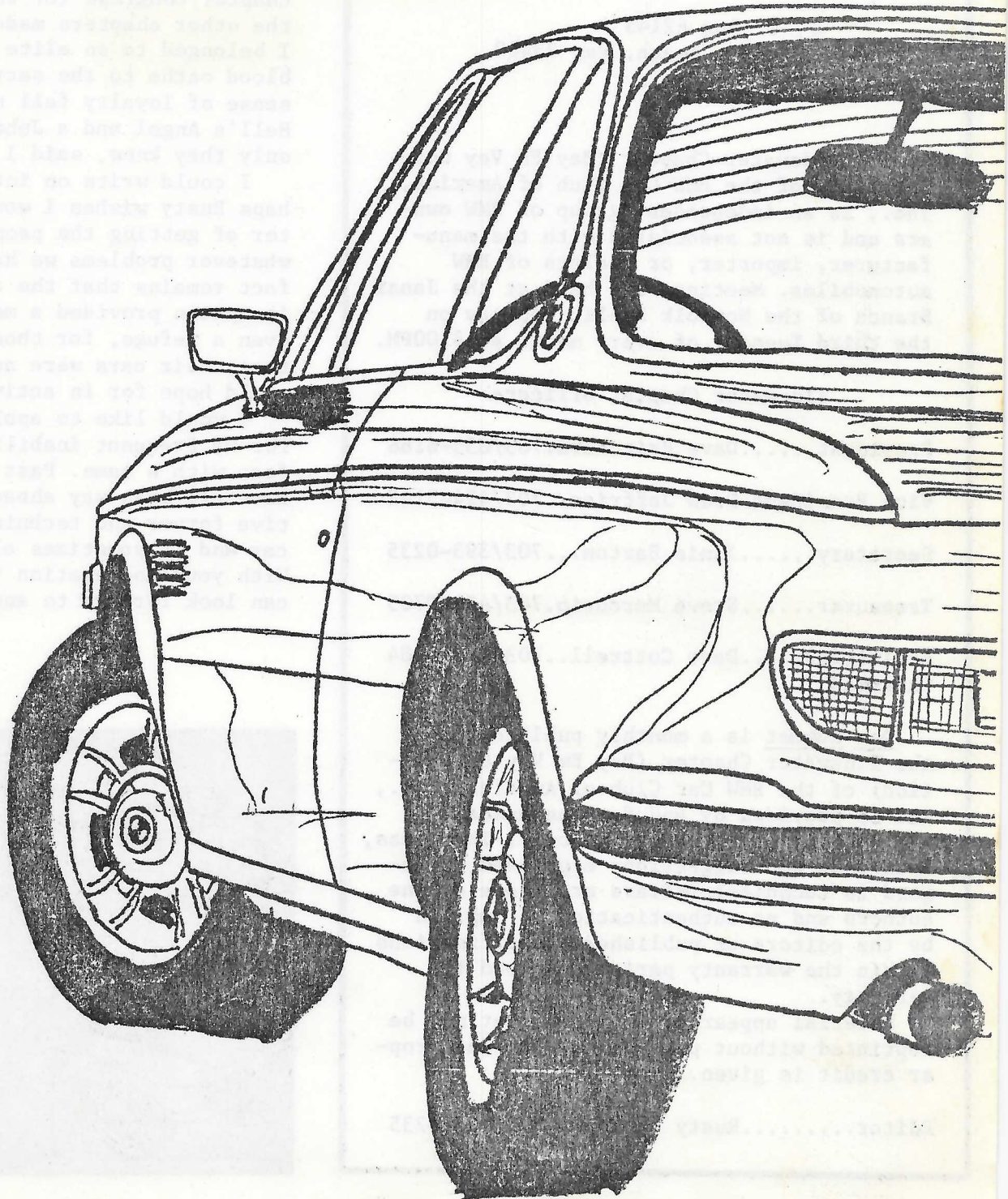
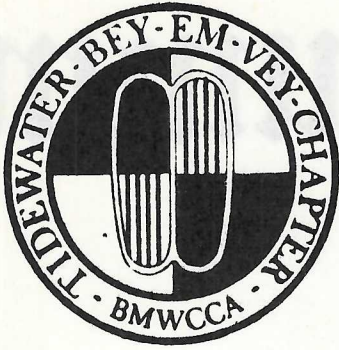




# das Kummeret

**BMW 2800 CS**





P. O. Box 62145  
Virginia Beach, Va. 23462

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.703/855-6186  
Vice President.Drew Jeffries..703/424-5148  
Secretary.....Janis Barton...703/393-0235  
Treasurer.....Steve Mercurio.703/420-0705  
Activities.....Dave Cottrell..703/340-6284  
Chairman

Das Kummel 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 editors or publishers. Modifications within the warranty period may void the warranty.

