



# Das Krummet

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AUTOWEEK

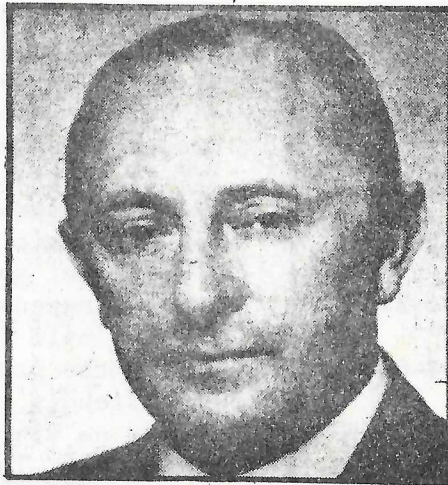
MARCH 8, 1975

## BMW, Hoffman Come To Terms On Distribution Of BMWs

An agreement on the distribution of BMW's line of automobiles has been reached between long-time BMW importer Max E. Hoffman and BMW in Munich.

Under the terms of this agreement, the second between Hoffman and BMW, the BMW line will be distributed through existing Hoffman Motor centers in Montvale, N.J. and Los Angeles and through the existing dealer organization. Hoffman will serve with Eberhard von Kuenheim, chairman of the board of managers of Bavarian Motor Works A.G., as co-chairman of the board of directors of BMW of North America, Inc. Hoffman will also serve as a consultant on the styling and design of future BMWs.

This agreement between Hoffman and BMW A.G. comes on the heels of a dispute between Hoffman and BMW over the terms of their original agreement. Hoffman, who has handled the line in this country since the mid-60s, instituted legal proceedings against BMW after both camps had ostensibly reached agreement on how BMW's American pie should



Max Hoffman

have been divided, but before anything could be signed. Financial details of this new agreement were not available at press time.



# Introducing the BMW 530i!

Inside:

- President's Column
- Activities
- Tech Session/Cookout
- Competition - Sebring
- The 530i
- SEVSCO
- Tech Tips
- And More . . .





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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 at the Janaf Branch of the Norfolk Public Library on the third Tuesday of every month at 8:00PM.

#### Tidewater Chapter Officers

President.....	Dave Pritchard.	855-6186
Vice President.	Drew Jeffries..	424-5148
Secretary.....	Janis Barton...	393-0235
Treasurer.....	Steve Mercurio.	420-0705
Activities.....	Dave Cottrell..	340-6284
Chairman		

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Editor.....Rusty Barton... 393-0235

## PRESIDENT'S COLUMN

I know that February's meeting was a bummer, with all the SEVSCO business that was discussed, but if that discouraged you from coming to the March meeting, you missed a good one. As only 13 people were there, a lot of you missed a good one. It was good in that all the business was finished by nine o'clock after which Jim Rhyne brought in the head off an old 4 cylinder (1600 BMW) engine. Those present learned by way of the discussion of the head, all one could reasonably wish to know about it. As it should be noted elsewhere in this issue, April's tech session will feature instruction on minor tune ups and a bring your own type of picnic at the Bartons'. And please join the rest of us for a day in the sun (Ihope), April 6th, our first autocross of the year. The more people that show up to work it, the easier it is on everybody.

The Board of Directors Meeting for the National brought several items of interest. Briefly - 1) Oktoberfest '76 will be hosted by the Washington D.C. Chapter, 2) the Chapter Congress will be held in St. Louis. Affiliation with the International Club will be discussed. If finances and my employer permit it, I would like to go, if I could get someone to share the driving and gas expenses. I think it would be too large a bill for the club to foot like it has in the past. 3) BMWCCA is going broke! Dave Nichols reported the 1975 income should be \$34,000. and that expenses will be \$40,000. The only place where costs may be cut (\$6000. worth?) seems to be, what else? The Roundel.

And for those of you who don't know, BMW of North America is in and Uncle Max is out, but not in the cold, I trust. Financial terms were not announced, but if they are anything like the original agreement, Hoffman will be getting over a million a year in royalties for cars sold and \$790,000. a year for the use of his two buildings for 20 years.

Don't forget to show up for the April 6 autocross, and later in the month, the meeting and the tech session. See you there.

Dave Pritchard





# MINUTES

The meeting for March was called to order by President Pritchard at 8:10 PM, Steve Mercurio reported a balance of \$61.38 in the treasury.

