



# Das Kummet



The Tidewater Chapter (Bey Em Vey Corporation) of the BMW Car Club of America Inc. is an independent group of BMW owners and is not associated with the manufacturer, importer, or dealers of BMW automobiles. Meetings are held as they are announced in this publication generally in the third week of the month.

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## TIDEWATER CHAPTER OFFICERS

PRESIDENT\*\*\*\*RUSTY BARTON\*\*\*\*\*424-1954 TREASURER\*\*\*\*\*LINDA DICKENS\*\*\*488-003  
V. PRESIDENT\*BRIAN MISSIG\*\*\*\*\*340-2154 ACT. CHAIRMAN\*\*\*CHARLES DICKENS\*488-003  
SECRETARY\*\*\*\*MIKE Mc ALLISTER\*397-4004 MEMBER AT LARGE\*JIM CRAIG\*\*\*\*\*397-691  
EDITOR\*DAVID PRITCHARD\*855-6186

FEBURARY 1979

## ACTIVITIES IN THE OFFING

FEB. 12 Board meeting, 8pm at Rusty Bartons home  
FEB. 17 Tech session at Ron Hollmon's house at 1516 Blue ridge road in Chespeak call 482- 2045 for directions from Don himself.  
FEB, 25 Brunch at Kingsmill on the James. This is a beautiful place with fine food, a lot of class and it's just far enough away to stretch your Bimmer legs on I-64 on the way over & there are all sorts of fun back roads to come home on. See details in Linda's column.

A little further off- are a few "big events" ( that sounds famialiar, doesn't it), which require planning, commitment and financing. They are:

April 29-Tidewaters own "Why Not Have a Drivers School" Drivers School:

- This event is for members only!
- Cost is \$8.00 per driver part of which will be refunded if participation is good enough to cover expenses
- Registration will be closed at April 1. Send your check to me your humble Activities Chairperson
- Qualified instructors will show you, observe you and then let you do it in the way you always knew you could if given the chance. Well, here's the chance so let's see if we can get as good as these cars of ours.

**MAY 26, 27 28 - Annual Spring Drive**  
 Out-or- we know what makes the Blue Ridge mountains blue, don't we?  
 -This will be 2 nights and 3 days of dodging interstate Highways, first class food and accomodations, mountain roads that will test your and your pucker factor to the fullest. The cost will be about \$70 per couple which will cover only lodging for 2 nights, food, gas and so forth is on you. This was a lot of fun last Spring so I have 10 rooms This year in hopes of doubling our group size over last year. Further details will be in later issues.

**JUNE 2-** This is not a Tidewater event but is being held by our good neighbors to the South-Tarheel Chapter- It will be a Drivers School held at Rockingham Raceway in Rockingham, N.C., on the 1 mile high banked oval and 1/2 mile infield road course. As you know Tarheel sits astride a hot bed of BMW activities and resources in Raleigh, Durham and Greensboro and they have the connections to put on a first class show it do it drivers school. You can bet that some of the hottest BMW drivers and cars will be there to show how to do it to it in the BMW fashion, Watch this rag and the ROUNDEL for further news.

-Now it may seem to you that there is a pattern to these events and how right you are. not only the fact that this is, after all a car club, and therefore made up of people at least a little nutsy about their cars but there is a little finer point to all this which is;

**OCTOBERFEST OCTOBER 3-7**

-This must be planned for now if we are to attend.

-These drivers schools should get us in good shape to participate at Boston in October.

-This year is the 10th annual Bash of BASSHES in Bimmerdom and you can bet Boston Chapter (where it all started) is going to bust a stich to show us a good time.

-Read your Janurary ROUNDEL, look at the pictures, let it soak in, lets put Tidewater Chapter in those pictures a year from now.

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## PRESIDENTS COLUMN

Welcome to 1979, Bimmer fans. I hop you all had a happy holiday season and are ready for another year or great BMW activities. Activities Chairman Charles Dickens has some tantalizing info. elsewhere in this issue on coming events.

