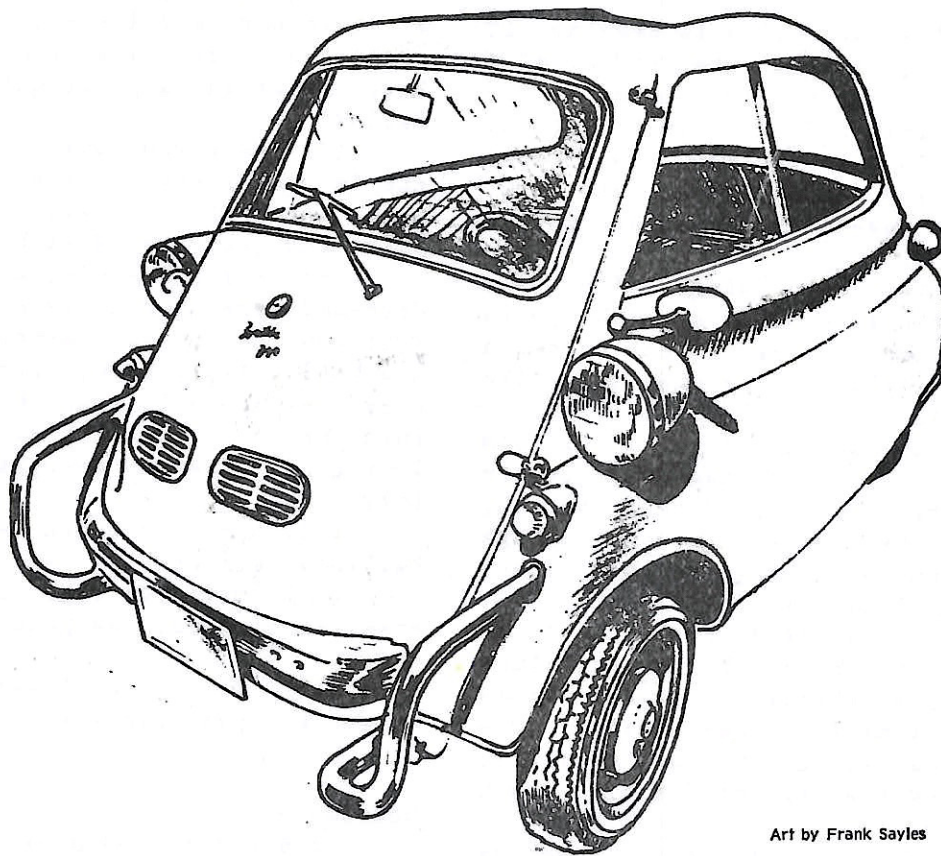


kas Dummet



Art by Frank Sayles

The 16-year-old Isetta
could be a prototype for
future vehicles.

April

PRESIDENT'S COLUMN

By Dave Cottrell

(Adapted from Road and Track)

When I am out on the autocross course or race course (don't I wish!), I ask myself, "Am I taking this corner as fast as I possibly can, am I driving the car's limit?" If you habitually go through the corners one-fifth of a second slower than your maximum, you can look good, you can make a reputation, you can even win a race now and then - but you are no racing driver.

The problem then lies in knowing if you are in fact, losing that fifth of a second and doomed to merely winning a few races now and then and just looking good. How, for example, do you know that Denny Hulme or someone couldn't step into your Bimmer and lap one-fifth second per corner faster?

I mean, we say things like "The little Le Mans can be taken at 5700 rpm in second". Why don't we say it can be taken at 5722.6 rpm? That sure sounds more like the car's limit.

But even if you take it at 5722.7 rpm and sail ggggggggg into the next county, how can you be sure that Jackie Stewart, by some subtlety, couldn't motor through at 5800 rpm while waving to the corner crew during a victory lap?

Most drivers would describe the limit as something like this: Using that line which, when the vehicle is at all times strained to its maximum accelerative, decelerative and lateral G-load capacity, gets you around the circuit in the least amount of time."

To illustrate this your average driver will then launch into a lengthy series of ritual war stories involving much arm waving and foot twitching.

Admirable criteria, certainly, and sometimes the stories aren't bad either, but the problem remains: How to apply it to your own driving.

To help you better understand your own limits, we have devised, in cooperation with the Bavarian Automotive Scoring, Timing and Rapid Driving Society, a short quiz.

