

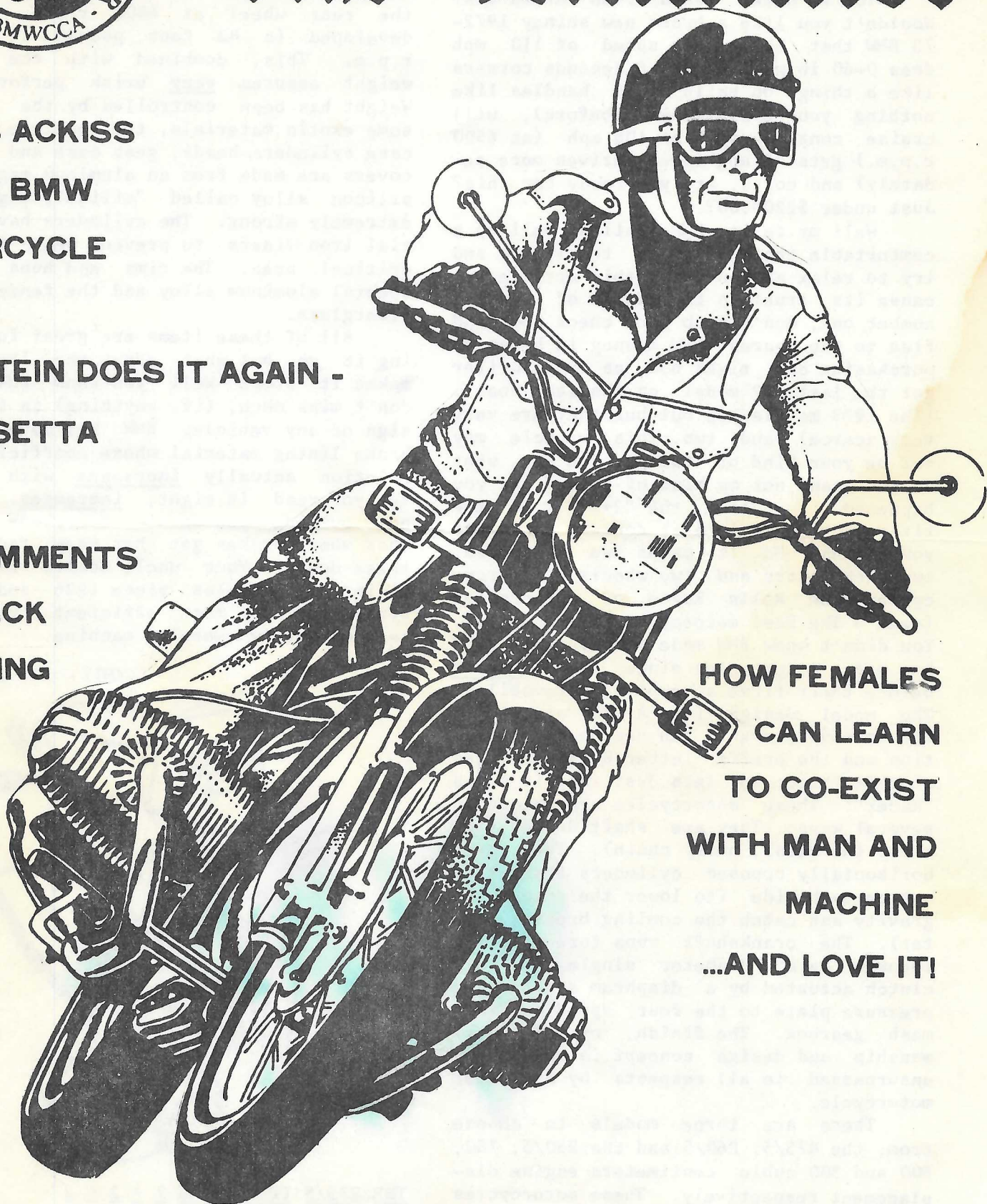


das Kummert

**COLLIS ACKISS
ON HIS BMW
MOTORCYCLE**

**ZWEISTEIN DOES IT AGAIN -
IMSA ISETTA**

**J.C. COMMENTS
ON QUICK
STEERING**



**HOW FEMALES
CAN LEARN
TO CO-EXIST
WITH MAN AND
MACHINE
...AND LOVE IT!**

The BMW 2 + 2 + 2

by Collis Aekis

You've never heard of an R75/5 BMW? Wouldn't you like a brand new shiny 1972-73 BMW that has a top speed of 110 mph does 0-60 in well under 6 seconds corners like a thing on rails, (and handles like nothing you ever drove before), will cruise continuously at 106 mph (at 6500 r.p.m.) gets 45 mpg (when driven more sedately) and costs, are you ready for this? Just under \$2200.00?

