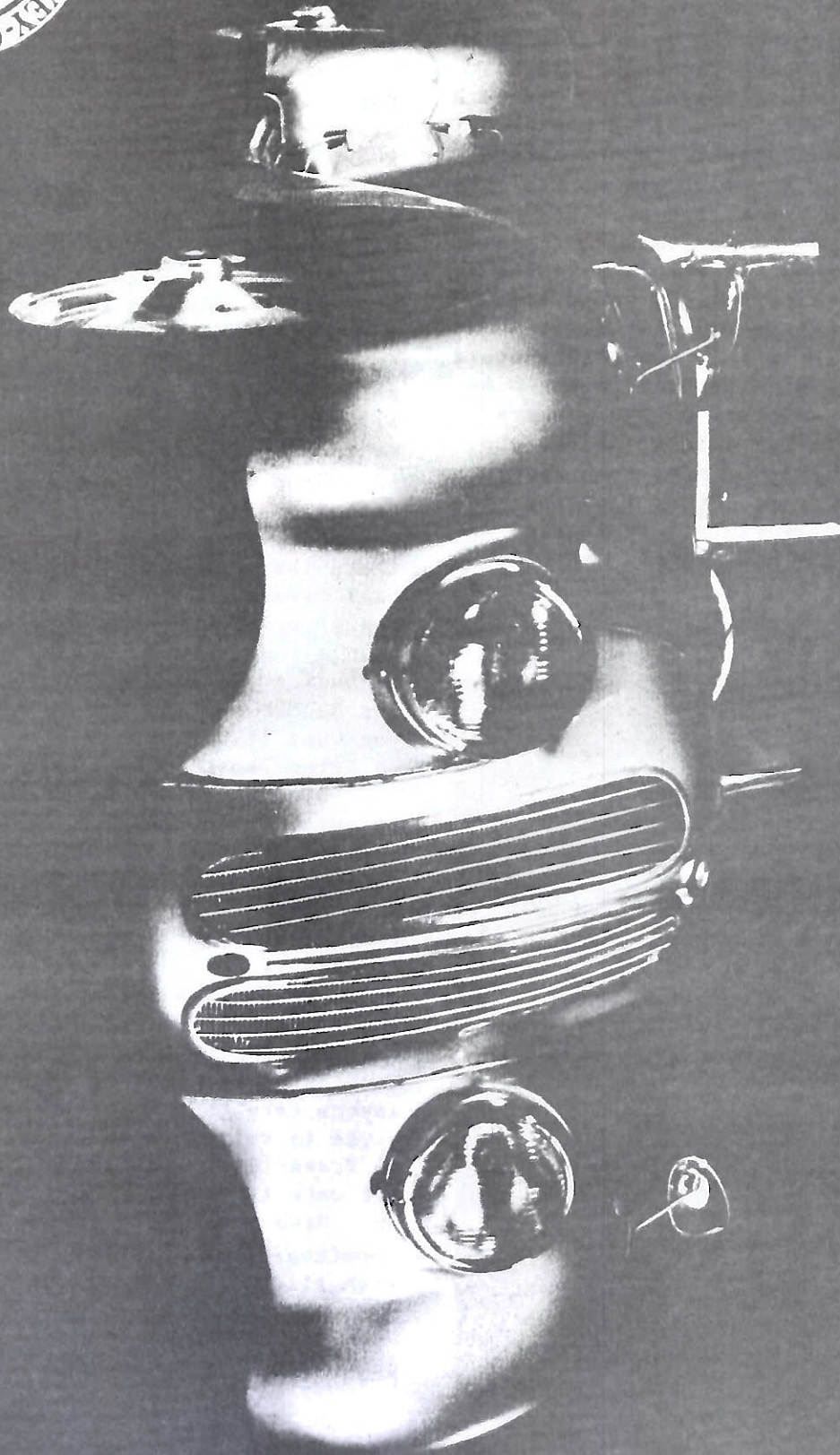


# das Krummet



## PRESIDENT'S COLUMN

### GOOD NEWS AND MORE GOOD NEWS:

By Dave Cottrell

It seems as if the National Board of Directors has taken notice of our complaints concerning the cost of Oktoberfest 74. The Jug End Resort is out and a more reasonable (cost wise) establishment is being sought. The date is also being changed from the 11th of October to the 18th because of a scheduling conflict at Lime Rock Racetrack. I notice that we are getting a real break on the rate for the use of the track, cut all the way from \$350 and \$1 per person to \$275 flat. That's a real bargain! We could hold the autocross on a parking lot, be safer and have one heck of a beer bust for \$275! Now all they have to do is have the events start on Saturday and we will be back in business.

Good news #2 - Thanks to the workers and participants at Fat Albert's Autocross, we will clear about \$100, more than enough to buy our P.A. system. Other than the rain things went pretty smoothly. We started on time and most people had a good, wet time.



## MINUTES

### MINUTES

The June 18 meeting was opened by President Dave Cottrell at 8:10 p.m.

The Treasurer, Dave Pritchard, reported a balance of \$302.03.

Activities Chairman, Rusty Barton, asked for a volunteer for the July Tech Session. Steve Mercurio offered his home on July 6th. Rusty also reminded us of the July 21 GPS Autocross which is sponsored by the BMW Club with Rusty as the O.D. at Wickes Furniture Store in Va. Beach. Rusty also said he is going to try to have the trophies there so they can be awarded that day.

Old Business - Jim Rhyne made a motion to have Dave Cottrell purchase a PA system, preferably an AC/DC or DC, for not more than \$150.00 for the club. Rusty Barton 2nd the motion. All were in favor.

Dave Cottrell reported that the Oktoberfest has been changed due to the fact that Car and Driver Magazine is having races there that weekend. So Oktoberfest has been moved to Oct. 17 - 20th. Registration fee is now \$46.00 per couple and there has been a reduction of rates in rooms. They contacted the Red Bull Inn and rooms there are \$20.00 per day for as many people as you want in a room. So far nobody plans on attending from our club.

