



das Krummet

VOLUME III

Nos. 5 & 6

MAY-JUNE 1973



The BMW tradition.

PRESIDENT'S COLUMN

By Rusty Barton

HAPPY NEWS - We really did ourselves proud at the Double - Up Autocross last May 13. The event ran extremely well and we had more than enough people there to enable everyone to take a break from working. Much of the credit for our success must go to the OD, John Singletary, who had everything and everyone organized perfectly so that the autocross went off smoothly and efficiently. Thanks, John, and thanks, club members, for putting on such a good autocross. By the way, don't forget - our next autocross will be June 24 and we will be all alone this time. As a matter of fact I heard a nasty rumor that the title will be something about Bride and Groom! I can't imagine who would be dumb enough to go and get married in June.

Been by Doug Davenport Motors a few times recently and have been quite impressed. Mac has a top notch service department now with the addition of Oscar Hudson as head mechanic. Oscar is a very proficient and experienced BMW mechanic. They really do try to please every customer and they deserve our support. Drop by and take in the two promotional/safety films they have in the showroom. If you ever doubted the integrity of the BMW safety program; these flicks will convince you - BMW is one safe car!

Not much to report about SEVSCO this month. The Bylaws Committee is working hard towards giving the organization some formal guidelines at last. At the last SEVSCO meeting we admitted the Tidewater Opel Club into SEVSCO and recognized the dissolution of the Peninsula Opel Competition Club. Opel now ranks with BMW as the most numerous single marque in SEVSCO.

Finally - I hope you all enjoy this issue of das Kummel - it's a double issue to make up for the absence of a May newsletter. It seems the editor wasn't in town, the president was moving, and the activities chairman was ushering "Hoss" Craig into the world (not to mention one official typist also busy with BMW Freak II's emergence into BMW land). Read and enjoy - and happy BMW'ing.

Minutes

By Mary Vack

The May 17, 1973 BMW Club meeting was called to order at 7:39 by president Rusty Barton. Dave Pritchard, club treasurer brought us up to date with the club's spendings.

Discussion was heard on the subject of election of SEVSCO officers and the authority of a club representative in SEVSCO.

Jim Craig and John Singletary would like to thank everyone who helped make our last Autocross May 13, a successful event.

The club's parts department is now open for helpful suggestions.

The New Jersey Chapter of BMWCCA will be sponsoring Oktoberfest this year. It's to be held in Atlantic City.

The meeting adjourned at 8:14 and everyone then proceeded to the friendly Village Inn for beer and pizza.

BMW ISSUE

Quick, buy a copy of the July issue of Road & Track - you'll flip. Three big BMW articles: The racing 3.3 CSs of BMW Motorsport, Alpina, and Schnitzer; a partial (they left out a page!) road test of a 3.0 CS; and an owner's survey of 6 cylinder BMW models. Quite an issue, but about that missing page...

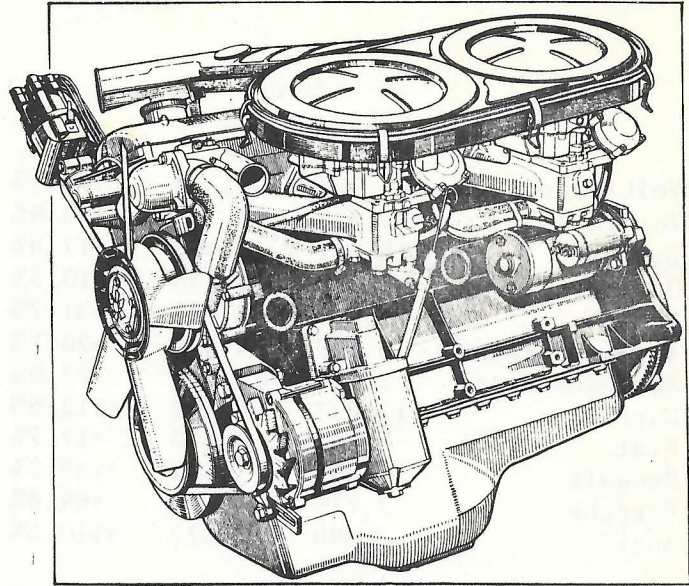
ON THE COVER

1. BMW's type 328 swept all opposition and championship sports car racing throughout Europe during the Thirties.
2. Huschke von Hanstein and Walter Bäumer, overall winners of the 1940s Mille Miglia with the BMW 328 Rennsport. This classic sports car is unsurpassed in automotive history.
3. The BMW 3.0CSL in one of the innumerable races in which it competed all over Europe.
4. The BMW Turbo, our laboratory on wheels, features so many radical innovations, it's like driving the car of the future today.