Material appearing in das Kummel may be reprinted without permission provided proper credit is given.

Editor.....Rusty Barton...703/393-0235

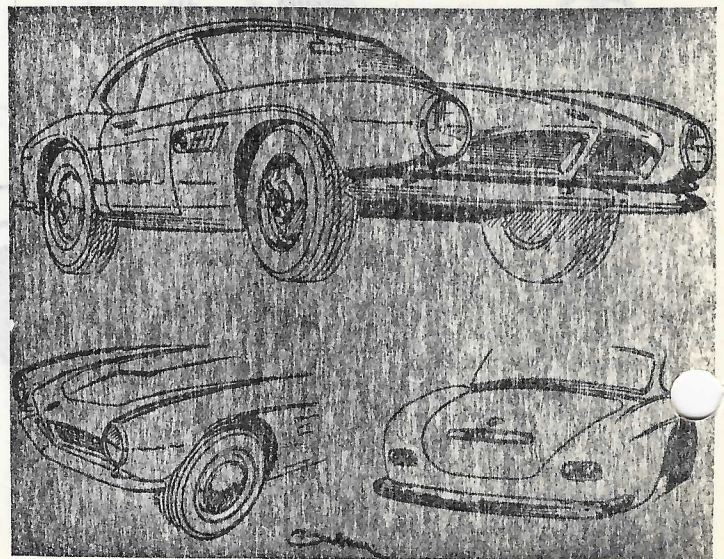
## PRESIDENT'S COLUMN

Over the years that I have been attending the club meetings, a steadily recurring theme has been that of member participation. There has always been a core of people in the club who did most of the work, who would show up at whatever the club was doing, and, as host or hostess of an activity, be the reason that the club was doing anything at all. References to our three meeting requirement at the last Chapter Congress (of the BMWCCA-Ed.) by the other chapters made me feel as though I belonged to an elite society that took blood oaths to the sacred chariot, whose sense of loyalty fell somewhere between a Hell's Angel and a Jehovah's Witness. If only they knew, said I to myself.

I could write on into the night (perhaps Rusty wishes I would) about this matter of getting the people out. However, whatever problems we have had at times the fact remains that the club has, since its inception provided a meeting ground and even a refuge, for those who have felt that their cars were as much as anyone could hope for in activity.

I would like to apologize in advance for my frequent inability to associate a face with a name. Past club presidents have all been way ahead of me in competitive fervor and technical ability with the car and it sometimes elusive workings. With your cooperation though, I am sure we can look forward to another good year.

Dave Pritchard



# TECH TIPS

## Rear Window Defroster - or I Don't Care What It Looks Like, Its Cheap!

by Jim Craig

The Western Auto Store (purists may stop reading now) in Craddock (Portsmouth) at the Town and Country Shopping Center has an inexpensive (\$6.) rear window defroster kit. The defroster is an adhesive grid of aluminum tape which attaches to the inside of the rear window. It works every bit as well as the standard heated rear window - despite the fact that it isn't overly attractive. For those of you with older BMW's or, like me, owners of cars that came onto the US in Texas or Florida and don't have a factory hot window, this is a cheap alternative. Cheap enough that maybe I'll remove it next spring!

## Cold Weather Starting

Reprinted from the Cummins Motor Sales Newsletter.

Cold weather starting - pump your accelerator pedal two or three times and then turn on the ignition key. If the engine does not start, pump your accelerator pedal again one or two times - repeat again if necessary and your car will start.

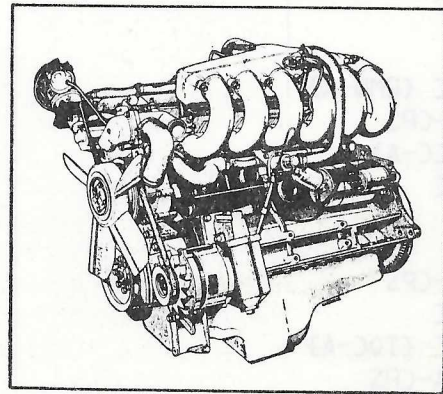
NOTE - when starting your engine in a garage where the temperature is 40 - 50 degrees or more - your fast idle will not kick on in that temperature range, therefore, you should warm the engine up for a minute or two. When starting in very cold temperatures (below freezing) your fast idle should come on and keep the car running. After a couple of minutes the idle will come back to normal. (This does not apply, of course to manually chocked 2002 and 1600 models-Ed.)

