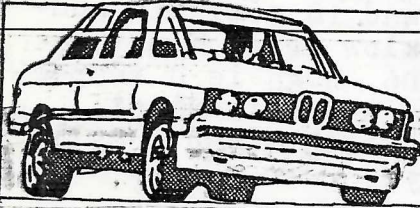




# Das Kummert

January 1981



at the  
**Apex**  
CHARLES  
DICKENS

Many thanks to Ray Korman and his lovely wife, Elizabeth for their contribution to our Christmas Banquet. This was the second year that Ray has made the journey from Greensboro, N.C. to be with us at Christmas and I think that's a very worthwhile tradition. We're looking forward to next year already.

Another word of thanks to Dave Pritchard for lending us his typewriter until the first of the year when we hope to be able to buy a new one. In this connection if you have or know of anyone who has an inside connection on office machinery, please let me know so that we can make the best possible deal on this very badly needed piece of equipment.

1981 looks like a very good year for Bey Em Vey. We have several great events already lined up and more in the planning stages.

This would be the ideal time for anyone to begin to contribute to their own enjoyment and the strength of the club by attending Board Meetings and helping out with the planning of the coming events. While it's true that some work is involved, we also have a lot of fun and derive quite a bit of satisfaction from working together to make things go.

On the subject of renewal, please be sure to renew promptly upon receipt of the renewal notice.

Tidewater members in the 238 Zip zone and West of Williamsburgh, will be renewed into the new SHOCKOE CHAPTER in Richmond. This is to  
(continued page 2)

## Der Tafel: BEY-EM-VEY ACTIVITIES COLUMN"

CLYDE HILL III

Looking toward the New Year, we have some really hot items planned to warm your winter weekends starting in January...

**SUNDAY JANUARY 4 3:00 p.m.**

The first of the year Board Meeting at the home of our editor and production staff, Jeff Barnett and Becky Doss. The address is 134 South Palm Avenue, in Virginia Beach, (340-9043). This meeting is when we, the board, decide what you, the membership will do this year. What a perfect opportunity to tell us about that event you wish we would have, hint...hint...

**SUNDAY JANUARY 11 12:00 noon**

Tech Session at the country estate of W.G. Broadnax, Jr. The address is 2602 Cecilia Terrace in Chesapeake. Bring your Christmas presents and we'll be happy to help you, or watch you install them. Or...bring your antifreeze, snow tires or chains and Charles will show you something good to do with them! Walter's phone will ring if you dial 487-3946 and he might even tell you where to go to get to the tech session! Refreshments, hot and cold, will be served as always.

Moving on to February...**VALENTECH!**

**SUNDAY FEBRUARY 14** at Atlantic BMW

Last year this was a real successful event, fun too. It's a good time to see what the inside and underside of a Bimmer looks like. Trouble shooting is the name of this game at the experienced hands of the Atlantic shop staff. AND... if you need parts this is the time to pick  
(continued page 2)

# Tafel

continued  
from page 1

them up at a discount! Yea, I thought that would get your attention away from that mail order catalogue! Plan to be there. This checkup won't hurt a bit; promise!

**IN MARCH...** We're looking forward to our 10th year anniversary celebration with dinner, films, and a presentation by a guest speaker.

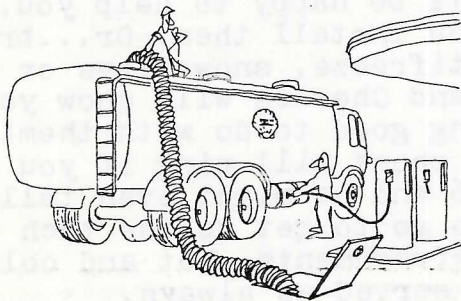
**IN MAY...** Memorial Day Weekend - Blue Ridge Rendezvous and Winery Tour.

# APEX

continued  
from page 1

facilitate computer mailing of the Roundel and because of the necessity for establishing clean lines between chapters, which her to fore not been a problem. If members involved wish to maintain membership in Tidewater, this can be done simply by sending a check for 10.00 for local dues to Tidewater Chapter. Being located between two active chapters can be very advantageous and the small investment in dual membership would certainly be recouped in a years time. If there are any questions, please call me.

I guess that's about it from here for now. HAPPY NEW YEAR and remember, keep blinking.