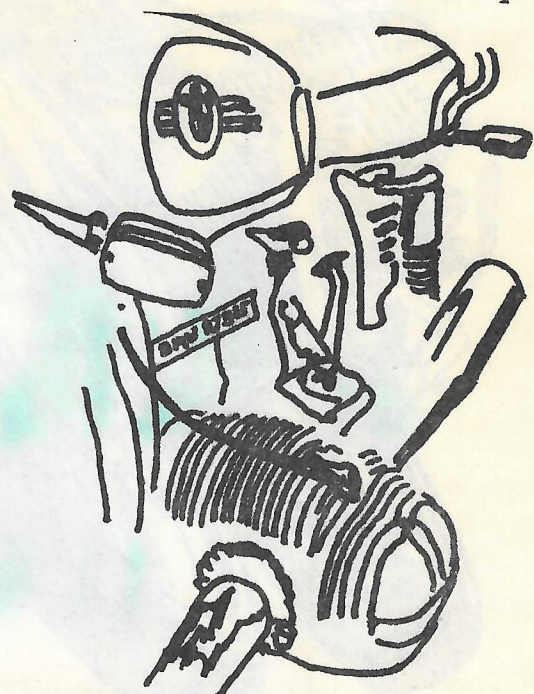
Well my fellow BMW ophiles, pull up a comfortable chair, turn up the lights and try to relax as you read this article because its true! A few words of advice; number one, don't grab your check book and flee to the nearest BMW agency in hopes of purchasing one right now, as your writer got the last '72 model on the east coast. (The 1973 models are out but they are very scarce) and two, this vehicle may not be your kind of thing. You say, what do you mean, not my kind of thing? If you happened to notice the "2+2+2" in the title of this article it doesn't mean what you think. No, it means two cylinders, two carburetors and two wheels = motorcycle. The Rolls Royce of motorcycles (read - The Best motorcycle in the world). You didn't know BMW made motorcycles? BMW has made motorcycles since 1923, 5 years before their first attempt at automobiles. The model designation R75/5 stands for 750 cc displacement, 5th decade of production and the prefix letter R is undefined at this time, so lets just say it means "Racer": These motorcycles are unique in several ways: They are shaft driven like a car (no messy, noisy chain). They have horizontally opposed cylinders that stick out on each side (to lower the center of gravity and catch the cooling breezes better). The crankshaft runs fore and aft through an 8" diameter single disc dry clutch actuated by a diaphragm spring type pressure plate to the four speed constant mesh gearbox. The finish, overall workmanship and design concept is absolutely unsurpassed in all respects by any other motorcycle.

There are three models to choose from, the R75/5, R60/5 and the R50/5, 750, 600 and 500 cubic centimeters engine displacement respectively. These motorcycles

are best known for their quality, dependability and durability. They are extremely quiet, smooth and totally vibrationless at any speed. For these reasons they are much sought after as high speed, long distance touring machines. The R75/5 weighs in at 419 pounds and develops 57 H.P. at the rear wheel at 6400 r.p.m. Torque developed is 43 foot pounds at 5000 r.p.m. This, combined with the light weight assures very brisk performance. Weight has been controlled by the use of some exotic materials, the complete engine case, cylinders, heads, gear case and valve covers are made from an aluminum magnesium silicon alloy called "silium", light but extremely strong. The cylinders have special iron liners to prevent wear in this critical area. The rims and hubs are a special aluminum alloy and the fenders are fiberglass.

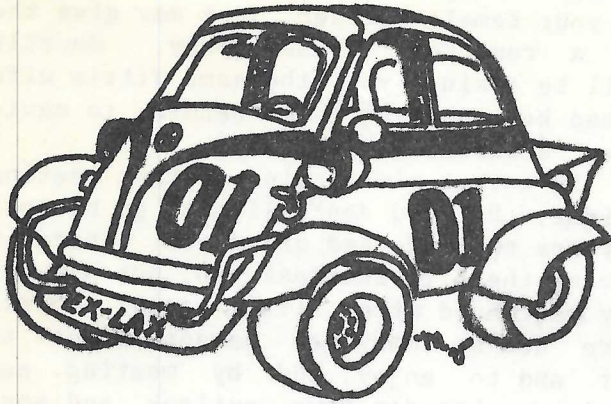
All of these items are great for making it go, but what about the item that makes it stop? Well you know BMW, they don't miss much, (if anything) in the design of any vehicle. BMW has developed a brake lining material whose coefficient of friction actually increases with heat. Yes you read it right, increases. We're not putting you on -! Everybody knows that when brakes get hot they fade, but these don't! Your uncle Collis has been riding motorcycles since 1946 and these brakes are the most efficient I've ever seen on any two wheeled machine.

