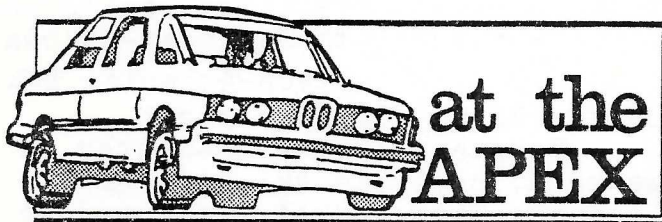




Das Kummel

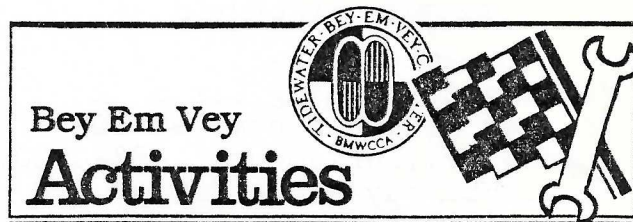
november 1983



CHARLES DICKENS

What a great month for Bey Em Vey! Several events have been held, all well attended and things just seem to keep getting better. The Tech on the Peninsula was the best we ever had there and we'll have another as soon as the arrangements can be made. The strong showing made at this event was due in the main to hard work by our Peninsula coordinator Earl Baldwin. The results speak for themselves, good work, Earl. Next on the schedule was the drive up to Rockville, MD. for Dave Toys Octoberfest at Autoy. Six cars made the run and were met by still another Bey Em Vey car at Autoy. A great day, a great cross country run and a good showing for Tidewater Chapter. The Fall Rally was a great success despite the fact that every car that ran was a club car or an honorary club car. We even had our friends the Moodys down from Smith Mountain Lake for the event. Well done Nathan and Jeff!

On October 18th the Ledger-Star published what I think was a rather good article on the Rally. Reporter Dan Rubin navigated for me in the Rally and I do believe he's got the Rally Bug! A shorter version of the article was run in the Pilot on the morning of the 19th. If you missed the papers, check the bulletin board in my shop. Come on out to the Holiday Party and let's wind 1983 down together. See you then.



KRIST JANI

"This stout railroad man with a wolfish beard..." a quote I will always remember. From where has it come, you ask? It comes from the article written to describe the rally your club sponsored on October 9th. I hope those of you who missed the rally at least had the opportunity to read about it in the Virginia Pilot or Ledger-Star. It was great! The only way to improve it next time is to have more participation. Incidentally, the quote was used to describe our Chapter President, Charles Dickens. Hope we see you at the next event.

We are all aware that November is traditionally a month of Thanksgiving and for our club this is very appropriate. I'd like to take this opportunity to thank all of you who have brought the club to the point where news articles are willingly written about our activities and the treasury has enough of a balance to allow for a monthly (usually) news letter to be printed. A special thanks to people who are true "spark plugs" in this organization, Charles and Linda Dickens, our president and treasurer, our rally meisters Nathan Segal and Jeff Barnett (Jeff is also newsletter coordinator), Jim Atwell and the boys and girls at Atlantic BMW for allowing

Activities

regular inspection techs and valued parts discounts for club people and all of you who reward my efforts by coming out to our scheduled events. Thank you gang!

EVENT CALENDAR

December 4th-Sunday-5:00p.m.
Membership Meeting-Linda and Charles Dicken's home at 609 Apache Dr.,Portsmouth (488-0030)
Final Holiday Hause Party preparations. Note: Since your activities person (purposily) scheduled the time for the dinner hour, our hostess, Linda, has graciously offered "grub" to the attendees... an early Christmas no doubt!

PLEASE call Linda Ahead of time to let her know you are comming. She is a fantastic cook but not a Mind reader. -Ed.

December 11th-Sunday-12:00 noon-Tech Session-Krist Jani's home, 1038 Jamestown Crescent, Norfolk (489-7997). Use this opportunity to prepare your car for any holiday travel plans.