Linda Dickens has agreed to take over Treasurer duties from Ralph and Sara Kaner. Ralph has landed a super job in Indiana so they will be leaving us soon. We wish Ralph and Sara good luck and happines in their new activities. We will miss you both.

I've had to reschedule Board meetings from the second tuesday of the month to the second wednsday of the month due to a scheduling conflict. I would like to reiterate that you are all invited to attend our board meetings which are usually held at my house.

Our Dinner Meeting at the Mt. Fuji certainly lived up to Dave Pritchard's promises. The food was superb, the service great, and eating with chopsticks proved not to be as big a problem as I expected! All this and it was inexpensive to boot, averaging \$15.00 to \$20.00 per couple. The place is so don't forget to make resevations when you go.

Joe Foulks smiled upon us for the Janurary Tech Session at Dave Pritchard's. With spring like weather, we had a good Winter turnout of eight cars. Among other things, we learned that you can, after all, lock your keys inside a BMW... if you leave them in a pair of pants, throw them in the trunk, and close the prelocked lid! Misery for poor George Garner. A happy ending was had by retrieving George's extra set of keys at home. Thanks once again to Dave Pritchard for hosting the Tech Session.

I hope to see you all in williamsburg on the 25th.

Rusty

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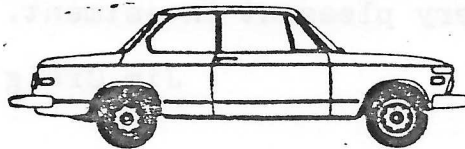
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## BRUNCH AT KINGSMILL ON THE JAMES

Instead of our usual dinner next month we are going to try something out of the ordinary. How does brunch at the Kingsmill on the James sound to you? Great you say? I hope so!

The brunch will be Sunday, February 25th at 11:00. Since the brunch is served buffet style there will be varieties of breakfast and lunch type foods and beverages to choose from. The prices are \$6.98 for adults and \$2.98 for children, not to mention you can eat all you want.

The directions to Kingsmill on the James are very simple. Get on Interstate 64, get off at the Busch Gardens exit which is West 199, turn right on to East 60, come to the third stop light and turn right at the sign. Come to the entrance and tell the guard that you are going to the restaurant. He will issue you a card that is good only for the restaurant. Count five roads and turn right at golf club road. When you get to the restaurant, tell the hostess that you are with the BMW party.

All of you interested in the brunch call Charles or me (488-0030) by February 13th. Hope to see you there for a day of fun with your BMW's.

Linda Dickens

## AHH, SPRINGS!

After 100,000 miles the factory green springs on "klunger" ('72 tii) were totally ungesprungen (German for shot to hell). Even with the still good Bilstiens the poor car handled like the last U-wreckum Plymoth I rented from Avis. Yuck - in its purest form.

BMW Ersatzgefeil springs are not cheap- as you might have guessed - nor are they stiff enough for an old street racer like myself. I wanted to try something new this time and settled on a set of Karzund Partz springs at \$110/set of 4. After a few iterations with suspension settings I am happy to report that these springs are superb- if you don't mind a firm ride.

The first iteration consisted of installing the new springs where the other ones had been- no other changes. Such excitement! The new springs provide considerably more rear roll stiffness than anticipated with the front sway bar in it's then current minimum stiffness setting the car was very reminiscent of "killer"- my '57 VW. OVERSTEER. After adjusting the front swaybar for maximum stiffness the handling calmed down quite a bit. In fact it was very good- on a smooth road. There is just no way to lower a 2002 1½" front and rear and not run into clearance and bumpstop problems.

In final form (19mm aluminum spacers front and rear with 28mm rear damper rings; front sway bar moderately biased for more front roll stiffness) "Klunker" is dead neutral coming off my I-64 full power test exit ramp. The ride is very firm, but not irritatingly harsh. The car is now 7/8" lower in front and 3/4" lower in the rear as compared to the original configuration. The springs do stay in place when the car is jacked up.

