



# Das Kummert

january 1983

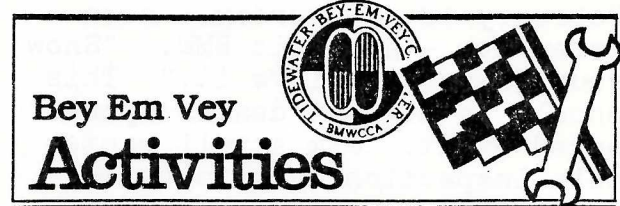


CHARLES DICKENS

The latest figures from National show Bey Em Vey now has 129 members. This from 94 six months ago and 111 3 months ago. Keep up the good work and let's break 175 members by the end of May. Why the end of May you say? Because that is Blue Ridge Rendezvous Time. Last Das Kummert said that a schedule and price list was inclosed. It wasn't. This time it is. Thanks Krist for the nice flyer, and thanks Jeff for putting one in every newsletter. Not to mention a handful to every even remotely neighboring chapter. This is going to be a real blow out. I can hardly wait for May 28-29-30. On to the past...can you go on to the past? Probably only in the Twilight Zone but anyway...

The Christmas party was a bang up good time, plenty of good eating and drinking materials on hand, good friends of the old variety and a few new faces for leavening. Very satisfactory, if I do say so myself. Thanks to activities director Drist Jani for offering his beautiful home for our end of the year fling. Actually he didn't offer, I told him that the Activities Chair traditionally hosted the party and he believed me so then I said that he should also pay for everything himself and Krist called for a compromise and it worked out very

continued page 2



KRIST JANI

Happy New Year! We made it gnag, another year past and hopefully an even better one upon us. 1982 was a pretty good one for me particularly because of the club members, thanks.

For those of you who couldn't attend the Christmas party, sorry you missed it as good times were had by all. Lot's of good groceries, good door prizes, and most importantly...good people.

Looking ahead at activities the highlights should be the Valentech during February, our Birthday party in March and of course the Blue Ridge Rendezvous, Memorial Day Weekend at Smith Mountain Lake, Virginia (see attached flyer).

#### UPCOMING EVENTS

January 15th, Saturday - noon - Tech Session - Chadwick's Custom Car Care and Bavarian Auto Service 805 Orapax Street, Norfolk (423-5006) You will not only have an opportunity to meet two of the areas newest BMW care professionals but examine first-hand their facilities and be indoors besides! The respective propretors Neil Chadwick and Peter Figler will discuss topics ranging from cosmetic treatments to fuel injection care and maintenance. This is a great opportunity for all of us from novice to expert to hear from the real pros. Neil Chadwick also stocks a variety of "goodies" to spend those "Christmas Bucks" on.

continued page 2



## Bey Em Vey Activities

Lets turn out in force to welcome them to the community.

February 6 - Sunday - 3:00 p.m. - Member's Meeting - my house, 1717 Rueger Street, Virginia Beach. Come by please...its my Birthday!

February 12 - Saturday - noon - Valentech - Atlantic BMW. "Show your Bimmer you love it." This should be a great dealer sponsored event. Jim Atwell wants this inspection tech to be better than the last one held in November. Extra special dis-

counts will apply (20%) from the parts department, refreshments will be furnished, the lifts will be available for use and demos provided to get a first hand view of the new models.

March 6 - Sunday - 3:00 p.m. - Member's Meeting - Krist Jani's house - the purpose of these is not only to conduct business but to get to know each other better. Come on by and meet someone new.

Other March Activities. - Tidewater Chapter Birthday and Tech session - dates to be announced next month.

## APEX

well, thanks again. Speaking of old friends, Rob and Joyce Tumbleston sent us a very nice Christmas card and enclosed an even nicer letter. Rob has learned to do body work and has painted his 2002 and is justifiably proud of it. Atta boy, Rob. Now you see why I don't do any body work. It was great to hear from Rob and Joyce and this just points out one of my favorite things about BMWCCA and Bey Em Vey in particular. Both are made up of friends. Really good friends in a lot of cases, friends that remember each other even when they have moved on to other chapters or God forbid an area which has no chapter. In the later case they start a chapter as in the case of Jack Hornbeck, who left Tidewater for Tallahassee, Florida and is now the president of the recently formed Gulf Coast Chapter. Or Eddie Hardman who retired from the Navy and went home to Florida to persue a degree and is now president of the Central Florida Chapter. All this I point out because while Bey Em Vey could not claim sole and total responsibility, we