December 17th-Saturday-8:00p.m.
Holiday House Party-Krist Jani's home, 1038 Jamestown Crescent, Norfolk. It is asked that all attendees provide the following, a grab bag gift (\$5-\$10 value), your own favorite beverage (B.Y.O.B. with mixers provided) and a covered dish (suitable for 3-4 servings). That includes hors d'oeuvres, rack of lamb, holiday type desserts... whatever you're famous for!!! In addition to a good time the club historically receives a variety of door prizes from vendors we support throughout the year. You could come away with a full stomach and a full stocking besides!

1984 Events to date:

Note: Anyone interested in participating in a February ski trip or Atlantic City Junket please attend the November-

December Members Meetings or call V.P. Nathan Segal.

January 8th-Sunday-1:00p.m.
Members Meeting

January 14th or 15th-
Tech Session 12:00 noon-Paul Hobson's home.

February 5th-Sunday-1:00p.m.
Member's Meeting - Krist Jani's home.

February 11th-Saturday-10:00a.m. to 3:00p.m.-Valentech-Atlantic BMW-Laskin Road, Virginia Beach.

February 17th-19th-Winter weekend, possible ski trip or Atlantic City junket. We need to know now if we are going to go!

Consumer Advice

Chuck Marzahn, Service manager at Atlantic, reports that Harris Tire Service has been equipped to perform front end alignments on BMW's. They know that the cars must have a full fuel tank and 496 lbs. of weight distributed at specific locations in the auto. Their address is 2893 Va. Bch. Blvd. Lynnhaven area. Call Ralph Tanner at 486-6790. Sat. hours available.

1980-1983 320i RECALL:

These vehicles may exhibit the following conditions:

1. Hard starting i.e. excessive cranking time when starting a cold "engine". This is a cold engine at or close to ambient temperatures of 68 degrees F or above.

2. Poor initial driveability after starting a "cold engine" at ambient temperatures above 68 degrees F.

A kit to correct both of these complaints will be made available after June '83. The repair will be covered under warrenty from BMW-NA. The repair must be completed before 1/1/84.

DX

THE IDES OF OCTOBER ARE UPON US! OUR FRONT YARD IS DEVOID OF NEW CARS AS WE AWAIT THE ARRIVAL OF OUR FIRST LOAD OF 1984'S. AS YOU KNOW THE FACTORY CLOSES FOR THE MONTH OF AUGUST AND THIS CAUSES A 30 DAY "BURP" IN THE FLOW OF CARS. THIS YEAR THE "BURP" WAS BIGGER THAN USUAL DUE TO THE VALIANT EFFORTS ON THE PART OF OUR SALES CREW. WE SOLD THE LAST OF OUR NEW CARS WEEKS AGO AND HAVE HAD ONLY OUR DEMO'S AVAILABLE FOR SALE. OUR NOVEMBER ALLOCATION IS DUE MOMENTARILY AND ITS ARRIVAL WILL EASE THE PAIN.

SORRY I MISSED THE RALLYE. ALL REPORTS INDICATE THAT IT WAS A GOOD ONE. I WOULD LIKE TO CONGRATULATE NATHAN SEGAL AND JEFF BARRETT FOR DOING SUCH A GREAT JOB IN THE DIFFICULT TASK OF PUTTING THE EVENT ON. ALSO CONGRATULATIONS ARE IN ORDER FOR THE WINNER, OUR NEWEST SALESMAN, SPENCE RAWLINGS WELL DONE!!

PROJECT 1000 IN 1 CONTINUES TO ELUDE ME. HAVE DONE A BIT OF RIDING IN TRAINING ONLY TO DISCOVER A PROBLEM WITH THE SPEEDOMETER.

WON'T GO OVER 100 EVEN DOWN HILL AND IS A BIT ERRATIC IN THE 60-80 RANGE. WE'LL CONTINUE TO PURSUE THE PROJECT, MAYBE THIS MONTH?

OUR SUPER DRIVER, DX SPECIALIST, HARD WORKER AND ALL ROUND GOOD FELLOW JOHN FENNO HAS LEFT US TO GO ON WITH HIS MEDICAL CAREER. WE WILL REALLY MISS HIM AND HIS "CAN DO" ATTITUDE. WE WISH HIM WELL!

