



Das Kummer

September 1980



The date for the Indian Summer Driver's School has been changed to November 15. This is to accommodate the tracks other patrons which include both NASCAR and the go cart racers. No damage. As a matter of fact now we'll have an extra month in which to prepare both as a club and individually. No excuse to flunk tech inspection now!

Other things are moving along fine as you can see by reading Clyde's column. We have some fun events coming up this fall and this includes some new ones at which I hope some new faces will be seen.

Several of you have voiced concern about participating in the Driver's school. Let me ease your minds. At a driver's school, especially a small, closed school such as the one we are having, there is no pressure to go any faster than you, I repeat YOU, feel that you and your car are capable of handling. The opportunity is given you to learn from the instructors the quickest way to get around the various turns and bends in the track. The very fact that the school is held on a track under the most rigidly controlled conditions will give you a chance to concentrate on the car and the proper handling of the car without any of the dangers found on the open highway. You will set the pace. The instructors will ride with you to help you with any problems or questions you have when you begin to apply the theory which will proceed the actual driving time. If you have any fears or doubts, please do not hesitate to call me and allow me to tell you of my own feelings about the two driver's schools I have had the opportunity to attend. This is a chance to really sharpen your skills and enjoy your car.

Continued on page 2

Der Tafel: ACTIVITIES COLUMN

Clyde Hill III

SUNDAY SEPTEMBER 14 8:00 p.m.

Board Meeting at the home of Jack Hornbeck - 1143 Bedford Avenue in Norfolk. Call him at 423-2267 if you need directions. Again as with all board meetings, non-board members are invited to share their views.

SUNDAY SEPTEMBER 21 12:00 noon

Tech Session at my house, yours truly CH III at 1344 Armistead Bridge Road in Norfolk. Call me at 623-4404 if you need directions. More stories and tips than you can handle and refreshments to wash them down with all for \$2.00.

MONDAY SEPTEMBER 22 7:00 p.m.

Ice Cream Fest at J. J. July's Ice Cream Parlor, at Hilltop, 2824 Virginia Beach Boulevard, just East of South Lynnhaven Road.

SUNDAY OCTOBER 5 8:00 p.m.

Board Meeting at the home (or car port) of Charles L. (for Linda) Dickens, 608 Apache Road in Portsmouth. Non-board members, as always, are urged to share their views. SPEAK UP BEY EM VEY!

SATURDAY OCTOBER 11, 12:00 noon

Tech session with Ann Burns at 2219 Albemarle Avenue in Virginia Beach. Take North Hampton Boulevard to Shore Drive. Albemarle is the street past the Three Ships Inn, to the right. We will meet in the parking lot on Shore Drive and Albemarle Avenue. \$2.00 covers all you can drink, eat, and learn.

SATURDAY NOVEMBER 1

This is the DEADLINE to sign up for the Indian Summer Driver's School at Langley Speedway. See registration form within this issue!

Continued on page 2

WEDNESDAY NOVEMBER 5 7:30 p.m.

The first annual (?) Recessionary Trend Dinner at McDonalds at 28th and Atlantic Avenue in Virginia Beach. (Yes, they have Ice Cream.)

SUNDAY NOVEMBER 2 8:00 p.m.

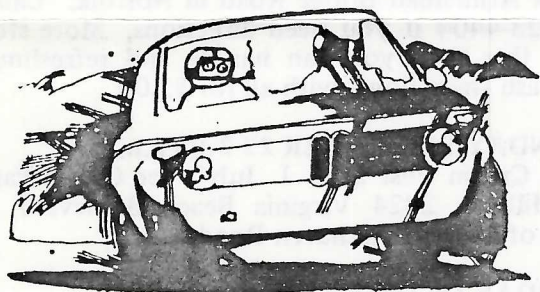
Board Meeting at the home of our very talented Editorial Staff, Becky Doss & Jeff Barnett, 134 South Plam Avenue, Virginia Beach. Palm Avenue is two streets West of Thalia Road where it intersects with Bonney Road, or call 340-9043. Board Meetings are open to all members.

SUNDAY NOVEMBER 9 12:00 noon

Tech Session- location to be announced. The Driver's School will be right around the corner, so this will be a good time to get the cars in shape. Remember, if you fail the Tech at Langley Speedway you can't run.

SATURDAY NOVEMBER 15 7:00 a.m.