must be doing something right to foster this kind of quality involvement in our members. I read all this effort on Jack and Eddie's part to mean that they miss having a first class chapter affiliation and are willing to do the necessary work to create a chapter where none existed or in Eddie's case to give up involvement in another orgainsation in order to have the time to save a chapter which was on the brink of loosing it's charter. But back to the subject, friends, hardly a week goes by without a letter, a telephone call or a message passed along the BMW Grapevine from somebody and from some time in the past five years of my involvement with BMWCCA. Sometimes a friend is somebody to help me and sometimes a friend is somebody to help. But I think that is really the essence of Bey Em Vey and BMWCCA. Friends helping friends. Keep Blinking.





# Personal

## CANNONBALL

JIM ATWELL

I saw her as we rolled quietly into the parking area in front of the "Lock Stock and Barrel" at Darien, Connecticut. She stood at the curb in front of the restaurant cool, poised to spring and gleaming in the twilight. Not my kind but damn she was pretty! I said to Chick "There's a companion for our fast trip to the Coast". Chick looked her over and said "She's pretty and probably fast but lacks dependability and endurance for coast to coast cruising." We slid out of our seats and started for the "LS and B." As we passed her we could tell she was ready. Nothing out of place and everything in the right place. Taut and Trim. Obviously well cared for and honed to a sharp edge. Not a speck of dust dirt or lint. Black as the ace of spades and beautiful. The clincher, a pair of ESCORTS, one facing forward one aft, permanently mounted and hard wired. A BEARCAT scanner under the dash alongside a 40 channel CB. Under the bumper 5000 foot driving lights and on top, halogen headlights. No stickers, no decals, no gloves on the dash, no maps in the door pocket, nothing on the beautiful leather seats, no luggage of any kind. Surgically clean inside and out.

We walked into the "LS and B," the bar jammed with hero drivers, silver plastic jackets emblazoned with emblems, shirt sleeves and denims, beards and moustaches. We pushed our way thru to the Dining room. A pony-tailed hostess obviously impressed by hero race drivers seated us with a smile. We ordered steaks, large and rare with iced tea. No alcohol for a week preceding this coast to coast event. I looked around the room. It was completely filled with competitors and their ladies.

At the next table two beauties with bare shoulders, tanned and sleek. The prettier of the two in jet black with spaghetti straps one tan with cool long blonde hair. The two escorts mid thirties, clean shaven, clean cut, well trimmed hair, white shirts, regimental striped ties, blue blazers with real gold buttons, gray flannel slacks and black Gucci loafers. No calluses, no dirt under the fingernails. It couldn't be, I was sure of that. Finally their waitress arrived with the wine and bucket. Mumm's Cordon Rouge, the good stuff! It all came together at once and I leaned over and said to the one nearest to me "Is that your XJS out front?" A monosyllabic answer, "yes." Second question, "are you running the Cannonball tomorrow with us?" The same monosyllabic answer!! We sat back and sipped our iced tea quietly. I knew we'd see more of the XJS. I little realized then that it would only be a fleeting glimpse or two but I was certain it would happen. We didn't talk much during dinner. I kept my eye on the spaghetti straps and thought about the PORTOFINO 2,980 miles away.

I saw her again the next morning in the hotel parking area with hood up and trunk open. I walked up and took a close look. Underhood as beautiful as the outside. Clean and polished, chrome, brass and stainless, aircraft type hoses and fittings, aircraft hardware with locknuts and twisted safety wire. Some one had spent many many hours under the hood and that someone was highly skilled. In the trunk a 45 gallon ATL fuel cell with aircraft style fittings and the same type of work as I had seen up front. I turned away and there they were, the 4 from the table next door at dinner. The ties were gone, the blazers had turned into blue sweaters, the Brooks Brothers. Spaghetti straps and her friend were silk shirted and Calvin Klein jeans. The whole



## PERSONAL CANNONBALL

outfit was a class act and I liked it.