Discussion of the Minifest sponsored by our club in the fall continues. It seems favorable. Dave Cottrell is going to contact the chapters in North Carolina, Washington D.C., and other nearby chapters and see what their reaction would be to attending.

New Business - Ken Browning read out the points lists. Dave Cottrell is attending the Chapter Congress in Brookville, Penn. over the weekend of July 13th. Would anyone care to accompany Dave? Jim Rhyne moved to reimburse Dave for the trip expenses to Brookville. Patty Sullivan 2nd the motion. All were in favor.

Dave reported that the SEVSCO Activities Committee made a ruling that anyone running with illegal modifications in a GPS event will lose all points for that event.

The meeting was adjourned at 9:10. Rusty then showed a movie on Foyt.

# ACTIVITIES

## ACTIVITIES REPORT

By Rusty Barton

With Summer upon us we tend to lose some of our members to the beaches and vacations. Hopefully we can have an active summer despite these traditional diversions.

Of direct concern to our members is the tech session at Steve Mercurio's house on Saturday, July 6, 12 noon. Steve lives at 704 Osborne Ave. Chesapeake, Va.

As usual there will be plenty of beer to keep all the would be mechanics well lubricated. Next we have a CPS Autocross on Sunday, July 21. This will be the 2nd annual Bride and Groom Autocross and promises to be well attended due to its CPS status. We will need bodies to help set up pylons, announce, flag, etc.

Following is a schedule of events through August:

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Location</u>
July 4	Auto-X	PSCC	Langley Speedway 9:30 am.
July 6	Tech Session	BMW	Steve Mercurio's
July 7	Auto-X	TSCC	?
July 16	Meeting	BMW	Janaf Library 8:00 pm.
July 21	CPS Auto-X	BMW	Wickes
July 28	Rally	AMSC	?
Aug. 4	CPS Auto-X	TACH	?
Aug. 11	CPS Rally	PSCC	?
Aug. 18	Auto-X	AMSC	?
Aug. 20	Meeting	BMW	Janaf Library 8:00 pm.
Aug. 25	Rally	CRM	?
"	Auto-X	TSCC	?

