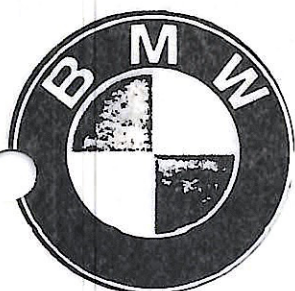
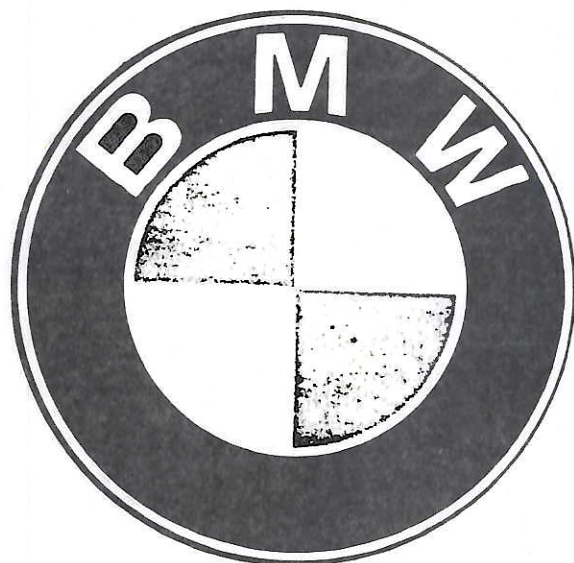
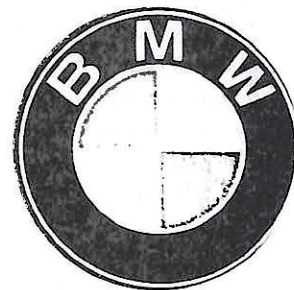




Das Krummet



MARCE

PRESIDENT'S COLUMN

By Dave Cottrell

This is the March issue of Das Kummet. What happened to the February issue of Das Kummet? Apathy is the culprit. If we do not get articles to publish, we can't put out a newsletter, it's that simple. Jim Craig has said this before and I am saying it now. The newsletter reflects the interest taken in it by the membership. We have always had a first rate newsletter in the Tidewater chapter and I really can't see compromising our standards to meet a monthly deadline - we will continue to produce a first rate newsletter even if we have to go to the every-other-month approach. This issue says March/April? The ? can be answered by you, the membership.

The month of March will certainly be a busy one for the club. We have our birthday party, a tech session, an autocross school and an autocross. The other SEVSCO clubs are also putting on several events which deserve our support. I sincerely hope that March, which has come in like a lamb, will find the club roaring along with a group of enthusiastic members. As I said in the January issue, you get out of your club what you put into it. If you don't know how to do something, be it technical or competitive, just ask someone. We will be glad to help.

Just a reminder, membership expires as of the March meeting, renew yours if you haven't already.

MINUTES

JANUARY MINUTES

By Patty Sullivan

The January meeting was called to order by President Dave Cottrell.

The outcome of the December elections for the 1974 offices was as follows:

President - Dave Cottrell
Vice President - Ken Browning
Treasurer - Dave Pritchard
Activities Chairman - Rusty Barton
Secretary - Patty Sullivan

Activities - Rusty Barton began the meeting with SEVSCO Autocross and Rally Schedule. Our club dates for Autocrosses is as follows:

March 31
July 21 GPS
September 8
September 29

Ken Browning volunteered for OD on March 31. Volunteers for the two September autocrosses are welcome. Our Rally date is December 1.