cont. on page 3



THE R75/5 IT'S A BMW 2 + 2 + 2

The Galloping Cumquat



ISETTA 302 "RENNMACHEN"

by Alfred Zweistein
(Tech Editor)

Many of you BMW owners have been wondering why the BMW Isetta has been so long absent from the competition scene. Wonder no longer! Recent rules changes have at last made the Isetta competitive. Your Technical Editor has undertaken the project of developing the Isetta into an IMSA class winner. Many months and untold dollars have been spent to perfect the engine, chassis, and body of this mighty racer - nicknamed the Galloping Cumquat. This article will share with you the highlights of our racing development program.

The engine was our first task. In stock form the single cylinder 296 cc (18.1 cu. in.) engine develops 13 bhp at 5800 r.p.m. with a 7.0:1 compression ratio. Good, but not a real powerhouse racer. Displacement was increased to 302 cc (18.4 cu. in.) by boring the engine out to the limit. A forged (counterfeit) racing piston was added to bring the C.R. up to 12:1.

A lightened crankshaft, titanium push rods, and a polished connecting rod were thrown in for good measure. Also a special 360° cam is used to aid high r.p.m. "breathing". We have noticed though that the valves do tend to float a little early with this cam, but the problem can't be insurmountable.

Now the good stuff. We have the only 3 - valve Isetta head in the U.S. A magnificent piece of casting! The three valve arrangement (intake, exhaust, pressure - relief) allows the higher C.R. to

be used without fear of blowing the head off the block.

The fuel-injection system is a converted Saab 2-stroke oil metering device on loan to us from the good folks at Denbeigh Engineering in England. (A similar device is used on the Breadspread-Denbeigh Super Chauvinist, so there's no question of reliability.) A solid 3 bhp gain was noted using this system rather than the gravity fed 10 mm - Ping carburetor on tuned "Y" manifold.

Power? Incredible! The engine registered 26 bhp for a fleeting moment at 9600 r.p.m. the first time we put it on the dyno. After we've gathered up the parts and rebuilt it we're confident of at least 19 bhp at 7000 r.p.m.

Chassis modifications have been kept to an absolute minimum - thanks in part to BMW's superb original design. Special Warsawa wide rim cast iron racing wheels (3½" X 10") are used all around with the very latest Yokohama Racing Retreads (snow compound, with studs). Wheel spacers (13.4" thick) are used on the rear to increase the track to 47.2" from the original 20.4". Light alloy 3/32" diameter sway bars are used front and rear. Krumi shocks are also utilized. Corners like a race prepared "Hot Wheels". Our latest skid pad results indicate that the steering is not yet quick enough to keep the tail end from coming 'round at 0.4 G lateral acceleration. These tests also indicate a need for a test-driver with an IQ less than 60. (the PRDA has promised to help with the later. Quite a coup to have their best driver!)

Lastly the body. It was with a great deal of trepidation that we dared alter the classic lines of the great designer Wolfgang von Tinkertoy. But the end result, what with fender flares and front spoiler, merely places emphasis on the already cluttered lines of the Galloping Cumquat. Wolfgang would be proud!

So what do we have, you ask. The "G.C." will turn 0-30 mph in 9.6 seconds (10.0 for a "stocker") and 0-60 mph in 1:38.3 (unobtainable in a stock Isetta!). Now you see the value and the potential in our racer. Top end has been increased from a mere 52 mph to an incredible 61.5 mph giving us a clear edge in the Under ½ liter GT class as run by IMSA. Watch for us!

(Ed note: das Kummet will keep you posted on the season's racing results.)

In Reply to Women's Lip*

OR, HOW I LOST

MY BRA IN THE GARAGE... by Mary Vack

A Woman grows up seeing "Mother in the kitchen cooking, cleaning and tending the tears of the offspring". It isn't that woman has been purposely shut out of the mechanical world. She does it to herself.