ACTIVITIES

<u>Date</u>	<u>Activity</u>	<u>Club</u>	<u>Location</u>
June 17	Rally	CRM	no info
19	Meeting	BMW	Janaf Library
24	Auto-X	BMW	Wickes
July 1	Picnic	SEVSCO	no info
7	Tech Session- Cook Out	BMW	The Craigs
8	Rain Date for July 7 Cook Out		
8	Auto-X		no info
17	Meeting	BMW	Janaf Library
22	Auto-X	TSCC	Janaf-Maybe
29	Rally	SSCC	no info
Aug. 5	Auto-X		no info
12	Rally	PSCC	no info
19	Auto-X	AMSC	no info
21	Meeting	BMW	Janaf Library
26	Rally	CRM	no info

Trivia



BMW SPORT CUP

From May issue of Road Test

"The first BMW sport cup (with desirable money prizes attached) under the direction of their new Motorsport branch boss stands before us. Quite naturally they are leaning heavily on entries of the road-going BMW's since work in smaller formulae extends only to providing engines to chassis companies like March in England."

"Meanwhile those who enter a BMW sedan or coupe in major rallies or races can expect a bit of financial ease. Apart from the cup plus roughly \$3150 for the points winner at the end of 1973 (with another \$3700 or so depending on exchange rates spread down to tenth) they are paying money for starts in German championships, money for placings in international and certain national events and giving rebates on the purchase of a new BMW or parts therefore."

"Many firms offer similar deals to lure drivers who can win into their products but BMW has a new twist: sports driver insurance for death, incapacity or hospitalization on holders of their BMW sports ticket."

"The blue and white from Bavaria is out to unseat Ford-Europe's hold on the laurel wreaths."

(But watch for the Porsche Carrera RS.Ed.)



WHAT'S UP MAX?

From March 6 issue of Wall Street Journal

	Sales		Chg.
	Feb'73	Feb'72	
Volkswagen	41,067	33,328	+28.4%
Toyota	25,328	23,172	+13.8%
Datsun	15,861	14,076	+17.4%
Opel	5,335	6,198	-10.5%
Volvo	4,382	3,477	+31.7%
Baddish Leyland	4,709	4,078	+20.2%
Mercedes-Benz	3,686	2,217	+77.0%
Capri	11,837	5,790	+112.5%
Fiat	4,142	3,682	+17.7%
Renault	802	1,091	-25.0%
Porsche	2,179	1,197	+89.6%
Audi	3,394	1,672	+110.4%
BMW	1,389	2,132	-31.8%
Saab	1,397	1,026	+41.5%
Subaru	2,021	1,660	+27.3%
Peugeot	267	361	-21.4%
Simca	0	204	
Rootes	0	104	
Colt	4,079	2,430	+75.3%
Cricket	502	1,873	-72.0%
Mazda	10,305	3,401	+215.4%
Honda	1,231	1,157	+10.9%

FINALLY!

By Jim Craig

At long last the Tidewater area has a BMW dealer willing to advertise the marque - Davenport Motor Company. Previous dealers never bothered to advertise BMWs since BMW was not their primary source of income, but all that has changed now. We have one dealer and they're one marque only. Here's the first of a series of radio ads to be heard over WNOR-FM.

"B...M...W...for five years straight, the readers of Car and Driver magazine have voted BMW as The World's Best Sports Sedan. Road and Track calls BMW one of The Best Made Cars In The World. Now BMW is proud to announce the exclusive dealer in the Tidewater area for sales and service on the new BMW. Doug Davenport Motor Company, Virginia Beach introduces the unique automobile from the world's finest producer of motor cars--The Bavarian Motor Works...BMW from Munich Germany. Because we're the area's exclusive dealer, you are offered MORE in sales and service. For example, if you live on the Peninsula and you're new in the area, it might be more convenient for us to pick up your car. A new BMW will serve you while your car is being serviced and usually on the same day your car will be delivered to you at no charge. Doug Davenport BMW--A Leader In Service."