(1) When you approach turn one, does the crewman on the fire bottle pick it up and start running to where he thinks you will land?

(2) When you pass the flagman at turn two, is he loudly calling attention to his tonsils?

(3) At station three can you see any sign of the crew save for a hastily abandoned pile of flags?

(4) Have they brought your trailer to turn four, along with enough people to lift your car onto it?

(5) Has the couple at turn five sat up to watch the race?

(6) Each time you enter that top-cog turn do you think to yourself, "I have absolutely, finally and forever lost control of this car and I shall not regain it until the heretofore congeals with the hereinafter in a great quivering, cosmic Jello?"

(7) Have you ever lapped a slower car in such a rush that he pulled into the pits, onto his trailer, pulled up his shirt and just stared at his navel?

(8) While breaking down from a hundred-and-something to twenty-something for your own, personal, favorite (everybody has one) hairpin turn, are you often so sure that you will overshoot that you only turn the wheel into the corner to make it look good (like you thought you would make it)?

(9) Are you often unable to speak following a race?

(10) Have you ever seriously considered reaching out and bending an opponent's mirror?

(11) Do you, at least once each lap, scream in sheer terror?

Scoring -

If you answered nine questions "Yes" you are driving the limit and may win a race now and then.

If you answered ten questions "Yes" you are driving The limit and may even make a living at it, but you are no racing driver.

If you answered all questions "Yes" you are driving THE limit and are, apparently, a racing driver.

Special Bonus Question: When they black flag you, do they generally black flag every other driver of your nationally of the track?

There is a limit you know!



MINUTES

By Patty Sullivan

The March meeting was opened at 8:00 by President Dave Cottrell.

Treasurer, Dave Pritchard, reported a balance of \$184.46.

Activities Chairman, Rusty Barton, reminded us of the Tech Session at Artie McCormick's on Sat. 23rd. The 24th is our Autocross School for only BMW members starting at 10:00 at the Va. Beach GEX parking lot. This is a noncompetitive event for those interested in learning more about autocrossing and their cars. The girls are encouraged to go in order to gain an insight into the techniques of autocrossing and to encourage them to be more competitive in coming events. March 31 is the date for the BMW SEVSCO autocross at GEX parking lot. First car off at 11:00. Workers should be there by 10:00 to help set up. Ken Browning is O.D. and Dave Cottrell asst. O.D. Please contact Dave if you can work. A trophy will be awarded by Smith Corner Motors for the fastest BMW if four or more BMW's participate.

Old Business - Dave Cottrell reported that Smith Corner Motors is seriously thinking about donating Autocrossing equipment, P.A. System and Pylons, to the club as soon as Smith Corner is able to start showing a profit in their BMW line.

We have once more borrowed Tidewater Sport Car Club's P.A. system and pylons for our Autocross. This time it cost us \$10.00 to rent the P.A. system. This is a good reason to seriously consider money making projects to help buy our own P.A. system or try to entreat friends and acquaintances in our fantastic Bimmers so they will want one of their own.

New Business - A motion was made by Janis Barton that the BMW club get together at the Sheraton Inn for German Dinner on the 10th of April at 7:45. The motion was seconded by Rusty Barton and all approved. The cost for this is approximately \$3.25. (This has been canceled due to the fact that the German Dinner is no longer held at the Norfolk Sheraton, but in Hampton).

Tech session location for April 27th is at Zack Zaneccchia's. (See elsewhere in issue for directions).

SEVSCO wants all clubs to charge an extra 50¢ at each autocross to help raise money to buy a timer to be used at the CPS events. The BMW club was in favor of this idea.

SCCA will sponsor high speed autocrosses at Metropolitan Ball Park. For more information contact Jim Rhyne.

Dave Cottrell and Rusty Barton reported on their trip to Greensboro, N.C. to help set up a new BMW chapter. They were favorably impressed with the enthusiasm of the members and their desire to get together with the Tidewater chapter. Dave also reported some good and bad news concerning the trip. Rusty got 29 mpg and a ticket.

Rusty then reported on the coming Oktoberfest to be held in Limerock, Conn.

Dave Cottrell also suggested a drive-out to the Car Museum in Williamsburg for April 20th. More will be discussed about this at the next meeting.

A motion was made to change the joining requirements for the club to the attendance of 3 events of the BMW club instead of 3 meetings. The motion was made by Jim Rhyne and seconded by Rusty Barton.