All in all a very pleasant investment.

Jim Craig

## FEELING RACEY?

Meekins BMW has a new 1602/2002 4:11 rear end in stock for anyone wanting more exhilaration from their car. Yes, they accept cash.

Jim Craig

FOR YOU, A DEALER

Speaking of Meekins- no longer is it Meekins BMW. BMW's are being sold and serviced under one roof now-the former Coastal Imports building on the premises of the Pontiac dealer. Step in and check out the improved facilities as well as the 528i, and other goodies.

Jim Craig

FOR SALE

4 185/70X13 Semprit M266 radial tires- two with 15 thousand miles and two with 12 thousand miles. Exc. condition. \$115 complete set only.

Two complete sets of 6X15" Bavaria steel wheels, hub caps and trim rings. best offer. Will sell seperately.

Stock distributor from '73 Bavaria- fair condition- \$10.00

Stock 19mm front sway bar for 2500/2800/3.0/Bavaria '69-'73. \$10.00

2002 diferential case and rear cover plate with mangled 3.64 gears inside. \$10.00 or best offer

One 5X13 2002 steel wheel. \$5.00

One 185X14 Semprit M401 radial tire. Approx  $\frac{1}{4}$  tread remaining- good for spare. \$5.00

Call Jim Craig, 397- 6917 after 7:00pm

\*\*\*\*\*

January 9, 1979

Dear Rusty,

You might remember my promise to send you a story a long time ago on my trip to Nurburging. Well, late as it is, this is the story. I sincerely apologize, not for being late but for telling you I would mail it when I did. I guess school is too preoccupying to try to write a story too. I'm sending the story now because it will soon be time to start signing up for the 1979 school, and I thought it might be an appropriate time to run the storey. I hope you like it. I'd be happy to answer anybody's questions about the school, so you can give my college adress (below), but they would probably do better writing to or calling Jonathan katz. I will be at home at 1124 Gunston Rd., Va. Beach, 23451 (428-0420) till Jan. 15th if you want to talk to me.

Sincerely,

H. courtenay Harrison, Jr.  
219 Shamrock rd., Apt. A  
Charlottesville, Va. 22903

Courtenay

THE NÜRBURGRING EXPERIENCE by H. courtenay Harrison, Jr.

January 8, 1979

Around last March, I decided the time had come for me to use some on the money I had saved up and do something expensive and impractical while I still had the chance. When the ROUNDEL published a notice about the Nürburging experience, "Besser Fahren am BMW," I found myself sending in \$300 and suddenly getting very excited. I had never had any competitive driving experience, not even in BMW club events. My only experience amounted to wailing through my neighborhood's nest of curves, along what I considered to be the ideal line, while my date or little sister screamed and cursed at the maiaical grin that flashed across my face. The time before the trip went by quickly. I did not do very much to prepare for the trip, aside from working in my driving gloves and taking a quick course on heel-toe in my father's 530i. One tip to prospective Nürburgings: Don't tell anybody why you're going to Germany. They'll inevitably ask something like, "Gosh, how many speeding tickets did you get to make them send you all the way to Germany for "driver-improvement school?" Most BMW are used to this sort of reation, I think, and they know how to handle it, or to ignore it.

Jonathon Katz, Executive Secretary of BMWCCA, handled the American part of the trip arrangements, sending out schedules and descriptions of what to bring. He explained that the school would run from June 26 to 29, and that there would be an optional sightseeing tour, beginning in Frankfurt and ending in Munich, where we would pick up the cars. The \$300 only covered the three days at the track and included meals, lodging, car rental, and the instruction. That left us to pay for the air fare to Europe, the gas for the car, and the meals and lodging during the optional tour.