We were somewhere West of St. Louis at 115 MPH when our ESCORT said "Hello." I backed it down to 55 and there he was. Missouri State Police with his gumball machine a shinin'! In his clutches the Brooks Brothers and the beautiful black XJS. We drifted on by slowly and over the crest I got on the throttle and put the needle back over the hundred mark. Chick chuckled and wondered out loud as to when we'd see the XJS again.

It was at first light, I was cold and we were down and out. Chick was under the bonnet changing injectors. The Carrera had been running rough for hours. I was looking at our route book and trying to figure how late we were and how much into the morning L.A. rush hour we'd be, and who was ahead of us. We were somewhere between Amarillo and Tucumcasi and it didn't make much difference at the moment. The sun hadn't shown its face to the east of us yet and everything looked sort of purple and gray. All of a sudden from where the sun ought to be came the humming whine of a

fast car, very fast. And then those bright long distance lights. He was gone as quickly as he had come, never lifted his foot, the XJS didn't miss one RPM. He was gone, gone, gone.

Far behind where we had planned to be we pulled into the PORTOFINO at Redondo Beach. We knew we hadn't done well, we were exhausted. There was little solace in the fact that we had just motored across the US in the company of 100 or so other racers in the famous/infamous "Cannonball Baker Sea to Shining Sea Memorial Trophy Dash". We'd now done it 3 times, each time well under 40 hours and each time with immense satisfaction in having done it!

In front of the front door backed to the curb, sleek and black and sitting pretty in the wamafternoon sun was the winning car, the black XJS. Not only was it the winning car but it had given us a flawless performance and had shattered and I do mean shattered the existing trans-continental record. The Brooks Brothers and their blue jeaned friends were nowhere to be seen. We checked in and went to bed.

---

**Be Sure** to show your appreciation to these fine companies for contributing generously with door prizes for our anual Christmas party...

**ATLANTIC**

**BMW**

**BEACONWOOD**



**MOTORS INC.**





# TECH TIPS

A LONG TALE FOR A SHORT TIP  
or two... Becky Barnett

It was the best of breakdowns and the worst of breakdowns...the best because our 2002 wasn't completely incapacitated,...the worst because I was headed home in the dark in rush hour traffic. The dip switch quit and the low beams would not work. Luckily, according to the fix-it manuals, replacing a dip-switch is easy, and we had already purchased a replacement because a few weeks ago we had had a warning that the switch would fail. Tip #1, if you have reason to believe that a part will fail, replace it as soon as conveniently possible on some sunny afternoon rather than waiting for it to fail and be forced to replace it in the rain, at night, on the way to an important engagement.

Anyway, the book told us to simply remove the steering column shield and padding after disconnecting the battery (no trouble) loosen the screws holding in the dip switch by reaching through the tiny holes in the steering wheel provided for that purpose, lift out the old dip switch, and reverse the process to install the new one, (again no problem). All this accomplished we re-connected the battery, tested the horn, dipswitch, and turn signals, congratulated ourselves on another brilliant piece of mechanic work and got ready to leave for a birthday party. Take not for granted anything until it has been officially test driven. Test drive s dip switch replacement, you ask? Let me continue the tale...

Perfumed, combed and dressed to the teeth, we stuck the

key into the previously cooperative 2002, put it in reverse, backed out of the driveway and treated our neighbors to a very long and loud horn blast every time the steering wheel was turned to the right or left. Wait a minute, we exclaimed, the book didn't say anything about this!!!!!!

We got the tools back out, re-read the instructions, re-took everything apart, fiddled with it a little, re-put it back together again, and voila, the horn now wouldn't blow at all. We found the horn section in the book, which was two sentences that essentially said, "If it doesn't work it's probably either broken or out of adjustment. We re-re-took everything apart, looked at it, re-fiddled with it and re-re-put it back together. Still the same; no horn.

After much gnashing of teeth, we decided to call Hugh Wells, the tips representative. Tip #2; Don't wait until you're at the teeth gnashing stage to call the Tips Rep. He is there to share the knowledge gained from his own teeth gnashing so you don't have to. Hugh told us that it is almost impossible to properly align the horn ring without removing the steering wheel and even then it takes eight hands. He told us that it is possible that the horn contact may have broken off. He even told us what a horn contact is, how to check it and that it would be a good idea to re-lubricate the horn ring with electrically conductive lubricant. He said that distributor cam lube is a high quality electrically conductive lubricant.