The gates open at Langley Speedway for the INDIAN SUMMER DRIVER'S SCHOOL. Entry fee is \$20.00 in advance for each driver and FREE to spectators. Be There!



- President
CHARLES DICKENS 488-0030
- Vice President
JACK HORNBECK 423-2267
- Secretary
WALTER BROADNAX 487-3946
- Treasurer
LINDA DICKENS 488-0030
- Activities Chairman
CLYDE HILL III 623-4404
- Peninsula Coordinator
BILL WARD 1-229-9615
- Tips Representative
WILLIAM MACHRONE 201-322-8654
- Editors
JEFF BARNETT & BECKY DOSS 340-9043

One thing you must understand, to enter the school your car must be in good shape. It does not have to be new, far from it. But the brakes, running gear, steering and tires must pass a rigid inspection before it will be allowed on the track. In this matter the decision of the tech committee will be final! Forewarned is forearmed. We cannot afford to spend this valuable track time on a tech session to save your car from being rejected and spoiling your day. Plan ahead now to be sure that your Bimmer is up to snuff. If you have any problems or need help call me and if I can't help you myself, (I have to work sometime, right?) I'll see that someone else gives you the hand you need.

Come on out to the events between now and the school and let's talk about it.

KEEP BLINKING!

Tech Session at NTW

by Rusty Barton

Saturday, July 12, found yours truly with number one son and number one daughter in tow at National Tire Wholesale (NTW) for the first "Demonstration Tech" in the chapter's history. Why did we wait so long to do this? It was super.

Children duly deposited in the customer waiting room (of course it has a TV!) I waited along with a growing number of club members for 1:00 p.m. to arrive when NTW closed its doors to the public and opened them exclusively to us. Time passed slowly until Clyde Hill arrived with traditional refreshments - it was a hot day.

Shortly after 1 p.m., Dick Rawls of NTW escorted us all into the warehouse area and he began one of the most informative and entertaining talks I've had the pleasure to hear. He had arranged an assortment of tires on display and proceeded to discuss various characteristics of each brand such as construction, tread, compound, size, speed rating, cost, etc. Many questions were dealt with. Dick's main point was that there are many different brands and types of tires available with just as many different areas of top performance - wear, handling, fuel economy (rolling resistance), etc. By determining what characteristics are most important to the customer, he feels he can recommend the right tire to get the job done for the least amount of cash - sounds reasonable. I was impressed by Dick's knowledge and honest, straightforward manner - he didn't seem to be trying to sell NTW per se, but his hopsitality and demeanor should do so anyway.

Continued on page 6

ON THE ROAD WITH RED!

(and Linda and Willie and Wayland, not to mention my escort)

Being lost is not all that bad if you just make the best of it. After all, every road goes somewhere and all roads can lead to your destination, given a modicum of patience. Actually we didn't get lost all that much. That is considering that this trip was Linda's first attempt at navigation, to use the term loosely...and given the fact that I'm not that given to doing what she says, even when she's right.

The actual Chapter Congress was a resounding success and very informative. We got a chance to meet a lot of people who help make BMWCCA go. From most of the chapters and the National board members the word was that we are in good shape. Our most pressing need seems to be recruiting some new members. This would help keep our dues at their current very reasonable level. No dues increase sounds like a good idea, doesn't it?

After the congress ended, Linda, Red and I took a well deserved few days off and did a quick and

dirty tour of the Mystic Connecticut area. This included Mystic Seaport, dinner at the old Lymm Inn, which was quite an experience in itself. After we managed to tear ourselves away from Mystic, we headed for Reading, Pa. where we did some quick shopping at some of the unbelievable outlets there. We went out of the way to go through the little town of Pottstown, Pa. where one of our former members lives only to meet them on 176 outside of Philadelphia and so missed seeing them.

All in all a most enjoyable trip and another fine Chapter Congress.

Charles Dickens

Window Seal Replacement

Bob Mitchell
Boston Bimmer

If the outside rubber seal against the glass of the roll-up windows in your 2002 has cracked, deteriorated, or shredded itself, you can easily replace it in a few minutes time with a newer plastic seal that comes on the newer cars.

The old seals had the rubber trailing edge against the window, so even if the rubber was treated, often with a preservative, the action of rolling the window up and down tended to damage them. The new seals are not only made of plastic, but the edge against the glass is a blend and it incorporates a built in felt molding against the glass.

