



Das Kummert

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SEPTEMBER 1979

BIMMER DOINGS

MONDAY SEPTEMBER 3

LABOR DAY PICNIC at Sleepy Hole Park. We have reserved one of the larger shelters on the edge of the huge playing field. There is a beautiful shady nature trail nearby, not to mention a play ground for the tots and the ever necessary rest rooms. Bring any sports equipment you may want to use, folding chairs, food, drink and anyone who wants to avoid the rush and madness of the holiday jam ups in favor of the laid back, low key fun of just a bunch of friends plus maybe a few new people soon to be friends having a good time together on the last lazy, crazy day of summer.

PUBLIC NOTICE: No Alcoholic Beverages- No Chains or Whips. This is a public park and a family type gathering.

TUESDAY SEPTEMBER 4.

BOARD MEETING at the modest home of Club Treasurer Linda Dickens. Non Board members are always invited. Minor bylaw changes will be presented and voted on, so if you want to vote on them, do come. For directions call 488-0030.

SATURDAY SEPTEMBER 15

TECH SESSION at David Culpeppers house at 2657 N. Elizabeth Harbor Dr. in Portsmouth. To reach Dave's domicile go west on 337 also known as Portsmouth Blvd. until Taylor Rd. forks off to the right. Take Taylor Rd.

about 1/4 mi. until you see a church called Berean Chapel on the right. Turn right onto Point Harbor Dr., Take second left onto N. Elizabeth Harbor Dr. to 2657. If lost or befuddled call David at 488-3693. For guided tour from my house call 488-0030. The usual \$2 per car charge will be levied.

OCTOBER 3 through 7

OCTOBERFEST in Boston. Be there or you will regret it! There is still time! Act Now! Call 488-0030 for encouragement.

Charles Dickens

FLASH!!!!!!!!!! FLASH!!!!!!!!!! FLASH!!!!!!!!!!

FROM THE DEALERSHIP

WYNDHAM CURLES OF ATLANTIC BMW'S
(THE REAL GOOD GUYS)
PARTS DEPARTMENT FAME HAS THE
PREVIOUSLY IMPOSSIBLE TO GET BADGES
FOR YOUR BOVARIA.

WYNDHAM ALSO SAID (IN CONFIDENTIAL
TONES) THAT ATLANTIC BMW'S PARTS
DEPARTMENT WOULD SOON BE RUNNING
MONTHLY SPECIALS.....

SEE WYNDHAM.....I TOLD YOU I'D
ONLY TELL A FEW FRIENDS.....

WATCH

THE

ATLANTIC

BMW AD

FOR

THESE

TERRIFIC

SAVINGS

PRESIDENT'S COLUMN

YE GADS, A VOLUNTEER! BILL WARD CALLED ME THE OTHER DAY AND SAID HE WOULD BE GLAD TO BE OUR DEALER LIASON WITH KASHOUTY'S BMW ON THE PENINSULA. HE HAS BEEN TALKING PREVIOUSLY WITH A MR. STERN, WHO IS PART OWNER OF THE DEALERSHIP, AND WHO PREFERS TO DRIVE A BMW DEMONSTRATOR WHEN HE CAN PICK FROM PORSCHE, AUDI, AND MAZDA. KASHOUTY ALREADY COOPERATES WITH THE LOCAL PORSCHE CLUB BY PROVIDING BULLETIN BOARD SPACE FROM THEIR CLUB'S NOTICES AND BILL FEELS SURE THEY WILL DO THE SAME FOR US. IT MAY NOT SOUND LIKE MUCH BUT THEN I CAN REMEMBER A TIME WHEN THE SOUTHSIDE DEALER WOULDN'T EVEN ACKNOWLEDGE OUR EXISTENCE. BILL SAID KASHOUTY WILL JOIN BMWCCA AND THUS WILL RECEIVE THE ROUNDEL AND DAS KUMMET. THANKS BILL!, FOR YOUR HELP AND WE ARE LOOKING FORWARD TO A GROWING GOOD RELATIONSHIP WITH KASHOUTY.

