

Das Krummet



September 1973

PRESIDENT'S COLUMN

By Rusty Barton

I'll devote most of this to the newly proposed SEVSCO bylaws since they will have a direct bearing on our club's functioning in the future. I'm going to summarize only the important points in the bylaws, so here goes.

To become a member of SEVSCO a club must be sponsored by two SEVSCO member clubs and hold regularly scheduled meetings for at least one year. Also it must have a constitution, bylaws, and officers. This section is designed to discourage fly by night and poorly organized and supported clubs from entering SEVSCO.

A new procedure has been instituted to give the bylaws some teeth. Expulsion of a member club can be brought about if written notice of an infraction is voted upon and approved by 2/3 of the executive board (consisting of two representatives from each member club). Also any club that misses two consecutive SEVSCO meetings or two consecutive SEVSCO committee meetings may be expelled.

In specific relation to infractions of the SEVSCO Autocross or Rally codes, a written notice of an infraction voted and approved by a majority of the executive board will carry a \$15 fine to the club involved, payable in ten days. Failure to pay the fine will result in automatic expulsion of the club from SEVSCO.

Event scheduling procedures will be as follows. The annual two day rally will be scheduled first, then the calendar will be set up with mandatory alternation of rally and autocross dates - so no more three autocrosses in a row. CPS dates will be scheduled first, then the remaining dates will be equally divided among the SEVSCO clubs. Scheduling conflicts will be allowed between opposite types of events and a proposal for double events will be made to the bylaws committee.

There will be, in addition to club competition in the CPS series, an individual competition system to determine individual class champions in the rally and autocross classes. For an individual to participate he must pay a \$2.00 registration fee per year payable on or before the first CPS event that he wishes to have counted toward his individual points.

These are the highlights of the new bylaws. With the exception of those things mentioned above SEVSCO will be administered pretty much as it has been in the past. If anyone has any additions or ideas they would like to have presented at the bylaws committee meeting, let me know.

I hope to see more families at Bavaria Night at the Sheraton Hotel, September 12 than I saw on our last drive out. Many people have complained about our lack of "family" events. This will be the second family event in as many months - so come on all you non-autocrossers and non-rallyists, this night is for you!



OKTOBERFEST

OKTOBERFEST '73 - ATLANTIC CITY

By Jim Craig

The fourth annual BMWCCA OKTOBERFEST will be held Oktober 19, 20, and 21 in Atlantic City, N. J. Traditionally each Oktoberfest manages to surpass the previous events in fun, attendance, competitive spirit, and general Gemutlichkeit, so this should be quite a weekend - plan on being there.

The schedule of events will be the same as the preceeding two Oktoberfests: Concours on Saturday morning followed by your choice of TSD or Gimmick rallies that afternoon; for dinner you're on your own, but later Saturday night is the Bierfest; Sunday morning and afternoon will be The Autocross - a banked, paved, 3rd gear oval track; Sunday night will feature a complimentary cocktail hour and the banquet. A full weekend, but you'll survive!

Other items of interest: pre-registration deadline is September 22nd, afterwards it'll cost more; among the usual plethora of door prize goodies will be a free room for the Oktoberfest weekend; and Sam Brooks, der Rafflemeister, will once again give away a new BMW to some lucky (and undeserving - unless I win!) raffle entrant. Prices: \$25 per single and \$40 per couple preregistration fee; rooms will be \$14/single, \$18 for a double with two single beds, and \$22 for a double with two double beds; raffle tickets are \$15 each.

What else can be said? If you've been to a previous Oktoberfest, you know you'll have fun; if you haven't - take my word for it. Try to be there! Let's have a good showing from Tidewater.

MINUTES

By Mary Cottrell

The August meeting was called to order by the Vice-President in the absence of the President.

The treasurer reported a balance of \$269.67. Last month's expenses included about \$43 for the newsletter, \$22 for mailing and, \$44 for our autocross trophies. We took in \$25 in new memberships.

Jim Craig reported on Activities. He reminded the members of the Tech Session for August. TSCC will have an autocross Sunday August 26th. Our autocross has been changed to September 30th with Ken Browning the OD. Ken reported that the autocross is planned at Montgomery Wards at Janaf. He wants workers there at 9:00 A.M., teching to start at 10:00 and the event to start at 11:00. Flyers will be sent out shortly.

Our club will sponsor a gimmick rally on September 15th in the evening. It will be open to all cars who want to enter.