To replace the seal, begin by removing the entire strip at the outside base of the window. To do this, tap up gently against the chrome molding with the edge of a block of soft wood and a light hammer. When the molding is removed, the seal for the window and the bottom of the vent window will come off with it. Simply pull on the seal to remove it. You will see that it is held in place in a "V" track. You should have no difficulty in removing the old seal, but installing the new one takes a little more effort. I tried to spray it with silicone and slide it in from the end, but could only get it about one third of the way. Instead I placed the entire seal over the track and pushed it in from the top with the aid of a very small screw driver to seat it. By the way, the old seal had a single strip which slid into the track. Trim the seal with a razor blade if it is too long. Tap the chrome molding back on and you're all set. The new seal will make a difference, not only in appearance, but in sealing out water as well.

OXIDATION AND ENGINE CARE

by Thomas T. Ordiway
Kendall Refining Company

The heat's on your car engine – more now than ever before. These higher temperatures caused by emission control devices are playing dirty tricks on your motor oil.

They are aggravating the oxidation problem. Oxidation develops when air and oil come into contact with each other at high temperatures. The oxygen combines with the oil. This oxidation process can result in three potentially serious conditions in a car engine. Oxidation can:

- Produce deposits on engine parts.
- Develop corrosive acids.
- Thicken the oil.

Any one, or a combination, of these conditions can cause the engine to run inefficiently or to stop running.

Oxidation is not a new problem – nor does it develop only at excessively high temperatures.

Oxidation is influenced by time as well as temperatures. If the engine is running at high temperatures all the time, then the motor oil's ability to resist oxidation will last only a short time.

Since emission control devices are at work whenever the car is running, oils formerly capable of handling oxidation no longer can be depended upon to do the job. Lube oil refiners must develop refining technology and additive systems to meet the demands of the modern high temperature engine.

One of the most frequent questions we in the refining business are asked is: "What is the highest temperature at which the oil in my car's engine can operate?" There is no single answer to the question. The reply will depend on how long the car's crankcase oil is expected to do its job at high temperatures.

Continued on page 4

Oxidation and Engine Care

Continued from page 3

For example, some motor oils can perform successfully at temperatures ranging from 700 to 800 degrees Fahrenheit — provided they are required to function at this level for only a brief period of time. Lubricants can be ruined in a matter of minutes if temperatures in the crankcase run as high as 500 degrees Fahrenheit.

It may be helpful to know that the rate of oxidation is doubled every time operation temperatures are increased by 18 degrees. This is especially significant when you consider that an automobile air conditioner can increase engine temperatures as much as 10 to 15 degrees during the period it is in use. Sump temperatures for a vehicle towing a boat will be 15 degrees higher than without the extra load.

During summer months when a vehicle is equipped with an air conditioner, is towing a boat or trailer and has an engine equipped with an emission control device, the rate of oxidation obviously can reach the danger point. Under such conditions, the oil in the crankcase may deteriorate to a point where it no longer can efficiently lubricate engine parts after 1,000 to 1,500 miles.

As a rule of thumb, oxidation will not become a serious threat until temperatures reach the 200 to 220 degrees Fahrenheit range. Lubricants operating for extended periods of time at temperatures of 230 degrees or more will have to be changed frequently because of the increased possibility of deposit formation, corrosion and oil thickening caused by oxidation.

The key point to remember is that with passenger cars operating at ever higher temperatures, oxidation stability in motor oil becomes vital to engine care.

The car owner who is concerned about the efficient operation of his engine must, therefore, pay greater attention to the intervals between oil changes. He should be aware of the drain intervals recommended by the manufacturer. He should also keep in mind that the increased demands on engine operation — and the higher temperatures at which the oil circulates through the engine parts — may require him to change his oil more often than the car manufacturer recommends.

When a car manufacturer suggests a 7,500 mile drain interval, he also states clearly that this is the

mileage for which the motor oil will do its job **ONLY UNDER IDEAL OPERATION CONDITIONS.**

Take a day when the weather climbs toward the 100 degree mark, the car's air conditioner is on, the vehicle is equipped with heat-inducing emission control devices, and the auto is towing a jam-packed camping trailer — and conditions are hardly ideal.

As a matter of fact, it's safe to say that more than 85 percent of the cars on the road are not operating under conditions favorable to a 7,500 mile drain interval.

