are excellent and the races very professionally run. The CanAm was the big drawing card for the weekend with this years Porsche-McLaren confrontation.

The Six Hours is only a little less attractive. This year thirty eight teams with forty seven cars were represented with Ferrari sending three cars trying to finish the season unbeaten since this was the last race of the season for the Manufacturers Championship.

With the Peterson-Schenken Ferrari on the pole and the Andretti-Ickx Ferrari second, the race started. These two cars led the whole race which would have been dull except for the finish. Ickx came out of the pits on his last stop in second place, fourteen seconds back and one half hour left to go. With some of the fastest laps of the race he picked up two seconds on each lap to catch the other Ferrari and won the race by over ten seconds.

In the GTO class, the Holiday Inn 427 Corvette with driver Charlie Kemp led the class with the Sam Posey Ferrari Daytona second and a second Ferrari third with several 911 Porsches following. After about four hours the Corvette blew its engine to give the race to the Ferraris.

The next day we were back to watch the Penske Porsche take on the Gulf McLarens. Both McLarens qualified on the first row with Denny Hulme first and Peter Revson, who had replaced Jackie Stewart, second. George Follmer, Donohue's replacement, qualified third in the Porsche right behind the McLarens. The race promised to be a good one since a McLaren had won the first race in the series this year and Porsche the second.

The race got under way after three false starts with Revson and Follmer each jumping the gun. The McLarens used a little team work when the green flag was finally given to block the Porsche and gradually pulled away. What promised to be a close race turned out to be a McLaren runaway because the Porsche had broken a spring on the turbocharger and was down on power. After Follmer finally went into the pits to get it fixed he came out two laps down. He was then running faster than the McLarens but was too far behind to do any good. The McLarens thus

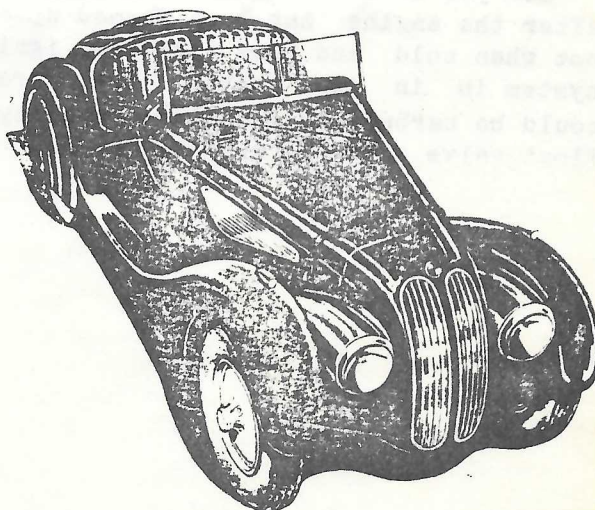
finished as they started, Hulme first and Revson second.

Within the race there was close competition for third place with David Hobbs in a Lola passing and leading Cevert's year old McLaren and Minter's Porsche until he had to go in for a shower. He overheated instead of the car.

The rest of the season should be interesting as Penske gets all of the bugs out of the Porsche and provides a real challenge to the McLaren domination.

Ed Phillips

OUT OF THE PAST



BMW 328 Sports (1936-40)
2 liter six

TECH TIPS

Intermittent Wiper Control Application Note

Volume II Number 6 of das Kummel carried a tech tip describing an electronic wiper control for your BMW. Investigation has found that this unit will work fine on pre 1971 $\frac{1}{2}$ 1602 and 2002 models, but is not suitable for BMW models after that date. These later models have the wiper on/off switch on the right steering column stalk. The unfortunate owners of these late models will have to wait for the author to modify his circuit.

Tom Sundstrom

Got Grille Problems?

Try using a 19 mm twelve point socket on the plastic knob which threads onto the aluminum hook holding the 1600/2002 side grille sections in after the four sheet metal screws have been removed. Not only is it much easier and quicker but you reduce the chances of snapping the shaft of the hook. (If you apply some Never-Seez to the threads of the shaft when re-installing the knob, you won't have any problems the next time.)

Bob Mitchell - Boston Newsletter

Carburetor Flooding

Do you have trouble starting your 2002 after the engine has been warmed up but not when cold and know that your ignition system is in good shape? The trouble could be carburetor flooding caused by the float valve sticking slightly open.

Remove the air cleaner housing, choke connection at the top of the carburetor, and the float bowl cover - being careful not to damage the gasket. The float valve is in the top of the float bowl cover and may be unscrewed. If trash in it is causing it to stick, it may be cleaned and re-used. Otherwise it should be replaced. The carburetor rebuild kit contains a new valve. Reassemble the carburetor and your troubles should be over.

Ed Phillips

CLASSIFIED

For Sale: 1969 2002, 55,000 miles, \$2500. Reasonably clean, fully equipped. Call Jim Craig, 488-6843.

For Sale: Rear muffler section for 2002, \$20.00. Two (2) jack stands, 17" lowest setting, \$2.00 each. Call Rusty Barton 851-8414 (Hampton).

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