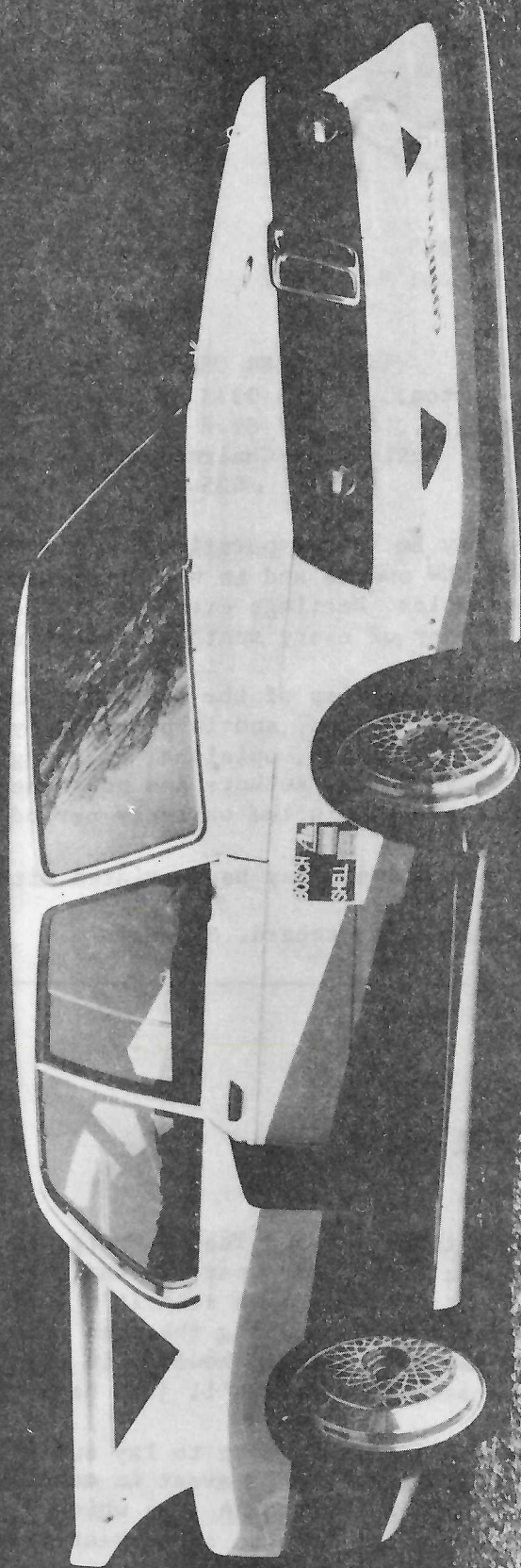
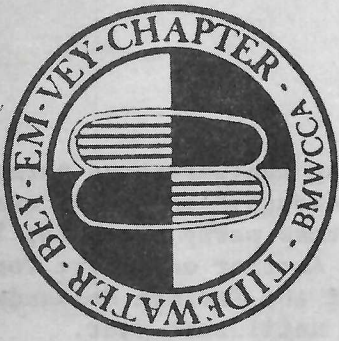


JANUARY 1977

# Das Sommer Fest





P. O. Box 62145  
Virginia Beach, Va. 23462

#### TIDEWATER CHAPTER OFFICERS

President.....Rusty Barton.....393-0235 Vice President.....Ann Williams..422-3359  
Secretary.....Jim Craig.....397-6917 Treasurer.....Brian Missig..340-0705  
Activities Chairman..Eddie Hardman  
425-0831

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 at the Janaf Branch of the Norfolk Public Library on the third tuesday of every month at 8:00PM unless otherwise noted in Das Kummet.

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Editor...Dave Pritchard..855-6186

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## PRESIDENT'S COLUMN

First of all I'd like to thank Jim and Thelma Craig for hosting the Christmas party. It was a very nice affair and the punch was super. We had more than enough food and it was all great. The famous MOPAR sticker may have seen it's last Christmas party since the Thompsons ended up with it and they will be leaving the area this year. Another candidate for the annual Pollyana honors may have emerged however in the form of the Xaviera Hellander game which turned up for the second Party. We'll just have to wait until next year.

Your new Board will be meeting in January to lay out plans for the coming year. We will be sponsoring two SEVSCO autocrosses-a CPS event in march which Eric Thiompson will OD and the Traditional "Bride and Groom" autocross in June which I will OD. We Choose a Sept. date for Jim Rhyn's "Red Baron Rally". We have to supplement these events with more drive outs, picnics, Gimmick rallies, drivers schools and parties than we have in the past. We will try to stir up some interest from all the new members we have by limiting most of these none SEVSCO events to BMW club members only. Of course we will continue the monthly tech sessions and quarterly dinner meetings . I would like to liven up our business meetings too, with some guest speakers, raffles and other ideas.

Our January board meeting will be very important for the directions your club will take in 1977 and I urge anyone who would like an idea brought up and discussed to contact myself, (393-0235), Ann Williams (422-3359), Brian Missig (340-2154), Jim Craig (397-6917), Dave Pritchard (855-6186), or Eddie Hardman (425-0831) as soon as possible.

Finally I would like to thank Dave Pritchard for the last two years he has led our club as president. We have seen our chapter grow from 30 some members to almost 90 members in that time. It has not been an easy period with the transition from competition to social and technical orientation we have experienced. Through it all Dave has shown his own kind of calm understated leadership which was just what we needed. Now that the transition is complete, we will try to build on it and try to make your club responsive to the differing needs of its new members.