WE HAD OUR 1ST ANNUAL ATLANTIC BMW DINNER IN SEPTEMBER AT LA CARAVELLE RESTAURANT. IT WAS AN OUTSTANDING EVENT FROM START TO FINISH. GOOD WINE, GOOD FOOD, GOOD SERVICE, GOOD CONVERSATION. WE'LL DO IT AGAIN NEXT YEAR FOR SURE.

OUR SUPER BOSS, GENE MEEKINS AND HIS LOVELY LADY ANITA WERE MARRIED LAST WEEK. ALL OF US HERE AT ATLANTIC BMW WISH THEM THE BEST OF ALL THINGS FOR THE FUTURE.

ON THE HOME FRONT OUR SUPERJOCK JEANNE IS STILL TRAINING FOR THE MARINE CORPS MARATHON, NOVEMBER 6, WASHINGTON D.C. (JEANNE RUNS WHILES'T I TAKE CARE OF KATE AND JENNY!)

THAT'S IT FOR THIS MONTH, COME AND SEE US!!

VEEP NOTES

NATHAN SEGAL

I'd like to say thank you all for making our Fall Rally such a great event. The course was challenging and took drivers and navigators through all eight Tidewater cities. To the winners go my congradulations and to the losers there is always the Spring Rally to bring home the prizes. The one error which was overlooked was that we failed to put a time limit on the Rally. This let some dedicated rallyists stay out on the course for three and four hours. This will never happen again as a time limit will always be invoked.

This past weekend the Porsche Club had their Fall event at the White Heron. While we were cordially invited to rally and autocross with them, only minimal BMWCCA participation was present. The rally was Time-Speed- and Distance. I was navigator for club member and PCA Veeper, Tom

Cupitt. We were shocked when we were awarded 5th place. Thank you Tom.

Work has already begun on our Spring Rally. As rallymaster let me assure all members that work starts very early for events such as these.

It appears that another great Christmas Party is in the works. I hope all will try to attend for some Bey Em Vey Holiday cheer. Presently I'm feeling the water out for anyone interested in skiing trips among club members this winter. Debbie and I are are recreational skiers and would love to combine it with some club contacts for a weekend of the white stuff. Also proposed is a quick drive for a weekend in Atlantic City. We can probably get some excellent room rates in a casino hotel and believe me it is fun! If anyone has any other ideas or thoughts on these or other events please give Krist or me a call. We would really like to hear from you.

TESTIMONIAL

It's not every day that you have a chance to deal with a truly honest businessperson who is genuinely concerned about customer satisfaction. It has been my pleasure to have this experience over the past year in my dealing with Stan Gill, owner of Stan Gills Body Shop in Portsmouth.

Last Fall I finally put enough money together to have "the Brillo pad special", my Polaris new '72 Tii repainted. It was a complete reskin job from stripping down to bare metal to application of the finish clear coat over the new silver metallic. The job was superbly done and the car continues to receive oohs and aahs wherever it goes. What further separates Stan Gills from the average paint shop is the follow up attention he gives after the initial painting is complete.

My car, being eleven years old, had some rust and Stan agreed to repair the affected areas. On several occasions the rust has proved stubborn and he has had to redo some parts of the car. This has been cheerfully done with no additional funds asked for, even

though in some cases the rust was probably new. Many times Stan pointed out these areas himself without my having to request the work. Also the hood did not turn out well the first time and he repainted it. When I went to pick up the car, it really looked great. Stan, however, wasn't satisfied with it and insisted on repainting it a third time, even though I would have accepted it as is. Now that's dedication to excellence in my book.

Throughout the past year Stan has done little extra things for me like touching up dings- all the time refusing to accept payment. These are the kinds of things that make a customer want to remain so forever. I don't know whether all of Stan's customers receive similar treatment, I can only speak for myself. I do know that I have tried to treat him as fairly as he treats me; I never expected perfection, I just knew that Stan strives for it anyway and I think he knows I appreciate that.