If you happen to be one of the lucky ones to marry a car enthusiast, try sharing the car experience with him. Surprisingly enough you'll find yourself knowing how to change plugs, clean points and install a transmission.

When he finishes his dinner where does he usually disappear to? Find the car, and you'll find Hubby. So instead of turning on the T. V. while he's out there working on the car, why not follow his footsteps and mingle under the hood together. All it takes is a car manual and a little interest. Pick up the book, read through it for awhile then offer assistance. He may laugh it off at first, being surprised, so expect it. But prove your desire to learn and share by handing him his wrench, compression tester or a socket. Before long he'll be discussing the car's problem with you.

You've heard there will be a auto-cross next weekend. Plan to go along with him. Find a sitter for the little ones if there are any, pack an outstanding lunch for yourselves then top it all off by dressing "nifty" for the day. He'll be waiting to take you along. When you reach your destination ask questions about the many cars that are there. This shows interest on your part to learn and it gives him a chance to "impress" his wife with his answers. So you've spent the day together and you've made the best of it. Chalk one up for equality for women. Sister, it's all up to you. You do have a chance.

So many times I have heard men comment on the capabilities of women navigating for their husbands on rallies. Never is heard one nice little word. Who's to blame? Your husband? No, you are. Your husband hasn't picked you for his rally partner, but you want equal rights in this matter so what do you do?

Enter the rally but navigate with another female. Practice makes perfect and rallies are fun. Keep at it and before long you and your female partner just may give the men a run for their money. Shortly he'll be asking you, the same little wife he had been putting down before, to navigate. Remarkable, isn't it?

It's that time again, another meeting tonight. But you don't like to go because they are too long and drawn out. There is nothing there to interest you, but why not play your hand at a little social work? There are so many new personalities to meet and to enjoy, and by meeting new people you broaden your outlook, and possibly make new friends. After the meeting you usually go out for beer and pizza with your husband and friends. Chances are that when you return home you have both enjoyed your night out, you don't feel left out, which makes for a better relationship. And what could be better than that?

*A recent Feature in The Steering Wheel: by Theane Rhyne.



THE R75/5 IT'S A BMW 2 + 2 + 2 cont.

Since 1923 through 1971 there have been only 477,987 units produced. The largest single production year was 1971 during which 18,772 units were produced. As you can see, these bikes are almost in the limited production class, averaging something less than 2,800 units per year, not impressive considering they have been built for half a century. But BMW is a relatively small company and quality is more important than quantity.

BMW motorcycles hold a very impressive collection of international speed records some which have never been broken. They also are world famous in the field of side car racing (popular in Europe) and are unbeatable (as the records show) in this type of competition. They once built a supercharged 600 cc racing bike in the middle and late 1930's and their track records are still unsurpassed.

The R75/5 is not a perfect motorcycle, none such exists. However the only fault I can find with mine is that the roof leaks!

President's Column

by Rusty Barton

First off let me say that our autocross in association with the Tidewater Sports Car Club last February 18, went quite well, surprisingly well as a matter of fact. Despite a rather raw day we had over fifty cars in our event while TSCC had just over sixty. As we expected, a major problem was scheduling conflicts between the two autocrosses, but we kept enough flexibility in our event to overcome this problem. Other minor problems did crop up but nothing insurmountable. The largest problem we had was a bad one - lack of people from the Bey Em Vey Corp. to help stage the autocross. Most of us there had to work continuously with no relief all day because there weren't enough of our members available to relieve us. Those who did work have reason to be proud of themselves and we all owe them our gratitude for showing SEVSCO we can put on a first class autocross; a special thanks to Vic Shunkwiler for being O.D. and a special note of gratitude to the Tidewater Opel Club for letting us use their pylons.

The fact that we had to put on a dual autocross with TSCC points up the most pressing issue facing SEVSCO this year - that of member clubs scheduling conflicting events. The main purpose of SEVSCO is to coordinate scheduling of competitive events in the South-Eastern Virginia area so that member clubs' events do not conflict with each other. Obviously, this year SEVSCO is failing in this purpose. There are, in my opinion, two main reasons for this. First, there are too many clubs in SEVSCO that really shouldn't be there. Some are too small, some not active, and some both. Second, some clubs are unwilling to change their club bylaws to conform more closely with heretofore unwritten and soon to be written, SEVSCO bylaws. These clubs insist on putting on just as many competitive events a year as they did when there was no SEVSCO. Somewhere, someone has to give or SEVSCO might as well not exist.