Oxidation is increasing in car engines because of emission control devices now required by law.

Don't rely on the manufacturer's drain interval recommendations if your car engine is being taxed — and growing hotter — by greater demands, including towing a trailer, air conditioning, power accessories, and emission control devices.

When you buy oil, make sure that it is a quality product and one that has been refined to include accessories, and emission control devices.

When you buy oil, make sure that it is a quality product and one that has been refined to include greater oxidation inhibition.

Backup Light Control

by BOB MITCHEL Boston Chapter

Ever want to be able to put on your backup lights while traveling forward? It's kind of handy for people right behind you with their high beams on. It also lets you see behind the car at night if something has to be done outside the car. The two wires from the backup light switch come inside the car through the transmission tunnel and pass under the carpet in front of the driver's seat. Lift up this carpet and there are the two wires. Cars with seat belts warning buzzers will have five wires taped together. The wires you are concerned with should be violet/black and blue/white. Check your wiring diagram in the manual. Strip ½" of insulation from the wires in a convenient spot. **DO NOT CUT THE WIRES.** Splice a length of wire to each of the stripped wires, tape the connections, and run to a two-position on-off switch. You're done.

ELECTRICAL TIP

Bob Gotshall
in "Driving Light"

If you would like a brighter back up light, a GE 1195 has 50 candle power, compared to the stock 32 CP bulb.

HAGAR THE HORRIBLE



The BEY EM VEY CORPORATION

presents it's

INDIAN SUMMER DRIVER'S SCHOOL

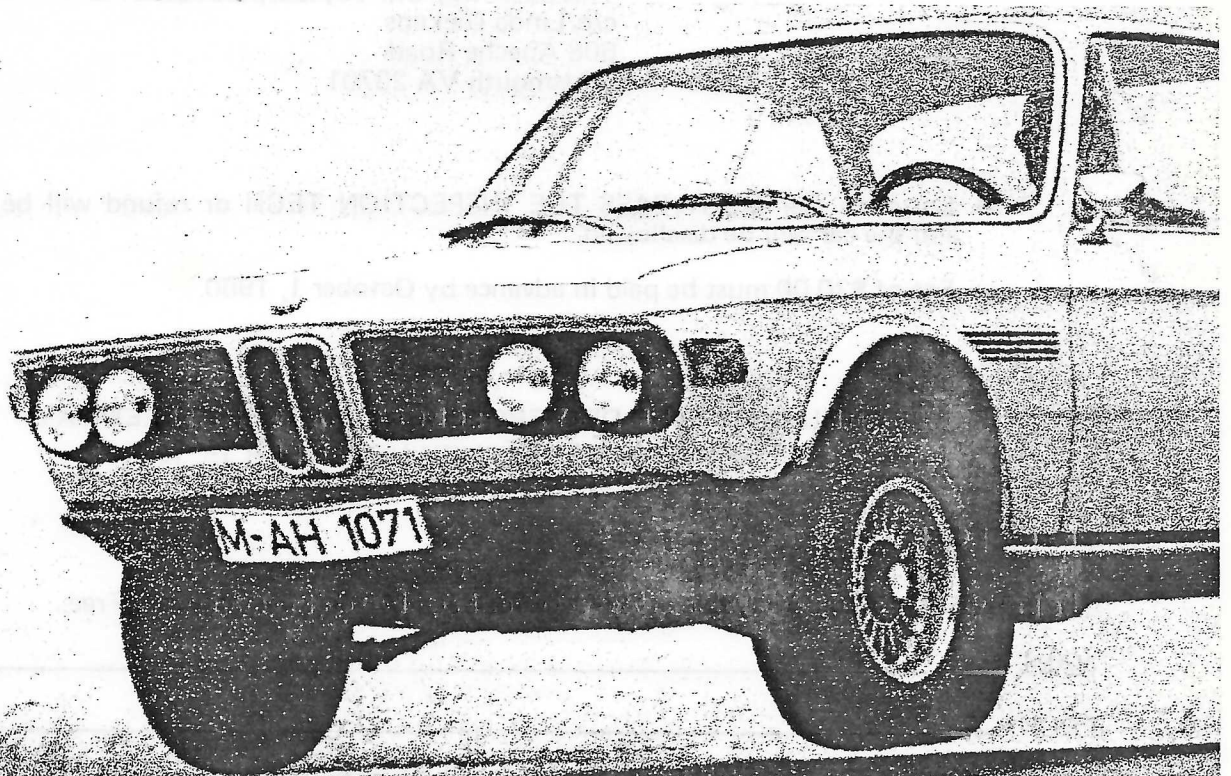
at Langley Speedway

SATURDAY, NOVEMBER 15th

A DAY OF PRACTICE AND FUN PERSONAL
INSTRUCTION TAILORED TO YOUR
LEVEL OF EXPERIENCE — ALL THE
TRACK TIME YOU AND YOUR CAR
CAN TAKE

MAKE A DAY OF IT!