BMW club came in 5th out of 9 clubs overall in the Championship SEVSCO events in December. In the Rally BMW's placed:

10th - Jim Craig and Dave Sunstrum
17th - Rusty Barton and Dave Cottrell
20th - Ken Browning and Artie McCormick
In the Autocross BMW's placed:
6th - Rusty Barton
9th - Jim Craig
18th - Ken Browning

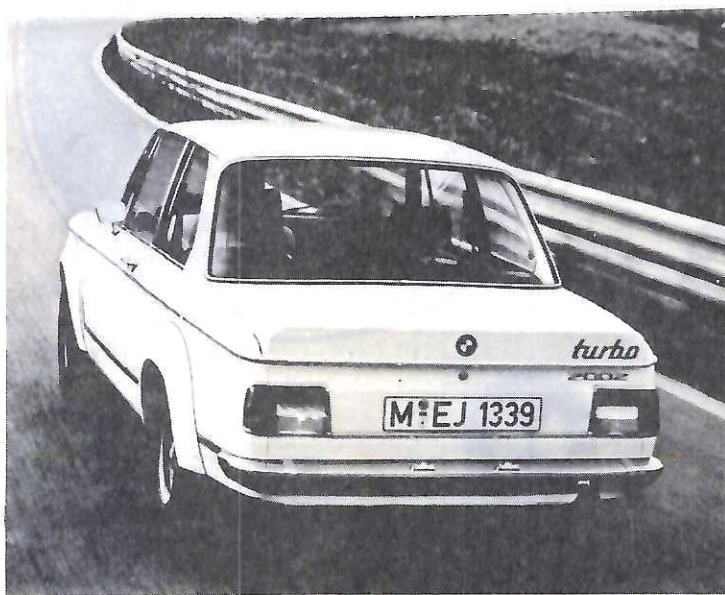
The February tech session will be at Dave and Mary Cottrell's on February 9th beginning at noon.

Old Business - The acquiring of Autocross Equipment, Pylons & PA System was once again under discussion. Pylons are of the 1st. concern. If anyone can be of any help please let Dave Cottrell know.

Treasury Report - After bills are paid our balance will be \$84.47.

It is once again time to pay dues. Old members pay our club \$10 and will be billed by National for \$5. dues.

New members will pay \$20 to join. \$1 to our club and \$10 to National for dues and initiation fee.



New Business - As you may have noticed the SEVSCO cards have expired. The new cards should be ready by the next meeting. CEW and Davenport Motors will still honor SEVSCO cards.

Due to the inconvenience it causes many of our working fellow BMW club members, it was moved to begin the BMW meeting at 8:00 every third Tuesday of the month. The motion was made by Ken Browning and 2nd by Rusty Barton.

Dave Cottrell asked club members to be on the look out for new parking lots to run our Autocrosses. It is felt that it would be wise to have an alternate lot in case any objections are raised by the owners of the presently used lots due to the energy crises.

Jim Craig mentioned that due to the lack of material for news letters one month, have a small news letter containing minutes and pertinent information and alternate month include articles written by members.

A motion was made and past that the Editor and typist after serving in their positions for one year be given free membership the following year. This was agreed by all to be a good idea due to the fact that both these jobs are thankless and easily taken for granted by the rest of the club members.

It was also brought up that a BMW member driving a non BMW will get points in Rally's and Autocrosses if he signs up for these events as a BMW club member.

The club members welcomed four guests:
Steve Mercurio
John D. Fenno, Jr.
Armand Zaneuhia
Dennis Nelson

We hope to see more of you all!

Dave Cottrell ended the meeting with slides he, Ken Browning and Jim Rhyne took at Road Atlanta (American Road Race of Champions). Some of us wondered which was enjoyed more, the races or the "couple more girls" they found to photograph!

The meeting was adjourned to the Village Inn Pizza Parlor.

See everyone at 8:00 next month.

MINUTES for FEBRUARY

By Patty Sullivan

The February meeting of the BMW club was called to order at 8:00 by our President, Dave Cottrell. No minutes of the previous meeting were given. The Treasurer reported a balance of \$104.01 after the outstanding bills are paid. Rusty Barton, Activity Chairman, reported that SEVSCO has Individual Competition where you can win trophies for yourself regardless of the club you belong to. This competition costs \$2.00 to enter and this fee may be paid to Don Sneider for Autocross; Bert Green for Ralleys. (If you are interested check with Rusty for more information.) Rusty also reports that he talked to Mr. Smith at Smith Corner Motors who is considering donating a trophy for best BMW. But this is still tentative.