THE AUGUST TECH SESSION, WHICH TOOK PLACE AT WALTER BRODNAX'S HOME, WAS A PLEASANT AFTERNOON OUTING. WALTER'S HOUSE HAS AN AMPLE AREA WITH A LONG CONCRETE DRIVEWAY AND PLENTY OF SHADE...PERFECT FOR A HOT SUMMER TECH SESSION. HE HAD A NICE LAYOUT OF COLDCUTS AND MUNCHIES, PLUS TRADITIONAL LIQUID REFRESHMENTS!

AN INTERESTING NOTE IS THAT WALTER'S DAD IS A NAVAL ARCHITECT AND HE DESIGNED AND BUILT THEIR HOUSE HIMSELF. NOT STOPPING AT THAT, HE DESIGNED SEVERAL OTHER HOMES IN THE NEIGHBORHOOD. YES, AS DAVE SAID IN LAST MONTH'S DAS KUMMET, WE REALLY DO HAVE SOME INTERESTING PEOPLE IN OUR CLUB. THANKS TO WALTER AND HIS FOLKS FOR HOSTING US.

MORE VOLUNTEERS! FRANK AND JULIE ELMORE HAVE COME FORWARD TO ASSIST DAVE WITH PROVIDING THE NEWSLETTER. LAST ISSUE WAS THE FIRST ONE THEY WORKED ON AND DAVE TOLD ME THAT'S WHAT GAVE HIM THE FREEDOM TO GET THAT INTERESTING INTERVIEW WITH THE HALLMANS. DAVE TOLD ME HE IS GOING TO DO MORE OF THAT IN THE FUTURE, WHICH I AM LOOKING FORWARD TO.

1982 _____

SOUNDS LIKE A LONG WAY OFF, BUT NOT REALLY, WHAT'S HAPPENING IN 1982 THAT WILL AFFECT US? OKTOBERFEST 1982 WILL BE RIGHT IN OUR BACK YARD WHEN THE TARHEEL CHAPTER PLAYS HOST, SO, 1982 WILL BE THE YEAR OF NO MORE EXCUSES NOT TO GO.....P L A N O N I T!

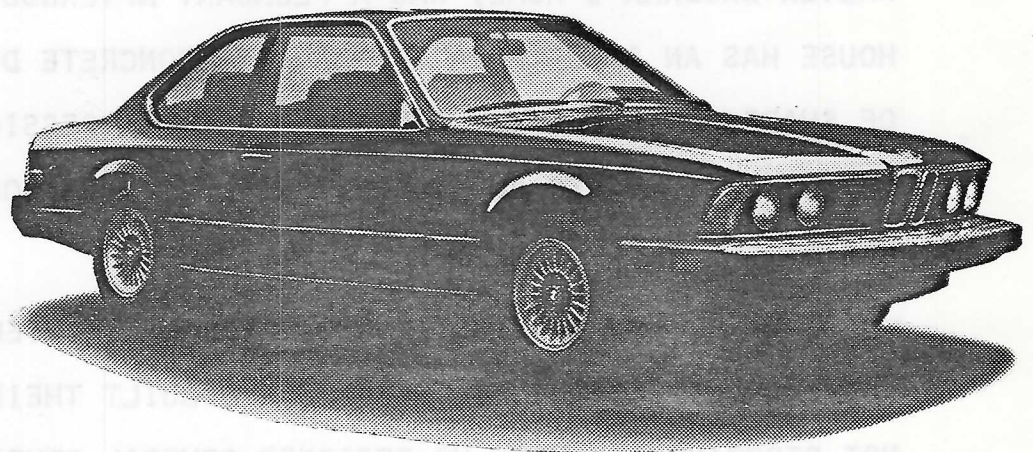
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1839 LASKIN RD. AT HILLTOP IN VA. BEACH

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THE DAS KUMMET INTERVIEW by Steve Mecurio

Ray Korman owns probably the best BMW performance shop on the East coast, and his fame as a master Bimmer fiter is widespread over the entire U.S.A.. On a typical day he may have a 320i from Vermont, 530i from Colorado and a racing engine from California in his shop. His vocation is racing and it is evident from his present Korman Racing 320i (an IMSA GT Series car) down through the Bimmer posters adorning the shop walls, and if you are lucky, he'll show you his racing scrap book.