Stan's prices aren't low, but then neither are his standards. I heartily recommend Stan Gills Body Shop to anyone looking for top class body and paint work.

Rusty Barton

MEDICAL REPORT

"I'M a fanatic when it comes to cars." How many times have you heard that said by (or about) someone? Sounds harmless, doesn't it? Well, it isn't. In fact medical science has recently discovered a rather serious psychosis which has been named Automobilicus Nervosa (car craziness). It is identifiable, in its early stages, by certain symptoms, such as increased heart rate in the presence of sports cars, sweating palms as they come into contact with MOMO steering wheels, glazed eyeballs when gazing on gold-centered BBS-Mahle wheels, heaving lungs when panting after Phoenix Stahlfles 205/60 VR 13 tires, and so on.

As the disease advances, other bizarre behavior patterns become evident. In the interest of our members' health and well-being, we have listed below some of the things to watch out for in yourself, or those you care for.

You very likely have the disease if you:

Armor all your spare tire,
Inspect the image of your freshly washed car in plate glass windows,

Back into your parking slot at work because the car looks really fine that way,

Dust the dash while waiting at traffic lights,

Adjust the antenna for that "sleek sports car look,"

Wax the underside of your hood,

Cont. next page.

MEDICAL REPORT CONT.

Tune the engine weekly,
Put old floor mats on top
of your good floor mats in
foul weather,

Keep two or three acces-
sory catalogs on your bedside
table in case inspiration
should strike while you are
asleep,

Close the door for your
passengers so they won't slam
it (or worse, get finger-
prints on the window),

Take the long way home
from work because the curves
are better on that road,

Observe casually that
you'd never take your car out
on a "day like this" as your
neighbor chips ice from his new
Omega's windshield,

Aarmorall the side strip
inserts,

"Forget" to turn off your
Bamberg deck so the Bose quads
will energize your passengers
half-way through the sunroof
when you hit the ignition
switch,

Change brake pads for the
fun of it,

Struggle to avoid looking
superior when the Camaro in front
of you runs into the berm in a
vain effort to stay ahead of you
on a twisting road,

Park so far out in the shop-
ping mall parking lot that you
have to take the shuttle bus to
get back to your car,

Aarmorall the plastic valve
stem caps on your tires,

Roll the sunroof back on the
first warm day in February, even
though you have to turn the heater
on full blast, just to stay luke-
warm,

Wish fervently for a 12
gauge to blast all the frisbees in
the world out of the ~~skies~~ before
they carom off your trunk lid,

Time your secont-to-third
upshift so ti occurs as you pass a
racing-striped Mustang Cobra
coming the other way,

Suggest that the four of you

take your friend's 911 to the
theater ("or we could take the
BMW");

Tailgate Audi 5000's just for
the sheer hell of it,

Sneak frequent peeks out to
the parking lot during the day to
see how your car's doing,

Periodically throw away four
or five of the least-used wax cans
in your vast collection,

Replace perfectly good OEM
parts with other perfectly good,
but much more expensive parts on
the theory that they must work better
because they cost so much,

Cast coldly-bored sideways
glances at Firebirds you overtake
from the righthand lane at 85mph,

Find excuses to raise your
hood at gas stations, so the
pump-jocks can admire your stainless
steel valve cover acorn nuts,

Take your wife's car to the
grocery store if it looks like rain,

Put on your most convincing
"can't everybody corner like this?"
expression while zooming up behind
other cars on the freeway ramps,

Feel physically ill when your
car is not running right, or is
down for repairs (this symptom is
especially dangerous, as it in-

dicates the final stages of
the disease.)

This is only a partial list,
but it should prove helpful in
spotting car-craziness. Al-
though there is no known cure
for the disease, ther are some
treatments which have provided
temporary relief: buy a
Chevrolet, hang around with
environmentalists, cancel all
your car magazine subscriptions
and read only CONSUMER REPORTS,
install a hot tub and "get into
laid-back living." If these
fail, your only recourse is to
renew your membership to BMWCCA,
where you will get all the
sympathy you need to sustain
you from here on out.