Old Business - Dues are due by the March meeting; this is local dues only. National will send you a notice when your dues are due for them. SEVSCO cards are here! Pay your dues and get your card!! Dave reported that he also talked with Mr. Smith and they may donate the pylons needed by the club for autocrosses. This is also tentative.

New Business - There will be a Tech Session at Artie McCormick's on March 23. Artie and his wife, Julia, brought up an idea for a Driving School, mostly to give the wives an idea on what is involved in autocrosses and car maintainance, but will be open for everyone's benefit. This is scheduled for March 24th. The location will be given at the next meeting.

There is a party on March 16th at the home of Dave and Mary Cottrell. It is to celebrate the clubs' Birthday and will be BYOB. The wives will be called upon to help supply the goodies.

The meeting was adjourned at 9:10 to The Village Inn Pizza Parlor.



ACTIVITIES

By Rusty Barton

We have a very busy month coming up, but first let me review what happened during the past weeks. Of note was Ken Browning's class winning performance in TSCC's autocross on Feb 10. Tidewater Opel Club had their first SEVSCO autocross which was CPS on top of everything else. It was a rousing success but unfortunately our entries faired poorly. Jim Rhyne took fastest stock time of the day in his Lotus, thereby winning a set of Marchal 850 driving lights. He says he will mount them on his BMW - at least we got something out of it!

On the calender for March are four BMW functions. First, on the 16th we will all congregate at Dave and Mary Cottrell's for a BYOB party. The next weekend finds a tech. session at the McCormick's new home on Saturday and an autocross school at GEX on Va. Beach Blvd. on Sunday. This will be a closed BMW club only event aimed at getting some of you pussyfoots out onto the pavement without the pressure of a large crowd watching. There will be experienced autocrossers there to help and advise and it should be a fun day. This event is especially for wives and those who have never autocrossed before - lets have a large turn out!

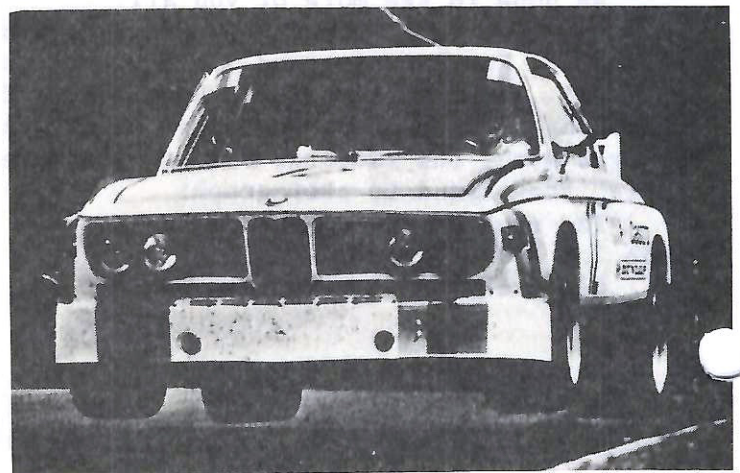
Next weekend, on Sunday, March 31, we will have our first SEVSCO autocross of the year. Ken Browning is OD and as usual we need all the bodies we can get to work the course, time, etc. Hopefully some new entrants will result from the previous Sunday's activity. Again we will be at GEX in Va. Beach. Workers should be there by 10 am. First car off will be at 11 am.. As of this writing Smith Corner Motors in Portsmouth has promised a trophie for fastest stock BMW, and they may have one for fastest stock Toyota also.

So, March will be busy. I don't know about April, yet. Chances are it will be a quiet month for our club. Following is the events calender.

<u>Mar.</u>	<u>Event</u>	<u>Club</u>	<u>Where</u>
16	Party	BMW	Cottrell's
23	Tech. Session	BMW	McCormick's
24	Auto-X School	BMW	GEX, Va. Beach
24	Rally - CPS	CRM	No info.
31	Auto-X	BMW	GEX, Va. Beach
<u>Apr.</u>			
7	Rally	BFMC	No Info.
14	Auto-X	TOC	Wickes
21	Rally	TSCC	No info.
28	Auto-X CPS	BFMC	No info.