Call Rusty Barton or Dave Cottrell for info on locations as the event date approaches.

## EPIDEMIC IN BMW CLUB

By Janis Barton

There seems to be an epidemic of pregnancy, at present, affecting BMW owners. At the May Tech Session, 5 out of 8 wives that showed up, were pregnant. The 3 wives that weren't were carefully avoiding those of us that are - in fear of it being contagious.

Recently, I read an article in a medical journal that said the crew members of

high performance aircraft have a strong tendency to produce female children vs. crew members of low performance aircraft have a strong tendency of producing males. It seems as if the high altitudes that high performance aircraft travel, affect the sex genes in man. This poses an interesting question: since BMW's are reasonably close to the road vs. American cars which are higher from the road; will this have any effect on the sex ratio of children born to club members? If nothing else, it proved beyond a doubt the ability of reproduction, if the last tech session odds can be counted, or maybe it's just been a long, cold winter.

## BOOK REVIEW

### STAND ON IT

By Stroker Ace

Little Brown & Co. \$6.95 hardback

"The moral of this book is quick and easy: If you're going to stand on it at all, stand on it now. The longer you wait, the slower you get".

This book must definitely be classed as light reading, entertaining only, not a work of art. Compared with War and Peace, it is nothing (it is easier to remember the characters!) The author and central character is Stroker Ace - sports car driver, USAC driver, NASCAR driver, INDY driver and general, all-around hellraiser - good ole boy! Stroker learned to drive running shine in the mountains. He stole his daddy's Buick hearse and entered it in a demolition derby and from then on in there was no stopping him. The book also deals with matters other than sanctioned auto racing. Stroker gets involved with ladies of negotiable virtue (whores), drunks, and other crazies. The favorite pastime when not racing is to have challenge races in Hertz or Avis rent-a-cars backwards on the public streets.

The book is like one of those jokes which is never quite as funny when you tell it to someone as it was when you read it. Get the book, read it and stand on it!

# Oktoberfest '74

## OKTOBERFEST 1974

By Rusty Barton

Here is an up to date summary of what Oktoberfest 1974 holds in store.

First of all, the event dates are Thursday, Oct. 17 through Sunday, Oct. 20. Unlike past years, Monday, Oct. 21 is not a holiday. Originally the event was planned for the previous weekend but it had to be rescheduled since Lime Rock Race Track was not available that weekend.

Headquarters for the weekend will be the Red Bull Inn, on Route I-84 in Waterbury, Connecticut. Room rates are a flat \$20.00 per day for as many as you can stuff into a room. All rooms have baths and are typical hotel/motel.

Registration fee is \$46.00 per couple and \$30.00 for singles. This covers all events plus the Beerfest/Bavarian Buffet and the Awards Banquet.

The schedule of events goes like this: Thursday evening will be registration. The Autocross at Lime Rock will be held Friday. Saturday will feature a TSD and Gimick Rally followed by the Bavarian Buffet and Beerfest in the evening. On Sunday the Clean Car and Concours competition will be held followed by a super tech session with Michele Potheau, Roundel Tech Editor. The Awards Banquet will follow Sunday evening.

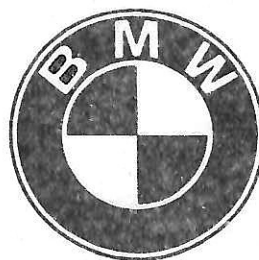
The Awards Banquet promises to be very exciting this year with fantastic new trophies and some real surprises. The 1974 Bavaria Raffle drawing will be held. Of course parts and accessory door prizes will be more numerous and more valuable this year.