The meeting was adjourned to 9:19, to the Village Inn Pizza Parlor, after Rusty Barton showed a movie entitled "La Mans the Grand Prize" and Zech Zaneccchia showed the slides he took at Watkins Glen last year. Both were extremely interesting.



From The Virginian-Pilot...

Car Of the Future Is Already Here
By Linda Waller

NORFOLK-- Robert H. Luke has a better idea, a car that gets at least 50 miles to the gallon. The auto is the incomparable Isetta. It takes Luke, an assistant professor of business management at Old Dominion University, up to 75 miles on a gallon of gasoline, and low-grade gasoline at that.

He can drive for weeks on a full tank of three gallons; and even driving around town, he never gets less than 50 miles to the gallon.

Luke's car is no home-made vehicle. The 16-year-old Isetta has been restored to top working order.

"I really think it's the greatest car known to man," said Luke, a former race car driver, who now tattles about in the 770-pound two-seater that is entered through a door covering the whole front. He and his wife Linda, also own another, larger car - a Volkswagon.

Luke explained that Isettas were made by the Bavaria Motor Works (BMW) in Germany from 1956 to 1960, then discontinued.

"In the late '50's, American cars had chrome, bigger fins, and were flashier than ever," he said. "Conspicuous consumption was the thing. This little car didn't have a chance".

He also said that the car was relatively expensive, costing the same as an MG of that year - about \$3000.

Luke bought his Isetta 300 for \$50 nearly three years ago while in graduate school in Missouri and has since put about \$400 more into it, doing most of the work himself.

"If everyone were driving one of these, we certainly wouldn't have an energy crisis now," he said.



"But we might have all the hospital beds filled," he joked, because the car would be so tiny pitted against American giants in an accident. The four-wheel vehicle measures about 7½ feet long and 4½ feet wide.

Luke's car has a 13-horsepower BMW motorcycle engine that runs on one cylinder and does very little to pollute the air.

"It gets you where you want to go," he said, noting that he has driven it up to 60 miles an hour.

"There's a certain element of thrill involved when you drive it too. You have to floor it just to keep up with the traffic," said the professor, who gave up a rock-and-roll singing career to continue his education.

(The song "Susie Darlin" which he wrote and recorded, sold over a million records in 1958 and is nearly at the 2 million mark now. Luke still keeps his hand in the music industry as owner of a California-based music publishing company.)

Also an ecology buff, he finds low-pollution and low gasoline consumption the most important factors about his Isetta.

"This could be a prototype for cars of the future," he said. "The manufacturers could develop one in a year. The use of smaller cars would be one way to help the energy crisis," he said.



Tech Tip

By Jim Craig

House of the Rising Sun

The club store generally stocks NGK spark plugs, but in an emergency there is another local supply - your neighborhood, Datsun dealer. Go ahead say it. But they do have both the BP-6 ES and BP-7 ES plugs at \$1.25 each list. One word of caution - the brass terminal on the end of the plug may or may not unscrew, which could make your spark plug connectors impossible to use. So check the plugs before you buy - they come both ways.

BMW Withdraws From U.S. Market

We generally greet the latest issue of Motor News, a leading British weekly, with enthusiastic excitement. There is almost always a story of BMW's latest successes, both on and off the track. But the contents of the March 10th issue were well, terrifying. In an article entitled "BMW -- Can The Success Story Continue", certain officials (left unnamed here for obvious reasons) of the BMW hierarchy were interviewed. From this point on, let us quote in part from said article.

Q. It is known that your firm has not pursued the Wankel, Stirling or Honda CVCC engine patents...almost a necessity for meeting the pollution requirements on the 1975-76 U.S. cars. Do you have other prospects?

A. We are hesitant to discuss the issue, but obviously the fuel crises has had certain effects on our R&D program in that area. We Wankel suddenly is in that area. The Wankel suddenly is in doubt. The Stirling engine is far from practical yet. And the Honda CVCC, or stratified charge engine, has simply not been considered.

Q. Do you feel that 75-76 pollution requirements for U.S. market cars are unreasonable?

A. I don't think that there is enough time - a rational and affordable method must be found, while the gas crises has compounded the problems. Too much money, has been spent in haste.