Happy Birthday To Us

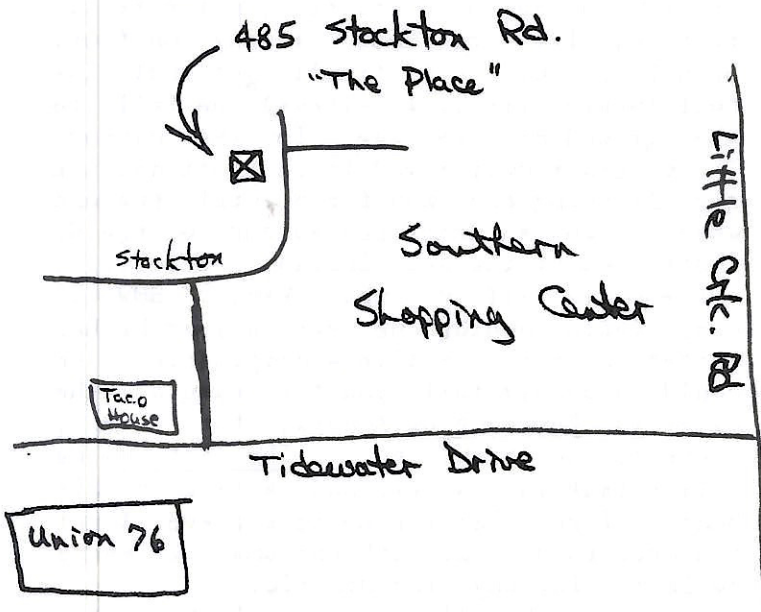
Would you believe that the original bunch of BMW nuts decided to organize the Bey Em Vey Corporation in March, 1971? This auspicious event will be commemorated by a booze drinking and cake cutting ceremony at the Cottrell residence, 8 pm. on the 16th of March. In an effort to conserve club funds, it will be BYOB with setups provided by the club. Members and prospective members planning to attend, please call Dave or Mary Cottrell at 340-6284 in order to coordinate hors d'oeuvres and to give us an idea what mixers are needed. The Cottrell estate is located at 3749 Historyland Drive, Va. Beach. Call if you need directions.



SPECIAL REPORT

Tech Session

The March tech. session will be held on March 16 at Artie and Julia McCormick's new address, around noon. Below is a map.



COMMENT

Smith Corner Motors

By Rusty Barton

Dave Cottrell and I visited Mr. E. Lawrence Nelson at Tidewater's newest BMW dealer last month. It seems they are having trouble getting the Hoffman Motors rep. to release the 1974 cars to them while they still have a bunch of 1973 six cylinder cars on hand. Its really a shame because Mr. Nelson is a knowledgeable man and the dealership is a well equiped facility. Mr. Nelson is quite interested in promoting BMW's and in supporting our club. The management of Smith Corner, however, are wondering whether its all worth it and there is a real possibility that they may drop the car - they certainly don't need BMW's to make a profit. Needless to say its in out interest to keep Smith Corner involved with BMW's, so spread the word that they've got '73 six cylinders and are eager to deal.

See their ad elsewhere in this issue.

The Grandfather's Clock Phenomenon

By Julia McCormick

To me a car is a car; a convenient method of getting from one place to another. It is merely one massive, expensive chunk of scrap metal. Yet, there are some, and I am married to one such person, who look upon this seemingly insignificant, yet convenient vehicle as a pulsating, breathing, feeling, living being. Strange, you may say, but this peculiar idiosyncrasy is quite prevalent among BMW enthusiasts, as well as, I would imagine, among many other sport car lovers. But my experience (or lack of it) is limited only to BMW owners; thus, they are the object of this observation which I call "The Grandfather's Clock Phenomenon".

It began many years ago, prior to our introduction into the world of Octoberfests and Auto-Xs. We would be whizzing around town in our old six cylinder Ford Galaxie 500 (although, you don't really "whizz" in an old Galaxie) and if we would happen upon an unfortunate car with a crooked bumper, Artie would chortle and comment that it had a lopsided smile. If it had a flat tire, it was lame (for which I would suggest shooting it). If a car had no grill, he would say it resembled an old man without his dentures. (We call Paul Honea's car "The Toothless Wonder"). This rather amusing way of looking at cars was somewhat fun - we got a few laughs and it was a nice pastime. But it wasn't so funny when we took on the financial commitment, analogous to jumping off a cliff, of our 2002 (pronounced "two-double-o-two", as pointed out by an esoteric friend when I made the mistake of saying "two-thousand-two" instead).