It looks to me like this year's Oktoberfest will be the best ever and those who attend are sure to have a ball.

Oktoberfest '74



Oktoberfest '74



Oktoberfest '74

# COMPETITION

## SOLO II or HOW I LEARNED TO DRIVE MY CAR FAST

By Rusty Barton

I am perhaps the worlds best procrastinator. So when I received an invitation from SCCA to participate in their Solo II Autocross Series which had its first event on May 18, I set it aside and didn't bother to preregister. One reason was because Solo II is a high speed event designed for experienced autocrossers and while I'm relatively experienced, I had never competed in a high speed event and frankly I was apprehensive. I told myself I'd just go and watch and not enter, so on Sat. morning I took off for Fentress Airfield to watch the Solo II.

All the familiar autocross faces were there plus some rather mean looking new faces with even meaner looking machinery! These were out and out race cars at home on tracks like Road Atlanta and VIR. We've seen autocrosses on large lots like Wicke's but at this event, you couldn't even see the other end of the course! One lap up one runway, across a taxiway, down the other runway, and back through the start/finish line was a 1.2 mile trip. Each run was 2 laps for 2.4 miles - try that at Wicke's or GEX.

Of course the first question everyone asked me was, "What's your number?" After a-while, I began to run out of excuses, so I finally signed up - with shaking hands! I had heard reports of some cars reaching 95 mph in the long straight and since average times were about 2 min., 20 sec. per run, average speeds were around 60 mph - a far cry from the normal autocross. It would be a-while before my number (71) would run so I went home for a couple of hours so Janis couldn't accuse me of spending the whole day at an autocross! When I got back to Fentress I found I still had a 2 hour wait so I worked the course for a-while. I saw some amazing spins and a vast variety of driving styles - very interesting.

Finally my turn came to roll up to the staging line. Before I could back out, the green flag was waving at me and I was off. Through the start/finish in 2nd, right hand sweeper into the main straight, 6000 rpm in 2nd, slam into third - yes third gear folks, glance at the speeds - 75 mph, brake for kink, into the slalom at about 60 mph, hard brake into a left hand loop and - oops forgot to downshift to 2nd - 2000 rpm in 3rd is nowhere! I'm out of the loop, across the taxiway doing 5500 in second, through some widely spaced gates at about 6000 still in second, down the back straight in third again, another slalom at 60 mph, hard right towards start/finish, sloppy downshift to 2nd and do it again. The second lap went better, but my downshifts were still lousy. It was over before I know it and it was great!

I couldn't wait 'til my second run; I improved my time by 5 seconds and even managed to smooth out my downshifts a bit. Even more surprfising, I took 2nd place in my class - beginner's luck I guess. I've always liked autocrossing but Solo II has it all beat. Autocrossing is fun, but Solo II is FUN!!!! For any of you who are high speed handling freaks who think autocrossing is Mickey Mouse, try Solo II - you'll like it!



Artist's concept of a new BMW 2002.

## TECH TIPS

### FIXIN DER KRANKENSTARTER

By Dave Cottrell

What is the problem when you turn your ignition key to the start position and all you get is a click noise? Many things could be the problem, so we start trouble-shooting.

#1 - Battery is run down - can be checked by switching on lights and checking to see if they are as bright as they should be. If you have a hydrometer, check cells for charge. If you have a voltmeter, check for charge - should be 12 v. If all is well, proceed to #2.

#2 - Battery cables loose, corroded or both - clean battery (outside) and cables with soda water or baking soda. Coat cables with vasoline when finished. If starter still doesn't work, proceed further.

#3 - Solenoid bad - replace solenoid after removing starter from car (after removing cables from battery!). Solenoid comes off of starter after removing two screws and taking care to work solenoid end off of the lever which causes bendix gear in starter to engage ring gear. Starter solenoid costs \$18 at CEW, \$27 at dealer.