If you're down Greensboro way, stop by and see his remarkable place. Ray's usually at Mach 2 between the phone and his work bench, but he'll probably find the time to talk to Bimmer owners.

He was an Air Force officer, raced extensively in the USA, Thailand (Macoa Grand Prix and Hill climbs) and IMSA GT series. In the early 70's he was known as the "Fasted Man In Thailand" much to the dismay of the native Thais.

DK: If you could explain to us how you got into racing and why you're a BMW racer instead of Triumph or MG or something like that.

R: Okay, I first got seriously interested in racing when I was racing in England in the 1960's. It's funny you mentioned Triumph, I drove around in a little Triumph which I modified and got going, but it was some years before I got to where I could do anything. Anyway, it actually got started with a Lotus and I bought a BMW as just a family car, and had so much fun with that, the next thing you know, I went and sold the Lotus and kept the BMW and when I came back I got into autocrossing and various other things, and one thing led to the other. I had bought what one of the fellows up at BMW of North America had said was the first BMW 1800Ti, That was back in 1964, so I've been playing with these cars, That makes it 15 years this summer. That 1800Ti was probably in 70 to 80 differnt speed events, and I had maybe 140 to 150,000 thousand miles on it. The engine had been rebuilt once but mostly because I wanted to go through it and I was amazed because it had 60,000 and all these speed events on it and there was virtually no wear on the engine, and that just impressed me very much with BMW's one thing lead to another and I just stayed with them.

DK: Did you do any super modifications on that car or did you just run it stock?

R: That car used to blow people's minds because the engine was in fact, stock. That old 1800Ti engine was a very strong engine and mainly I changed to a different gear ratio for autocrosses, infact I've still got it laying over there on the floor, a trick 4:75 rear end and it's great for pulling out stumps and things like that and it just devastates anyone in an autocross. I used to win first overall against Lotus and Jaguars and all kinds of things. It's just incredible what it would do. The 1800Ti was what got me into BMW's. I was in the Air Force, we went back and forth across the United States several times, in all the time I had that car, 8 years, never once did it let me down and it was the first car that I owned after I finished making payments. It was good for many years after that and that's what got me into BMW's.

DK: Have you kept up with the car? Do you know where it is now?

R: It's over in Bancock. When I transferred over I brought that to Bancock. I was on a remot tour up country, came back to the states for a couple of years and got a chance to go with the advisory group over there. I worked as an advisor to the Thai Air Force. There's actually a lot of motor sport available there. There's a lot of racing there. In fact I could show you some movies some time. Tremendous crowds, huge crowds, in fact crowd control was the biggest problem

When you come around a corner at 125 mph and there's just a bamboo fence and a thousand people behind it.

DK: Really? You never expect that to happen over there.

R: You get teams from every where. One year the BMW factory sent out Dieter Quedter who had won the European championship the previous year, the fuel injected 2002 was what they ran and then Dieter Glimzer came and that was the last year Neerpasch was with Ford and that was the year Ford won the Championship from BMW. Those two cars sat on the front row of the grid at the Macao Grand Prix and I sat on the outside row with my little made in Bancok car with just Weber carbureators, no fuel injection but we had trouble with the brakes or actually somebody else had crashed. Macao was like Monaco except the course was three times the distance, but you go past the casino, up next to these rock walls and through a tunnel, you come down this steep hill into a 90 degree turn and down past the Hydrofoil terminal, and as I came down this hill somebody else had crashed, so they waved you in to stop right there, no chance for the brakes to cool, so as the brakes are sitting there they start having this smoke come off them and this little Chinese fellow comes rushing up and before I could unstrap and tell him never mind he thinks I'm starting to burn so he goes in and he didn't have a dry chemical extinguisher, he has a soda water thing with just cold water and as he hit those brake discs you could hear them go Shhhhhhh and it really warped them. We went all around that place trying to find a machine shop. We finally found one, got this guy out of bed at three in the morning. He turned the discs for us and you couldn't keep a straight looking at them, they were so thin. We put them back on the car, I went to bed at four, the guys came and got me up at six and we road tested it before the city woke up, so we took it through the city streets road testing it road testing it about six o'clock in the morning and it worked, but I sat there thinking, do I really want to? Because the place where the fellow had gotten killed during practice, there was no margin for error, there's no grass on the side, you come up along a concrete wall and there's a drop off the cliff on the other side and things like that and I decided there's got to be some point when you say "Don't go out" and this had to be it. So there was my big chance, there's Dieter Glimzer and Dieter Quëster and as they started, there was my empty spot on the outside part of the road.