- President  
CHARLES DICKENS .....488-0030
- Secretary  
WALTER BROADNAX .....487-3946
- Treasurer  
LINDA DICKENS .....488-0030
- Activities Chairman  
CLYDE HILL III .....623-4404

# Highlights from PIPELINE

Rich Meltzer's **TECH TIPS REPRESENTATIVE**- Due to the large volume of calls, an additional Tips rep to handle the South Atlantic Zone, from Virginia to Florida, has been appointed. Hugh Wells is the person to contact for problems or questions at (919) 748-1601 between 7 and 10 p.m. His address is 120 Wicklow Road, Winston-Salem, N.C. 27106, Hugh is a respected BMW mechanic and enthusiast, knowledgeable in both 4 and 6 cylinder BMWs.

**NEW MERCHANDISE** - BMW ceramics decals available through the National office at 50¢ each, (order them through Bey Em Vey). Also, new Roundel Binders will be offered soon. See the December or January Roundel.

**CONGRATULATIONS**- to David Hobbs. He was voted a lifetime membership in BMWCCA for his dedication and support of the club.

**TECH TIPS MANUAL**- A 50 page+ Tech Tip Supplement will be available late January or early February. The supplement will be \$4.00 or the tips manual with the supplement will be \$18.50.

**BACK ISSUE ROUNDELS**- will be offered at 50¢ each until January 31, 1981.

**MEMBERSHIP RENEWALS**- a set of Intra-America EXIM wheels will be given to some lucky person who signs up new members.

**SHOCKS**- Kensington Products, who is going out of business, is selling what is left of their Koni shocks at 50% off list. Rear shocks are \$30.00 each and fronts are \$47.50 each. Only rear shocks for 2002/1600 are left, and front shocks for 320i are left. Better Hurry.

- Peninsula Coordinator  
BILL WARD .....1-229-9615
- Tips Representative  
HUGH WELLS .....1-919-748-1601
- Editor Das Kummet  
JEFF BARNETT .....340-9043
- Newsletter Production  
BECKY DOSS .....340-9043

# Bavaria/3.0 manual

by Paul Hoecke  
from Tarheel Footnotes

There's good news for owners of older six-cylinder Bimmers! Haynes, the British automotive manual publishing house, has finally decided to give a leg up, so to speak, to that sorely neglected group- by bringing out, at long last, their 2500/2800/3.0s/Bavaria manual.

Those of you who have had previous experience with the Haynes series know that these manuals are the next best thing to standing alongside the assembly line, since they are literally written while the subject vehicle is torn down to its basic nuts and bolts, then re-assembled (after service and maintenance) piece by piece, assembly by assembly. And they are often better than factory manuals at noting little problem areas and special techniques that are important for do-it-yourself types but considered self-evident (and therefore ignored) by the factory folk.

The 1600/2002 manual and, more recently, the 320i version have been around for a while. But the Bavaria book had only been rumored- until now. So, whether you're a serious Bavaria/3.0s rebuilder or merely need to know (in gory detail) which end goes up...give the book a try. You too may find you prefer Haynes! (My copy of this manual arrived a few months ago - after a wait of over a year. It is certainly worth the modest price. Its instructions on changing the water pump were much clearer to me than those in the factory book. If you have both, there isn't much that you can't do to a Bavaria. -Tarheel Editor.)



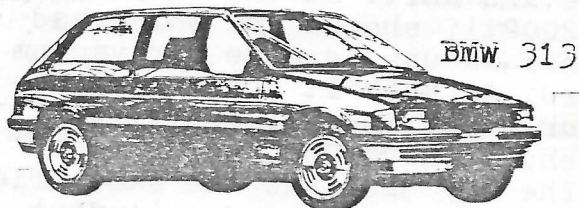
## QUOTE:

West German Economic Minister Count Otto Lambsdorff, on why the German autobahns will continue to be speed-limit-less in the face of oil shortages: "If we had speed limits, we'd only build such miserable cars as the Americans. Our motor industry, upon which the country and its exports depend so heavily, could never have reached such a level of technical perfection without the challenge of protracted high-speed driving on the autobahner."

## FWD-BMW?

Hans Lustig  
Windy City

For 1984, BMW may well introduce the car pictured below as a replacement for the 3-series. It is now designated the 313. Will there be a larger engine? A turbo?