## Old Business:

There had been a discussion and inquiry (at the last meeting) into purchasing a mimeograph machine, hoping to save a bit of money in putting out our newsletter. It has been decided by the Board with the consent of the members present, to keep the present format, because 1) it is more attractive and 2) there would be no big savings due to the increasing cost of mimeograph machines and materials.

## New Business:

The April tech session will be held at the home of Janis and Rusty Barton on April 26th at noon. All of the wives, kids, and girlfriends, etc. (etc?) are invited, as there will be a cookout afterwards. See the article elsewhere in the newsletter.

It has been proposed that our April tech session and from then on, each tech session, deal with a specific problem or with checking for specific problems which may occur. The members present agreed that this was a good idea.

In April, there will be a gimmick rally followed by a party, put on by Steve Mercurio and Dave Pritchard. No date has been set as yet.

We had a sparsely attended, short, and sweet meeting this month; twelve members and one visitor. The meeting was adjourned at 8:55 PM followed by a gab session. Everyone then went over to the Village Inn Pizza Parlor.

Here's the next installment of "something different" or a variation on a theme:



## SEVSCO . . . What is It?

by Rusty Barton

We frequently encounter in our meetings and in das Kummel the word "SEVSCO". I get the feeling that many of our members are not familiar with what SEVSCO really is; the letters stand for South Eastern Virginia Sports Car Organization. Article II of the Constitution of SEVSCO states, "The South Eastern Virginia Sports Car Organization, herein after referred to as the Organization, is a non-profit organization dedicated to the following aims and purposes:

To bring together sports car clubs in the Southeastern Virginia area to facilitate scheduling and coordination of competitive sports car events.

Member clubs of SEVSCO at this time are, the Andiamo Motor Sports Club (AMSC), the Beach Ford Mustang Club (BFMC), the BMW club (us, stupid!), the Colonial Rallye Masters (CRM), the Penninsula Sports Car Club (PSCC), the Sports Car Club of America (SCCA), the Suffolk Sports Car Club (SSCC), the Tidewater Association of Classic Healeys (TACH), the Tidewater Opel Club (TOC), and the Tidewater Sports Car Club (TSCC).

As you can see, we have ten sports car clubs in our area that are vying for a limited number of dates on which to have competition events. Before the advent of SEVSCO, it was a free for all sometimes resulting in four or five clubs scheduling events on the same Sunday which benefitted neither the clubs nor the participants. Obviously, for the event sponsoring club to attract participants and make any money, there had to be some organization which allowed only one or perhaps two clubs to stage events on a certain Sunday. So the "founding fathers", in all their wisdom, got all the sports car clubs together one December and they laid out a schedule for every Sunday of the next year, ensuring that only one or no more than two events were held on each Sunday. This function continues at the December meeting each year and is perhaps the most important function of SEVSCO, that of a scheduling

*OMO*



body to ensure order and fairness in allotting the available Sundays throughout the year to the ten member clubs.

As most of you know, rallies and autocrosses are the two kinds of competitive events the SEVSCO clubs run and participate in. Of course to run these events you must have rules and procedures and this is another area where SEVSCO comes in. The SEVSCO Autocross Code and the SEVSCO Rallye Code are both part of the SEVSCO Constitution and Bylaws and it is on these two codes that the clubs rely for guidance in classing, safety, and administrative procedures connected with putting on a successful rallye of autocross. A lot of thought and hard work goes into revising and amending these codes each year so that they remain fair and up to date.

Perhaps a more tangible benefit to each clubmember from belonging to a SEVSCO club is our 30% discount on parts at CEW and BAP/Geon in Norfolk. By just being a member of the BMW club, you are also a member of SEVSCO and thus eligible for the 30% discount. If you ever partake of this opportunity, mention to these folks how much you appreciate it.

How is our club represented in SEVSCO? Each member club has two representatives to what is called the Executive Board. The Executive Board meets every other month. These two representatives have traditionally been the President and Activities Chairman of each club but there is no rule that requires this. Additionally there are three committees, the Autocross Committee, the Rallye Committee, and the Bylaws Committee that meet periodically throughout the year to revise their respective codes. These committees make recommendations to the Executive Board which must approve them before they become part of the codes.

As you can see SEVSCO serves a very important and useful function for its member clubs. As difficult as it may be to get 10 car clubs to agree on anything, SEVSCO does provide a forum for airing and settling differences. It performs the all important scheduling function and provides uniform codes under which competitive events are run. The moneys derived from competitive events are each club's main source of income other than dues, so the importance of an organization like SEVSCO is obvious. Without it this area probably would not be able to support as many car clubs as we do, thus giving most every kind of auto enthusiast a club he can call his own.