We inspected the horn contact and found it to be lacking in all areas; the spring was squishy and the end had been knocked off while we were fiddling with the dip-switch stuff and wasn't making contact with the horn ring. The



## LONG TALE CONTINUED

contact was so corroded that I don't know how it lasted this long. It was just waiting for an inopportune time to fall apart.

After purchasing the horn contact from the dealer and the cam-lube from an autoparts store (Miller's in Holland Plaza) we put it back together, turned the key, and reveled in the symphony of a well-tuned horn and dipswitch. Everything works exactly as it should, thanks to the advise from Hugh Wells.

I will recapitulate the simple steps to replacing a dip-switch:

1. Disconnect the battery.
2. At the center of the steering wheel gently pry off the center cover, remove the nut on the end of the steering column, and lift off the steering wheel.
3. Remove the padding on the bottom of the steering column, the black metal shield under that, the padding on the top of the column, and the panel under the dash directly under the steering column. All are held in by screws, note which go where.
4. Loosen the two screws that hold in the dip switch, release the switch from the wiring at the provided plug, and lift out the switch.
5. Replacement is the reverse of removal, BUT please note the following: the top padding should be positioned before the bottom shield and padding. Position the top padding, align the horn ring (that circle of black plastic with a strip of brass on the front edge and a lead hanging off the top) into the top padding, align the bottom shield and tighten the screws. This is where an extra set of hands is needed because there is a doo-dad that hangs inside the

bottom shield and must be speared by one of the screws that holds the shield on. You have to spear the doo-dad, get the screw to go into the hole, align the shield onto the horn ring and around the ignition while everything is trying to fall in a different direction. With persistence you'll get it right. It is easy to tell if the horn ring is properly aligned; it will be flush with the top padding and the bottom shield and a tab on the bottom of it will fit nicely into a depression in the shield. The plastic covering on the top padding may have curled with age and may have to be trimmed off so it will not effect the fit of the horn ring.

6. The horn contact shows on the back of the steering wheel. it is a little black circle of plastic with a little rectangular copper core that should mash in when you push on it: Ours was broken off almost flush so to remove that, you unhook the lead from the front side of the steering wheel, tap the old horn contact (complete with wire) out the back and stick in a new one. Re-hook the lead on the front of the steering wheel, center the steering wheel on the column, replace the nut, and test drive. Don't forget to re-connect your battery.

Supplies: 1 new dipswitch, \$18.00, 1 new horn contact, \$5.00, 5¢ worth of distributor cam lubricant, 1 phillips and 1 flat head screwdriver, 1 20mm. socket or adjustable large wrench. Time: before calling tips rep- 2 hours. After calling rep- 30 minutes.

The moral of the story is "Don't wait until the last minute to call for help." One of the biggest advantages club members have over non-members is our Tips Reps.



# more TIPS

## LONG TALE CONTINUED

Hugh Wells works on BMWs for a living and is very pleased to share his knowledge with you. That's why he's called a Tips Representative. He has helped us out of untold jams. We don't like to call him unless it is necessary (and only between 7PM and 10 PM) but it has been necessary two times in the last two weeks. Our 2002 is getting older and is having aging pains. Hugh has tackled hundreds of jobs on every BMW and is very knowledgeable about the kind of problems you are likely to run into. Jeff and I like working on our own car, but without Hugh's help we would have had to give up and pay someone else to fix what turned out to be minor details. Thank you more than you will ever know, Hugh.

## 3201 SPORT WHEEL ON '75 2002 or Keeping It In The Family

I had a black leather sport wheel for a 1979 3201 in stock and my wife had a 1975 2002 with the stock steering wheel. Sounds good but the problem was that the 320i wheel has the horn contact ring attached to it while in the 2002 the contact ring is part of the column. What to do, what to do? Consulting an expert is one of my favorite ways to cure a problem so I asked service manager Joe Libbey of Atlantic BMW about it. Sur enough, Joe had converted the 320 wheel to a late 2002 and told me what was involved. This is the way it's done.