#4 - Starter bad - can be checked by voltmeter on battery - should not drop below 9 v. when cranking. If a new starter is needed try to get someone to rebuild it (Bryan Electric charges about \$30 - \$40). A new starter from CEW costs \$165 retail, \$121 without discount! I would hate to think what Hoffman wants for one! Before buying a starter, ensure that #3 is not the problem, it usually is.

General notes - When cleaning cables, battery etc. or removing starter, remove the negative cable from the battery first. The battery must have a good charge in order to activate the starter solenoid. If the battery is run down check the following causes: 1. alternator 2. voltage regulator 3. corrosion and grease on battery and cables (see #2).

### HUBCAP REJUVENATION

By Tom Sundstrom

Sooner or later, the emblems on your hubcaps will begin to deteriorate. Two of mine suffered from car wash damage. The high pressure water jet peeled the white and blue paint right off the emblem.

Buying new hubcaps crossed my mind, but it was much cheaper to just buy new emblems. They are available for \$1.97 each as part number 36134634100 at your dealer.

The emblems are glued on and can be removed with a knife forced under the edge and pushed to the center. Turning the knife full circle will break the emblem loose. Remove the old cement with laquer thinner. G.E. silicone seal makes a good adhesive for the new emblems.

### Wiper Motor Substitution

From Connecticut Valley Newsletter

A type 3 Vw wiper motor of '67-'69 vintage will fit the 1600, 2002 BMWs. The part numbers are 343-955-113EX, or 343-955-113C. Installation is about twenty minutes with a 10mm open end wrench. Wiring is as described below:

- (1) Connect the single black wired plug of the VW motor to the double black wired plug of BMW
- (2) Connect the black/yellow striped plug of VW motor to the yellow wired plug of BMW
- (3) Connect the black/purple striped plug of VW motor with the double green/blue striped plug of the BMW

Be careful to locate the motor arm in the correct orientation, if you goof, the wipers will not lay down when you turn off the motor.

**Oktoberfest '74**

AUTO-CROSS 101, OR A COURSE I'LL  
NEVER FORGET

By Artie and Judy McCormick

Well we finally did it. We went out and made absolute fools of ourselves, but we loved every minute of it! However the course workers from that week may never fully recover from it. To all you cynical non-believing antagonists, we the defending protagonists finally proved that we are not hen-pecked, excuse-ridden and/or chicken. No longer shall we suffer the slings and arrows of outrageous criticism for we the above mentioned, have crossed spectators and raging participants.

It all happened one sunny day, when due to circumstances beyond our control we overcame our inherent fear of speed and self-destruction. Ken Browning made the ultimate sacrifice of any sports car lover, by generously insisting that we "give it a try" in his car.

It was the approach - avoidance conflict of the century. It was so easy to be a spectator when the only danger involved was criticizing the drivers who had spun out. It's a completely different story when you are on the other end of the stick (gear shift, that is). That long wait in line is enough to make anybody want to back out, but this time it was just too late. Ken had already physically dragged Judy around the course explaining how to execute the sharp curves and the "S"s. In the meantime, the general crowd enthusiasm was enough to make her sign up. We were in luck - only 20 cars had run and Judy could still sign up and be only no. 51. Now the time disappeared quickly in the midst of engine roars and tire smoke. The nervous sweat and dire desperation of the moment were clearly evident on the face of the new entrant into the field of competition driving.

Then all too soon, I was also coaxed into running. I was as lucky as Judy at getting starting numbers. I was only no. 69. Anyone who has been as unfortunate as I was that day can tell you what it's like when it's your first time to run and to see 68 cars run twice before it's your turn. It's hell - don't let anybody fool ya!

Finally came the call for the fifth heat of cars to line up. With tears in her eyes and her heart in her throat, we managed to get her strapped in. All we could hear in the lineup was "WhatthehellamI doing here?". It was kind of funny to me, but obviously not to her. Then she was off - she did very well. She had done exactly what she was supposed to do; executed a fine course and had run over only two pylons. Not a great time, but it was nothing at all to be ashamed of. When she got back to get in line again for her second run, she was ecstatic. She was sure she had done very well. The only problem was that she had turned the slowest ladies time of the day.