Q. Is it safe to assume that BMW intends to withdraw from the U.S. market?

A. Let's put it this way: We are not dependant upon the sales of our cars in the U.S.

Q. Wasn't the U.S. a lucrative market for BMW products.

A. Yea and No.

Q. Explain?

A. We sold a respectable number of units yes. However, the recent devaluations have, frankly hurt our market there. We are aware that there are many satisfied and enthusiastic owners of BMWs in the States. But from a business standpoint..."

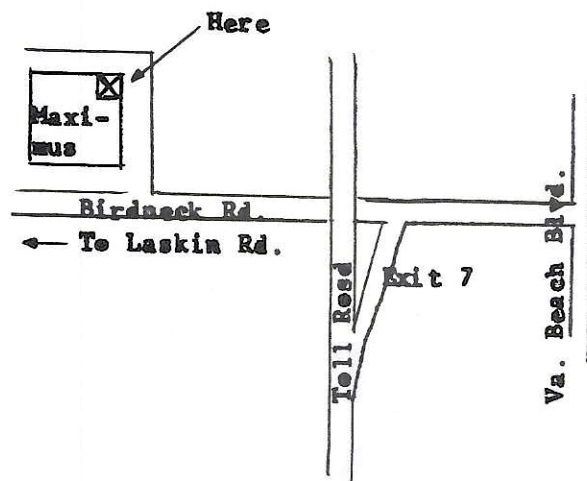
And so it went, the complications were clear....That due to the recent price increases and the current mania for clean air, it is no longer profitable for BMW to sell and build cars specifically for the U.S. market.

Panic-stricken, we immediatly placed a number of calls to Hoffman. Who ever we asked for a get a terse "no comment" to our questions--pertaining to future U.S. marketing plans. And that announcement, according to Motor News, is due on April 30.

Wait then? Or now? Get them while they last. Don't procrastinate. Stock up on parts, points, fan belts, everything possible. Hopefully Hoffman will continue to be a source of parts for some years to come. We can't be sure. Nor can we do any more speculating. We will have a report in the official announcement and plans in the next issue.

Tech Session

April's tech session will be hosted by Zach Zanacchia, reputed to be a budding BMW entrepreneur, on the 27th at noon. He says there should be lots of room in the parking lot in front of his apartment. His address is: 908 Maximus Sq. #204, Va. Beach. And the best way to get there is to exit the Va. Beach Toll Road at exit #7 - Birdneck Rd. Head towards Laskin Rd. and the Maximus Apts. will be on your right. See map below.



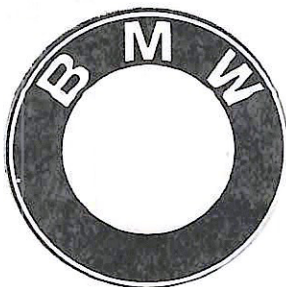
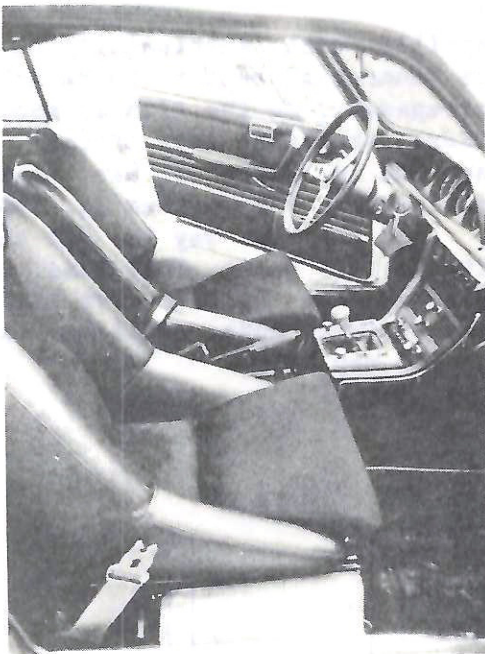
New Model From BMW
By Jim Craig

Word has reached us from a "reliable source" that the new big BMW bike - the R90-S is not the ultimate machine from the long famous BMW factory. Soon to make its debut is the R 180/6 UR. Following BMW's usual model designation this would indicate a 6th generation UberRader (superbike) of 1800 cc displacement. Expected output from the horizontally opposed 4 cylinder engine should be near 150 bhp allowing a top speed in the vicinity of 250 mph.

Other technical niceties include twin disc brakes front and rear and two drive-shafts rather than the usual one.

This allows power to be applied to both rear wheels without the weight penalty of an axle with differentail gears - although the transmission is rumored to be "rather complex".