J. RICHARD MANSFIELD, B.S.
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Korman turbo-chargers, Phoenix Stahlflex tires, Ferodo brake pads, Korman and Alpina suspension systems, BMW original equipment parts.

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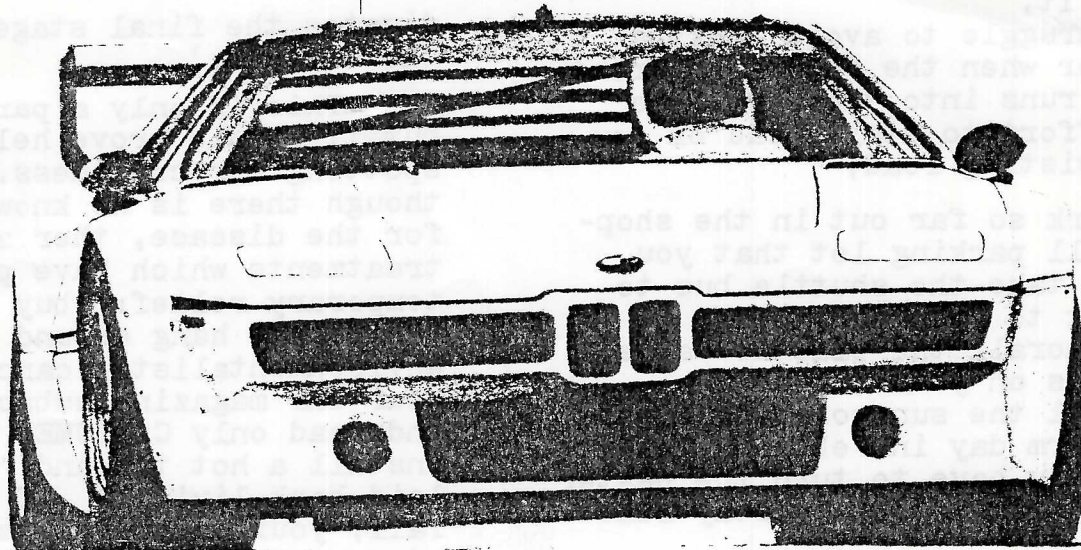
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BMW 423i: "A PORSCHE FOR FAMILY FATHERS"

reprinted from Teknikens Varld translated by Leif Anderberg

3,5,6 and 7-the first numbers in the BMW model series. Smaller cars than the current 3-series will probably not be built.

However, we have now heard from reliable sources in West Germany that the missing link, the 4 series, is under development. The car will be presented to the public some time in 1985. The new 4-series will be built at a new plant in Regensburg. The capacity in Munich just wasn't there. The new car will fill in the gap between the 3 and 5-series nicely.

Several engine options will be available. Versions with the 2.3 liter six, with 140 hp, is mentioned as the new Porsche for family bread-winners. It will get the designation 423i and will probably have a top speed of 215 kph.

The normal version will, according to our sources, have the same engine now in the 320 and 520; the normally-aspirated small six with 125 hp.

When it came to the outer design of the new car, the designers were told by the BMW higher echelons that the philosophy of the current styling would be adhered to (even if the Cd rating would suffer somewhat). The frontal area with its double kidney grilles, dual headlights, etc., is very much like the current 3-series. The hood, however, has more of a slope to it.

The rear deck lid is even higher than the current 3-series. This and the sloping hood makes the car look ver wedge-shaped.

BMW has not had a small coupe in its model program since the Touring model was taken out of production. Now, however, the designers are busy with the new model, the 2-door 4-series.

It is very hard to try to figure out how much the car will cost, especially since this car is a couple of years into the future. However, our source has been told the price will probably be in the vicinity of 40,000 DM.

The Swedish importer, Forenade Bil, has not been given any concrete details about the new model. "A new model to fill in the gap left by the Touring model has been rumored for years" says the PR man, Leif Hansen. "There is no doubt that BMW needs a sport coupe in a less expensive price class than the 6-series." "This new model is probably a couple of years into the futuer. Something more current however, with a much bigger engine. The new version will be called 325i. It will have the current 2.3 liter engine, bored out to 2.5 liters."