GATES OPEN AT 7:00 A.M.



Tech Session at **NTW** continued

One of the most startling things I learned was that it won't be long before there may be only three or four tire manufacturers in the world! Dick guessed that Pirelli, Michelin, Goodyear, and maybe Dunlop would prevail after the unbelievably fierce competition of the 80's destroys the others either outright or through merger, etc. Can you imagine: no more Kleber, Semperit, Phoenix, Etc?

The Continental TS772 was discussed at some length with the conclusion that it was the tire that was a major cause of front end vibration problems in all BMW's and this unfairly branded the TS771 through guilt by association as a bad tire also, which is of course, untrue. Dick pointed out that one bad tire model doesn't make all tires of a company suspect and vice versa.

Before going into the garage area for some diagnostic work, Dick explained at length the difficulty in locating the source of wheel/tire problems, especially in BMW's with their sensitive suspensions. All items must be checked and verified as OK before settling on any one as faulty: shocks, springs, alignment, tire balance, bearings, brake balance, roundness, offset; anything could cause problems and it takes an experienced and knowledgeable person to properly isolate the cause.

In the shop, Dick spun balanced some tires and checked for roundness. He also discussed ways to diagnose suspension and alignment problems by looking at the way tires wear.

All in all, it was a most enjoyable and informative afternoon and I thank Dick Rawls and John Pinnelli for their hospitality and for donating a set of air horns to raffle off. Winner— Jack Hornbeck!

DRIVER'S SCHOOL APPLICATION

Please mail this form along with \$20.00 check payable to:

Tidewater Bey Em Vey Corporation
c/o Linda Dickens
608 Apache Road
Portsmouth VA 23701

- ★★ Entrant's Car MUST PASS THE INSPECTION TECH or refund will be given and the car will be disallowed.
- ★★ Fee of \$20.00 must be paid in advance by October 1, 1980.

INDIAN SUMMER DRIVERS SCHOOL--LANGLEY SPEEDWAY
TIDEWATER BEY EM VEY NOVEMBER 15, 1980

ENTRY FORM

The Entry Fee Is \$20.00 Payable in Advance for Each Driver. Spectators are Free.

NAME _____

PHONE _____

CAR _____ MODIFIED? Yes No

PRIOR EXPERIENCE IN DRIVERS SCHOOLS? Yes No

SUSPENSION, BRAKES, AND WHEELS

by BOB GOTSHALL
"Driving Light"

Does your car do the McPherson Bump and Bounce even with the radio off? Well, don't feel like the Lone Ranger. Unfortunately, because of the front end geometry, we have to live with a slight bounce from the front suspension between 40-60 mph. However, this can be minimized by keeping the tires balanced, maintaining tire pressures (low pressures tend to cause more bounce) keeping the front end aligned and keeping the wheel bearings snug. When having your tires spin-balanced (strobe-type units are best and are factory-recommended), do the rear tires with both wheels off the ground to make life easier for your differential. Also, tighten stock wheel lug nuts to torque value of 65-70 ft.lbs. Alloy wheels are normally lower, about 45-55 ft.lbs. Torque the nuts in a criss-crossing sequence. This will equalize the lateral stresses on the wheel and will help keep your brake rotors from warping. Proper torquing will also help in spin-balancing the wheels.

The front wheel bearings on all BMW's should be repacked with grease (use a wheel bearing grease with a high melting temperature for disc brakes) according to your owner's manual. AVOID OVERTIGHTENING the wheel bearings. Those of you who may have oversize wheels (greater than 5 inches), the added offset of the wheel may add further stress on the wheel bearings, so keep a closer watch on them. Replacement bearings from Timken are available. Consult the September 1975 Roundel for replacement bearing information. NOTE: Virtually all the bearings on your BMW are available through a local bearing dealer. All he needs is the number code on the bearing race to find the right replacement. It normally costs less.