I would suggest that 1973 be the trial year for SEVSCO. We should carry on this year's best we can, resolving conflicts when we can and at the end of the

PRESIDENT'S COLUMN cont.

year trim SEVSCO clubs down to a more manageable number and/or see to it that member club's bylaws are compatible with the existence of an organization like SEVSCO.

LAST ISSUE!

That's right, this is the last issue of das Kummet you'll receive unless you've payed your '73 dues! If you haven't paid by March 20th, your name will be conspicuously absent from the mailing list (and the membership list). Don't be left out, pay your dues!!



Stop using unsafe lights! MARCHAL Q-I headlamp conversions, driving lights, and fog lights are available- be safe, switch to MARCHAL. The highest quality at the lowest possible price- MARCHAL.

MARCHAL 7" dual filament quartz-iodine headlamp conversions. 4000 foot high beam range, 2500 foot low beam range. NO REWIRING NECESSARY. \$44.25 retail, only \$29.50 for BMW Club and SEVSCO members.

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Illustrated MARCHAL catalog sent on request. C.O.D. mail orders accepted on receipt of 10% deposit. All MARCHAL products are guaranteed for one year against faults in material or workmanship.

Editor's Column

by Pete Vack

Autocrosses have been very much in discussion lately. The weather is getting warmer and there is a full season of events before us. We have managed to run our first SEVSCO A/C in cooperation with the Tidewater Club, and the event was a success for both clubs despite the worry and fears that had been rampant prior to the event. For those of you who think that Tidewater's position on conducting events and their attitude toward seniority have been overbearing, let it be said that the Tidewater Club (no, I'm not a member) has been around for 20 years, it's events are of best quality, and its members are probably the most active in the area. Moreover marque clubs have had a poor past record - they are a difficult animal to keep alive, much less healthy. For our own health (and treasury) it would be advantageous to work closely and cooperatively with Tidewater, also keeping in mind that some of its more prominent members have been with the BMW Club since its inception and have worked hard for us. I suggest that we eliminate any type of persecution complex and continue to cooperate, participate, and profit from our associations with Tidewater and SEVSCO.

One bad note here though. Five BMW's entered the autocross on the Peninsula February 25th. Most of us will not do it again. The Mercury Mall location is a POOR excuse for a lot. The course was even worse - all we would have needed was a garage or a balloon bust to have called it a Gymkhana. Even though the BMW's were competitive, it was only at the risk of a very expensive valve train. It was first gear all the way - and I personally don't take kindly to my engine running 7500 with no place to shift. If the Peninsula clubs want the Norfolk / Va. Beach participation, they should ensure that a respectable A/C is run... Again taking Tidewater's events as a good example. Enough said.

On the lighter side, we have a drive-out to Williamsburg scheduled - guaranteed good roads but don't count on the weather. Drive outs are fun and a wife pleasing event. Be there - call Jim Craig, 488-6843, for details.

EDITORS COLUMN cont

Must say a word about our hard-working typist - Sandra Craig. Typing is 90% of the work involved in the paper. She is truly an unsung hero (heroine) but will eventually be duly rewarded (I hope). Another invaluable help is - what! - my wife who produced last month's cover, as well as this month's. She also drew the Isetta 302 IMSA racer for the good Professor's article.

Heard a good one the other day...the truth, honest...Friend of mine went home Friday evening to find his new truck missing...and no one, including his wife, was able to explain. Obviously it had been stolen, thought Friend. The police were notified, and 45 minutes later pulled the suspect truck and driver, a matronly lady. She was of course given the potentially dangerous car thief routine. Angry and embarrassed by being apprehended and searched like a common criminal (in her own neighborhood) she insisted that the police call the owners to verify her claims of being his Mother-In-Law. The telephone call did straighten things out, but the last words Friends wife was heard to say to him was "You're cut off". Some of us just never win.

SUBSCRIPTION

das Kummet is published monthly for the members of the Bey Em Vey Club. If you are not a member and wish to subscribe to the newsletter, please send your name and address as well as a check to:

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\$7.00 per year 1st class mail, or

\$8.00 per year air mail



Tech Tips

BLINKGEBBER

RETCHED WRATCHET

The inertia reel seat belts in my tii are great (as I've mentioned before), but recently the one on the driver's side had become tempermental. The ratchet would lock up before the belt was extended more than a few inches-preventing its use unless I cursed, coaxed, and pulled very gently and slowly for at least five minutes. An unbelievable nuisance!