Something happened to Artie the day we brought the car home. He began cleaning and waxing his car every free moment. So, whenever a friend offered a compliment about the car, Artie would "shine" just as much. He was feeling great whenever the car was "feeling great", but at the first sign of a problem with the car, Artie would suddenly develop a similar symptom. Like overheating, for example - Artie would get "hot under the collar" as well. It get so that when you thought of Artie, you would immediately think of the car - and vice versa. They were inseperable - literally. (It kinda reminds me of an old episode of Lassie).

It had its advantages, though. Whenever I felt like throwing a lamp at Artie in a fit of anger, I would simply go outside and kick the tires. It accomplished the same thing and I didn't have to brake my furniture.

When the BMW was hit by a "saucy knave" of a Volkeswagon, Artie became physically sick, and for two months he was despondent and lethargic until we got the car out of the garage. During those two months he would go around terrorizing every bug he saw - yelling obscenities, stealing their parking spaces (and that's rather difficult in a Galaxie), and generally making life miserable for the entire VW population.

Now, I can't say anything to him unless I speak in some kind of car jargon (Webster's first definition of this word is "Confused meaningless talk or writing").. Example:

"What would you like for dinner- hot dogs and beans or eggplant parmesan?"

"Huh? What?"

"Fillerup? Regular or hightest?"

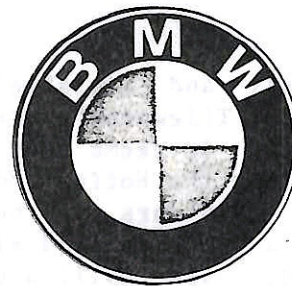
"Oh...oh,yeah..."

Artie isn't the only "Weirdo". Jim (Mr. Kleene) Craig's garage resembles a hospital operating room complete with white tile, and a large overhead, high intensity lamp. He wears a white coat, gauze mask, and surgical gloves to "operate" on his car, and goes around cursing, "Out! Out! damned spot!" Rusty Barton just goes around saying, "Goddamnjimcraig!" You can learn everything new about Ken Browning's car when he comes to visit; but if you want to know how Deb is, you have to ask. Paul Honea, our resident swinging bachelor, talks about his date the previous evening by saying how well his car performed. And so on ... The list is quite lengthy. Probably the only exception is Jim Rhyne. He is the only one who cleans his car with Comet Cleanser; but, after all, his wife receives just as much consideration.

While writing this article, I am reminded of the first time I saw a BMW. (I could have been run over by one before and not have known what it was). It was in the Spring of '71 when Artie took me to see The Last Run starring George C. Scott, who must have been a BMW owner in his former life, because he played the part as though it had come from his soul. He was a driver for some crooks and he always made sure that the car was comfortable before he bedded

down for the night. It was similar to the relationship between a man and his horse in the Old West - only more disturbing.. The scene that I recall the most was the final chase scene where the bad guys were chasing the good guys through the narrow, winding streets of a small European town. The BMW ended up on its side, motor still running, its occupants fleeing on foot. When George C. Scott finally got shot (about twenty times, I believe) he fell to the ground on his side, in like manner. The camera slowly moved in on Scott and the car, flashing back and forth until the end when the BMW's motor ceased and George C. Scott died at the same instant. Eerie..... Artie could tell you what kind of BMW it was. (After owning one over a year he has gotten a bit obsessive - compulsive. He could probably tell you the name of the camel in Lawrence of Arabia, too.) But, whenever he thinks about The Last Run he gets a tear in his eye and a pang in his heart. I remember the movie whenever I get the urge to do away with the BMW. It keeps me from doing anything drastic.