The price should be around \$7,200 upon importation.



Activities Report
By Rusty Barton

I have mixed feelings about this month's activities report. Two activities that were proposed at our March meeting have had to be canceled. First, since the German Buffet is no longer offered at the Military Circle Sheraton Inn, we have had to cancel this activity. The Coliseum Sheraton in Hampton does still offer this buffet but I figure that adding \$2.50 to the price and the distances involved make it questionable as to whether we can substitute this for Military Circle. If I'm wrong, please let me know!

Secondly, our drive out to the Antique Car Museum in Williamsburg has been canceled due mainly to lack of interest. Also the question was raised as to what to do with children at a museum. Since drive-outs are supposed to be family outings, in the future we will have to plan drive-outs to a place where we can more easily watch our offspring.

Activities that are planned for April include our regular meeting on the 16th and a tech session at Zach Zabeccchia's on the 27th. A map showing how to find Zach's apartment appears elsewhere in this issue. I'm planning on making our meetings more interesting by showing a movie at each one. In March we saw, in addition to Zach's slides, a film on the 24 hours Endurance Race at Le Mans, that was very enjoyable. I'm hoping to show a film on the Penske Racing Team at the April Meeting. Why don't some of you non-meeting-goers give one a try - you might like it!

The Autocross School we held on March 24 was a rousing success. I've never seen so many BMW's at one event! Hopefully, many of those who were new to autocrossing that day will continue to participate - I know Janis liked it and by the time you read this, she will have driven in her 1st competitive autocross. In this same vain, the autocross scheduled for April 28 is a GPS event, so lets all get out there and show the rest of the clubs in SEVSCO that they blew it when they didn't buy a BMW!



We have two rallies this month I'd like to recommend. On the 7th, Beach Ford Mustang Club will hold a short Gimmick Rally (40 miles) that should be fun, low pressure type event. Their flyer promises "no lost rallye types", and "Our goal is no unhappy rallyists" so why don't you try it out? On the 21st Tidewater Sports Car Club will hold its 19th Annual Spring Rallye, a time speed distance event (130 miles) that usually proves to be very enjoyable. They promise a "straight forward rallye" and will have equiped, unequiped, and "seat of the pants" classes. Rallying is one competitive activity that can be truly a family event. Incidentally, the combination of economy, performance, and comfort offered by the BMW makes it one of the best rallye vehicles around.

In addition to our usual schedule of activities we have some new ones to try on you. See the ones marked "Special".

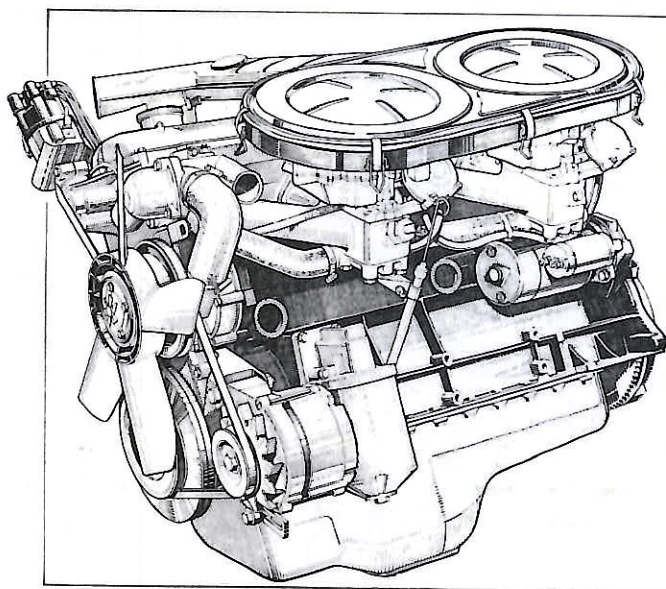
<u>April</u>	<u>Event</u>	<u>Club</u>	<u>Time and Place</u>
7	Rally	BFMC	Noon at Janaf
14	Auto-X	TOC	No Info.
16	Meeting	BMW	8 P.M. - Janaf
21	Rally	TSCC	No Info.
27	Tech Session	BMW	See Article
28	Auto-X CPS	BFMC	No Info

<u>May</u>	<u>Event</u>	<u>Club</u>	<u>Time and Place</u>
5	Rally	TOC	No Info.
12	Auto-X CPS	AMSC	" " "
19	Rally	SSCC	" "
19	Auto-X	TSCC	" "
21	Meeting	BMW	8 P.M., Janaf
26	Auto-X	Psee	No Info.