DK: Oh no.

R: But we brought the car home in one piece and when we got back and looked at it you could see all the heat cracks all through it. The factory rep said "I could take this and drop it and it would brake like Bavarian crystal". But there was a lot of racing there and I won the country championship two years in a row. The first year I got running my 1800Ti and did well enough with it that the factory, you see, the factory has a huge assembly plant there in Bancok.

DK: It does? BMW's?

R: I have never seen any city in the world, including Munich, that has more BMW cars on the street than Bancok. If the people have money there they are just somewhat more sports oriented and you see a fair number of Porches but thier cars are still-- well, people like a four door car there, or a car big enough to carry their friends so the BMW becomes the natural step if they want performance. And they have a huge facility there and the assembly palnt, and the factory rep there worked the arrangments where they built the car for me, and we raced that in the events there, also the Singapore Grand Prix, Macoa, which is a Portugese colony up off the coast of Hong Kong, and that's a whole long adventurous tail just going there and coming back, including geting in. The Portugese under Chinese pressure would not let any Americans and here I am an American Officer trying to slip by

there and one of the few times I actually had my I.D. card in the bottom of my shoe. I thought I'd be able to get it if I needed it but I didn't want anybody to find it, and I just signed in through customs there, race car driver. And they had Chinese Communist troops there at the Portugese customs. It made you think. When we unloaded the cars a Chinsese gunboat pulled up along side.

DK: Trying to learn somthing. Trying to build a better one.

R: So I came back to the United States and got into the IMSA Series.

DK: I was going to ask you, what was your last experience with racing, because you don't drive anymore now, right?

R: Well, on and off. I have my 320 that I leased to one fellow earlier in the year, and another fellow this part of the year, and as I get more people built up here in the shop, as you see every time you've visited I've got some more people, some one to take care of parts now and a full time girl to take care of the book keeping and answering the phone, and another mechanic, There's another fellow that works part time for me too. And the difficulty with IMSA is having to leave. In the previous years I've always won enough money to pay expenses. I always had the out lay of the car initially but i always got my money back out of the car when I sold it, so I've always raced in IMSA with expenses paid. So I don't need any big sponsers, it's nice to get a little bit of help.

DK:When did you start racing IMSA?

R: 70, I built that in the Spring of 73' didn't run that whole year because I just got it done and I was in Strategic Air Command. We had inspections and little things they called ORI's . The middle of a Sunday afternoon an airplane landsand an inspection team gets out and we all go to war. If your there when that happens everything's all right, but if your off some where and the Wing Commander says wheres the Squadron Comanders, it's just one of those things. So I was always lucky and stayed home. Didn't make many races that year, but I did pretty well. I ran third at Daytona that year until I had to stop to refuel. I was on kind of a low budget that year and I was refueling just manually, I didn't have a dry brake refill system and that dropped me from third to seventh, I got back up to fifth by the end of the race. It cost me third place. My father had come down and he enjoyed my racing but wasn't looking to underwrite any of it either. But that was the surprise, he said " I'll give you the damn money to put in a fuel cell, How much did it cost you dropping from third place to fifth? that would have bought you a few of those fuel systems".

DK: Who'd you race against that year? This is 74'?

R: Yeah. Probably my best race with the 2002 was the following year when when Nick Crow had been leading for the championship all through the year, our toughest competition then where the Gremlins with Dennis and Amos driving and a number of other fast ones, and then George Alderman came up with one and was faster than Amos or Dennis.

DK: This was in 75'?