The September tech session will be at Artie McCormicks on Saturday the 22nd.

The program which was to be presented at the meeting this evening will be presented in September. The deadline for the newsletter will be September 1st. This newsletter will be entered into competition with other Chapter newsletters - a money prize going to the best one.

After a suggestion by Jim Craig the members decided to attend the Bavaria night buffet at the Sheraton Inn at Military Circle on September 12th. The cost is \$3.95 plus tax. We will all meet at the Sheraton at 7:00 P.M. Mark it on your calendar.

As old business, Jim Rhyne gave a report on the Drive-out to Cobbs Creek. It was poorly attended but a grand time was had by those who went.

In new business, Dave Pritchard gave a short report on his first SEVSCO meeting. It was mentioned that our secretary has resigned and the position is not filled yet.

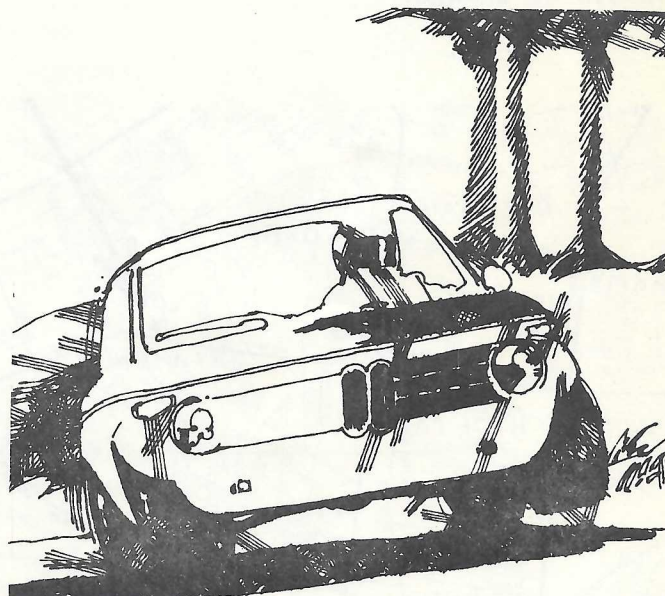
Mary Cottrell raised some questions concerning our points system. A committee was named to review and expand our points system - those on the committee are Dave Cottrell, Dave Pritchard and Ken Browning.

Oktoberfest will be held in Atlantic City this year on October 19, 20, 21. Jim Craig made a motion that our chapter donate approximately \$50 worth of Marchal products for door prizes for the Oktoberfest. The motion passed.

Jim Craig passed around information for ordering posters - for anyone interested.

Congratulations to Vic and Terrie on the arrival of a seven pound seven ounce baby girl.

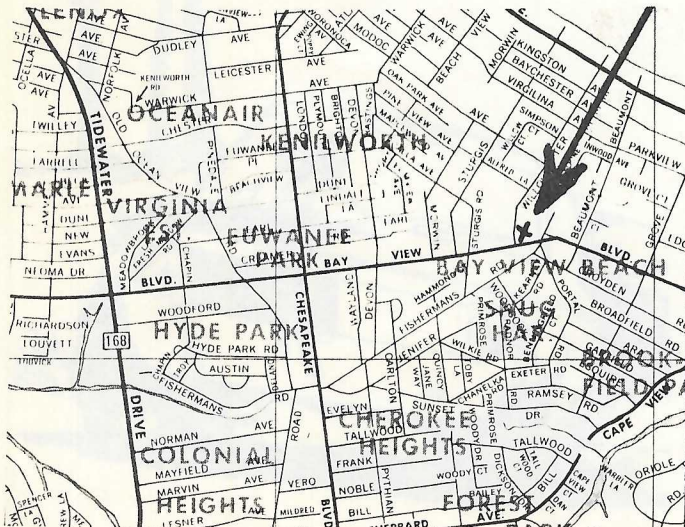
The meeting adjourned to the Village Inn.



ACTIVITIES

If you'll check the activities schedule, you'll see a lot of BMW Club events - they're for you! September 12th is Bavarian Night at the Sheraton (see separate article) and the 15th marks the inaugural of the First Annual Red Barron-Knockwurst Road Rally. Registration starts at 6:00 P.M. in front of the Village Inn. First car off at 7:00 P.M. Entry is \$2 per couple. This is a gimmick rally and the O.D.'s say "May God help the winners and/or losers." You figure it out! The 18th is our meeting at which Mr. Smith of Ziebart will make his long awaited presentation. A mix-up in communications prevented his attendance last meeting - but we'll get it right sooner or later! September 22nd is a Tech Session at Artie and Julia McCormick's, 8618 Willow Terrace in Norfolk. A map is shown below, call 583-2147 if you get lost. Start time is around 12 noon. And September 30th is our CPS SEVSCO Autocross. Please note that it will be held at Montgomery Wards in Norfolk (at Janaf). Ken Browning is O.D. and he will need YOUR HELP.