Special Activities

(all subject to change without notice.)

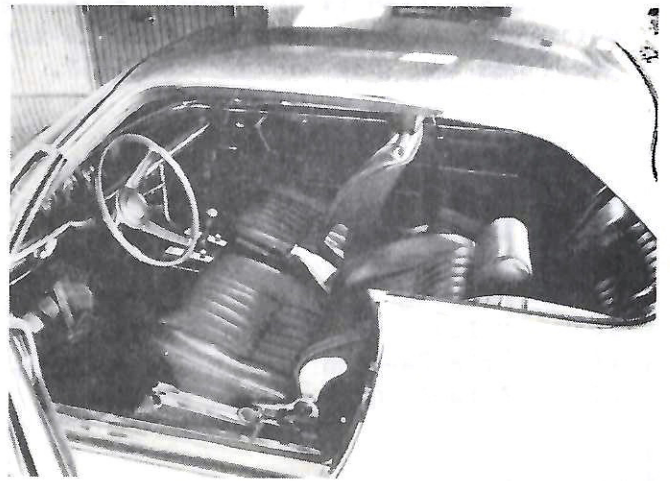
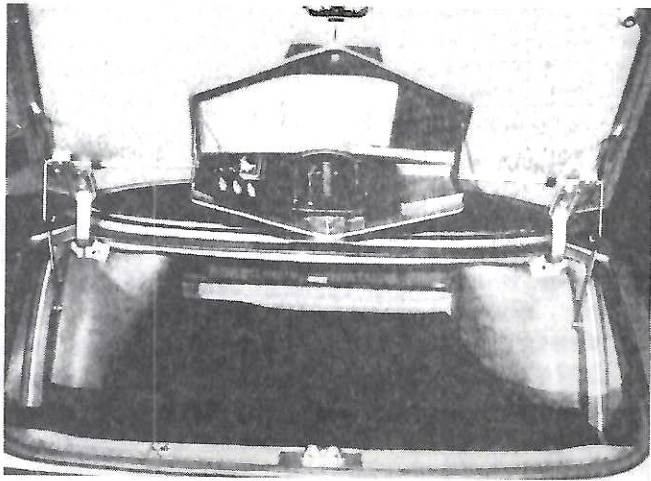
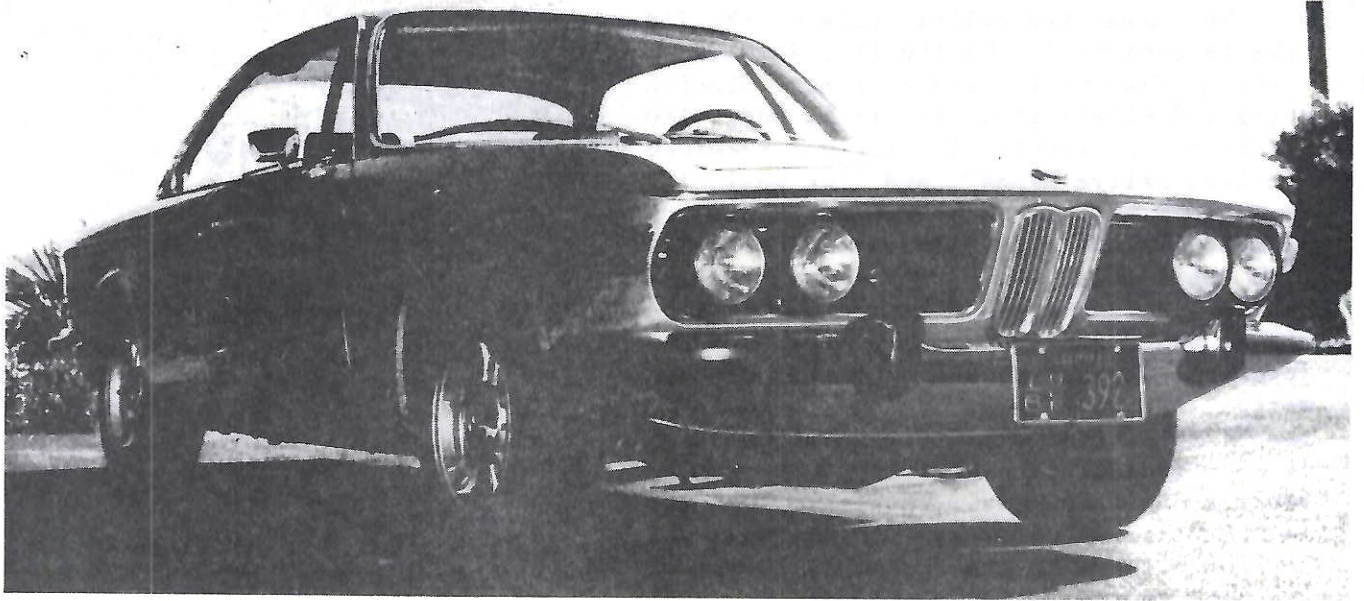
<u>April</u>	<u>Event</u>	<u>Time and Place</u>
12	Club Meeting, 375 Park Ave. N.Y.,	6:00 P.M. R.S.V.P.
17	Tech Session, Dingolfing, W. Ger.	Bring your own tools! 8:00 A.M., sharp.
26	Auto-Cross, Military Circle,	starts at 5:00 P.M. Crash & bury event! Moving violation citations will be issued.
20	Streak-In, NHTSA in Washington,	D.C. 12 Noon - See ya there!