## Special Thanks

The Bey Em Vey Christmas Celebration was a very special success thanks to:

Charles Dickens and Clyde Hill III for planning the event;

Ray Korman for presenting his fabulous films on BMW racing;

Earl Baldwin for providing the projection equipment;

Stan Gill for presiding over the distribution of the door prizes from our generous vendors (and for keeping Charles honest);

Korman Auto Works, Autoy, 2002 Products, ECI Imported Auto Parts, Atlantic BMW, Stan Gills Body Shop, Autopia, Beaconwood Motors, Miller and Norburn, Flowers' NAPA, and Culpepper Radiator for supporting us in their way (...so let's support them in our way!);

and last, but not least, our club members who were able to attend and without whom there wouldn't have been any reason to celebrate. 3

# BILL MACHRONE'S **Tech Talk**

I KNOW IT SUCKS; I JUST DON'T KNOW WHEN.

No, this column is not about the sex life of the female mosquito. The subject is vacuum advance and retard. There is a lot of confusion out there over what kind of effect the engine's vacuum has on spark advance and retard, when it happens and why. Hopefully, we will shed some light on the subject which will aid your understanding and perhaps help your car's performance and mileage.

First, a bit of history is in order. Back in 1968 when 2002s first appeared on these shores, they came equipped with vacuum advance distributors. This trend continued with a two-barrel solex carb instead of the old one-barrel. The distributor was switched to a vacuum retard unit. At the same time the 2002tii showed up, which had neither vacuum advance nor vacuum retard. As such it isn't germane to our story and, like BMW, we'll pretend it never happened.

The '77 320i had the same tried and true vacuum retard unit, but the distributor had about the wimpiest advance curve imaginable. In '78 the distributor had the dual-chamber advance and retard unit. This had also been used on some Bavarias and whatnot earlier in the decade. We will also ignore '80 320i, as the vacuum advance is intimately involved with the lambda sonde pollution controls and not too many people know how to screw around with it successfully.

So vacuum advance is good and vacuum retard is bad, right?

I wish it were that simple.

Now then we have to examine what sucks and when. You know that gasoline engines create a vacuum in the intake manifold under most running conditions. The vacuum is caused by the difference in pressure between the air on the outside (atmospheric) and inside of the throttle butterfly. The butterfly is the valve that controls the amount of air that the engine can breathe. The butterfly is

connected through the throttle linkage to your right foot. As an example of how a vacuum is created, consider an idling engine. The pistons are going up and down and on every other down stroke the intake valve is open, permitting fresh air and atomized gasoline into the cylinder. The engine can only get a tiny fraction of the quantity that would "fit" in the cylinders, because the throttle butterfly is closed, forcing the engine to breathe through the small idle air bypass passage instead of the main throttle body (this is true for both 2-bbl and injected cars. Owners of 1-bbl cars needn't worry about the apparent lack of an idle air bypass.)

When the throttle is opened, air rushes to fill the vacuum created by the descending pistons. It also brings more gasoline with it, which creates bigger explosions. These larger explosions make the engine go faster unless something prevents it from going as fast as it could, such as going up a hill. That rush of air causes the vacuum to drop. As the engine speed increases the demand for air again becomes greater than the throttle will permit. Thus the vacuum goes up again.

The carburetor/injection unit and air filter housing also provide restriction to air flow. Therefore, when the air begins to flow there is a vacuum drip from the outside of the throttle plate to the outside air (the engine wants more air than the air cleaner, etc. will permit). This vacuum that forms above the throttle plate is called **ported** vacuum. The vacuum inside the throttle plate is called **manifold** vacuum. Each type has its own characteristics as the engine changes speed and load:

**MANIFOLD VACUUM:**

Idle: High.

Partial throttle, light load:

High.

Partial throttle, heavy load:

Low.

Full throttle: Nonexistent.

Trailing throttle: High.

**PORTED VACUUM:**

Idle: Nonexistent.

Partial throttle, light load:

Moderate.

Partial throttle: heavy load:  
Low.

Full throttle: Low.

Trailing throttle: Nonexistent.

Armed with the above indispensable information, consider the following: Vacuum advance distributors are connected to ported vacuum: retard distributors are connected to manifold vacuum. No doubt that fact has caused you to sit bolt upright in your seat, but it is the key to understanding how the engine modulates spark advance on your engine and why.