## Sebring 12-Hour Race

# BMW Easy Winner

SEBRING, Fla. (AP) 8 A German-made BMW, manned by a crack international driving team, scored a runaway victory Saturday in the 23rd renewal of the Sebring 12-hour sports car race.

With Britisher Brian Redman at the wheel during the final hour, the blue-and-white racer covered 237 laps around the bumpy, 5.2-mile Sebring airport course, for a total of 1,185 miles. The average speed was just over 103 miles per hour.

The miles completed, total laps and average speed were records for Grand Tour machines at Sebring.

Finishing in the next four positions were durable but less speedy Porsche Carreras, with George Dyer of Jacksonville, Fla., and Jacques Bienvenue of Montreal, Canada, holding the runner-up spot more than 25 miles in the rear.

Results of the race were to become official at midnight.

The Redman car, with Australian sedan expert Alan Moffat as co-driver, had been in the lead the final nine hours of the race. It took over first place when a sister BMW, driven by 24-year-old Hans Stuck Jr. of West Germany and American Sam Posey, was forced out with engine problems.

Stuck and Posey then took turns with Redman in keeping the remaining BMW at the head of a dwindling list of survivors.

They did it easily, swapping drivers frequently because of the intense heat and precarious night-time driving, and keeping the little car humming like a sewing machine.



## COMPETITION

### March Win

by Dave Cottrell

The "March Win" autocross put on by TSCC certainly was (windy that is!). It was so cold out that I decided to not even bother to change my tires to the fat ones. I really didn't expect to see any other E stock nuts around, but the usual 8 or 9 showed up. Tidewater OD's Stan and Sandy White had some trouble with their (electric) timer and finally resorted to borrowed stopwatches. The course was pretty good, laid out at the Southern Shopping Center (Millers) location. The first few runs had a few surprises in store, the racing tire



## March Win con'd

crowd had a real problem. I have never seen a Mini swap ends as fast as Mazie Williams did on her first run. Racing tires are great when warm, but like ice skates when cold!

E stock was almost a BMW parade with 5 of 8 cars in class. Rusty Barton was first in class and fastest stock time of the day in his 2002Tii;

2nd	Mark Wilson	TSCC	Capri
3rd	Mike Silverman	BMW	2002Ti
4th	Dave Cottrell	BMW	1600
5th	Bruce Press	PSCC	Colt
6th	K. McGuilt	none	Fiat
7th	Drew Jeffreys	BMW	2002
8th	Steve Mercurio	BMW	2002

BMW member Jim Rhyne was first in A modified in his Lotus Super 7 and just missed FTD by one pylon.

## We Went "Bass Ackwards" by Mary Cottrell

TSCC brought the month of March in backwards - on the first day they held a Saturday night rally. The OD's were Joyce and Jim Navary and they put on a rally which any novice could enjoy - if you can read backwards, reverse your lefts and rights, complete a crossword puzzle, and find some specific scavenger items.

The rally started on Little Creek Road and covered a distance of about 44 miles. The rallyist was allowed exactly two hours to complete the rally route. There were disembarkment where clues had to be searched for. The instructions were simple enough for this driver and her female New York navigator to follow without a single mistake.

It was a fun evening that ended at the Navary's for a party. Trophies were awarded following the rally - and I brought home the first place in my VW Dasher. Jim and Theanne Rhyne finished 8th.

## ACTIVITIES

Date    Event    Club    Info.

April:

6	Gimmick Rally	BFMC	"Rally Day USA". At Mil. Circle, Reg. 10:30, FCO 1PM. \$2.50 SEVSCO, \$1.00 discount to cross-creekers. If entering both rally and BMW Auto-X (see below), 50¢ discount. Special award for overall best in both events. OD Lee Mathias 857-4424; Asst. OD Bruce Turlington 482-2510.
6	Auto-X	BMW	"Kiss II". (keep it simple stupid). Reg. 10:30, FCO 11:30. OD Dave Cottrell, 340-6284. \$2.50 SEVSCO, \$1.00 off for cross creekers, 50¢ off for entering both events. Special award for best overall. First heat (or two) reserved for rallyists.
13	Auto-X	TOC	No info.-contact CPS Frank Sorger 340-4837.
15	Meeting	BMW	8PM Janaf Library.
20	Auto-X	PSCC	No info.
26	Tech Session	BMW	At Barton's - see article elsewhere.
27	Auto-X	AMSC	No info.