The new 2.5 liter small six will probably also be in the new 4-series. It will probably be called the 425i; a sport coupe with 160 hp and good for an honest 225 kph on the Autobahn!

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HUGH WELLS	919-748-1601
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JEFF BARNETT	423-3621

TECH TIPS

LAMBDA SENSOR

The following was translated from German by Thomas Nast of Puget Sound BMWACA. The source of the German original is unknown.

Dear Herr Gutwerkzeug:

Help! I have been delaying the replacement of the sensor in my 1980 320i against the better judgement of my owner's manual, which advised replacement at 30,000 miles. The car is running better than ever and a friend with a Rabbit and a "similar" system says to procrastinate. Well, I just turned over 37,000 and decided I had waited long enough. Besides the dashboard warning light has never come on. Upon inquiring as to the availability and price of a new sensor at a local dealer, I was shocked to hear a price quote of approximately \$130. The dealer advised me to buy the new sensor and keep it on hand in case the present sensor failed, since the engine will not run without it. So, what's the story with this pricey little part? How does it work and how can we make the most of it? Thank you very much. Timothy Narby

Dear Mr. Narby:

The O₂ or "lambda sond" sensor's purpose is to keep the engine's mixture of fuel and air as close to the optimum as possible. This is known as the "Stoichiometric" ratio and is about 14.5 parts of air to one part of fuel.

The sensor compares the amount of oxygen in the exhaust gases to the O₂ in the air. This is done with a crystal in a steel housing which is screwed into the back of the exhaust manifold. The crystal puts out a voltage which is fed into the car's "brain". When the voltage deviates from pre-determined values, the brain activates a frequency valve. This valve bleeds fuel pressure

from the fuel distributor, sending the fuel back to the tank. With less pressure to the continuous injectors, the mixture is leaned out and the sensor tells the brain to stop activating the frequency valve.

Even though a defective sensor will affect emissions, for some reason it is not considered a part of the emission control system and thus is not within the 50,000 mile warranty on that system. The sensor does not wear out often, even though BMW recommends replacement every 30,000 miles. More often, it fails due to the crystal's becoming coated with exhaust by-products. Bosch gives no cleaning instructions if this occurs (repair is by replacement) some people have reported success using acetone. I suggest trying liquid freon.

There is no need to replace the sensor (found only on 1980 and later 320i's) unless it fails. Failure will not disable the car but will cause a diminution in mileage, rough idle and increased emissions. While carrying a spare sensor is prudent, it is quite unnecessary.

Even though BMW recently reduced the price to \$123, the part still seems a bit precious. This is particularly so since a nearly identical part is sold by Saab for \$75, the only difference being the length of the wire coming from the top and the presence of a plastic cap. Make yourself a one foot jumper wire and you'll save \$48. The sensors are standard Bosch parts and are available aftermarket for less than the dealer charges. The Saab version carries the Bosch part #0248001018. Which ever sensor you use, install using non-conductive anti-seize compound on the threads, being sure to keep the compound well away from the sensor's probe. Viel Gluck!

Your faithful servant, Herr Gutwerkzeug

TECH TIPS

HEADS UP

I just recently cleaned the eleven year old headliner in my TII. Realizing that some of the mess up there was oil or grease based, I decided to try using handcleaner-in this case GoJo brand. Not only did it work, it made the job a lot easier since I didn't have a wet, dripping mess inside the car. I simply slathered the stuff on with my hands, rubbed appropriately, wiped off, and then went over it with a damp sponge

RUSTY BARTON

CHANGES

RICH OTTO
WINDY CITY CHAPTER

BMW 320i Repair Manual Correction/
Change

Maintenance and General Hints Section Page 00-7

Tightening Cylinder Head Bolts.
Incorrect Torque 49 to 52 ft. lbs.
should be 56 to 59 ft. lbs.

Motor, number 11 Section
Page 11-322

11 23 Vibration Damper/Pulley
Change Torque Pulley to Crankshaft
Bolt 101...105 ft. lbs. to 133...
147 ft. lbs.