R: That was 75'.

DK: That's before those guys came up with the Monza's.

R: That was more recently. That was the one where it was close for BMW becuae BMW was leading by just a few points for the manufacturers championship, if a pacer or an AMC car won the race they would take the championship away from BMW after being slightly ahead all through the year. Nick nearly had the championship all sewed up. If he finished seventh or better, he would have enough points so that nobody could beat him. But if he didn't finish, George Alderman was the only man who was close enough in points, George would have to win the race to do it. and George was running back a little ways and I'd run, well, what

happened was that everybody, including me, was interested in seeing Nick win because it would enthuse BMW, hopefully we would all get some more support. They put together a second car and had John Warton star that one. I think Russel Norburn started the car that Nick was going to be primary in, so they had the two cars as back-ups. At the second part of the race Nick could get into either car, which ever was better. They also made arrangements that if something grotesque happened that when I came into refuel, I would come into refuel last, and if he needed my car he was welcome to jump into mine.

DK: You were building and financing your car then, right?

R: Yeah, I did, in the carport of the base housing at the Seymore Johnson Air Force Base, and I'd just tow it over to the Base hobby shop and put the engines in and out. And then I used to work with Preston Miller, I used to go down there and use his dyno, we worked together a lot on engines, and so forth. But a, in that race I'm not sure what went-- first the car that Russel was driving blew the engine so as John Morton came in for refeuling Nick jumped into that car, sped off out of the pits, I came in behind yelling "Do you need the car? Do you need the car?" they said "No, no, everything's good, go". I go down through turn 1 and turn 2 and there's Nick sitting out there in the infield in the other car, so it was just that close that he would have been in my car. So we were whistleing through the night and Amos was leading. Amos was leading, I was second and George Alderman was behind me, and by that time I knew Nick was out, and if George won, that was it. I was trying to win, as George came up by me, that gave me a chance to tow him, and if he carried me up to Amos it meant, see, I could always out brake them into turn 1. At Daytona the finish line is not out there in front of the spectators but half way around the end of the first turn, which means, you get to brakeing, whoever gets through turn 1 first is who wins the race, not who goes accross the start finish line out front, and I could always out brake those guys into turn 1, so all I had to do was to be drafting them as we came around and we would all see who got through turn 1 the first. George gor going pretty hard, I just figured, you know, it's the last race of the year and I started turning about 500 rpm more than I ever dared before, and that gave me enough to stay with them. We just swapped two, three, four times a lap for about 125 miles, and sure enough we both caught up to Amos. The American Motors people were all on the radio and I don't know who it was . We came down the very last lap throught the infield, another Pacer, Gremlin in those days, got in front of me as we went through the one corner, that just let those guys get just a bit ahead so I couldn't immeadiatley draft them on back, but as we came around the banking I just ran the BMW on the very top end so It started picking up a little more on them but not enough to draft them and get by, so we shot accross the finish line with George first, Amos second and I was third, and that meant Nick lost the championship and BMW lost it, everybody lost but that was one of my best races. IMSA was hard. One year I had a lot of bad rocker arms, Preston did too. We finnally got a letter back from Alpina, they said gee,we apologize, we had a bad batch of rocker arms and no idea how you got them. But I figured it out, I'd have been second in the Championship behind Nick if I had just finished in the position I was running when the rocker arms broke. And I went through like six or eight, and plus the fact that many of those times people in front of me dropped out, and if I'd a figured on the points that I actually would have gotten if I hadn't broken-- they did-- everybody races that way, we'd all be winners, but I would have had even more points than Nick. I could have had the championship that year. But we went out one race, broke one set of rocker arms in practice, another qualifying and another about six

laps into the race and yet I was one of the fastest cars there on the track. And that was the year Nick went on and won the Championship, BMW's were certainly the most competitive at that time, but we had all that fun with those rocker arms. Now days we're turning the engines more than a thousand rpm's higher than we did a couple of years ago. That time if you turned more than seventy two when you got home if you didn't brake the rocker arms you threw them in the garbage. If you turned seventy five they would snap. Now we're turning eighty five. The 320i we can't run with the stock clutch, it's too small, and nobody said anything about that. It's one of the difficulties with BMW. One year, don't spread this around, I raced a Datsun one year, one time they sent me a five speed gearbox, "Try this out", no bill or anything, I went fast enough with it so they just gave it to me. But all year long I was constantly getting technical information, "We have a new type piston, set it up like this" this that and the other thing, we put it in and it worked just fine.