Finally!!

Supercar--Bavarian Style



A QUIZ

- A gulp valve is:
- Cheaper at a Chevy dealer
 - Exported by GM
 - Either of the above
- A sway bar is:
- A funny place to buy drinks
 - A suspension component
 - Both of the above
- Worm and Roller describes:
- a fishing technique
 - Meals at the Sleazey Inn
 - BMW's steering box
- Hypoid bevel is:
- A new hair style
 - Used to control bad breath
 - A description of BMW's differential gears
- Synchromesh is:
- What your transmission has
 - What your transmission used to have
 - Wonderful for dandruff
- A Caliper is:
- Not too serious
 - Part of the brakes
 - A type of ship
- A McPherson Strut is:
- None of the following
 - One of the following
 - One of the above
- A resonator is:
- A pretty good description of your mother-in-law
 - Part of the exhaust system
 - Obscene
- An alternator is:
- Fickle
 - An electrical component under the hood
 - Purple
- A half-shaft is:
- A short private--eye
 - Part of the rear suspension
 - Better than no shaft
- The tachometer:
- Works, or does it?
 - Looks better in the den
 - Measures engine speed
- A ballast resistor is:
- One of those hippie activists
 - Part of the ignition system
 - About two blocks down on the left

SOMETIMES WE GET LETTERS...

"Dear Sirs:

I would like to ask you some information about a old BMW car my friend has in his barn.

It has one door in the front of the car, with a BMW lable on the outside of the door with part of a word which I think the word is ISATA, inside the door the steering wheel is part of the door, so you must have to shut the door to steer, The car seats two, with a four speed shift on the drives side wall, it has two sliding windows. It has two regular wheels in the front but in the back the wheels are closer together. Theres two bumpers in the front with big headlights.

I think the engine is a one cylinder which is driven by a chain.

The information I would like to know is:

How old is this car _____?

Name _____?

Size of Engine _____?

Can I still by parts _____?

Is there any of these car left _____?

Can they still by driven on the street ___?

And any other free information that you could plese send me I would be very thank full."

(Name withheld to prevent ridicule)

F Y I

Have you ever picked up a brand new set of tires and then gone to two or three places before you had a satisfactory balancing job done? Well I think I've found a place that will solve this problem. Its called Burns Tire and Wheel Center. Located at 5044 Cleveland Street in Virginia Beach (23462), 497-5711. Mr. Burns really knows his business and he has the equipment to do a complete job on tires from mounting to balancing. After mounting, your tires are seated and run in on a special machine, then mounted on a trueing machine and trued to perfect roundness, then statilally balanced, and finally spin balanced off the car on a special machine that is uncannily sensitive. These people aren't afraid of radials, tubes, or Mag wheels and I recommend them.

Rusty Barton



TECH TIPS.

TENSION

By Jim Craig

Have you noticed that some BMWs have very low engine noise, while some clank and clunk like an old VW? Inadequate timing chain tension is one likely culprit. BMWs are equipped with a chain tensioning rail controlled by a hydraulic piston. The piston has extremely small oil passages which can become clogged up with sludge or small bits of metal. Once the oil passages are clogged, the piston won't build up sufficient pressure to provide adequate chain tension. The cure is simple and should only take about 45 minutes.

First clean the front of the engine around the upper timing chain cover. This will minimize the possibility of dumping a load of grit into the crankcase. Next remove the cam cover and gasket (six domed nuts and one bolt, all 10mm). Remove the intake air heat control box and the two tubes attached to it. Now remove the upper timing chain cover (three bolts on the left side, three on the right, and two on the bottom edge. All are 10mm). Lift the cover away gently and try not to tear the gasket or let any of it fall down into the lower timing chain cover. (if the gasket is not reusable, don't worry. Permatex works as well or better.)

So much for the preliminaries. Now, locate the tensioning piston spring housing at the front of the right side of the engine (it's about one inch in diameter and about three and a half inches long and has a 19mm plug in the end.) Loosen the 19mm plug, wrap a rag around the housing and slowly back out the plug. SPROING! A six inch long coiled spring will leap out of the housing. The spring is not under enough pressure to injure you, but it'll scare the hell out of you if you aren't expecting it. Once the spring is removed the piston will slide down the spring housing and drop out onto the floor - unless you catch it. Please do.