The last part of this month looks kind of thin; let's see everyone out to work our autocross on the 6th.

Dave Cottrell

## Want Ad

'74 2002, 12,000 miles, AM/FM, A/C, XAS's, Sahara color, \$5650. Doug Ellis, 425-0603 after 6PM.

## Welcome New Members:

Amar Dwarkanath    6313 Blakely Sq. #102 K, Va. Beach, Va. 23462

Nathan and Charlotte Stone    4802 Whatley Ave., Savannah, Ga. 31404    912/354-2604



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## IMPRESSIONS

The i's Have It - Almost  
 by Jim Craig

We are going to start something new for Bey Em Vey tech sessions this month. We will begin concentrating on specific subjects at our tech sessions, with instruction available from experienced members on what to do and how to do it (and how to undo it!). In conjunction with this, a presentation concerning each month's tech session will be made at the previous club meeting so members will know what to expect and what to bring. This does not, of course, preclude someone from working on other areas of his car at the tech session, however, specific instructions will be available for that month's topic.

Logically, we will start with basic tune up instruction at our April tech session on the 26th. This will include servicing points, plugs, timing, dwell, carb. adjustment, and anything else that may come up! Jim Craig, our unofficial Technical Advisor, will review this topic at the April meeting on the 15th. He will describe briefly the procedures and what parts and tools are needed. Don't miss this meeting and tech session if you want to learn how to tune your car.

As an added attraction, we will have a cookout following the tech session (weather permitting). Bring your own food and drink and we will provide a grill, ice, & beer.

All this will take place at Janis and Rusty Barton's house at 102 Charles Ave., Portsmouth beginning at noon. If you need directions call 393-0235.



The BMW that many thought wouldn't finally did. The car is the 530i which began life in Europe some three years ago as the 520/520i and later the 525. What it finally did was appear on this side of the big puddle - its arrival delayed while BMW sought to find the wherewithal to make it a marketable entity in the ever changing U.S. marketplace.

Now that the 530i is a U.S. reality the '75 BMW lineup consists of the 2002 (soon to be replaced by a 530 look-alike as the 420 or 320), the 530i, and the 3.0Si. Gone are the Tii (alas), the CS (pity), and the plain Jane Bavaria. This lineup covers the \$6500. to \$15,000. price range, although the jump from the \$6500. 2002 to the \$12,000. 530i is a bit extreme. The \$15,000. 3.0Si is also on the extreme side; however, who am I to be critical of world monetary problems - I'm just the poor guy who can never dream of owning another new BMW!

Back to the subject - the 530i. Visually the car is little changed from its introductory body of three years ago, except for the Federally required enormous bumpers and the hood bulges necessary to clear the injection horns on the bigger engine. The body is traditional late model BMW somewhat sharpened and wedged as the current European styling trends dictate. Neat and crisp - no cheap frills.

As compared to its larger cousin, the 3.0Si, the 530i is most notably smaller at the rear end - nearly a foot, although trunk space is still very generous by any standards. When comparing this new wonder-car to the 2002 one finds it difficult at first to believe that it is actually larger than the 2002. Score one for the visual trickery of the styling department.

The interior is a hedonist's delight - much the same as the late Bavaria although at somewhat closer quarters. Instrumentation is very BMW - incredibly large, legible, and inadequate (some things never change do they?). Rear seat room is more than adequate and puts most of Detroit's behemoths to utter shame. Sitting behind the wheel everything tells you this is a BMW - no great changes from other models. The feeling from the driver's seat is



ain that of being in a smaller car, no doubt due to the sloping hood and high glass content of the greenhouse in the BMW tradition.

How about under the hood? Well it is a sight to behold. All the nice aluminum on the fuel injected three litre. 'Tis enough to make one salivate! Unfortunately there is a plethora of dashpots, wires, vacuum lines, and other clean air paraphernalia to make you cry. There's also a thermal reactor tucked up all cozy like beside the engine block. In a word, the engine compartment designed for BMW's venerable 4 cyl. engine is grossly CRAMPED with the 3 litre six. Crowded enough to bring to mind a Mercedes engine compartment!

Driving impressions are not to be found in this article - I haven't driven this glorious beast yet, but I hope to. On the other hand I'm afraid to - the last new model I drove was the Tii and I was hooked!