Oktober will be a "low profile" month for local activities - since Oktoberfest preparations should be keeping almost everyone well occupied. We'll have a family event early in the month - either the 6th or 7th. The monthly meeting will be the 16th. And then OKTOBERFEST '73 (see separate article). That's it, but it should be enough.



<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Location</u>
Sept. 9	Rally	SCCA	?
12	Bavarian Dinner	BMWC	Sheraton (see article)
15	Rally	BMWC	Janaf (see article)
16	Auto-X	BFMC	Wickes
18	Meeting	BMWC	Janaf
22	Tech Session	BMWC	Artie McCormick's (see article)
23	Rally (CPS)	SSCC	?
30	Auto-X (CPS)	BMWC	Montgomery Wards-Janaf
Oct. 7	Rally	TACH	?
14	Auto-X	AMSC	?
16	Meeting	BMWC	Janaf
19,20,21	OKTOBERFEST!	BMWCCA	Atlantic City,N.J.
20,21	Rally	PSCC	?
28	Auto-X	SCCA	?

SPECIAL

Wednesday September 12th at 7:00 P.M. the club will descend on the Sheraton Inn at Military Circle for their Bavarian Night Buffet. This is the only place in the entire Tidewater area where German food is available - and the selection quantity, and price are incredible. This is strictly a social event, so join us - it'll be a blast. Meet in the lobby area of the Sheraton shortly before 7:00 P.M. Wear your Lederhosen!

EVERY WEDNESDAY
**BAVARIAN
 NIGHT BUFFET**
 5:30-9:00 P.M.
\$3.95
 CHILDREN (UNDER 10) \$2.25

- Selection of German Soups
- Sauerbraten
- Kasslerrippchen
- Knockwurst
- Bratwurst
- Selection of German Salads

GERMAN BEER
 Available

ACCORDION PLAYER PERFORMS DURING BAVARIAN BUFFET!
Corner Garden Coffee Shop
Sheraton Inn-Military Circle
 Virginia Beach Boulevard and Military Highway 804-420-9292

BMW CALENDAR

Paul Oxman Enterprises at 2051 S. Lyon Street, Santa Ana, Cal. 92705 has in the last year brought us BMW fanatics four great BMW posters - Alpina, GS-Tuning, Rally, and a racing scene. Now good old P.O.E. has for us a BMW 3.0 CSL (in racing trim, natch) 1974 Calendar. It measures 24" X 36" and costs \$2.95 + \$1 postage. Ask for #S-9. Several will be available at the September meeting.

WHO'D OF THUNK IT

The latest Boston Chapter newsletter reports that "Humble" Howard Cosell owns a 2002. Wonder if he's ever had cause to complain to a dealer or the importer about a problem with his car? Can you picture that? Or how about "Humble" Howard doing an interview with Mr. Hoffman for the Roundel?

THE HISTORY AND FUTURE OF BMW

Both BMW's rich past and exciting future are covered in two current magazine articles. Pick up the September issue of Car and Driver for a beautifully written and photographed article on the BMW J19/1 and 327 - two models directly responsible for the development of BMW's performance image. The September issue of Motor Trend has a spread on the Turbo. You've seen a lot of the Turbo in the last year, but this is the best photographed and most technically detailed (although short) item to come along. Don't miss these articles!

A WORD TO THE WISE

The AAA has added two nearby localities to its list of Strict Enforcement Areas. They are Virginia State Highway 168, from Anderson's Corner near Toana east to Williamsburg, and I-64 from Bottoms Bridge east to Anderson's Corner. That's a roundabout way of telling you to cool it between Bottom's Bridge and Williamsburg. Ask Doug Shear (of the D.C. Chapter) about that!

TRIVIA

THREE FROM AUTOWEEK

"BMW and Mercedes are interested in convincing a major supplier of their air conditioners to relocate in Texas. Dramatic drop in A/C prices?" The price couldn't conceivably go any higher!!