Clean - up time. Soak the piston and the spring in solvent (carburetor cleaner works well, as does kerosene.) Continue soaking the piston until you can hear what sounds like a ball valve rattling when

you hold the piston in your hand and shake it. Clean all traces of the gasket and gasket compound off the front of the cylinder head and the upper timing chain cover. Now clean the oil reservoir at the engine end of the spring housing. Thin fingers and a solvent soaked rag help here. The end of the tensioning rail will be in your way, but there's nothing you can do about it. Get the reservoir as clean as possible. You will probably find a slight sludge build-up here since any oil getting into the reservoir is stagnated.

Reinstall the piston and spring making sure that the notched end of the piston is properly seated around the tensioning rail. Also be sure that the tapered end of the coiled spring is fitted into the 19mm cover plug. Do not tighten the plug more than one or two threads - just enough to hold it in place, no more. With a small oil can fill the oil reservoir - it won't hold much, so don't over do it. Begin working the tensioning rail back and forth using you thumb. Keep the oil reservoir topped up and don't worry about all the oil dripping out around the spring housing plug - it's supposed to. Back and forth. Keep doing it until all of a sudden the tensioning rail won't move. Quickly tighten the spring housing plug (twenty-five foot pounds). Top up the oil reservoir.

Run a small bead of non-hardening Permatex around the edges of the upper timing chain cover and reinstall it. Tighten the two bolts on the lower front edge first and then the side bolts in a cross - wise manner. Wipe off the excess Permatex. Reinstall the cam cover gasket and the cam cover. Now reinstall the intake air pre-heating box.

Happy silence.

OVERSTEER AND UNDERSTEER

"How NOT to go through that corner backwards"

By John Cummins

The terms "oversteer" and "understeer" are frequently heard in the racing pits, but are often misunderstood. They describe the performance of a chassis through a corner, NOT what the driver does.

OVERSTEER AND UNDERSTEER cont.

Dissimilar front and rear suspension geometry and degrees of stiffness, as well as unequal front and rear tire pressures, cause the weight transfer and roll center to differ at the two ends of the car. As a result, the two ends develop different amounts of traction in a corner, and one end slides or "drifts" outward more than the other.

A car OVERSTEERS if the front end turns too sharply into the corners, and the driver has to countersteer to keep from driving off the road. UNDERSTEER, sometimes called "plowing" or "pushing" occurs when a car does not steer easily into the corners. To compensate, the steering wheel has to be turned more when cornering.

The greatest potential for improving suspensions and handling lies in the area of tires ("BLUESTREAKS" will put you in a modified class). For the best and safest performance, wider tires should be mounted on wide wheel rims. About six inches is max on the Bimmer without modification to the body (wheel wells). Also, avoid any increase in wheel offset, the slightest increase usually results in excessive bearing wear.

Oversteer or understeer is often altered by running different sized tires, front and back. This isn't very practical on the street (two spares). A better way is to adjust tire pressures, WITHIN CERTAIN LIMITS. When more cornering force is desired, increase tire pressures. However, this also reduces predictability. In either case, never decrease air pressures below those recommended for your car, or exceed recommended pressures by more than 10 psi.

There is often talk about changing spring rates (stiffness) when suspension adjustments are discussed. Springs should be only strong enough to prevent the suspension from bottoming (GREEN SPRINGS). Too stiff springs reduce cornering ability and predictability. Stiff shocks have almost the same effect as stiff springs.

Sway bars have the same effect as stiff springs too, but provide greater predictability. They can also create understeer or oversteer, depending upon whether they are attached to the front or rear suspensions. If too large a sway bar is used, the result can be the lifting of a wheel from the road during hard cornering. Front sway bars are sometimes in-

stalled on cars with a forward weight bias and an excess of power, to provide a counter for throttle-induced oversteer.

Suspensions are not as simple as often imagined. They require compromises whenever changes are made. Any changes contemplated should be carefully considered as to effect on oversteer, understeer, movement of roll center, and predictability.

