



das Krummet



1600

2002



More Back

The Bey Em Vey Corporation is a club for enthusiastic BMW owners and a chapter of the BMW Car Club of America. Meetings are held at the Janaf Branch of the Norfolk Public Library on the third Tuesday of every month, 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

We've got an Activities Committee-Vic Shunkwiler, Pete Vack, and myself. Any other volunteers? How about some of you new members? Or some of you old ones we see so little of?

Our thanks to Bud Simonton at Lynhaven Motor Company for the January door prize - a windshield washer pump. Terrie Shunkwiler was the lucky winner. At the February meeting we'll raffle off a case of Castrol XLR 20-W-50 motor oil for \$1000 a chance. No advance sales and you must be present to win. Try to make it to the meeting!

We need help for our autocross on February 18th. Course workers, timers, tech inspectors, you name it and we need it. Help! As for other upcoming club events, a tour of the Williamsburg/York - town area topped off with diner at Nick's Seafood Pavilion in Yorktown is planned for March 10th. Pete and I are mulling over the possibility of running a skid school early in the spring. Your comments are earnestly solicited, as is your help. Skyline II (the club's second trip to the Skyline Drive) should be held just before tourist/radar season opens in Mid - May. Plan on it! Then in the fall we could host Oktoberfest again. Don't say it! I was only kidding.

<u>Date</u>	<u>Activity</u>	<u>Club</u>	<u>Location</u>
Feb			
11	Rally	Peninsula Sports Car Club (PSCC)	Call for info.
18	Auto-X	BMW	Janaf
20	Meeting	BMW	Janaf
25	Auto-X	Andiamo (AMSC)	Mercury Mall, Hampton
March			
4	Auto-X	Peninsula Opel Competition Club (POCC)	Un-known
10	Williamsburg Tour	BMW	Starts at Janaf
11	Rally	Suffolk Sports Car Club (SSCC)	Suffolk
18	Auto-X	Beach Ford Mustang Club (BFMC)	Wickes Furniture Va. Beach Blvd.
20	Meeting	BMW	Janaf
25	Tech Session	BMW	not firm yet
25	Rally	Colonial Rally Masters (CRUM)	un-known

PRESIDENT'S COLUMN

This will be sort of a hodgepodge but I have a number of things I want to mention so bear with me.

First, I would like to say a few words about the past SEVSCO Championship Event. As most of you know by now we, as a club, did remarkably well in the autocross phase, but we absolutely blew the rally half - I mean it was a disaster! The fault lies partly with ourselves for our inexperience and lack of attention to the instructions and partly with the people who staged the rally. An attempt was made to make the rally difficult and the attempt was very successful! My quarrel is with the method used to achieve this high degree of difficulty. Instead of making the route, questions, and "mechanics" of the rally itself difficult, the organizers chose to use the format of the route instructions as the means of tripping up the rallyists. At times this got a little Mickey Mouse - legal yes - but not a true test of person's ability to follow a specified route in a specified time. I hope next year the emphasis will be on the performance of the route instructions, not on the deciphering of the instructions themselves.

Second, I would like to say goodbye to three of our most active members: Charlie Maas and Dick and Judy Bouvier. Charlie was Co-Chairman and MC of Oktoberfest '72 and did a fantastic job. He's going back to Colorado to see how his Bimmer does in ice races! Good luck Chas!

Dick and Judy were also instrumental in last year's Oktoberfest. Judy put together that neat booklet we sent to the entrants and Dick worked hard with his camera to record the whole thing for posterity. The Bouviers are going up to Boston and we'll miss them both.

Finally, we have our first SEVSCO Autocross on February 18th. I think we owe it to ourselves and to the participants to put on the best show we can. It's a chance for everyone to get out and have some fun; even if you don't autocross your car there are plenty of things that need to be done to put on a smooth running, well organized event. Vic Shunkwiler will be O.D. and he's looking for help now so please call him and offer your services - he can't do it slone.