Source: BMWNA Service-Information
Bulletin, October 1, 1981.

Club Classified

320i Parts: Pair of dark blue vinyl front seats with guides and headrests. Removed from car and boxed up at 11K, excellent condition \$400. 10 gal. auxiliary fuel tank, mounts in forward part of trunk, complete with hoses, connectors, and hardware, never installed \$200. Pair of OEM rear mud flaps like new \$10. For trade-my Biscay Blue immaculate trunk lid with AMCO MAJIC-RACK with accessories for yours without rack. Howard Collins
1521 Brookwood Cres. Va. Bch. VA
23456 (H) 467-8697 (W) 481-4357

'73 2002 TII, A/C, Bilsteins, Auto Sport Springs, New Brake Cylinders, Ziebart, All Original, One Owner, 116,000 miles. \$6,000. 424-4394 after 4p.m.

Dickens & Dickens (Charles & Linda) Special Clearance Sale on 1973 TII Parts. If you want it you had better come and get it! No favors, no parts held back. If it won't fit Red or Wolfgang it's got to go. We need the space. For instance 5 6 & 1/2 Boranni Steel Wheels with 205-60 13 Dunlop Super Sport Tires. These babies are so massive that you need fender flares to accommodate them. Plus a full set of fender flares. Tires and wheels are the most important single change you make in your Bimmers handling. This entire package for \$350.

For instance one 4.11 differential for any four cylinder BMW. \$400.

For instance one Turbo style Air Dam, brand new in the wrapper has never been mounted. \$65.

For instance a standard 3.64 differential with half shafts. \$300.

For instance a complete super sprint exhaust system for pre '74 2002 or TII. \$125.

For instance a completely rebuilt 4 speed transmission with very few miles. \$450.

For instance a good automatic transmission for a four cylinder BMW. \$250. Too many small parts to list. Call me and come over and see what we have in stock or call with your specific needs. If you wait around the goodies will be gone. So don't say I didn't warn you. 488-0030.

Trades considered. No dogs or cats.

Also for sale at very good prices many new items in my stock. Hoses, belts, water and fuel pumps, ignition and electrical parts. Time does not permit a list.

FOUR GOOD REASONS TO**YOUR USED MOTOR OIL****1 IT PROTECTS YOUR WATER-**

- Research shows that each year over 4,000,000 gallons of used oil are disposed of improperly by do-it-yourself oil changers in Virginia alone.
- Just one gallon of oil can form a slick of nearly 8 acres in size.
- As little as one quart of oil can contaminate up to 2,000,000 gallons of drinking water.
- Oil poured into storm sewer openings goes directly to the nearest creek, river, or lake, thus easily polluting our water.
- Oil dumped in sanitary sewer goes to the sewage treatment where it can disrupt and increase costs of plant operation.

2 IT PRESERVED YOUR ENERGY RESOURCES -

- The energy potential of improperly disposed used oil is lost forever. By recycling, this energy potential can be realized in either of two ways - by reprocessing as heating oil or by rerefining it back into lubricating oil.
- By reprocessing, the 4.4 million gallons of Virginia's used oil could be used to heat the equivalent of 6000 Virginia homes for an entire year.
 - Through rerefining, 2½ quarts of new motor oil can be extracted from one gallon of used oil. 2.75 million gallons of clean lubricating oil could be refined from Virginia's 4.4 million gallons.
 - Rerefined oil is as good or better than virgin oil.

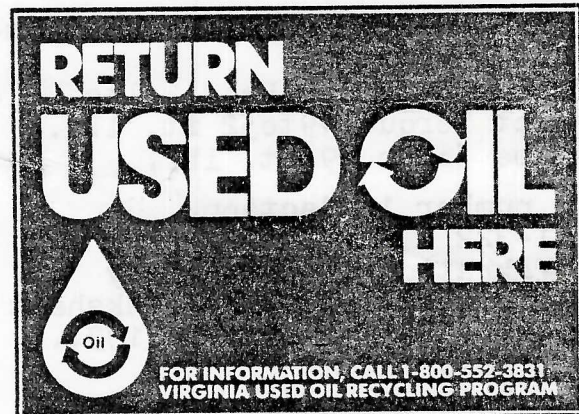
3 IT'S ILLEGAL TO DUMP YOUR OIL

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4 IT'S EASIER THAN YOU THINK - Collection centers have been established at local service stations near you to accept used oil collected from your autos, motorcycles, boats, lawn mowers and tractors.