A 4½J rim will not fit on the front of the Tii, since the rim rubs the brake caliper housing. Some spare tires in

2002 Tii's (1972-1973) came through with the 4½ inch rim instead of the 5J rim. Check your spare. If you have a flat in the front, you will have to put the spare on a rear axle and move the "Liberated" rear wheel to the front.

Changing your brake fluid is one of the easiest things to do to maintain good stopping power. This should be done at least once a year or more often if you do a lot of hard braking. Consult the July 1975 Roundel. Remember, the clutch is also hydraulic and shares the same fluid reservoir. The clutch should be "bled" at least every six months. If you notice a lot of clutch "judder" when engaging the clutch, a thorough bleeding and purging is called for.

Use only Castrol LMA, ATE Blue or one of the new silicone brake fluids. Yankee Silicone, Inc. markets a fluid compatible with BMW's and is used in BMW's in the Camel GT.

GOOD VIBRATIONS?

A common complaint and often occurring situation is vibration in the car. Sometimes just trying to tell which end of the car it comes from can be a problem. Vibration is usually in the running gear of the automobile. The following are some of the causes of vibration in the car. Examples given: Motor, transmission, drive shaft, rear axle, tires and wheels, front suspension, exhaust system. Usually an imbalance or defect in one or more of these may apply to you, and merely require adjustments.

ENGINE SECTION — Broken brackets for air pump, alternator and or air conditioner. Motor mounts, loose exhaust manifold or shield, loose air cleaner straps, broken mount points.

TRANSMISSION — Broken rear trans mount, worn shift or bushing loose shift or bracket, clutch, chatter, loose flywheel or clutch assembly.

DRIVE SHAFT — Broken or badly weakened rubber drive couplings worn guide bushings in drive shaft, broken or weak center support bearing, worn universal joint, improperly reassembled drive shaft.

REAR AXLE — Worn or broken half shafts, loose retainer bolts on half shafts, loose mounting bolts on differential, worn axle bearings.

TIRES & WHEELS — Incorrect tire pressure, defective tire, out of balance tire, bent rim, loose lug nuts, loose wheel bearings.

SUSPENSION — Weak shocks, faulty alignment, worn bushings, or ball joints, bent parts or loose bolts on cross member or other parts.

EXHAUST SYSTEM — Improper position of exhaust system, usually rubs rear cross member assembly, stretched or broken rubber hangers.

These are the usual reasons for vibrations in an automobile, though they don't cover every source of vibration or noise in the car. Most vibration is usually caused by bent wheels, out of balance tires or incorrect air pressure in tires. A good rule of thumb you can use to determine which tires are out of balance: at 45mph to 55mph, the vibration would be in front of your car; at 70mph to 75mph, should the rear tires be the problem, you would have a vibration most noticeable at that end of the car.

DRIVING SCHOOL

Questions

by SCOTT HUGHES
Buckeye Chapter

Will I damage my car? Won't I use up the tread on my tires? What if someone hits me? Won't my car get worn out faster? What about my engine? What about safety? How do I prepare my car, if at all? What if my brakes give out?

These and probably many, many more questions go through your mind before or during your deliberations regarding a driving school. This is only a natural, concerned and very intelligent attitude befitting any person who owns a BMW.

Before getting to questions and answers, one very important point needs to be made. We are discussing a driving school, repeat, DRIVING SCHOOL. Not a racing school, competition school or any variant thereof. OK, OK, the Sport Car Club of America calls their club racing schools, driving schools, and so do we. But our intent is to help/aid you in accelerating the learning process of driving. Specifically, your BMW. More specifically, the untapped potential hidden in your car which "normal" street driving is just not going to allow you to let out. My own knowledge of my car's untapped potential saved my life.

Understand that you will experience driving at higher speeds than normal traffic or road conditions will ever permit. You will experience and learn your Bimmer's potential, safely, at the speeds YOU choose.

If you have performed the required routine maintenance or more you can be realistically assured of an uneventful weekend – mechanically speaking. Let's go through your Bimmer a moment and ask you about your car.