Rusty Barton

MINUTES

The January 16 meeting was called to order by president Rusty Barton at 7:41 p.m. Mary Cottrell reported a balance of \$40.00 in the treasury. Jim Craig gave the activities report. Fred Andrews gave the parts department report.

Pete Vack, newsletter editor, requested more tech tips and articles. Mary Cottrell was appointed to head the telephone committee.

Discussion was heard about the February 18th autocross being conflicted by a T.S.C.C. event. Jim Craig motioned to table the discussion. Jim Rhyne seconded the motion. The motion was passed.

Vic Shunkwiler will be the O.D. for the February 18 autocross. Volunteers are needed. Call Vic, 497-6117 to volunteer.

The meeting was adjourned at 8:46p.m. to the Village Inn.

Mary Vack

CLASSIFIED

For Sale: One used heavy duty 19 mm DA'LAN front anti-sway bar for 1602/2002/tii. Clears air pump and air conditioner compressor. Cost \$24.95 NEW, Special Deal for you ONLY \$12.50. Jim Craig 488-6843

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PROFILE

After nearly three years of beating the presidential gavel, Jim Craig finally refused to run again for president...and thus the December elections brought the Bey Em Vey Club a new president. The ballots came in two to one in favor of an enthusiastic guy from across the river by the name of Rusty Barton.

Comparasions are unfair, sometimes unrealistic, often unnecessary, but always unavoidable. To compare Rusty with Jim is not hard to do nor unfair. Fortunately, their similarities are complimentary, and, if we must, even virtuous. Both are quiet and unassuming; both find it hard to describe themselves and their accomplishments. Yet both are well-educated, are technically fluent, are candid and honest, are extremely pleasant persons, and both are capable of driving hell out of their cars. There could be more paragraphs like this, but the point is made. Rusty is not the kind of president that will let the club die...he has plenty of enthusiasm, ideas, and patience.

Originally from a Chicago suburb, Rusty packed his bags while in high school for an east coast prep school, and from there went on to complete four years of college at Williams, in Williamstown, Mass. He spent the next four years waiting to get out of the Air Force. That he did last December and found employment at the Virginia National Bank in Norfolk,

While in the service, he was smitten by the handling of a SAAB and got the car bug in a bad way. In three years, he owned the SAAB, a Datsun 510, a Fiat 124 Spyder, a Datsun 240Z, a 2002, and his current tii. In that short period, he has become one of those "well adjusted enthusiasts" (thank you D.E.D.) who have learned that if you gotta go, the BMW is a very pleasant way to do it.

He is one of the clubs' few avid autocrossers, and has steadily been improving his skill all year (I should know). His silver tii is now (if we can believe the tables in last month's das Kummel) very nicely set up with a 19mm bar up front and a 22mm bar with green springs in the rear, in addition to 5½ inch Borrani wheels.

I asked Rusty if he had any ideas for changes within the next year, as far as the status of the club was concerned. He said that it would be nice if the Tuesday

night meetings could be shortened to facilitate more general conversation and mingling of members. On autocrossing and competitive events, he feels that we should try to get more people interested and participating. At the same time more family oriented activities should be held to attract and retain the non-competitive members.

"little can be done, however, until this difficult period of transition is over...when we see how many members stay with both the Bey EM Vey Club and the mandatory National Club", a statement Rusty made with more than a little concern.

But to Rusty, the biggest problem is to be able to successfully replace Jim Craig as president...no small order...but certainly nothing he won't be able to overcome.

Pete Vack

SUBSCRIPTION

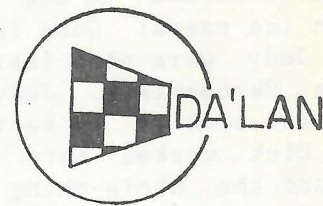
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CANDLEPOWER FOR A SIX

Installing a set of quartz-iodine headlamps in a four-cylinder BMW is quite easy since they are a direct replacement for sealed beams and require no rewiring. On the six-cylinder cars, that is not the case. Installation is not difficult but does require a knowledge of the car's wiring system. This article will describe the installation procedure for both high and low beam Q-I lamps. The installation, if directions are followed, will be quite neat and almost impossible to detect as "non-factory". Here goes.