Here's a tip passed on to me from Mac at Davenport Motors. Following Mac's directions I removed one of the retractor end caps (the one without the wires) and inspected the contents of the cap. An amazingly simple system. Inside the cap are:

1. a small pendulum
2. 1 ball bearing
3. a bent wire which locks the ratchet
4. 1 piece of plastic to locate the ratchet lock
5. 1 retaining spring

The problem with my seat belts was item #3 above - the bent wire which locks the ratchet. To check it, hold the cap in its normal position (vertical) and press the pendulum weight towards the back of the cap. If the heavy ratchet locking wire does not lie flat within a slight recess at the back of the cap; the ratchet will be locked prematurely. The wire inside my cap was wrong by a country mile.

Disassemble the cap innards by removing the retaining spring which holds the locking wire to the pendulum (a very small item). Remove the pendulum and ball bearing. Pry up the piece of plastic which holds down the locking wire. Remove the locking wire and bend it slightly. Reassemble the works and check it again by depressing the bottom of the pendulum. Until the ratchet lock sits flat in the recess, keep bending. Once you've been satisfied that everything is properly adjusted, pop the cap back onto the seat belt retractor making sure the ball bearing is in the bottom (6 o'clock) position. If it isn't the belt won't work correctly. Extend the belt gently, it will work now. Yank the belt and it locks tight. Perfect.

Jim Craig

If the turn signal blinker (blink-gebbber) quits on your 2002 (and it will after about two years) it's very simple to fix. Profitable too, if you consider the cost (\$20) for a new one.

Remove the left under dash panel. Reach up to the left hand end of the dash just to the left of the ventilation controls. The blinker is about the size of a cigarette pack. Lift it up to unhook it and bring it down where you can see it. Remove the wires and note the paper attached to the case. This has the correct color code for reattaching the wires. Don't lose it.

Gently spread the sides of the case with a couple of fingernail files and remove the case. Inside as a nice neat solid state device. Impressive when it works. Notice that there is also a set of points. These are the culprits. After a few years the points burn, pit, stick and lose tension. That's when the blinker quits.

Carefully and gently clean the points with an ignition point file. After they are smooth and shiny, realign the points by carefully bending the arm with a screwdriver or tweezers. Reinstall the case, hook up the wires and happy blinking.

Jim Craig

Want Ads

FOR SALE: Used DA'Lan 19mm heavy duty sway bar for 1602/2002/ti/tii. Cost \$24.95 new, only \$12.50. Bendix electric fuel pump \$15.00. Jim Craig 488-6843.

FOR SALE: 4 ER - 70 X 14 B.F. Goodrich Lifesaver Radials, Like new, very low mileage. Perfect for your mother-in-law's car, whatever she drives.

Willie Levenston 487-7454.

WANTED: A few more active members, urgently needed to preserve sanity of club officers. Apply in person at any club event. No experience necessary.

WANTED: Pit crew for BMW Isetta being run in IMSA-Camel GT Series. Contact Tech Editor C/O Club P. O. Box.

WANTED: Padded cell for Tech Ed. Editor C/O club P. O. Box.

TECH TIPS CON'T

EMISSION CONTROL HOSES

Those few of you having 1602/2002s with the emission control devices still attached and functioning should check two of the hoses for leaks. Although these hoses are supposed to last 50,000 miles, they do not in many instances.

The first one to check is the air pump intake hose. It's about an inch and a quarter in diameter and runs from underneath the left side of the air cleaner housing down past the steering box and on into the air pump. The hose rubs against the forward right corner of the steering box. A small hole will develop in the hose and it will become progressively larger. The best thing to do (whether or not there is a hole in the hose) is to wrap some electrical tape around it and then put a hose clamp around it at the point of contact with the steering box. This way there will be no possibility of rubbing a hole in the hose.

The other hose runs from the gulp valve to the intake manifold just below the carburetor. The hose will always fail at the clamp on the manifold end. When this hose fails the symptoms are fairly much the same as when the gulp valve fails - except for the noise. The car won't idle well and runs rough and (when the hose fails) there is an unbelievable amount of intake noise. Burned valves will result if this hose fails and is ignored for any length of time.

Jim Craig

TIMING

Setting the timing on a tii can be made easier and more accurate by taking the time to install a timing mark on the crankshaft pulley. The pulley has one timing mark - TDC (top dead center) for cylinder #1. You will need a mark for 25 degrees BTDC (before top dead center) for cylinder #1.