"Today sedan racing, tomorrow the world. Not content with its 2002's race record to date, BMW is starting limited production of turbo charged models that will boost the power to 190 hp from 120. The production run will be just enough to get the model homologated." Take that Cosworth Vega!

"Wings and fins are the order of the day. BMW is bringing out a street edition of its latest racing coupe with a forest of scoops, spoilers and louvres all over the roof and trunk lids. Engine capacity is up to 3.2 liters, providing an extra 50 hp. Model name: 3.2CSL."

AND THE SAGA CONTINUES

"Herr Alfred Zweistein
Technical Editor
BMWCCA
Box 96
Boston, Mass. 01299
USA

Herr Zweistein:

Thanks for sending me the article on your car: "Isetta 302 Rennmachen". Some guy named Jim Craig managed to enclose in your letter a scribbled note with some derogatory comments about the auto; he called it a "joke". Don't let this bother you as these know-nothings are always putting down "authentic" racing machines.

I also appreciate the drawing. It looks fierce.

Have you ever considered adding a rear spoiler ala the Porsche Carrera RS? This would undoubtedly improve your top end on the straights as well as high speed stability on curves. I have always thought that the Carrera RS body style was almost a direct copy of the Isetta's and the addition of the rear spoiler on the Isetta will point this out.

For circuits such as Le Mans or Reims might I suggest the addition of a single, removable, rear-mounted vertical fin such as that found on the beautiful "D" series Albatros aircraft.

Your three-valve head sounds like a step in the right direction. An Italian firm, Das Tomato, has been manufacturing a similar head but with overhead cams and Weber induction for years, claiming an advertised 7% power increase over stock - or almost a full horsepower, .91 hp. to be exact. This Weber set-up will "cream" the Breadspread (English Denbeigh) Version which, after all, is a bit dated being based on a W.W. I oxcart which in turn drew its inspiration from a prototype Gorgitoy.

Do you have any information or data on the application of the Schweizer A3A turbo-charger (of model airplane fame) to the Isetta?

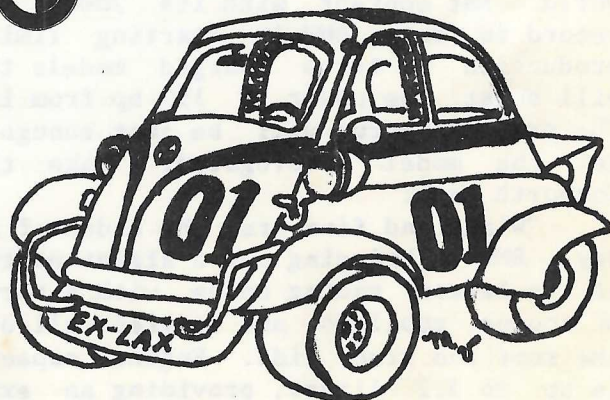
I must point out, however, one small inaccuracy in your otherwise excellent article. You indicate that the top speed for a "stock" Isetta is 52 mph. A German friend of mine, Gustav, has assured me that his Isetta which he has owned for the last 16 years can do over 100 kph (62 mph) "auf der Autobahn". Alas, Gustav has run out of replacement parts and now uses his Isetta as a storage bin for garden tools. "ye, even the mighty are struck low."

Unfortunately it is sometimes considered sport to denigrate the Isetta 300 in the face of today's generation of marginally more powerful sports cars such as the MK.1 IV Ford and the 917K Porsche. The Isetta had its day in the center stage too. Those of us who were fortunate enough to have been there will never forget Frosch Hupfender's relentless charge to victory at the Nurburgring nor the fierce drives of Von Schildkrote capturing the European Hillclimb championship and blowing off the more powerful Italian works mo-ped team.

You might wonder where I got so much information and enthusiasm. Well, Al, I have been driving a Turbo-Isetta over here for years and plan to bring it "back home" and clean house. I can hear the unholy howl of its engine now...pocketa...pocketa...pocketa. Your pal,

"Mighty" Mike Shoen

P.S. You might consider "weeding out" that Jim Craig guy in your next staff shakeup. He is trying to mortally wound you..."



SUPER FILTERS

For the best possible air filtration you should be using Filtron Air Filters. These filters are somewhat more expensive than the normal paper elements, but they are reuseable and will pay for themselves in a short time. The Filtron utilizes a high efficiency oil soaked foam filtering element. Once the element becomes dirty, simply rinse it in solvent and re-oil it, with either the Filtron 300 oil or any 40 weight oil.