Not to be discouraged this time, we told her to really "hang it all out" on the next couple of laps to see what she could really do. Little did we know that she would take us so literally. On the first lap of the second heat she was doing great - slipping around corners, burning rubber at all times, really doing it; until she came around to the corner which contained the timing equipment. It was another one of those classic "I'm glad I'm a spectator" moments. Scaring herself to death, power drifting through corners, not knowing what she was doing at all, as is expected of a beginner, she did the wrong thing. She took her foot off the gas and instantly the tires bit and aimed her squarely at two course workers and \$150 worth of electronic gear. Luckily (both for herself and the workers) she managed to stop in time; but in the process she managed to forfeit her second run. All in all, it was a worthwhile afternoon for her - it let her know what she could do, and what she needed to learn.

Then it was my turn. As I looked through what was left of the shoe polish covered windshield, I gradually grew more and more frightened. What would I do if Judy beat my time? No, she wouldn't do that would she? Naw, must have confidence - must have confidence.. I had to keep telling myself that. So away I went scared but confident. And sure enough it payed off, clean run and only 17 seconds slower than

Ken's time. Not at all bad I thought, but then Ken gave me the word. He said I could go faster everywhere on the course. Little did he know that I would take him so literally. On my first lap of the second run I never took my foot off of the floorboards. I thought I was gonna kill myself there for a-while, but it was all really starting to feel so good when, on the same corner none the less, that Judy had her trouble on, I took out the other side of timing equipment. Oh well, win a few, loose a few. But at least I had broken my non-racing platform, which all goes to prove anybody can run.

We all need to know how to drive, especially in today's traffic, as anyone who is caught in rush hour traffic can testify, and autocrossing seems to be an enjoyable means of releasing penned-up aggression. We haven't had any fights since. So come out and enjoy yourselves, but make sure you know who the better driver is until you do.

## CLASSIFIED

In reference to the following 3 ads, contact: Denny Nelson  
5508 Carolanne Terrace, Apt. 202  
Virginia Beach, Virginia 23462  
490-0336

1) For Sale: four Shelby cast aluminum "slot mags", size 5½" x 13", for 1600 or 2002 - never abused or damaged, but could use polishing; lug nuts and caps included - Asking \$65.00; with Uniroyal Rallye 180 mounted and balanced (165 x 13, approx. 15,000 miles left) - Total asking price is \$100.00.

2) For Sale: four Michelin XAS tires and tubes - absolutely brand-new and never mounted, size 165HR13 - Minimum asking price \$140.00.

3) Wanted: information leading to the purchase of four Borrani steel wheels, size 6" x 13", for 2002.

## For Sale

4 stock 1602/2002/tii wheel covers, \$10 or offer.

Buco helmet for autocross buffs, EC, \$10 or offer.

2 stock front struts (complete) for tii, FC, make offer.

2 used drive belts for tii injection pump, very cheap.

Sears/Penske compression gauge, LN, \$8.

Jim Craig, 393-1576. No calls after 9:00 P.M. Please.

## FOR YOUR INFORMATION

By Rusty Barton

When we got to the point of selling our beloved 1963 Chevy II recently, Janis and I were grieved that it would no longer be an associate member of the Bay EM Vey Corp. Our fears were unfounded, though, for it has passed into the eager hands of none other than Vic and Terrie Shunkwiler (after an appropriate amount of money passed into my eager hands, and quickly disappeared into Janis' even more eager purse).

So White Lightning lives on in the club. She even has a BMW shift knob!

IT'S A BOUNCING BABY BOY!!!!!!!!!!!!!!

Fred and Sally Andrew became the proud parents of a 5 lb. 3½ oz., 18½ in. son, Matthew Douglas, on June 2, at 10:10 a.m., in Norfolk General Hospital. Both Sally and the baby are doing fine. Congratulations to the proud parents!