To sum up, the 530i is a product of the times. What should be a mid-range, medium price model has turned into a far heavier, bigger engined, over priced, bumper car.

s beautiful but too damned expensive. A shame. The original 520 series was what we needed, our thanks to NHTSA and EPA for something we don't - even if it is a beautiful BMW!

## BMW 530i

Rigidly designed and distortion-free safety-type passenger compartment with crush zones front and rear, 4-door body welded to floor panel assembly reinforced by longitudinal and transverse structural steel sections.

Six-cylinder four-stroke in-line engine, triple-hemispherical swirl-action combustion chambers with volume concentration effect around the spark plug, transverse flow principle, overhead camshaft with four main bearings.

L-Jetronic fuel injection and thermo reactor with air injection.

Capacity: 2985 c.c.  
Power: 176 h.p. - SAE net at 5500 rpm  
Regular gasoline: 91 RON

Manual transmission 4-speed with synchromesh, optional: automatic transmission. Maximum speed 124 m.p.h.

Acceleration from 0 to 60 m.p.h.: 9.0 seconds.

Front suspension: Individual wheel suspension on staggered telescoping legs (staggered trailing effect), torsion bar stabilizer.

Rear suspension: Individual wheel suspension with steering axles (transverse) and telescoping legs, torsion bar stabilizer.

Steel belted tires: 195/70 HR 14, rims: 6 J x 14 H2-B.

Dual twin circuit 4-disc braking system with servo unit.

Length: 190". Width: 67.2". Wheelbase: 103.8". Track front: 55.9", rear: 57.5". Turning circle dia.: 34'. Service load: 900 lbs.

Optional equipment available: Automatic transmission, servo-assisted steering, air-conditioning, tinted glass all around, electrically operated front and rear windows, sliding steel sunroof (crank or electrically operated), differential lock, stereo radio, metallic paint, light-alloy wheel rims.

## How to Smooth Your Idle

How has your Bimmer been idling since the colder weather moved in? Has your car been tuned-up with new plugs and points and still does not idle smoothly? If you can't get a consistent, smooth idle by adjusting the idle mixture screw on the carb, it may be that you have a vacuum leak.

First inspect all the rubber vacuum tubes that connect to the intake manifold for cracks or loose fit. Tighten or replace as necessary. Also check the tube between the carburetor and vacuum advance on distributor. Check the two nuts that hold the carburetor on the intake manifold. These should be torqued down to 7.2 to 10 foot-pounds. Next check all the intake manifold nuts (9) for tightness and, at the same time, inspect the gasket edges for cracks.

It is important not to overtighten any nuts. The manifold and head are cast aluminum which is quite soft and very costly to replace and almost impossible to repair. The factory shop manual gives no torque readings for the intake manifold nuts; however, these nuts should be tightened uniformly, starting in the center and alternately working toward each end in two steps.

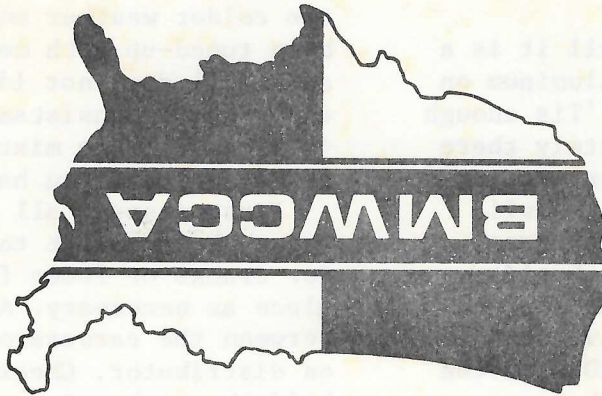
My car had been idling erratically and starting with difficulty for some time. It got progressively worse with the onset of cold weather. The plug gap, dwell, and timing were correct, and adjusting the carb mixture screw only smoothed things out for a short time. Further inspection produced a cracked, protruding gasket on the intake manifold at #4 cylinder. I replaced all four manifold gaskets, re-adjusted the carb and the engine smoothed out beautifully. The engine has been running like new ever since and cold weather starting has greatly improved.

Since aluminum has a high expansion ratio, the cold weather apparently increased the gap created by the loose manifold nut. As the engine warmed up, it would tend to close the gap, thus alternately leaning out and enriching the air-fuel mixture.

By Bill Parker, Buckeye Central Chapter







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