I highly reccomend the tour to anyone who has never seen Germany before, and anyone else who likes to cure their jet lag with a relaxing ride and good food. I loved watching my favorite cars scream by on the Autobahns and seeing the rolling, green hills of Bavaria, splotted with vineyards and Medieval castles. The tour is also a great chance to meet the rest of the group. The Mercedes bus took us first to Würzburg and the to Rothenburg, two medieval towns. We spent the next two nights in Nüremburg and Munich. BMW had previously arranged all the accomodations, which were reasonably priced and very comfortable. The only exception was Munich, where we stayed in a more expensive, sterile hotel, the Munich Penta. There we payed about forte eight dollars per night with a cellophaned Continental breakfast in the room, but no dinner included in the price as it had been at the other stops. BMW's public relations man, whom I can only remember as Klaus, apologized, saying that the Penta was the only hotel available for so large a group. Klaus accompanied us on the bus tour and kept us entertained whenever the scenery didn't.

By Monday, the fifth day, several other CCA people had joined our group at the Penta, making our number forty-five. Around 8:30 a.m., a bus took us out to the distribution center, and there sat the dars. I felt like a little kid coming downstairs on Christmas morning. Jonathon Katz had paired us up previously, so the dealing of keys went quickly, and soon we were all out on the Autobahn--grinning. The drive took about four and one half hours. I believe the distance was around 450 km., or 270 miles. We drove like madmen and womenmost of the way, at around eighty to ninety miles per hour. It was immediatly obvious that the 518 is no Carerra-chaser. The fastest I saw our car ever go was on this strech from Munich, when I hit 170 km. per hour, or 102 miles per hour, scorching down a hill. The manual listed the top speed at 160 km. per hour. We had all expected the 518 would be under-powered, and it was. Klaus had said, however, that there would be plenty of power for us on the Nürburging, and we soon found out how right he was.

The suspension, compensated by the lighter engine, felt about as stiff as a stock 530i, but I found the car felt very light at track speeds. The car was not as quick as a U.S. 2002.

We arrived at the track about three hours before dinner. After checking into our pensions, we still had time to watch the last laps of a three wheel motorcycle race on the ring. When that was over a few of the boys wanted to take a couple of warm up laps. One lap cost ten D.M.'s or about five dollars. Warning!! Don't allow yourself to ride around with someone who has had the school before and THINKS he remembers the corners "like my own backyard." My first time around the track with a near-maniac at the wheel almost convinced me to stay in bed the rest of the week.

BMW spread out our group to three different lodges at the track: the Sporthotel, overlooking the start-finish line; and two pensions in Nürburg, about a mile from the complex. We ate breakfast at our respective hotels, but we had lunch, dinner, and entertainment in the sporthotel's large dining room.

The first morning at the track, tuesday, we met around the start-finish line with our assigned groups. There were two BMWCCA groups, plus one BMWAC one German automobile, and one German cycle group. There, each group of drivers met its two instructors, pasted numbers to the sides of the cars, and left for its first section of track. There were five sections of track and one period each of physical fitness, danger-training, and skid pad, to be covered over the three days of the school. The "final estimated lap," an evaluation of each participant's style, would take place Thursday afternoon.

The first section my group of ten cars took on had only one large curve. We began the instruction driving in a line, each of the two instructors leading five cars. After each run, the first car behind an instructor would move back so each driver got a chance to follow directly behind an instructor. Personally, I was sweaty-palms nervous before and during my first attempt at that ideal line. After a lucky but smooth four-wheel drift on my next try, however, I felt more confident than ever, and have never been so thrilled. During the last few runs one instructor watched from the infield as each of us took the curve. Then he made comments as we passed him on the way back to the start of the stretch. After an hour we moved on to a complex set of esses. Here, we tried a new teaching method: Three of us at a time would ride with an instructor in his car while he drove and explained what he was doing. This method had its advantages, such as getting to ride in a 323i, but we got more driving time with the first method, so for that reason, we played "follow the leader" during most of the next two days.