So, whatthehell does all this have to do with a grandfather's clock, you ask. Nothing. But I had to give this article a title; and when you think about it, the old song about the grandfather's clock does apply in this case after all. You know- the grandfather whose heart ceased to beat when the old clock in the hallway ran down and stopped.....



DUES DUE, DUES DUE, DUES DUE!!!!!!!!!!!!!!!!!!!!

Just a reminder that if you have not paid your dues by the March meeting on the 19th, you will be dropped from the membership roster. If you can't make it to the March meeting, mail your \$10. to Dave Pritchard at 920 Elm St., Norfolk, Va. 23513. If anyone has a question concerning this, call Dave or Rusty Barton or Dave Cottrell.

TECH TIPS

LOOK MA, NO GASKETS

By Rusty Barton

After reading numerous ads and testimonials about Permatex products, I finally decided to try one. I went down to my friendly auto store and shelled out a hefty \$7.95 for a tube of Permatex Gel-Gasket. For that price, it better be good!

After trying to keep ahead of oil seepage around the cam cover in two BMW's, I decided that this was the obvious place to test out the new product. Following directions exactly, I applied a small bead around the mating surface after it had been cleaned of course. I slipped the cover back on and bolted it tight (not to tight!) After trimming off the squeezed out excess gel, I was ready to go.

Permatex says heat and pressure cause the wonder material to do its stuff so they recommend using the engine immediately. Its been about a month now and so far there is noticeably less oil seepage, some yes, but much less than with the old paper gasket. Most obvious is the almost total lack of that oily, black residue that plagues the front of the head on most Bimmers.

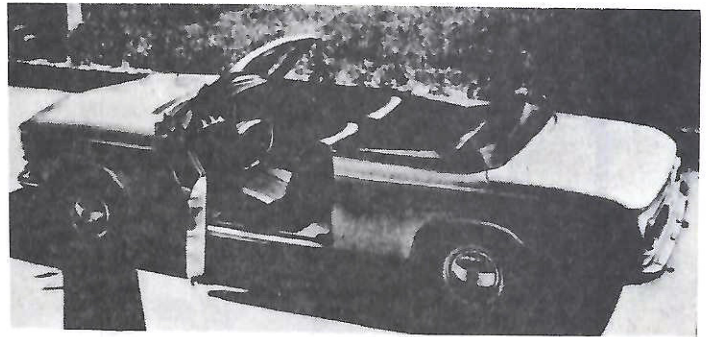
So it seems that this may be a worthwhile product to use, especially considering that each tube should be good for 3 applications.

Beep Beep

From National Capital Newsletter

It's a good idea to have your horn wired so it will blow all the time, not just when the key is turned on. I sat in a parking lot and watched a guy back into me because I could not honk the horn with the ignition off. To alter this requires moving one wire. On the newer cars with the 12-fuse system, remove the smaller of the two violet and black wires from the fused side of fuse 12 and place it on the fused side of fuse 7. This will enable your horn to work even when the ignition is off.

Bob Mitchell



CLASSIFIED

For Sale

Two dual throat Solex side draft carbs, with manifold and linkage for 2002. \$200. Call Rich Fiorelli at 427-2964.

For Sale

1973 BMW Automobiles

- 2- Bavarias, with auto trans. One has manual sunroof.
- 1- Bavaria, 4 speed with AM/Fm radio and automatic antenna.
- 2- 3.0CS Coupes. One has auto trans. and one has 4 spd. Both have real leather interior, A/C, elec. windows, tinted glass, and fitted tool kit.
- 1- 3.0S 4 dr. Sedan demonstrator. Has metallic paint and elec. sunroof. Has just over 5000 miles.

We need used BMW automobiles, all models, and will make exceptional trades. Savings up to \$1200 on these fine cars.



T O Y O T A

**GMC
TRUCKS**

E. LAWRENCE NELSON

B. M. W. Representative

BUS: 488-4401
RES: 499-7323

**SMITH CORNER MOTORS
2615 AIRLINE BLVD.
PORTSMOUTH, VA. 23701**

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.

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



BEY EM VEY CORP.

P.O. BOX 62145

VA. BEACH, VA. 23462