Remove the stock steering wheel and look at the back of it. You will see a small (approximately  $\frac{1}{4}$ " ) contact pin. Look at the back of the 320 wheel and you will see a brass colored ring. We must convert the 320 wheel

from the ring to the pin. Here's how: With you pliers remove the ring from the 320 wheel and discard it. Now push the contact pin out of the 2002 wheel. You will probably need to either bend the female plon or the wire in order to make it fit through the hold. Cut it off and replace it with a new one. To open a hole for the contact pin it will not be necessary to drill a new one, we'll use one of the several already there. These holes are used to attach the plastic trim to the sheel. Use an electric drill and a  $\frac{1}{4}$ " bit and ream the plastic out of one of these holes. Insert the contact pin from the back side so that the wire is toward you as you sit in the drivers seat. Straighten the plug or replace it, whichever. Slide the wheel cown the column and touch the wore to anyting metal when the ignition switch is on and the horn will blow. Center the wheel and bolt it down and plug the horn button(s) in and you're in business. If the self canceling feature of the turn signals is a little off the norm, place a steel ring  $\frac{3}{4}$ " of an inch in diameter (a small key ring will do but a solid ring is better and can be had from the hardware store). This spaces the wheel properly and congratulations on your reasonably priced, much better handling steering wheel. Thanks to Joe Libbey for this tip.

Charles Dickens for Linda

### KRAMER TIRE CO., INC.

1369 AZALEA GARDEN RD.  
NORFOLK, VA 23502

**GOOD YEAR**

INDEPENDENT DEALER

RON KRAMER  
VICE PRESIDENT

427-3009  
PHONE 857-1234



## Club Advice

**BEY EM VEY CORPORATION**, Tidewater Chapter BMWCCA (your club) with all due respect, does not endorse, subscribe, undersign, cosign, uphold, back or second the Tidewater Driver's Association or their activities. TDA events must be attended on an individual basis and at our member's own risk.

## Classified Ads

### FOR SALE

Corbeau GT Racing Seats, Pair  
 - High Back - Black vinyl -  
 Sell or Trade for Stock Seats -  
 Salvatore Lemole w. 340-5509  
 h. 851-5070

1971 1600-2 VIN 1571141. Green w/tan interior, 123k miles, Ansa headers, Supersprint exhaust, XAS tires, Diehard, Bilstein struts/Koni rear shocks, Sanyo FM/Cassette underdash w/extra wired mounting bracket and 3-way bi-amp speakers, new Ferado brake pads, Oil change every 3500 mi. w/cam2 20w50, 28.5 avg mpg, Engine work 10/81 by Bavarian Specialties, King of Prussia, Pa., Full body restoration including new rocker panels, rustproofing, complete paint job. Interior work also done. Other extras also available. Complete 3 yr service records - previous owner a Korman automotive mechanic. This was last year of 'BMW Best Buy', selling to purchase brother's 1976 2002. Sacrifice at \$3475. Bruce Schexnayder, 11407 Dunbrook Rd. Apt 203, Richmond, Va. 23235  
 Eves: 804 794-0343.

**"DON'T LET YOUR  
 INVESTMENT FADE AWAY!"**

**"4C"  
 THE FUTURE**



**805 ORAPAX ST.  
 NORFOLK, VA 23507  
 (804) 423-5006**

## **CHADWICK'S COSMETIC CAR CARE, INC.**

|                        |              |
|------------------------|--------------|
| President              |              |
| CHARLES DICKENS        | 488-0030     |
| Vice President         |              |
| NATHAN SEGAL           | 467-9777     |
| Secretary              |              |
| RUSTY BARTON           | 495-2728     |
| Treasurer              |              |
| LINDA DICKENS          | 488-0030     |
| Activities Chairman    | w. 489-7501  |
| KRIST JANI             | h. 424-4248  |
| Penninsula Coordinator |              |
| BILL NARD              | 1-229-9615   |
| Tips Representative    |              |
| HUGH WELLS             | 910-743-1601 |
| Newsletter             |              |
| BARNETTS & SEGALS      | 340-9043     |



ANNOUNCING THE  
 1983 BLUE RIDGE RENDEZVOUS  
 SPONSORED BY THE TIDEWATER CHAPTER OF BMWCCA  
 MEMORIAL DAY WEEKEND MAY 28-30, 1983

SMITH MOUNTAIN LAKE, VIRGINIA  
 (NEAR LYNCHBURG, VIRGINIA)

BMWCCA PLANNED ACTIVITIES:

SATURDAY

Afternoon Lake Activities  
 Vehicle Safety Check  
 Group Dinner (From Menu)  
 General Meeting

SUNDAY

Brunch  
 Road Rally  
 "Pig Pie" Barbeque (with  
 Blue Grass Band)  
 Awards Presentation

ACCOMODATIONS AVAILABLE:

Motel with pool  
 Camping with facilities  
 Cabins - Off Site

LAKE ACTIVITIES AVAILABLE:

Smith Mt. Lake Dam Tour  
 Boating - Hiking  
 Fishing - Swimming  
 (Boat rentals available.)