DK: You were racing a 510?

R: No, this was way back in 69' it was a Datsun 1600. I finished, it was my first year in National racing, made it to the runoff's and finished almost side by side with Bob Sharp in my first year in the car. Because they would give you that kind of information. With BMW you go to race a 302i, Talk to the people up at Montvale, they let you build the whole car, I go out the first three races, broke a clutch every time. Then I find out from Charly Rainvill "Well you should check with Preston, we allowed some kind of change". When they were testing the car a year before, when they paid Preston money to develop the car, they found out the clutch wouldn't hold, they got permission from IMSA to use the bigger tii clutch. Nobody puts that out to anybody, so go through three races to find out. Durring the time we had the trouble with that, that engine was over reved three times to 9600 rpm's and those rocker arms went the rest of the year and they never did break. We routinely turn the engines now to about eighty five with no rocker arm trouble. We've done a lot of development with BMW engines. The last time down at Daytona I was the only four cylinder. One time, it was last summer, I was the only four cylinder car running in the top twenty. the rest were six cylinders and Mazda's. And I turned a quicker time than I believe Nick had in his last drive down there in the 320 yet that was still only good for like twelfth on the grid.

DK: Was Nick Craw still racing IMSA?

R: I'm not sure, no he hasn't been around for a while, I haven't seen him for a year or so, so I'm not sure exactly what he was doing. He was looking to change over to a GT ride, I guess things didn't work out but I did hear he was waiting to see how the under two and a half GT worked out That Preston built for Dave White, and if that worked out he would come back in that, but I don't know about that.

DK: Next thing I was going to ask was what's your philosophy on running your own shop. You build race cars but you also work on the normal Joe guy's car.

R; I enjoy working on a race car more, but some time back I noticed that there were a lot more BMW's on the street than there were on the track and most of my driving of BMW's has been on the street; I enjoy the cars myself and I enjoy running a shop where I can keep other people's cars running well. I like to do the work properly. A typical example is that sometimes we'll have some body come in and they've got 90,000 miles on it and the engine is really ragged and they insist that they only need a valve job. And it's really difficult, cause very often I know from my experience that I can do them a valve job, and the thing's blowing so much oil through there he's going to have carbon up on the seats and the bottom ends going to have to be gone through in a short amount of time, the carbon from the bottom is going to mess up the

valve job I have just done, and sometimes it's really difficult to talk people into doing what really needs to be done that's best for the engine and best for their pocket book in the long run, But most people are willing to listen, and I'll pull out some old parts and I'll show them this and that. A lot of people don't understand why you should usually change pistons, why you can't just put new rings in, and you can show them, well BMW runs very tight clearances. An American engine will run six to eight thousands clearance between the piston and the cylinder wall. BMW runs 1.6 to 1.8 thousands clearance, very, very close and that's one of the reasons the cars run well. The pistons are made in such a way that they don't expand as much as most aluminum pistons. You have very tight grooves that hold the rings very snug. Now, three things wear in there. Your cylinder walls wear and so the piston slops around, the piston itself wears slightly. Your rings wear, but also, your rings wear in the grove. What a lot of people do, in fact I've got a car coming in next week. He had it done 10,000 mi. ago somebody put him in new rings, now he's using oil again. What happened now is that as they honed that out, they've got even more clearance so it more sloppy in the cylinder. They put in new rings which worked initially, but those rings, so they can flutter around in those loose grooves are going to wear rapid, It's going to take the sharp edge off them. If I go into an engine I like doing a complete engine job. I know what things wear on a BMW engine, I know what I can put in it that the fellow is going to get the equivalent of a new engine out of it. The labor of taking them in and out, it really doesn't pay to go in and do it half way. And I give the same warranty on a used engine as on a new car, 12 months or 12,000 mi. I've had several people in the independent business say how can you do that? You're not a big factory. Well, it's easy, I haven't had any come back yet. Just build them right, they stay together. As far as dollar wise or loss, I could have guaranteed all those engines two years. As far as I know, all that I have built are still out there running.