First of all you will need the following parts:

- 1 set hi-beam conversions*
- 1 set low-beam conversions**
- 1 hi-beam relay for Bavaria
(BMW part #61 31 1 350 315 @\$7)
- Phillips head screwdriver
- Crimping tool
- 5 feet of #14 AWG stranded wire
- Crimp-on electrical connectors

* \$16.50 through the BMW Club

** \$18.15 through the BMW Club

First, disconnect the battery and remove its hold-down clamp. Slide the battery toward the right side of the car or remove it altogether. On the left fenderwell (between the fenderwell and the battery) are two relays, one for hi-beams and the other for the horns. There is also a vacant relay plug-in unit covered with black electrical tape. Remove the tape and compress the plug so you can slide it out of its retaining bracket.

One terminal on the relay plug-in unit is vacant. Enlarge the hole slightly. Crimp a female connector onto about three feet of the #14 wire and install the connector in the vacant relay plug-in terminal. Run the wire along the wiring harness towards the front of the car. Push the wire through the grommet and take up most (but not all) of the slack. You should now have about two feet of wire between the backs of the left headlamps and the front of the radiator panel. Leave it temporarily.

Back to the relay plug-in unit. One terminal of the unit has two wires attached. Both are gray with purple stripes. Leave them alone. Another terminal has a red wire attached. Leave it alone too. The last (4th) terminal has one gray wire with a purple stripe. The

wire exits the wiring harness just below the relays and has a total exposed length of about six inches. Cut it off as close to the wiring harness as possible. Tape the stub to the harness with electrical tape so the exposed end is covered. Next add about eight inches of wire to the free end of the gray/purple wire now dangling from the relay plug-in unit. This can be a crimp-on connector splice or a soldered splice. Insulate the splice with electrical tape. Crimp a ring type connector to the free end of this wire and ground it at the battery ground strap where it connects to the left hood hinge. Plug the relay into the plug-in block (it only fits one way so don't worry). Reinstall the relay and relay plug-in block into the bracket. Re-position the battery. Clamp it down and re-connect it. The hard part is over, so go have a beer or heed nature's call if you've been drinking them all along. The rest of the job is easier.

Remove the left front grill, the high beam (inboard) headlight ring and the high beam unit. Install the Q-I high beam unit being careful to observe the correct polarity. Remove the left low beam (outboard) headlight ring and the left low beam unit. Stretch the low beam wiring harness as far out of the headlight socket as it will come. Pull the wire you left behind the headlights (two paragraphs ago) through the headlight socket. Cut the new wire to approximately the same length as the low beam wiring harness. One more

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

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CANDLEPOWER FOR A SIX cont.

splice to make! Join the new wire to the yellow/black wire on the low beam connector. A soldered splice or a Scotchlok connector are advised. Tape the new wire to the harness to keep things neat. Plug in the low beam Q-I unit. Note! You will only use two of the three terminals on the connector. The positive wire from the headlight goes to yellow/black and ground goes to brown. Reinstall the trim rings and the left grill.

Remove the right grill. Install the high and low beams as before except no rewiring is required. Reinstall the grills. You're finished!

Check the system for proper function. Low beams position should provide illumination from the two outboard lamps. High beam position should have all four lights blazing away. Aim them carefully and correctly (straight ahead and 1% below horizontal) and have fun.

Once you're used to the Q-I lights you'll settle for nothing else. Try a pair of 100 watt bulbs in the high beams if you still want more light. You won't believe it.

Jim Craig

BMW 520..?

520, 523, 530, ...DO I HEAR 550?