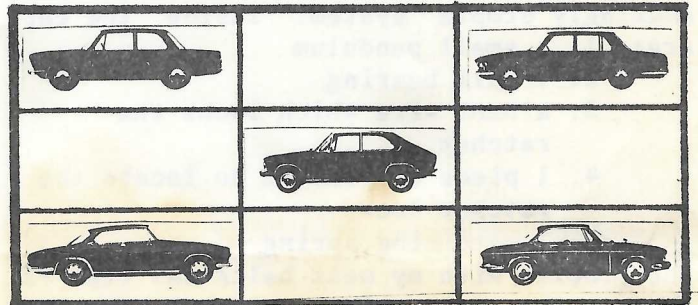
With the ignition and parking brake off and the car in fourth gear, sight down the hole in the bell housing with a flashlight. Slowly push the car forward until the ball bearing pressed into the flywheel

is in sight. Now inch the car forward until the left edge of the timing hole covers half the ball bearing. This is the 25 degree BTDC position.

Now for the crankshaft pulley. Move to the left side of the car and look down at the pulley. There will be a notch in the pulley rim at the 12:00 o'clock position. There is a small raised section in the black injection pump belt cover. This raised section is just above the pulley and in the middle of the black cover. Put a drop of silver paint on it. Next put a drop of paint on the pulley in line with the pointer.

You'll set the timing as before (25 degree BTDC at 2700 R.P.M.) except you'll use the new timing marks. A much easier job now.

Jim Craig



COMPETITION FUND

Some of you may have heard of or read about something called a competition fund in connection with the BMWCCA. Well it does exist and its purpose is to provide a cash award to competitors in BMW's who are members of the BMWCCA (see August Roundel for more information). To put it bluntly the fund has been a great big failure up to this point for a very simple reason - nobody gave! If every member of National gave just one measly dollar we could boast better than a \$1200.00 purse - not to be laughed at. Folks, you've been complaining about how nobody supports BMW's in competition, well here's your chance to show those poor souls who race with no factory support that somebody cares. Please send all you can spare to:

Nelson Barnes, Service Dir.

BMWCCA

2757 Asbury Ave.

Evanston, Ill. 60201

(Make checks payable to BMWCCA Comp. Fund)

Rusty Barton

Activities

by Jim Craig

Our Doublekross event came off very well—we made money, and showed that we can put on a class event! My sincere thanks to the many people who came out and worked and froze and froze...The event could not have been a success without your help. Our next auto-cross is May 13th and John Singletary is the O. D. This too will be a double event in conjunction with TSCC at Janaf.

Coming up in March we have three club events for you. On the 10th we have a drive-out to the Williamsburg - Yorktown area. This will be a very simple historical semi-rally type event with questions to answer - strictly for fun. We'll top off the tour with dinner for those who want to eat before returning home. On the 20th is our monthly meeting. We will have a twenty minute film on Oktoberfest '72. The D. C. Chapter prepared the film and it's very good. If you missed our Va. Beach Oktoberfest, don't miss the flick! We'll also try another raffle - prize unknown at this date. Also (yes there's more!), Jim Rhyne and/or Elmo Edelblute of TSCC will be on hand to tell us the why's, wherefore's, and howto's of rallying - complete with a Mini-rally to test your new-found knowledge. A BIG night for BMW, so the business will be short and the fun will be long!

TOUR

By Jim Craig

March 10th is the date for our historical tour of Jamestown/Williamsburg/Yorktown. We'll depart from Janaf at 9:00 A.M. and spend the day with our country's history. The tour is designed to provide plenty of flexibility so that you can see what you wish and spend no more money than you wish. Check the enclosed itinerary sheet for the day's events. Questions will be asked, so be alert as you tour! Please try to join us. This is a family type event that you can join late and leave early if you want. The day will be interesting, educational, and fun. See you there! Call me if you need more information.

TECH SESSION

by Jim Craig

The March 25th Tech Session will begin at 12:00 noon at Lynnhaven Motors 3711 Bonney Road, Virginia Beach. Steam cleaner, lifts, front-end machine and help available. Bud has parts and our own Fearless Fred will be there with the club parts store. If you want to learn something about BMWs, there's no better time than the 25th! Try it.

CONSUMER COMMENTS

QUICK STEERING

by Jim Craig

I had the pleasure of driving someone else's till the other day—Keith Bangel's. Keith has just had a quick steering box installed and I was eager to see if it was worth the cost. It was.