- These facilities are provided at no cost to you as a public service.
- To take advantage of this, drain your used oil into an unbreakable sealable container, such as empty plastic milk cartons.
- Protect used oil from debris and water - contaminated oil cannot be accepted for recycling.
- Call 1-800-552-3831 toll-free for collection centers convenient to you or call Jeff Barnett at 423-3621 ... there are over 120 in our area.

**RETURN YOUR USED OIL
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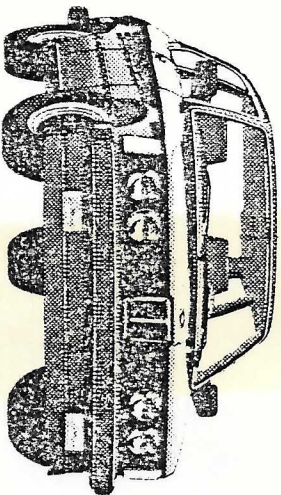
For more information on Virginia's Used Oil Recycling Program and collection sites near you, contact:

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and Energy Services
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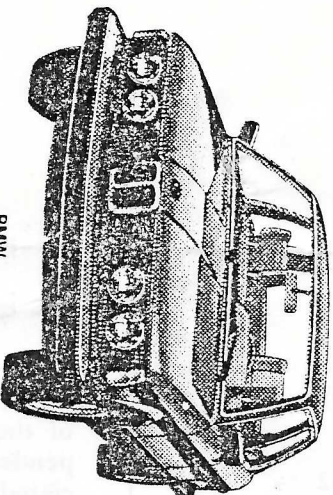
or, call this toll-free number statewide: **1-800-552-3831**



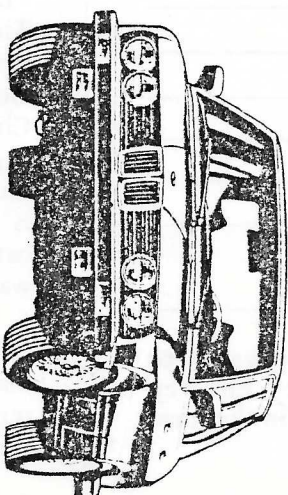
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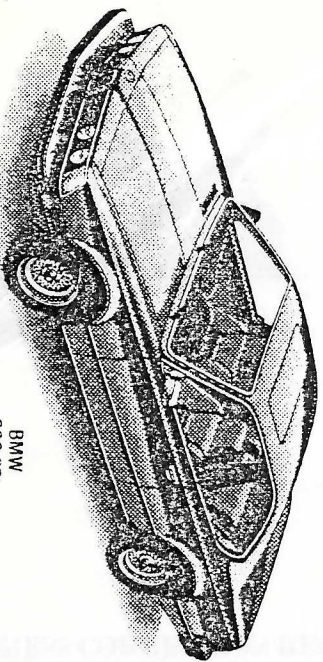


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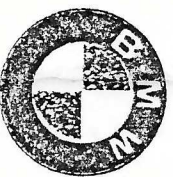


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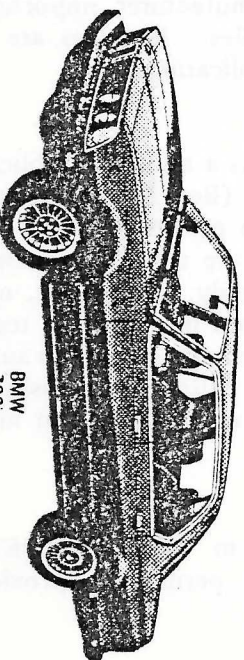
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