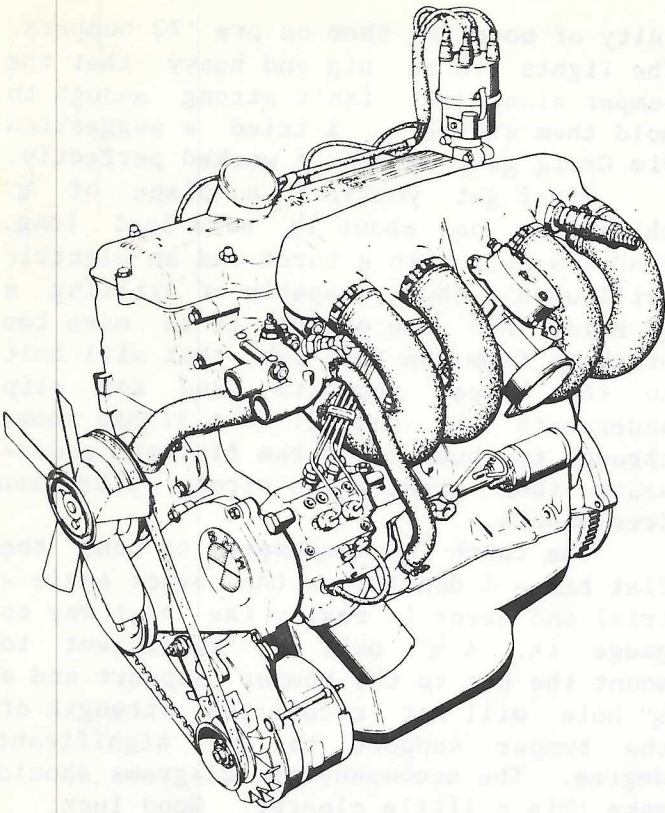
Available from Filtron Products Co. 7835 Burnet Ave., Burbank, California 91405, or from the club store - shortly.

REVS UNLIMITED

Some BMWs (tii's predominantly) come equipped with a distributor rotor with a rev limiter built in. Unfortunately the rev limiter may not do its thing at 6500 r.p.m. - and then... Well it's expensive to bend valves. Check the rev limiter - before it's ever called on. Remove the rotor and move the sliding contact with your finger - it should move easily and freely - no snags or hang-ups. If dirt and/or a slight oil film prevent the contact from moving easily, use WD-40 or CRC to clean this wonderful \$10 gadget - it's worth it.

HEY, DIM BULB!

Checked your headlights lately? If you're among the few BMW owners still using standard (actually sub-standard) sealed beam headlamps, think about changing them. Sealed beam type headlamps deteriorate with age to the point that after a year or so they're dim enough to provide you with very little illumination. Change them to one of the newer high-output sealed beams or better yet switch over to a set of H-4 conversions (2002) or quad conversions (sixes). The cost is reasonable since your club is a Marchal distributor! See Jim Craig for such a deal.



FIERZYLINDERSUPERHUMMERGRÜPPER

TECH TIPS

FRAM WIPERS

When the Trico wiper blades need replacing, try the Fram replacements - they work. The replacement blade holder is made of black plastic and the wiper blade itself is of a much softer rubber compound than the Trico or Anco types. It "hugs" the windshield and provides a really clean wipe. A replacement arm and blade cost approximately \$2.40 and a pair of replacement blades is about \$2.60 at most discount auto parts stores.

ANONYMOUS TIP

The lean surge problem on the '73 2002's with the two barrel carb can be easily (and cheaply!) cured. Simply replace the existing idle jet with the equivalent part from a 2002 ti - part #13110739 125. Slight readjustment of the idle mixture will also have to be made.

LIGHTS, LIGHTS, AND MORE LIGHTS

By Rusty Barton

Have you ever made a modification to your BMW that so changed the character of the car (and driver) that you used it where and when it shouldn't be used just to get your jollies from the difference it makes? Recently I made such a change to my Tii and my neighborhood will never be the same again: I added a pair of Marchal 700 series QI lights, one fog and one spot, to the already installed Cibie QI headlamp conversions. Now my neighbors know I'm coming long before they can hear me - for the street begins to glow and the trees light up when I'm still thousands of feet away. As I approach people begin to scatter in all directions hiding their eyes, cats scamper from my path, birds take flight, and dew evaporates. The bushes lining the parking lot have begun to turn brown and the ones in front of where I park are black!