TO INCREASE UNDERSTEER

<u>Adjust front-end by:</u>	<u>Adjust rear-end by:</u>
Increasing weight bias	Increasing tire pressure
Lowering tire pressure	Increasing tire width
Reducing tire width	Increasing negative wheel camber
Increasing positive wheel camber	Using softer springs
Increasing the diameter of the sway bar	Decreasing the diameter of the sway bar
Using stiffer springs	Raising wheel spoiler
Decreasing wheel offset (track)	Increasing wheel offset (track)

TO INCREASE OVERSTEER

Increasing tire width	Increasing weight bias
Increasing tire pressure	Decreasing tire pressure
Increasing negative wheel camber	Increasing positive wheel camber
Using softer springs	Decreasing tire width
Decreasing the diameter of the sway bar	Stiffening springs
Increasing wheel offset (track)	Increasing the diameter of the sway bar

WISCH - WASCH INTERVALL

The windshield wipers on your '72 2002/tii can be converted from the present two speeds to two speeds plus an intermittent speed - using standard BMW parts.

The required parts are:

relay #61 311 353 892 @ \$24.73

switch #61 311 353 870 @ 6.01

Both of the above plus a wiring harness are available in kit form as part #61 319 557 160 for \$29.35 at Davenport Motor Co.

Installation is simple and should require only about 45 minutes. The new relay replaces the existing wiper relay and the new switch replaces the old one. Here's how:

1. Remove under-dash panels old wiper relay, instrument cluster and old wiper switch.
2. Connect the three wires from the old switch to the new one (black/red to "53e"; black/white to "53" or "53a" depending on switch marking; black/yellow to "53b")
3. Using the new wiring harness install the red/black wire to "F"; black to "W", and purple/green to "15b" on the switch.
4. Run the wiring harness through the back of the instrument cluster recess and down to the relay.
5. Look at the female connector on the red/black wire in the new harness. Notice the type of locking tab. Using a small screwdriver depress the locking tab and remove the existing black wire from location "F" on the relay plug. Insert the red / black wire into this vacancy.
6. Connect the black wire (removed from relay plug in #5) to the black wire with the male connector on the new harness.
7. Connect the purple/green wire to "15b" on the new relay. Reinstall relay plug and relay.

Now check the system. Turn the ignition on and depress the stalk button. There should be a wipe followed by a five second delay and then another wipe, etc. Pull the switch to the first stop and you should have continuous low speed. The second switch position should give con-

tinuous high speed. Depressing the stalk switch will turn off the wipers no matter which position the dash switch is in. If everything works, install the switch, the instrument cluster and dash panels.

If the wipers don't work properly, recheck step #2. Sooner or later you'll get it right.

Jim Craig

STICKING GAS TANK CAP

By Collis Ackiss

I'm sure most of us have experienced this situation when having our fuel tanks filled. Attendant, "I'm sorry sir but I can't seem to get your gas cap off". Then, usually with a look of disgust you reply, "Yeah, I know, got a pair of vice grips"? Despair no longer, there is a simple and inexpensive cure to the phenomenon of "the Mangled Gas Cap". Remove the gas cap and then the rubber gasket. Apply a liberal coating of "Sil-glyde" (a silicone lubricating compound manufactured by The American Grease Stick Co.) to both faces of the rubber gasket, re-install the gasket and cap and your sticking problems are over for several weeks at least. As the problem rears it's ugly head again, simply repeat the operation as detailed above. "Sil-Glyde" is available from your favorite auto parts store for a nominal fee, and will prevent the use of vice-grips for the removal of your "Bimmer's" gas tank cap.

BAD PADS

By Jim Craig

After having had a 2002 with squealing brakes, I was pleased to find that the new tii's brakes were noise - free. My satisfaction with the tii's brakes disappeared at 11,000 miles as I sailed through an intersection at 40+ mph with the brakes "on". It seems that the soft pads in the tii don't squeal, but then they don't work very well the third time you use them in rapid succession. Tom Sundstrom has had similar troubles with his tii. So, all of you tii owners, if you occasionally use your brakes fairly hard, switch to a different pad compound before you crunch something with you car. (Repcos, Ferrodo, or Girling to name a few).



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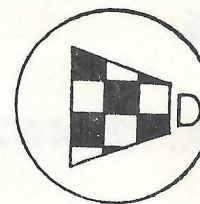
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