Rusty Barton

#### ON THE COVER- THE McLAREN BMW

McLaren will race a BMW 320i, prepared to Group Five specifications, in the 1977 IMSA CAMEL GT series. David Hobbs of England will be the driver. The 320i, sponsored by BMW of North America, will be powered by a two-liter, four cylinder, formula Two engine. The McLaren BMW will make its first appearance at the 24 Hours of Daytona, February 5-6. The car was built by BMW Motorsport GmbH, the competition subsidiary of Bayerische Motoren Werke of Munich, Germany.

Formation of the McLaren BMW team was announced Dec. 11 in Munich and Montvale by Jochen Neerpasch, Manager of BMW Motorsport, Teddy Mayer of McLaren and John A. Cook, President of BMW of North America.

"We are very pleased to be associated with McLaren, a team which has proven its organizational, engineering and development skills in Formula One, USAC and Can Am racing," states Cook. "We know that the McLaren BMW effort will add even more excitement, competition and prestige to the IMSA Camel GT series, the best road racing in the United States," Cook adds.

Tyler Alexander, Executive Vice President and Chief Operating Officer of McLaren North America, Inc. looks forward to the challenge of entering a new car in a new series for McLaren. "IMSA Camel GT racing has developed into a highly competitive series for very sophisticated racing machines," observes Alexander. "The McLaren BMW 320i will be an underdog, so the challenge presented to us by BMW is very interesting. We are confident that the combination of BMW, McLaren and David Hobbs will provide very competitive and enjoyable racing across the country during 1977 he predicts.

Neerpasch reports that McLaren was chosen because, "with the introduction of a new race car based on the BMW 320i, BMW needed a partner in America who could work on the development of the new car as well as campaign it successfully." "McLaren was interested because it offered a new opportunity for that organization, and BMW was interested in McLaren because they are one of the finest racing organizations in the world," Neerpasch continues.

Driver David Hobbs is no stranger to both McLaren and BMW. He finished fifth in the 1974 Indianapolis 500 in a McLaren and drove a BMW CSL in the 1976 editions of the 24 hours of Daytona and the 12 hours of the Sebring.

Hobbs is a versatile driver with experience in formula One, Can Am sports cars and sedan racing. He won the world Manufacturer's Championship in a John Wyer Ford GT 40 and the Formula 5000 title.

Other members of the McLaren team will be Rodger Bailey, Team Manager; Gary Knutson, engines; H. William Smith, Jr., President, McLaren North America and Teddy Mayer Vice President of McLaren North America and Managing Director of Bruce McLaren Motor Racing, Ltd.

## PARTS STORE UPDATE

Good news; UPS is now back in operation so we should be able to get special ordered parts within 4 days to a week again.

We now stock upper and lower radiator hoses for the 4 and 6 cyl. cars and also the bypass hose for the 4. We also are stocking spark plug connectors of the older pre-75 style.

New items available will include;

Fuel pump, 4 cyl carb cars.....	\$15.00
" " 6 " " " .....	\$17.00
Front wheel bearings outer Tii +6 cyl.....	\$ 4.50
" " " inner " "" " .....	\$ 4.25

We are discontinuing the bosch w175T30 and W200T30 spark plugs due to difficulty in obtaining them and their somewhat narrow heat range. We do have 2-W175T30 and 8- W200T30 plugs left at 75¢ each.

We now stock NGK BP6ES plugs in the place of the two mentioned above. these sell for \$1.00 apiece but should be worth the extra money for their broadened heat range and good anti fouling properties. Let me know what you need.

Rusty Barton-3930235

## REAR AXLE BOOTS FOR THE '72 2002

When the rear axle boots go on your '72 2002, the dealer will sell you a \$24 kit to repair it. However, from a Datsun dealer you can get a boot that fits for about \$2.50 a part they use on a '72 610. Morris-Parker at 5941 Churchland Blvd. in Portsmouth has Valvoline Moly EP grease part no. 632 at about \$1.25 a pound which is the correct grease. The Only other thing that you may need are hose clamps to hold the boot in place if you can't reuse the old ones and you can get them almost anywhere. Lastly, put a silicone sealer between the places of contact of the boot and the axle and when every thing is together spray the outside of the boot with Armoral.

Tom Trail

## 320i Revisited

As promised, Ken Todd brought a new 320i to the december tech session and everyone in attendance had a ball driving it.

Unlike the car I reported on in the in the last "Das Kummel", this version was fully broken in and properly set up, so I'd like to comment on two things which revealed themselves in this second test drive.

First of all the marked hesitancy the first car showed for the RPM's to fall when you lift of the throttle was not present in the second car. Apparently the first car was not set up properly or had a malfunction.

Second, I was able to run the car up to the redline (while carefully checking the mirror). The power of the original 2002 we knew and loved is now back although now it is quieter and much smoother. Unlike its mechanically fuel injected predecessor, the Tii, this engine seems to have a smoother power curve that does not suddenly "come on" around 4000 RPM, rather it just accelerates continuously faster up to about 5500 RPM when the engine then becomes a bit winded.

All in all I'm even more convinced now that the 320i is a worthy successor to the 2002.

Rusty Barton



VA. BEACH, VA. 23462

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BEY EM VEY CORP.

ACTIVITIES

JANURARY 16- Tech Session, at 920 elm st. Norfolk, in the Ingleside section, strarts at 12 noon. Bring yourself, \$2 per car, tools and troubles , and refreshments will be provided in the usual amnor.

January 18-- Monthly membership meeting at the Janaf Branch of the Norfolk Public Library.