Seriously, these lights are absolutely the last word in long distance lighting. The fog lamp lays out a low flat beam that has a razor sharp cut off to prevent reflected glare in foggy conditions. The spot light sends a laser like round beam straight down the road a full 7500+ feet. When these two lights plus the QI headlamp high beams are on, night literally becomes day in front of my car. No longer do I have the slightest doubt as to whether I am overdriving my lights - the car simply isn't capable of going that fast!

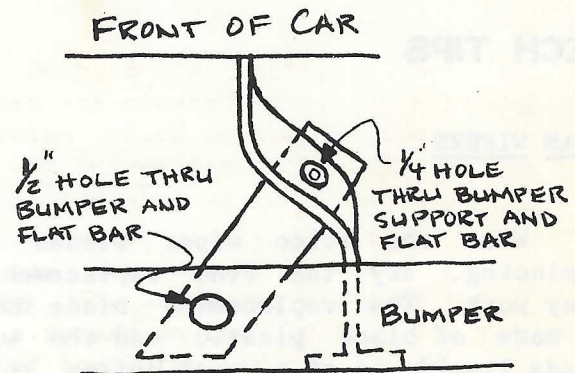
Last weekend Janis, John, and I traveled to Louisa, Virginia and on the return trip I exited I-64 at Laburnum Road outside Richmond and caught Rt. 5 south to Williamsburg. Rt. 5 is a delightfully curvy and scenic two lane country road with a good surface and not much traffic. The only problem at night is deer. Well, I don't know if it was coincidence or the lights but we saw absolutely no deer at all on the trip which is highly unusual for this road at night. Suffice it to say, besides giving me my night driving jollies, these lights give me confidence I'm driving as safe a vehicle as I can at night. Now if Marchal only made QI turn signal replacements...

About the only drawback to using the Marchal 700 series lights is the diffi-

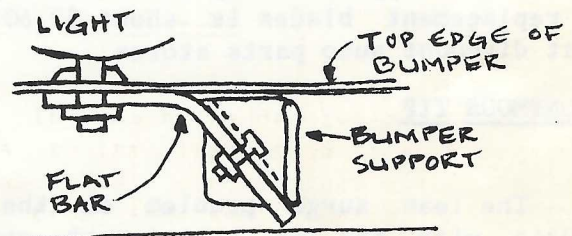
culty of mounting them on pre '73 bumpers. The lights are so big and heavy that the bumper alone just isn't strong enough to hold them securely. I tried a suggestion Jim Craig gave me and it worked perfectly.

First get yourself a piece of $\frac{1}{4}$ " thick flat bar about $1\frac{1}{2}$ to 2 feet long. Find somebody with a torch and an electric drill with a chuck capable of drilling a $\frac{1}{2}$ " hole. Now the object is to make two brackets from the flat bar that will bolt to the bumper supports, bend and slip underneath the bumper. The lights mount through the bumper and the flat bar underneath thus creating a strong vibration free mounts.

The torch is necessary to bend the flat bar - I don't know the exact angle - trial and error is really the best way to gauge it. A $\frac{1}{4}$ " bolt is sufficient to mount the bar to the bumper support and a $\frac{1}{2}$ " hole will not reduce the strength of the bumper support to any significant degree. The accompanying diagrams should make this a little clearer. Good luck.



TOP VIEW



FRONT VIEW

COOLANT QUANDRY

By Jim Craig

One of my pet extravagences - that of using distilled water in the BMW's cooling system - was shot to hell the other day. I had mentioned to Bill MacKay that I always used a 50 - 50 mix of distilled water and ethylene - glycol base anti-freeze. Bill went into a short diatribe about the fact that Daimler - Benz specified that distilled water was not to be used in his Gull Wing - the one he sold just before he bought the BMW. He then produced a copy of a letter from Daimler - Benz to the Gull Wing Group which stated the "correct" chemical properties of "safe" coolant water and stated that distilled water was extremely reactive and should not be used.

Somebody tell me why distilled water is so harmful!

SPECIAL REPORT

THE VP REPORTS

By Mary Cottrell

Although many members may forget or some may not even know, the Vice-President has the duty of keeping a points record on each member of Bey Em Vey Club. At the end of each calendar year the man and the woman who have accumulated the most points are each honored with an engraved trophy. Little is said about this during the year as the Vice-President quietly gives out points when a member attends a meeting, works on an autocross, OD's an event, places in a club sponsored event or writes an article for the monthly newsletter.