## MAILING LIST

Collis & Betty Ackiss, 800 Delaware Ave., Va. Beach, 23451 428-2619  
Fred & Sally Andrew, 6642 Stoney Pt. N., Norfolk, 23502 497-7343  
Keith & Beth Bangel, Please give us your address when you know it!  
Rusty & Janis Barton, 102 Charles Ave., Portsmouth 23702 393-0235  
Ken & Deb Browning, 3724 Lenier Cir., Norfolk, 23513 855-7962  
Arnold Cohen, 2110 Atlantic Ave., Va. Beach, 23451  
Dave & Mary Cottrell, 3749 Historyland Dr., Va. Beach, 23452 340-6284  
Jim Craig, 4430 Winchester Dr., Portsmouth, 23707  
Bill Eaton, Jr., 4133 Wyndebrow Dr., Portsmouth, 23703 484-3240  
Steve & Kitty Galevics, 1214 George St., Norfolk 23502 497-7239  
Joe & Arlene Garwood, 6301 Ardsley Sq, Apt. 301E, Va. Beach 23462 424-2990  
Dr. H. Courtney Harrison, 1124 Brandon Rd., Va. Beach 23451 425-5985  
Drew Jeffries, 521 Cedar Rd., Apt. F, Chesapeake, 23320 547-4116  
Tore Kristiansen, 8004 Mosby Rd., Va. Beach, 23455 464-8576  
Willie Levenston, 1207 Ross Dr., Portsmouth 23701 487-7454  
Artie & Jilia McCormick, 485 Stockton Rd., Norfolk, 23505 587-7690  
Dennis & Norleen Nelson, 5508 Carolanne Ter., Apt. 202, Va. Beach, 23462 490-0336  
Steve & Monica Mercurio, 704 Osborne Ave., Ches. Va. 23325 420-0705  
Brian Missig, 317 Rosemont Rd., Apt. 102, Va. Beach 23452 340-2154  
Richard & Brenda Muller, 5240 W. Lake Rd., Va. Beach 23455 464-0922  
Eugene Nielson, 4987 Sentry Dr., Va. Beach 23462 499-2814  
Jack Parrino, 7652 Gifford St., Norfolk, 23518 583-0715  
Dave & Carol Pritchard, 920 Elm St., Norfolk, 23513 855-6186  
Jim & Theanne Rhyne, 1053 West Rd., Chesapeake, 23323 487-2774  
Gordon Sherrock, 4082 Holly Pt. Rd., Va. Beach 23454 481-1872  
Vic & Terrie Shunkwiler, Rt. 4, Box 4046, Va. Beach 23457 421-3982  
Huey & Patty Sullivan, 1505 Kindly Ln. Apt. 102, Va. Beach, 23455 464-6440  
Zach Zenechija, 908 Maximus Sq. # 204, Va. Beach 23451, 428-0931

### Non Local Members

Bruce Dearley, 27 Windsor Rd., Phila, Penn., 19118  
John O. Pettigrew, 2207 Arbor Dr., Richmond, Va. 23222, 329-5267  
Tom & Rose Marie Sundstrom, 14900 Carlbern Dr., Centerville, Va. 22026

### Subscription Members

Bruce Adams, 1453 Downing St., Denver, Colo., 80218  
John C. Wallace, 336 Court St., Portsmouth, Va. 23704

Any changes, deletions, additions, etc. let Rusty or Janis Barton know.

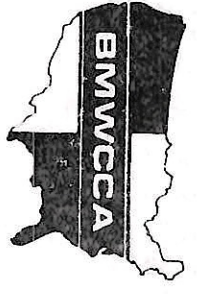


The Bey Em Vey Corporation is a club for enthusiastic BMW owners and a chapter of the BMW Car Club of America. Meetings are held at the Janaf Branch of the Norfolk Public Library on the third Tuesday of every month, at 8:00 p.m.

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



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