BMW's latest model, the 520 (see Road & Track November '72, or das Kummel November - December '72, is not selling well in Europe according to the January 27, 1973 issue of Autoweek. The reason given was that the car does not perform as well as would-be-purchasers expect a BMW to perform. BMW should have seen it coming and here's why.

In Europe in general, and Germany in particular, the more you pay for a car the better it should perform - acceleration, top speed, braking, and comfort. The 520 just can't do it. Price-wise and comfort-wise the 520 fits nicely between the 2002/tii and the 2.5, 2.8, 3.0 Bavaria. The problem comes with performance.

The 520 is roughly 450 pounds heavier than the 2002 series, yet with fuel injection the 520i does not have any extra horsepower over a 2002tii and only ten more horsepower in standard form than a regular 2002. A 4.10 rear end ratio prevents acceleration times from falling behind those of the 2002/tii - but at the expense of top end speed. Now you can see why the car isn't selling well. How would you like to be cruising the Autobahn flat out in your \$6000 520i and be passed by a \$4500 2002tii? Exactly. The Germanic ego couldn't take it (neither could I):

BMW's solution? Install a 2.3 liter six cylinder engine - making the 520 into the 523. The increased displacement (and horsepower) will allow a lower numerical rear end ratio (and higher top speed) without hurting acceleration times. If the 523 still doesn't sell, people will be passing up a real BMW treat.

Rumors persist that when the 520 (or 523) arrives in the U.S. that it will be as the 530 with the 3.0 liter six under the hood. Don't count on it. Hoffman would have BMW's current problem in reverse. He couldn't get hold of enough of them. The 530 would be about 400 pounds lighter than the Bavaria, and with the same engine the 530 would blow the doors off a Bavaria. And who would buy a Bavaria when more performance is available at a lower price?

Look for the 523 to see the U. S. soon.

Jim Craig



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Tech Tips

SURGE

Does your three liter Bavaria or 3.0 CS have the "surges". I mean more than a little. If it's really bad your car may be suffering from too much exhaust gas recirculation.

Remove the exhaust gas recirculation line where it joins the exhaust manifold and check the diameter of the opening in the line. It should be 2 mm (0.0787 in.). The word is that some cars left the factory with a 5 mm (0.1969 in.) opening. The 5 mm opening allows about six times the intended volume of exhaust gas to recirculate. Surge, Surge! Braze the end of the tube and open it to about 2 mm if you indeed have the problem.

Mel Swartz

BRAKE FLUID

According to Hoffman Motors only Wagner Lockheed 21-B heavy duty brake fluid is compatible with ATE Blue fluid as used in BMWs.

David Lee

WELL DONE

Recently, while doing a tune up, I could not get any NGK plugs or N8Y Champions, so I let the parts man talk me into getting Champion N9Y's, figuring "they'll be all right 'till I tune up again". Wrong! After only about 600 miles of mostly, 60-70 mph freeway driving, I noticed a miss at high RPM's and at 1000 miles, it was down to the 4500 RPM range, with sluggish acceleration to boot! When I pulled a plug to check, it was fried: I immediately started looking for new plugs, and found a place to get Bosch W230T30's, and have had no problems since (about 2300 miles so far). My advice is this: if you do any highway (60 mph up) driving, you are wasting your time and money to put N9Y's in, since they will have to come out far too soon.

Bruce Adams

NOW HE TELLS US

A hint on sway bar installation: attach the bar ends to the suspension and center the bar before you put the clamps on and tighten them. This assures proper centering without having to strain to slide the bar through the rubber bushings. Don't do it the hard way like I did.

Bruce Adams

NUTS & BOLTS

If anyone loses, or needs replacements for metric nuts and bolts, a good place to try is Young's Upholstery, at the intersection of Chesapeake Boulevard and East Little Creek Road, in Norfolk. They are a nut and bolt distributor, for both American as well as metric sizes. I have been there on two occasions, and have each time found the sizes I needed.

Dale Pittman

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