The points system was adopted last April. There is a need to review now how well it covers the program of our particular club. The purpose is to award points for participation and competition in club events.

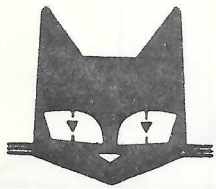
There are a few months left yet for earning points and if you want to know how you stand in comparison to others you may see the records at any meeting. The men earn the most points by being the OD of an autocross or a rally or by placing in either of those events. Some men (Rusty and Jim Craig) earn many points for writing articles. The top contenders for the men's trophy are-

Rusty Barton
Jim Craig
Dave Pritchard
Vic Shunkwiler
John Singletary
Fred Andrew
Dave Cottrell
Pete Vack

The top contenders for the women's trophy are -

Mary Cottrell
Mary Vack
Sandra Craig
Terry Shunkwiler
Betty Ackiss

So all of you who want to win - place in the gimmick rally, assist in the next autocross, come to the meetings and write some articles!



MARCHAL

CHECK OUR LAMPS!

40% OFF LIST PRICE

BEY EM VEY CORP.
P.O. BOX 62145
VA. BEACH, VA. 23462



DRIVE OUT

By Rusty Barton

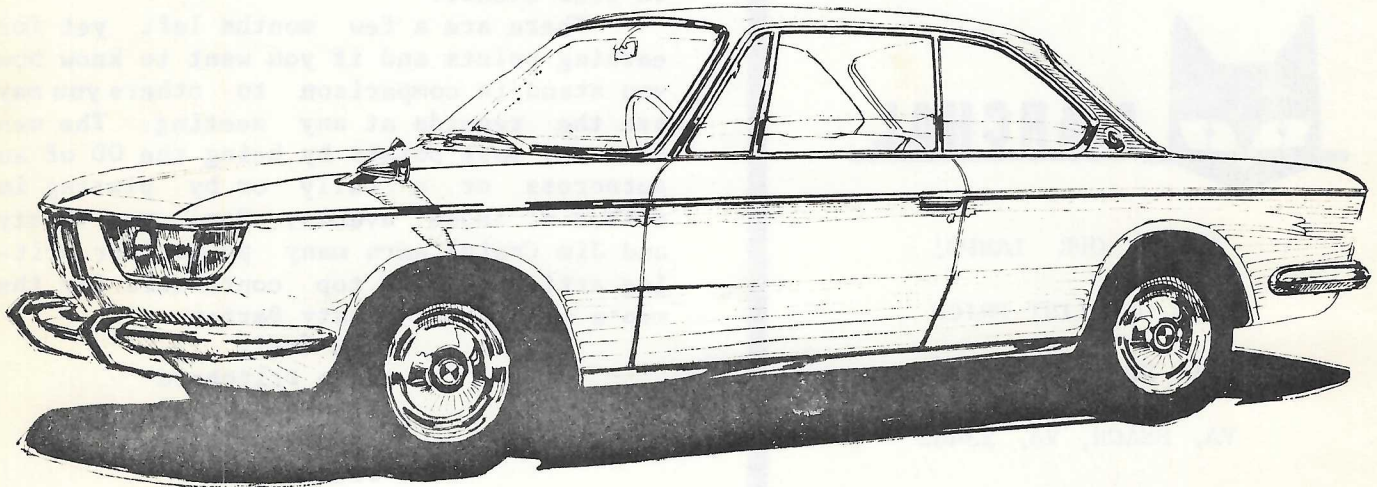
Many, many thanks go to the Cottrells and Dave's Aunt and Uncle, Mr. & Mrs. W. B. Osborne, for a most enjoyable drive out last August 12. We had five BMW's plus one Volvo along including the Cottrells, Rhynes, Kim Young, the Andrews, and the Bartons.

After meeting at Janaf about 9:00 A.M. we traveled through the Hampton Roads tunnel to the Ramada Inn in Newport News for a fruitless wait for any Peninsula cars to join us. Finally we took off up Rt. 17 over the Yorktown Bridge to Rt. 3 and north to Cobbs Creek and a beautiful spread on the Piankatank River where the Osbornes are building a large, modern house on a huge riverfront lot that is an ideal vacation/retirement setting.