You probably also know that adjustable spark advance is a key to good performance and fuel economy in gasoline engines. BMW engines don't like very much spark advance at idle. Expressed in degrees of advance measured at the crankshaft, your engine would like to have from zero to three degrees before top dead center. Any more than six to eight degrees causes rough idle. As the engine goes faster, you can light the fire in the cylinder sooner, so that when the piston reaches top dead center it encounters a first-class explosion which sends it back down in style. Under optimum conditions the BMW engine can tolerate up to 40 degrees of spark advance without pinging. Non-optimum conditions include high loads at less than the torque peak and sudden wide-open throttle at almost any speed. These conditions cause pinging or "spark knock" and adjustments must be made to prevent damage to the engine. Adjustments are also made in order to optimize operating conditions for maximum fuel economy and to limit creation of pollutants. Unfortunately, the latter adjustments also tend to minimize performance.

Here are two scenarios of what happens to spark advance in an engine equipped with an advance distributor and a retard distributor. Appropriate side excursions will be made to recognize uniquenesses of various BMWs.

The engine with a vacuum advance distributor is at rest. There is no centrifugal advance, because the weights are not being flung out by rotational forces. The engine is started. As it idles, there is a

fairly high vacuum in the intake manifold. Since the throttle plate is not open, no vacuum reaches the distributor advance mechanism. The idle speed is not sufficient to throw the weights out and create any centrifugal advance. The engine accelerates. As the throttle plate opens, vacuum appears at the ported vacuum opening above the plate. The diaphragm pulls a few degrees of vacuum advance, while the weights stretch the advance springs, creating centrifugal advance. In carbureted engines, the combined advance is especially helpful in lighting the enriched mixture provided by the accelerator pump. But almost as quickly, the ported vacuum decreases as the engine bogs a bit under load. Until the engine "catches up" with the throttle opening, the vacuum stays lower than its maximum potential. This prevents over-advance as the engine is accelerating. Once the engine reaches cruising speed, the vacuum rises again, so that at speeds above 3000 rpm, up to about 4500 rpm, the engine receives maximum advance. This is good for economy. Now the engine accelerates from cruising speed towards maximum speed. Vacuum decreases and limits the amount of advance as the rpms increase. This prevents high speed knock. If the throttle is closed the vacuum drops to zero, retarding the spark, which prepares the engine for acceleration again.

The engine with a vacuum retard distributor, as above, is idling. The manifold vacuum is relatively high, preventing the spark from being advanced. As the engine accelerates, the vacuum decreases, giving the engine a "shot in the arm" of advance. Simultaneously, the centrifugal advance begins to come into play. As the engine continues to accelerate the mechanical and vacuum advance continue to increase. When the engine reaches cruising speed, however, things are different from the advance distributor. Now the vacuum returns, and less advance is supplied to the engine. When the engine accelerated from cruising speed towards maximum revs, the

(continued page 6)

# MINUTES

by WALTER BROADNAX

Meeting called to order at the home of W.S. Broadnax, 8:00 p.m.

Minutes waved.

Old Business: Christmas banquet was discussed. Plans for acquiring door prizes for the banquet from various manufacturers and suppliers were finalized. Discovered that a projector was needed for film presentation by Ray Korman. Earl Baldwin volunteered to bring backup projector.

New Business: Search for a good and interested applicant for the job of activities chairman was discussed. Board members were asked to survey the general membership for people to fill the bill.

The board meetings and tech sessions for the next 4 months were scheduled with dates as follows: (All board meetings are scheduled for the first Sunday of each month.)

## BOARD MEETINGS

Jan. 4 at Jeff & Becky Barnett's.  
Feb. 1 at Charles & Linda Dickens'.  
Mar. 1 site undetermined.  
Apr. 5 site undetermined.

## TECH SESSIONS

Jan. 11 at Walter Broadnax's.  
Feb. 14 "Valentech" at Atlantic.  
Mar. 22 site undetermined.  
Apr. 18 tentative date.

Discussions were held to determine how to get a greater participation of members in activities. Apathy is a big problem, and ways to combat it must be found. Members were asked for input for activities and other events, so more participation will be seen at various activities.

The annual anniversary dinner, to be held in March, was discussed. Dave Toy of Autoy, Inc. offered to make a presentation at the dinner. The possible site of the dinner is the Ship's Cabin restaurant in Norfolk. Tentative date is March 14. Plans for the upcoming Blue Ridge mountain tour were discussed. Tours of a popular wine cellar, and possible sites of lodging were planned.

(continued from page 5)

vacuum disappears again, causing the engine to receive more advance.

Why doesn't it ping? One reason is that the advance curve provided by the mechanical portion of the distributor is noticeably different from that of the vacuum advance distributor. If you'll forgive a generalization, vacuum advance distributors tend to have a longer advance curve that gradually attains more advance than the vacuum retard unit. The retard distributor has a shorter advance curve in which the total advance is reached more quickly, but the overall advance is less than the advance distributor.