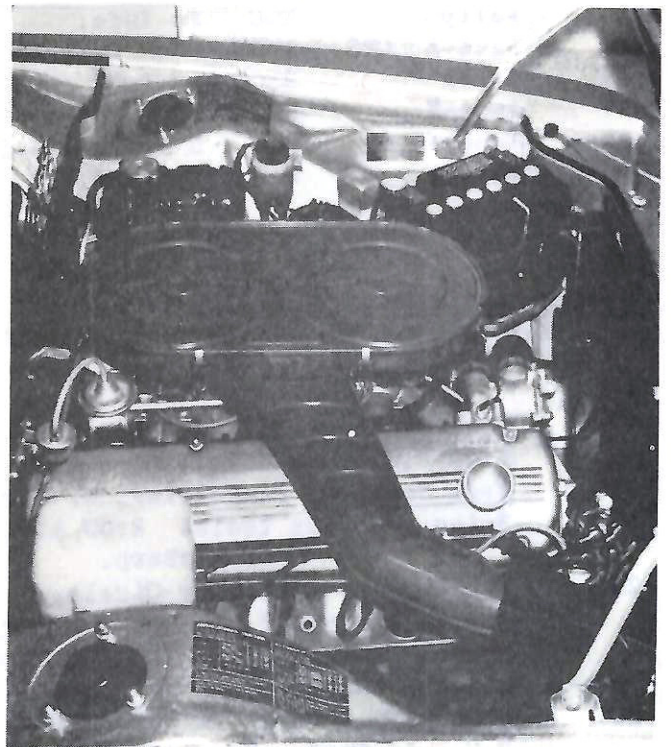
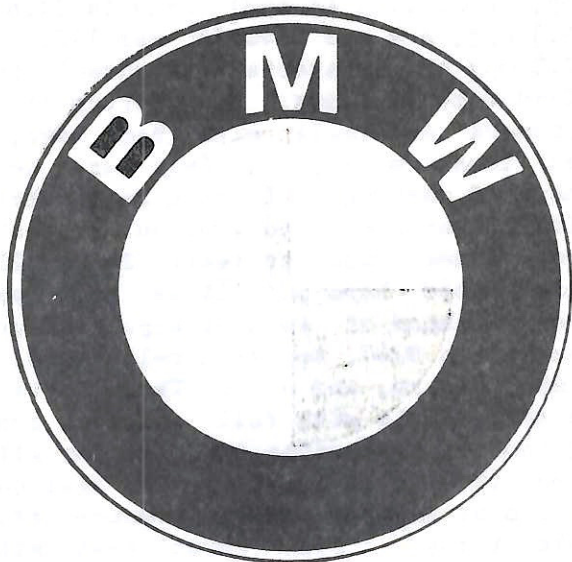
Gas Savers
by Rusty Barton

Newsweek carried an interesting ad recently. Honda was the advertiser and they were ballyhooing the Civic's rating as most economical car in the Environmental Protection Agency's latest (Feb 10, 1974) gas mileage tests. These tests involved a simulated trip under city driving conditions. There were a total of 205 cars tested ranging from the Civic with 29.1 mpg to the Ferrari 365 GTB-4 with 6.5 mpg - but then the Civic is a bit strained to keep up with the 175 mph Ferrari!