DK: That's really encouraging. Is this the first time you've ever been interviewed?

R: No, I've been interviewed on other subjects.

DK: Good. Cause this is the first time I've ever done it and I don't know if I'm leading you in the right direction.

R: There was a time when Playboy interviewed me about my relations with a-- we won't go into that.

DK: You had lust in your heart?

R: One of the more amusing things I ever had happen, when I got notified of an over seas shipment a couple of years ago, I had my 2002 for sale, I got called by the PR man for Linda Lovelace, and they wanted to rent the car for the six hour race at Mid Ohio, Wanted me to drive, they had one of the fellows on the staff, played around with Porches in SCCA nad he was going to co-drive, and then Linda Lovelace was going to also drive for this PR thing.

DK: Oh really?

R: Well, there were several problems. One was when my wife found out who my co-driver was going to be, and the second was the word got around to a few guys and they started asking asking how many laps I was going to go around with Linda, and it kept on going you know. Then, I don't know, the next thing you know they call back and say maybe they would just buy the car. and they negotiated back and forth and he kept working himself into bigger and bigger packages, and then finnally I never heard from them again. And then the Air Force told me I wasn't going to Germany, I was going to Maryland instead, so nothing happened but that would have been an interesting drive. That would have been a great subject for an interview.

DK: I guess that's a good enough end.

R: And we're looking now towards next year, as I build up enough staff, The difficulty is in the time away from the shop. In the IMSA circuit you travel and everything, your gone for five day weekends to California, your gone for a couple of weeks and you just have to take time to build up the kind of people back here that can keep things going if I'm going to be gone for two weeks. That's the most difficult thing to work out on the IMSA circuit. But I've got some other people I'm doing some engines for now. The fellow who is leasing the 320 may either buy it or he'll have me build him one, you know, take care of it and provide him with race services. And another thing, this will be a first exclusive, I haven't told any body yet.

DK: An exclusive! Okay.

R: A fellow that I did an engine for a couple of years ago, he previously raced an ex Hans Stuck three liter coupe, and he sold that and is negotiating to buy an M1. He previously raced overseas, He wants to bring it and run in the IMSA series.

DK: No kidding.

R: And he says if he does that he wants me to maintain the car for him. I'm just keeping my fingers crossed, and he hasn't even bought the car yet. One of his problems is wether or not BMW will keep the parts in stock for the M1 for the various people racing them. He's had difficulty befor having to send back to Germany, it's air frieght, having to send them around the world all the time. So we'll see how that works out. It would be kind of nice. In fact if we did that I don't know what I'd do to follow that.

DK: I know this is going to be the Mecca for BMW's I think.

R: I think if we had an M1 in here we'd get a lot of visitors for sure. So everything has been going very well. One of the things about working on BMW's , you get to meet a lot of good people. Most BMW owners appreciate what they have in a car and they seem to appreciate having good work. I can do work on a - I wouldn't do it, I wouldn't be interested in doing it- say Pinto's. I hope somebody out there doesn't have a second Pinto and get mad at me, but some people in certain types of car, you can fix up their car and the car means nothing to them, and all they're interested in is how much is it, you know? Where the BMW owner knows- Well the price of parts is what's making it more difficult. Parts have just gone up and up. For Racing parts we're working at getting some of the things made here in the United States. Some of the racing parts from Alpina you just can't buy. The racing oil pan setup used to be \$150 it was steep at that. Now it's \$450. The special racing clutch used to be \$250, now it's \$950. The pistons, I don't remember the old price but the racing pistons are now up to \$170 a piece, so we're looking at geting things made here that will do as well. But for the average BMW most of the parts have to come from Germany and that adds in very much to the price of rebuilding, but the reason for those parts is still there in the reason that the people bought the cars. The parts are good, they're not infallible, they do wear out, you know, you can build good engines with them.

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