Through many of the corners, old tire tread on the candy-striped curb-boards helped mark the apexes, and, on a couple of curves, we learned to use landmarks. In one such curve, you're supposed to wait till you see a little house before driving into the apex. While you're picking blue-berries off the bushes with your grill, you are thinking, "They've torn the damn house down" and suddenly, it appears. Most of the time, however, you have to depend simply on feel, memory, or luck to find the ideal line.

By the afternoon of the second day, we agreed we could picture in our memory almost every curve of the course, since there were only five to remember. In fact, for the rest of the week, I could not stop driving through the sections over and over in my dreams. By Wednesday, it was a relief to be graded and to be able to relax. Concentrating on the curves and learning the ideal line reminded me very much of studying for a big exam at school.

We learned two sections before lunch and one afterwards on tuesday and Wednesday, and sometime during those days, each group had P.E., danger training, and skid pad. I will never forget the danger-training and skid school. Both were a riot to participate in and to watch--they always attracted a cheering crowd of local villagers. The skid school had two old, beat-up

Ford Taunus's and a VW Beetle on a parking lot covered with lard. Hollywood-hand-brake spins are a blast. I can hardly wait till a nearby parking lot freezes over this winter. The danger training was enjoyable, too. In one part we hit a wet plastic strip under just the right wheels. The object was to slam on brakes when we hit the plastic and correct the spinning car to avoid hitting the guard-rail. You know you're good when you can do it at sixty kilos. We all had fun and learned a hell of a lot.

For nighttime fun, Tuesday night we saw some movies of a little driving and a lot of smashing. I loved watching Formula One and Group Five cars sliding through curves that I remembered driving earlier that day. Wednesday night we were left to find some "Gemütlichkeit" on our own at one of the hotels. The Awards Banquet and dance were on Thursday night. Some of the winners were veterans at the school, but plenty of rookies took away silver. To keep everyone happy, as if that were a problem, all participants got a trophy cup, a poster map, and a few stickers. The dinner was a nice finale for an unbelievable three days.

The next morning we ate our usual breakfast of hard rolls and coffee and headed back to Munich. Several pairs left early so they could sightsee along the way. My partner and I stopped at Dachau, for example. The only requirement by four p.m., gas tank empty. BMW arranged another night for us at the Munich Penta and a dinner celebration at one of Munich's finest fest halls, The Hackerkeller Haus. This was one of the best meals I had the whole trip, considering all the complementary beer and wine. The next day, many went on a guided tour of the Munich plant and the museum. I had to miss the tour to catch a noon train to Berlin, but I did manage to stop by the museum in the morning. If you go, remember to carry a handkerchief to catch the drool.

By noon the most fantastic experience of my life was over, but the memory will last for a long time. I guess "learning through having fun" was the theme of the whole Nürburgring experience--throw in getting some German culture, sightseeing, and living in the spirit of Bimmerhood. It was like someone asking me to do the things I always wanted to do in a car but was afraid to try. The offer for the trip will be coming around again soon. If some of you are looking for something crazy to do, believe me, this is it. You might see me there again in two or three years.

TO: All BMW ACA and CCA Regions/Chapters

SUBJECT: 1979 MOTORSPORT UPDATE

With the 1979 Motorsport season about to begin, we would like to give you the exact motorsports plans for BMW in the U.S. Please share this information with your membership as soon as possible because several recent articles, and some articles due to be published, carry incorrect information.

The IMSA Winston GT series will feature two factory-backed turbocharged 320is. David Hobbs will return in the familiar McLaren BMW, while Jim Busby joins the Bavarian camp in the Cox Enterprises BMW. While both cars have "factory" status, they will be run independent of each other.

The first race for both David and Jim will be Road Atlanta, April 7 - 8. Current plans call for both teams to participate in the entire Winston GT series from that point. A complete 1979 IMSA schedule is attached.