The quick steering has a 12.8:1 ratio as opposed to the standard ratio of 17.6:1 - or a reduction of about 27%. The quick steering reduces the lock-to-lock turns of the steering wheel from 3.75 to about 2.8. Also, The steering effort is increased somewhat from "moderately - light" to "almost heavy". The effort required is far from objectionable, however, and will increase road feel (and confidence) at high speeds.

Driving impressions? All good. The quicker steering makes hard, fast driving even more of a joy. Gone are the flailing arms trying in vain to correct for over-exuberance in a tight corner. Steering is positive and direct. 90° turns can be made without tangling up your arms! Beautiful. Why isn't this steering standard equipment?

Cost? You would ask. The steering box is available from your friendly BMW dealer for \$104.75. Very steep. K & R Motorsports in Vancouver, B.C. has a much lower price, but after you pay shipping and customs you won't save much at all. Motortech in Rockville, Md. is the best bet for a price substantially under that of BMW. Whatever the cost, though, it's well worth it.

(P.S. add about 10% to that price due to the recent dollar de-valuation)

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.

The ideas, opinions, and suggestions expressed in regard to technical subjects are those of the authors and no authentication is implied by the editors or the publishers. Modifications within the warranty period may void the warranty. For further information write to:

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A SURPRISE IS:

Cruising down I-64 at 8:00 A.M. at 85+ mph and being passed by Willie Levenston in his 2500 doing at least 110 mph.

Passing a Virginia State Inspection with Cibie Q-I headlamps and two Cibie Oscars with 100 watt bulbs.

The look on the face of the old man sitting beside the road at the apex of the turn as I slid through in a four wheel drift.

The fact that all workshop (4 & 6 cylinder) manuals are available C.O.D. from Hoffman Motors in Hackensack, New Jersey.

The bumpers on the '73 BMWs.

ENDORSEMENT

Anyone whose BMW (or other car for that matter) requires glass replacement should consider having Binswanger Glass Company at 629 First Colonial Road in Virginia Beach do the job. They are familiar with BMWs and do a quick but neat windshield installation - as my tii will attest.

Jim Craig

TRIVIA

by Jim Craig

Here's a breakdown as to how many and which type of BMWs are owned by our club members.

2002	43	2500	1
Bavaria	6	3.0CS	1
1602	5	R75/5	1
2002 tii	4	R60	1
2800	2	2000 ti	2
1800	1		

A total of 67 BMW vehicles with a total list price (when new) of over \$280,000! The "average" BMW in our club cost \$4200, has 4.24 cylinders and 3.94 wheels.

MINUTES

by Mary Vack

The February 20, 1973 meeting was called to order by president Rusty Barton at 7:45 p.m. Dave Pritchard treasurer, reported a total of \$94.00 received from the Doublekross. Total profit was \$40.00 after trophies.

Jim Craig, activity chairman, reported on up coming events. March 10 is our Williamsburg Tour.

Discussion was centered around the lack of club participation in autocrossing, rallying and other Sevco events.

Jim Rhyne pointed out that the more club participation we have in Sevco events, the more influence we will have within that organization.

The meeting adjourned at 8:45. A drawing for a case of Castrol oil was held which was won by yours truly Mary Vack.



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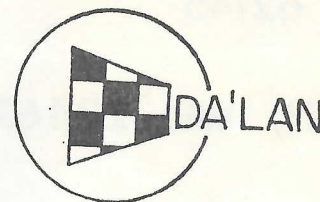
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DEALER INQUIRIES INVITED

ACTIVITIES

<u>Date</u>	<u>Activity</u>	<u>Club</u>	<u>Location</u>
March 4	Auto-X	POCC	Mercury Mall
March 4	Auto-X	POCC	Mercury Mall Hampton
4	Rally	TSCC	UV Bank Military Circle
10	Drive-Out	BMW	Janaf
11	Rally	SSCC	Suffolk
11	Auto-X	PSCC	Mercury Mall
18	Auto-X	BFMC	Wickes, Va. Beach
20	Meeting	BMW	Janaf
25	Tech Session	BMW	Lynnhaven Motors
25	Rally	CRUM	Newport News
April 1	Auto-X	SCCA	Fort Eustis
8	Rally	AMSC	Newport News
15	Auto-X	BFMC	Wickes
17	Meeting	BMW	Janaf
22	Spring Rally	TSCC	Unknown
29	Auto-X	TACH	Wickes

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*John Barton
464-A Seaboard Ave.
Hampton
VA 23364*

*Thanks for the help!
JC, Pete, Mary, & kids.*