Out of the 205 cars tested, it is interesting to note that an automatic transmission BMW 2002 came in 20th with 22.6 mpg, a 2002Ti (4 spd) came in 39th with 20.3 mpg, a 4 spd Bavaria was 117th with 13.8 mpg and a Bavaria with auto-trans was 122nd with 12.7 mpg. Considering the performance available with these cars, I'd say these mileage ratings are nothing short of amazing. I don't know why they didn't test a 4 speed 2002 but it probably would have made at least 24 or 25 mpg which could have put it as high as 4th overall ahead of such mileage leaders as the Datsun B210, Toyota Corolla 1200, Vega, Pinto, Subaru, and more. These tests were on 1974 models with full emission control equipment, and proves once and for all that a BMW (4 cyl. at least) is the best combination of economy and performance available today. Now, about that sticker price



BMW 2800 CS



How To Get Your Jollies In The 5th Month
By Janis Barton

Recently there have been several articles written about first experiences at auto-crossing, but as far as I know no-one has tried it in their 5th month of pregnancy, except myself.

My husband, Rusty Barton (the first name applies to all except his car - and if he washes it many more times it will apply to that also) has been after me since we married to try auto-crossing, so I attended the BMW Auto-Cross School, March 24th.

He drove me around and around the course before letting me try it; I thought it was rather like a wild ride at Ocean View Amusement Park! By the time I got out of the car I didn't know which was jumping more wildly - my heart or the baby - it was quite an experience! Our 2½ year old son, John, was on the side-lines yelling "What is that, What is that?????", but he could not be heard over my cries of "Help me, Help me!!!!!!!!!!!!!!!"

Seriously though, I loved it and plan to run for real next Sunday at the BMW Auto-cross. With a husband who is a devoted car nut, and a son who plays with nothing but cars, and a baby due in August which will probably be a "grease monkey" as soon as it can get around - I gave up and had a wonderful experience. It's also the only time I'll ever get to drive the BMW. It's either auto-cross or be doomed for life to my '63 Chevy II.

If only the ride to the hospital will be a little less hectic..... Perhaps I'll have a dainty little girl who will love to play with dolls, wear ruffles, love piano, and not know a sway bar if she trips over one! Here's betting it'll be a boy though, and in a few more years he will be joining the rest of you in the parking lots on Sundays.

Want Ads

For Sale: Air horn special - Musical air horns with your choice of "The Horst Wessel Song" or various selections from "Die Flodermous". \$95/set. P.O. Box 142 Buenos Aires, Argentina. International Money Order only, payable to M. Berman.

Wanted To Buy: 1970/71 BMW 2002. Call Irv Hodies. 499-6742.

Trade: Very used water bucket and sponge, for slightly used hose. Call Rusty Barton at any phone near water spicket.

Trade: Very used 63 Chevy II for any good condition Bavaria or Volkswagon Bus. Must have afr-cond. and not backfire. Call Janis Barton.

Wanted: Good typist; must have nerves of steel; good cussing ability not required but will be acquired shortly after taking over job. Call Janis Barton any night at typewriter. 499-8945.

Wanted: Well built, well hung, slow running streaker for next autocross.

For Sale: Factory prepared "sleeper" 700RS racer with 3:5 liter einspritzer motor. 450 bhp, 0-100 kph in 2.7 sec. No brakes. \$278 plus shipping from Munich. Contact BMW - Munchen.

For Sale: Used differentail parts for 1600/2002. Very cheap. Very used. Call Ken Browning.

All articles listed below are For Sale by
Denny Nelson
5508 Carolanne Terrace, Apt. 202
Va. Beach, Va. 23462 (490-0336)

- 1) Stock anti-sway bars from 2002: not brand-new but never damaged; rubber bushings to clamps included and in good cond. Make offer.
- 2) Factory leather-rim steering wheel for 1600 or 2002: 15½ outside diameter, standard dish, very strong construction and handsome, virtually unused. Asking \$30.00 but negotiable.
- 3) Frigiking air-conditioner for 2002: used for 3 summers and performed well, well-integrated console design. Will not need in Vermont so will remove and sell if interested. Make offer.
- 4) BMW side stripes: still in container and brand-new. Originally \$12.95, but will sell for \$6.50.

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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