At this time McLaren BMW does not have an outside sponsor, but we are talking with several companies. Associate sponsors of the BMW of North America-entered, McLaren-prepared car are Bosch and Goodyear.



Busby will manage and drive the Cox Enterprises BMW. Cox Enterprises, a new sponsor in motorsports, publishes sixteen daily newspapers in Florida, Georgia, Ohio, Texas, and Arizona. Associate sponsors for the Busby Cox BMW will be Pennzoil Gumout and Ocean Motors BMW of Santa Monica, CA.

McLaren Engines will provide turbocharged, four-cylinder, two-liter BMW engines for both entries. Other technical support will come from BMW Motorsport in Munich and BMW of North America.

In addition to the Winston GT program, BMW of North America will post a \$2600-per-race contingency fund for the Champion Spark Plug Challenge series. Drivers of BMWs finishing in the top five overall positions will be awarded \$1000, \$750, \$500, \$250, and \$100.

There are no current plans to race the M 1 in the Winston GT series during 1979. The entire attention of BMW Motorsport in Munich is devoted to the Procar Series for M 1 coupes prepared to Group 4 specifications and to the testing of a Group 5 M 1.

Sincerely,



Thomas O. McGurn  
Public Relations Manager

#### 1979 IMSA SCHEDULE OF EVENTS

February 3-4	Daytona Beach, FL	<u>GT*</u> , RS
March 16-17	Sebring, FL	<u>GT</u> , RS
April 1	Talladega, AL	GTU, RS
April 8	Road Atlanta, GA	GT, GTU, RS
April 22	Riverside CA	<u>GT</u> , RS
April 29	Laguna Seca, CA	GT, GTU, RS
May 13	Hallett, OK	GT, GTU RS
May 28	Lime Rock, CT	GT, GTU, RS
June 17	Brainerd, MN	GT, RS
July 1	Daytona Beach, FL	<u>RS</u>
July 4	Daytona Beach, FL	<u>GT</u>
July 15	Mid Ohio, OH	GT, GTU, RS
July 29	Sears point, CA	GT, GTU, RS
August 5	Portland, OR	GT, GTU, RS
August 19	Pocono, PA	<u>RS</u>
August 26	North American Sports Car championship	
	Mid-Ohio, OH	FIA Groups 5, 6, 7, 8
September 1-2	Road America, WI	GT, RS
September 23	Road Atlanta, GA	GT, GTU, <u>RS</u>
October 13	Lime Rock, CT	GT, RS
November 4	Mexico City, MEX	<u>GT</u>
November 25	Daytona Beach, FL	GT, RS

Underscoring: Race in the World Challenge for endurance Drivers

\*: Race in the world championships of Makes

GTU: Separate GTU race; otherwise, will run with GT cars



BEY EM VEY CORP.

P.O. BOX 62145

VA. BEACH, VA. 23462

Sincerely,  
*[Signature]*  
Thomas G. McLean  
Public Relations Manager

1979 IMSA SCHEDULE OF EVENTS

February 3-4	Daytona Beach, FL
March 16-17	Seymour, VT
April 1	Tallahassee, FL
April 8	Road Atlanta, GA
April 22	Riverdale, GA
April 29	Laguna Seca, CA
May 13	Bellet, OK
May 28	Line Rock, CT
June 17	Brainerd, MN
July 1	Daytona Beach, FL
July 4	Daytona Beach, FL
July 12	Mid-Ohio, OH
July 22	Sears Point, GA
August 2	Portland, OR
August 12	Pocahontas, VA
August 26	North American Sports Car Championship
September 1-2	Mid-Ohio, OH
September 23	Road America, MI
October 13	Road Atlanta, GA
November 4	Line Rock, CT
November 25	Mexico City, MEX
	Daytona Beach, FL

\* Separate GTU race; otherwise, will run with GT cars  
Underlining: Race in the World Challenge for endurance Drivers  
Race in the world championship of makes