You probably also know that different years and models of BMWs specify "seeing the ball" at different rpms. What this does is establish the relationship of the beginning and end points of the distributor's advance curve to the engine's crankshaft. Generalizing again, the vacuum retard distributor is set with more static advance (seeing the ball at lower rpm) than its vacuum advance counterpart. This helps to offset some of the inherent disadvantages of a retard distributor. As you can see from the above, the retard distributor does some things pretty well and is reasonably effective in providing midrange power. It is deficient in providing high cruising mileage and maximum acceleration. It was introduced to reduce emission from the engine and it does this job pretty well.

CONTINUED NEXT ISSUE: Hybrid Distributors and how to use the information.

During the month of July, our regular typist, Becky Doss, will be unavailable for the newspaper. Mr. Earl Baldwin has volunteered during that month to type our newsletter. With all business concluded, meeting was adjourned.



# Double Clutching

## Your Way to Smoothness

From AUTOPIA 1980 Catalogue

The only way to set up for and take a turn is SMOOTHLY. And one key to attaining that all-important smoothness is double clutching. A properly executed double clutch downshift will allow you to drop your car into a lower gear with out any speed change or unwanted weight transfer. With normal downshifting the clutch is forced to bring the engine up to a speed which matches the speed of the driveline\*. When this occurs, however briefly, DRAG is the usual result. And drag, along with abrupt speed changes or undesirable weight changes, eliminates smoothness.

With double clutching, the speeds of the engine and the driveline are kept equal. Result: no jerkiness. Constant smoothness.

Assured double clutching enables you to make that turn without missing a beat. And it's that kind of experience that makes for truly exciting driving. Double clutching is not as difficult as you imagine. With patience and practice, it will soon become second nature.

\*Basically, the driveline contains the following components: clutch assembly, transmission, driveshaft, differential, axles, wheels and tires.

HERE IS THE STEP-BY-STEP PROCEDURE:

1. Depress the clutch.
2. Place the shift lever in neutral.
3. Release the clutch and press on the accelerator enough to raise the engine RPM to a level which is HIGHER than the RPM of the car now. (This step is the one that calls for practice-don't be afraid to depress that pedal to a good 4000 or 5000 RPM on the tach. You'll get the knack. Keep practicing.)
4. Depress the clutch pedal with your left foot and simultaneously release the gas pedal with your right foot. Do this quickly!
5. Again with quickness in mind, place the gear selector in the next lower gear and release the clutch pedal. It is imperative that you be lightning quick with the shifting into lower gear so that engine RPM does not fall off by the time the lower gear is released.

Not only will your driving become more smooth, you will find yourself experiencing sensations you have seldom felt before while downshifting. Also, by double clutching you'll be doing your car a favor by extending the life of your clutch and transmission synchros.

(Editor's Note: If an experienced BMW driver would like to write a comment on this article, or maybe give lessons at a Tech Session, we could all use the help.)



# Don'ts & Causes

Reprinted from the BMWACA "Aus Freude Am Fahren" by Dan Patzer

DON'T run  $\frac{1}{2}$  quart low on oil, nor over fill the sump.

CAUSE the engine is oil cooled to a large extent, low oil level will result in high oil temperature. High oil level can result in a ruptured seal as the moving parts of the bottom end cause an extreme turbulence (thus dry sumps for performance machines).

DON'T rotate steel belt (or any other kind of belt) radials from side to side on the car.

CAUSE as a steel belt radial is broken in, the belts shift slightly and this slippage is expected, but by changing the tires from side to side on the car reverses their direction of rotation and the belts would slip in the opposite direction; this second slippage can cause a slight separation between the steel belts, and the tire can go out of round.

DON'T insert spark plugs without some form of anti-sieze compound applied to the threads.

CAUSE the head is aluminum, the spark plug shank is steel. Two dissimilar metals exposed to great heat changes will result in localized surface electrolysis and some movement of ions. Result is local welding and stuck threads and damage.

DON'T go more than 90 days without changing your oil.

CAUSE hydrocarbon(oil) plus water(condensate)form carboxylic acid which even Frantz toilet paper can't clean from the system.

DON'T change oil without changing the filter.

CAUSE the partially clogged filter slows the oil flow thru the filter and increases the bypass flow (unfiltered).