Much of the day was spent lazing on the Osborne's large screened porch while some of the hardier of us played frisbe and volleyball, fished, and even rowed the

Osborne's dingy around. Swimming was out due to the abundance of stinging nettles around - too bad because the water is clean and the bottom rock free. Of course picnic lunches washed down by liberal amounts of brew - consumed throughout the afternoon. In addition, Fred Andrew was seen doing a driving impression of the Osbornes riding lawn mower while Kim Young was being flipped out of the hammock by some over zealous helpers. Mary Cottrell and Sally Andrew braved the swift current of the Piankatank River in the rowboat, then turned the boat over to Rusty and Janis Barton who were last seen rowing out of sight - HMM! Jim Rhyne managed to hook a couple of minnows while Dave ferried everyone around in the boat.

All in all it was a fun day - truly a family outing. All day long I found myself wondering where all those people were who complained about our lack of family activities. Once again thanks to Dave and Mary and special thanks to the Osbornes for a very enjoyable drive out.



ARTICLES

DEADLINE FOR ALL COPY IS THE FIRST OF EACH MONTH. Please feel free to submit suggestions as well as articles. Possible topics for articles: Automotive experiences, product opinions (pro and con), book reviews, technical information, etc. Pictures are also needed.

Mail copy to:

Jim Craig
4001 Santa Maria Dr.
Chesapeake, Va. 23321

CLASSIFIED

Wanted: Back by lack of response is our request for an ad manager for the newsletter. Somebody please help!

For Sale: Two front strut inserts (stock) for 1602/2002, 10,000 miles, pretty good shape, \$15 or offer. Stock steering box, 17,000 miles, for 1602/2002, excellent condition, \$45 or offer; Judson Electronic Magneto, good condition, \$15 or offer. Jim Craig, 488-6843 after 5:00 P.M.



Wards Corner
Next to Barnett Hardware

The Pet Place

PUPPIES - KITTENS - EXOTIC BIRDS
REPTILES - AND OTHERS

EXPERT GROOMING
ALL BREDS
NAILS CLIPPED - BATHING
STUD REGISTRY \$5.00 YEAR

PHONE: 489-4712
116 W. LITTLE CREEK ROAD
NORFOLK, VA. 23505

10% DISCOUNT TO BMW CLUB MEMBERS



Ziebart

Auto-Truck Rustproofing

CLYDE TABOR

DAVE JOHNSON

PHONE: (703) 425-7853

857 VIRGINIA BEACH BLVD.
VIRGINIA BEACH, VA. 23451

R. C. PARIS

Telephone (703) 489-2255

Imported Coach and Custom, Inc.

DISTINCTIVE FOREIGN AND FIBERGLASS BODY REPAIRS

Aubrey Swinson

845 W. 44th Street
Norfolk, Virginia 23508



Village Inn

there's one near you!

"Where Pizza is
Always in Good Taste!"



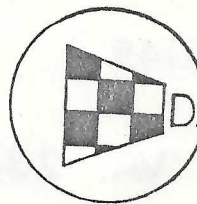
10% DISCOUNT on all food to BMW Club members after club meetings at the Village Inn at Janaf Shopping Center.

Custom BMW Installation



Norfolk
2358 E. Little Crk. Rd.
583-8641

Va. Beach
404 Laskin Rd.
425-8608



DA'LAN

20 GARLAND ROAD CHELMSFORD, MASS. 01828
TEL: (617) 692-7243, 256-9188

- FOR THE BMW -

- Roll Bars - Cages - Kits
- Stabilizer Bars 19-22mm
(Club Discounts Available)
- Trailer Hitches
- Sump Guards
- Custom Fabrication for Race - Rally - Autocross - Street

DEALER INQUIRIES INVITED

LYNNHAVEN MOTOR CO.

Quality BMW Repairs

3711 Bonney Road

Va. Beach, Va.

Tel. 340-1661



'Bud' Simonton, Owner

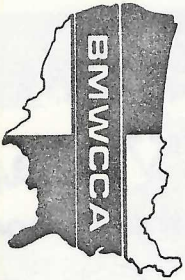
The Bey Em Vey Corporation is a club for enthusiastic BMW owners and a chapter of the BMW Car Club of America. Meetings are held at the Janaf Branch of the Norfolk Public Library on the third Tuesday of every month, at 7:30 p.m.

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:

Bey Em Vey Corporation
P. O. Box 62145
Va. Beach, Va. 23462

President
Rusty Barton
489-8945
Vice President
Mary Cottrell
340-6284
Treasurer
Dave Pritchard
855-6186
Activities Chairman
Bill Mackay
340-5578
Editor
Jim Craig
488-6843



BEY EM VEY CORP.

P.O. BOX 62145

VA. BEACH, VA. 23462