PACKAGE PLANS AVAILABLE:

| A<br>(Per Couple)                              | B<br>(Single)                                  | C<br>(Couple)       | D<br>(Single)          |
|--|--|---------------------|------------------------|
| 2 Nights Motel                                 | 2 Nights Motel                                 | Camping             | Day Activities<br>Only |
| All Club Events<br>(Except Saturday<br>Dinner) | All Club Events<br>(Except Saturday<br>Dinner) | All Club Activities |                        |
| Insurance                                      | Insurance                                      | Insurance           |                        |
| \$125  | \$100.00                                       | \$50.00             | \$35.00                |

REMEMBER:

Chapters from four states will be represented, let's make the  
 B.R.R. second only to O'fest.



ANNOUNCING THE  
 1988 BLUE RIDGE MOUNTAIN  
 REORGANIZED BY THE TIDEWATER CHAPTER OF SMGA  
 MINORING DAY WEEKEND MAY 28-30, 1988

SMITH MOUNTAIN LAKE, VIRGINIA  
 (NEAR LYNCHBURG, VIRGINIA)

SMITH MOUNTAIN ACTIVITIES:

SATURDAY

Attendance Lake Activities  
 Vehicle Safety Check  
 Group Dinner (From Home)  
 General Meeting

SUNDAY

Branch  
 Road Rally  
 "Pie Pie" Banquet (with  
 Blue Grass Band)  
 Awards Presentation

ACCOMMODATIONS AVAILABLE:

Hotel with pool  
 Cabin - Old site

LAKE ACTIVITIES AVAILABLE:

Smith Mt. Lake Day Trip  
 Fishing - swimming  
 (Boat rentals available)

PACKAGE PRICES AVAILABLE:

|  | A<br>(Per Couple) | B<br>(Single) | C<br>(Couple) | D<br>(Single) |
|--|-------------------|---------------|---------------|---------------|
| 2 Nights Hotel                                 | \$175             | \$100.00      | \$50.00       | \$25.00       |
| All Club Events<br>(Except Saturday<br>Dinner) | Insurance         | Insurance     | Insurance     |               |
| 1 Night Hotel                                  |                   |               |               |               |
| All Club Events<br>(Except Saturday<br>Dinner) |                   |               |               |               |
| Camping  |                   |               |               |               |
| Day Activities<br>Only                         |                   |               |               |               |

REMEMBER:

Chapters from four states will be represented, let's make the  
 B.R.R. second only to O'Leary.



# THE CAR THAT TRANSLATES HIGH TECHNOLOGY INTO HIGH PERFORMANCE.

Thanks to a microprocessor-assisted engine, a new breakthrough in rear-suspension design, and the new BMW Service Interval Indicator, the BMW 528e is a luxury car that literally thinks its way to higher performance.

To experience it, contact us for a thorough test drive.



**THE ULTIMATE DRIVING MACHINE.**  
BMW, MUNICH, GERMANY.

BMW  
528e

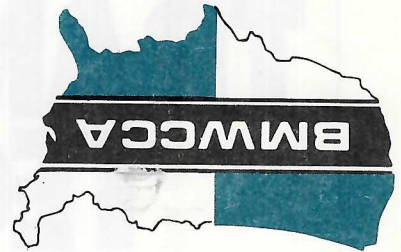


© 1982 BMW of North America, Inc. The BMW trademark and logo are registered trademarks of Bayerische Motoren Werke, A G

**ATLANTIC BMW**  
1829 Laskin Road, Virginia Beach, Va. 23454  
(804) 422-3201



1121:8212:7  
JOHN BARTON  
1636 JAMESON DR  
VA BEACH VA 23464



ADDRESS CORRECTION REQUESTED

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.