The engine: in good tune? It'll receive less abuse than a week of stop and go into downtown anywhere. Sure you'll use it but maybe for the first time as it was designed to be used. And after the school you'll use it's capabilities differently. Check your hoses, fanbelt, an oil change perhaps, definitely check your engine mounts, air cleaner firmly attached?

Suspension/steering: Depending on the age, check wheel bearings, tie rods, ball joints, any and all bolts, shock tower caps (tops) for cracked rubber, any play in steering wheel? Check the center track rod.

Brakes: Front pads marginal? Replace them. Racing pads and Aeroquip lines are not required just have your pads and brake lines in good shape. Any leaks? Resolve the problem. Changed the brake fluid in the last year? Do it now! Anything questionable in the area of the brakes, resolve.

Battery firmly clamped in? Radiator bolts tight? Seats firmly bolted?

Consider this a race preparation session with safety uppermost in you mind. Losing an engine mount locks your steering in one direction, for example.

Story time....Once upon a time in 1976 a BMW with 108,000 miles was driven down to a pretty town full of fairies called Washington, DC. This particular BMW was well maintained and very much loved by his owner. His owner thought he was a race driver and the BMW didn't mind. It knew better. Well, after a day in fairytown the BMW went to Summit Point Raceway with his owner. His owner thought the BMW was in good shape but some nice people said it needed 2 new front tires. When the owner said he only had a spare tire they said, "Too Bad." Too unsafe. Well, a nice friend of the owner lent him his spare tire and the little BMW finally had its chance to show the owner how he had mistreated him. The owner went out and thrashed for all he was worth. He still didn't understand. Then another nice person who had "DEAN" on his helmet took the little BMW out on the track to show the owner. The little BMW loved it, finally, maybe the owner would understand. It went faster, turned better, ran smoother and wasn't at all thrashed. In fact, DEAN drove the little BMW easier than the owner, who wasn't really a bad person. Well, the owner finally understood. The little BMW isn't thrashed anymore and the owner loves his friend even more...Storytime over.

What does the owner understand and what did he learn? Where and when to enter a turn, what happens when a turn is entered too early or too late, how to effectively brake for a turn or just brake in general, how to react to a series of turns, how to best control a slide or drift, how to drive and off-camber turn, when and where to brake or accelerate and so on.

Any and all of the above can be used very much in everyday driving. For example, suppose you are following a car around a circular entrance ramp to a freeway, accelerating to get into traffic and the car up front loses a tire and is sideways in front of you. Since you've been to a driving school you know your braking limits, you know the turn is a long turn, but now suddenly you've got an abrupt . tight turn in one direction or another, you also know that your car is "set" for the long turn. What would you normally do? In this case a number of things at the scene will determine your action but your confidence in avoiding the car in front is greatly enhanced by your already knowing exactly what your car will do no matter what your decision. This is what a driving school is all about.

Guide to FLASHING... by CHRIS JENSEN Buckeye Chapter

I remember a quote from NATIONAL GEOGRAPHIC which stated that at one time in the past if a Tahitian man and woman met casually, the result was *always* lovemaking.

This might be paraphrased to state that at one time in the past, two BMW's passing each other from opposite directions *always* resulted in a flashing of headlights.

Continued on page 9

Today, however, as in Tahiti, things have changed. BMW's whiz by each other with little or no regard for a moment of shared comraderie created by a flash of headlights. To the purist, this is an anathema and it is with this in mind that I have put forth a "GUIDE TO FLASHING."

There will no doubt be disagreement with what follows; however, since one cannot hope to be everything to everyone I am willing to suffer the consequences. The guidelines are as follows:

1. All drivers of 2002's will always flash to each other regardless of whether the opposite driver returns the flash or not. This is due to the fact that 2002 owners are of one mind and accord regardless of other influencing factors and it may be safely assumed that a lack of returned flash is due solely to momentary lapse of mental lucidity.
2. All 2002 drivers will flash first to oncoming Bavarias, older coupes, or other vintage BMW's. This is in keeping with the respect due these autos and is a gesture of goodwill.
3. 2002 drivers will only flash to 530i's, 633's, 733's and other similar BMW's after being flashed at first.

Owners of these "bigger" BMW's sometimes feel a kinship to the smaller (and less expensive) 2002's and as a result want to feel that they too are driving a BMW not for prestige but for performance. Remember... OK to flash back.