DON'T hold your car on a hill by slipping the clutch.

CAUSE clutch slippage results in head dissipation difficulties for the flywheel and pressure plate (warping), in addition to the abnormally fast wear (glazing) you'll be subjecting the clutch disk to.

DON'T just add a couple of bucks worth of gas.

CAUSE partially empty tanks contain water vapor which condenses on the cool sides of the tank and the water droplets settle to the bottom to be carried to the fuel pump and carbs where they can wreak havoc. A full tank has no air pocket thus no water vapor.

DON'T listen to me.

CAUSE I've had 9 BMW's and cannot get one to work right.

## It could...

CLYDE F. HILL III

One cold damp winter night as you are sleeping all snug under your electric blanket, an evil transformation is taking place under the hood. In the morning (as you awaken with the worst breath of the day) you turn the key, hit the gas and SCREEEEEEEEEEERE! The sound of a million mice committing hari-kari under the hood. As your neighbor gazes over the fence, you turn the key off, having suffered the near terminal embarrassment of the Slack-Mess Monster! Fear not, red-faced masses, for "relief" has been re-spelled once again. The revised spelling is T-O-O-L: yes a tool that allows you to tighten belts without the use of other familiar and frequently associated four-letter words.

This clever device is a unique adaptation of a small screw jack which fits between any two pulleys and when it is turned, pushes the pulleys apart thus tightening the belt. The good part is that it will stay in place while the appropriate bolts are tightened and is then easily removed, job complete and nerves intact!.

Now, where do you get one? The company that carries it is "Brookstone" a "hard-to-find-tools" catalogue. If you come to the next tech session you will be able to see this thing work and if you want one you can order it then. Or...if you can not wait, call BROOKSTONE, 24 hours a day, 365 days a year, at: (603) 924-9511 and order the #K-6389 Belt Tensioner at \$10.95. They accept credit card orders.



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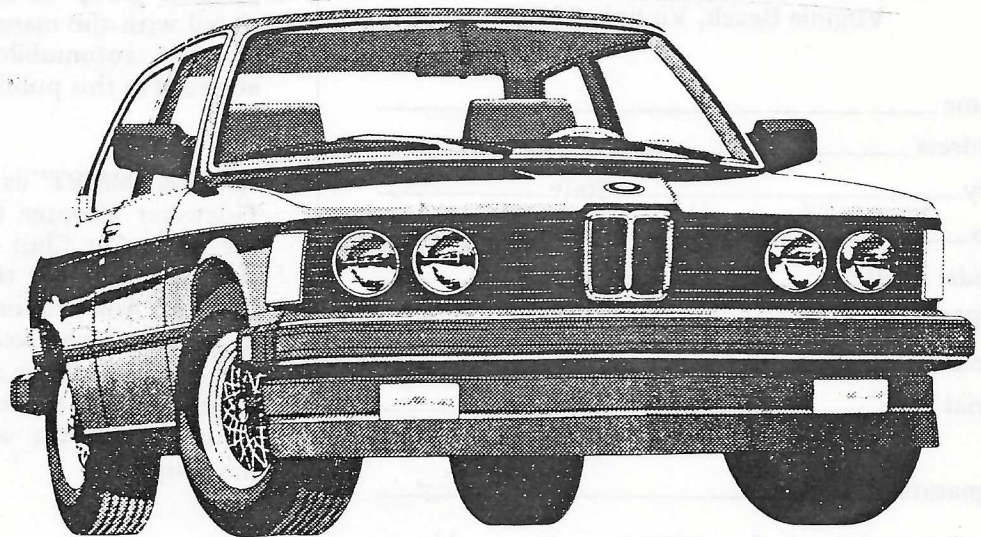
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# ATLANTIC BMW corp.

KEN TODD  
SALES MANAGER

WYNDAM CURLES  
SERVICE MANAGER

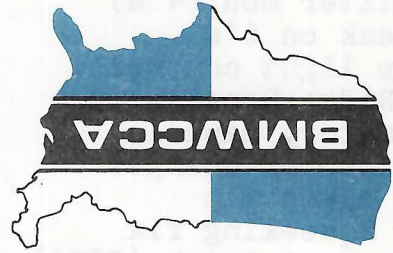
MARK ALDRIDGE  
PARTS MANAGER



1839 LASKIN RD. AT HILLTOP IN VA. BEACH  
**Phone 422-3201**

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JANUARY through DECEMBER 1980



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.

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