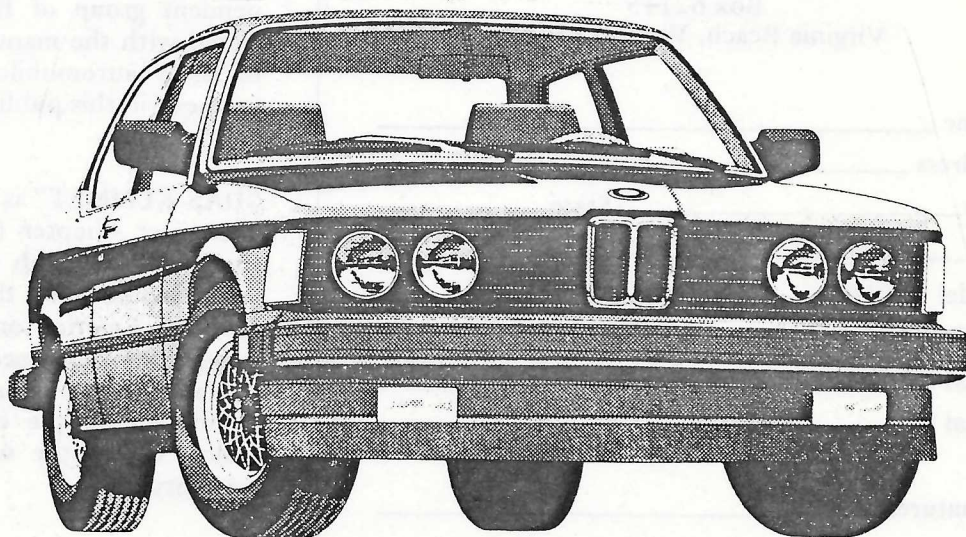
4. 2002 drivers should never under any circumstances flash their lights to a 320i even if flashed first.

I realize the overall impact of what I have just written; however, after years of frustrated flashing with little or no response, I guess I've just become bitter. Even when a 320i flashes first and I quickly respond, the look on the driver's face as our two cars pass says "Hey, I don't have my brights on, I was just trying to figure out how the windshield wipers work."

Another thing...have you noticed the number of "wives" driving 320i's lately? I hasten to add that I'm not talking about the swashbuckling women who pull up in one of those little green British mistakes with a six pack of Belch Beer for the troops, but rather the "take it to the hairdresser and boutique" type. No chance for flashing there.

So if you happen to notice a 320i flashing its lights at you, better slow down; it's either raining, or there's a speed trap ahead!

ATLANTIC BMW corp.



KEN TODD
SALES MANAGER

WYNDAM CURLES
SERVICE MANAGER

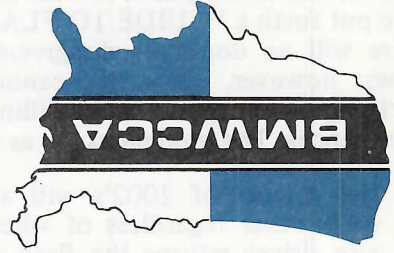
MARK ALDRIDGE
PARTS MANAGER

1839 LASKIN RD. AT HILLTOP IN VA. BEACH

Phone 422-3201

CORRECTION-DRIVERS
SCHOOL APPLICATION
DEADLINE NOVEMBER 1

Rusty Barton
1333 Riverfront Ct. Apt. #301
Va. Beach, Va. 23451



Bey Em Vey Corp.
P. O. Box 62145
VA. BEACH, VA. 23462



MEMBERSHIP APPLICATION
Bey Em Vey Corporation
Box 62145
Virginia Beach, Virginia 23462

Name _____
Address _____
City _____ State _____
Zip _____ Phone _____
Model of BMW _____ Year _____
BMW No. 2 _____ Year _____
Serial No. _____
Serial No. _____
Signature _____

Send your check for \$25.00 made payable to BMWCCA to the above address of Bey Em Vey Corp. This covers a year's membership in the local and national club.

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 announced in this publication.

"DAS KUMMET" is a monthly publication of the Tidewater Chapter (Bey Em Vey Corporation of the BMW Car Club of America, Inc.) and is provided by and for the members of the BMW Car Club of America only. The ideas, opinions and suggestions expressed in regard to technical matters are those of the authors, and no authentication is implied by the editor or publishers. Modification within the warranty period may void the warranty.

Material appearing in "DAS KUMMET" may be reprinted without permission provided proper credit is given.