IMPORTANT - above instructions do not apply to Model 2002Tii. Do not pump the accelerator on a Tii - just turn the ignition on.



## Making the Most of Liquid Gold by Richard Muller

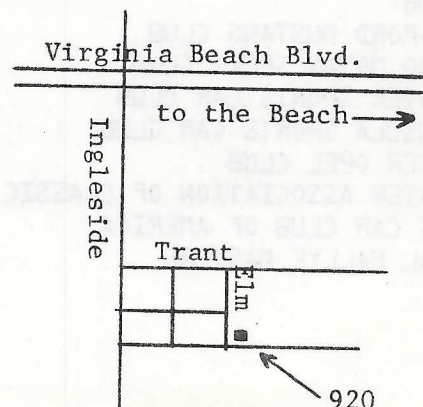
Get the most out of what you are paying too much for by using your expired anti-freeze as a herbicide. Just take it straight from the cooling system (no further dilution) and sprinkle it - with care - around chain link and other fences and garden borders to keep grass and weeds under control and end trimming of these areas. Its good for several months. The commercial equivalent, "Ortho Lawn and Fence Edger", presently lists for about \$7.00 per gallon and must be used full strength. Its cost may ring familiar.



## Tech Session

The January tech session will take place on Saturday, Jan. 11 at noon at Dave Pritchard's house: 920 Elm St. in Norfolk.

As usual beer will be provided as well as various tune up parts.



SEVSCO CALENDER 1975

JANUARY

- 5 A TSCC
- 12 R {PSCC-A}
- 19 A TOC
- 26 R AMSC

FEBRUARY

- 2 A TOC
- 9 R {TSCC-A}
- 16 A TACH
- 23 R PSCC

MARCH

- 2 A TACH
- 9 R CRM {TSCC-A}
- 16 A AMSC-CPS
- 23 R PSCC {BFMC-A}
- 30 A SCCA

APRIL

- \*6 R BFMC {BMW-A}
- 13 A TOC-CPS
- 20 R {PSCC-A}
- 27 A AMSC

MAY

- 4 R CRM-CPS
- 11 A PSCC
- 18 R TSCC {TOC-A}
- 25 A SCCA-CPS

JUNE

- 1 R AMSC
- 8 A TSCC-CPS
- 15 R TOC-CPS
- \*22 A BMW
- 29 R {TACH-A}

\* DENOTES A BMW EVENT.

{ } DENOTES A CONFLICTING EVENT.

- BMW - BMW CLUB
- BFMS - BEACH FORD MUSTANG CLUB
- AMSC - ANDIAMO MOTOR SPORT CLUB
- TSCC - TIDEWATER SPORTS CAR CLUB
- PSCC - PENNINSULA SPORTS CAR CLUB
- TOC - TIDEWATER OPEL CLUB
- TACH - TIDEWATER ASSOCIATION OF CLASSIC HEALEYS
- SCCA - SPORTS CAR CLUB OF AMERICA
- CRM - COLONIAL RALLYE MASTERS

JULY

- 6 A PSCC
- 13 R AMSC-CPS
- 20 A BFMC
- 27 R SCCA-CPS

AUGUST

- 3 A TSCC
- 10 R PSCC-CPS
- \*17 A BMW
- 24 R TACH-CPS
- 31 A PSCC-CPS

SEPTEMBER

- \*7 R CRM {BMW-A}
- 14 A BFMC {AMSC-R}
- 21 R VMSC {TSCC-A}
- 28 A TACH-CPS

OKTOBER

- 5 R BMW {AMSC-A}
- 12 A BFMC-CPS
- 19 R {AMSC-A}
- 26 A TACH {PSCC-R}

NOVEMBER

- 2 R CRM {PSCC-A}
- \*9 A BMW-CPS
- 16 R TSCC-CPS
- 23 A AMSC
- 30 R TOC

DECEMBER

- 7 A BFMC {PSCC-R}
- 14 CHAMPIONSHIP EVENT

THE JUNE 22 AUTOCROSS WILL BE THE THIRD ANNUAL BRIDE AND GROOM AUTOCROSS. THE SEPTEMBER 7 AUTOCROSS WILL BE PART OF OUR SECOND ANNUAL MINIFEST. WE MAY TRY TO HAVE THE RALLYE PORTION ON THE PRECEDING SAT. NIGHT.

OUR ONE CPS EVENT WILL BE THE NOVEMBER 9 AUTOCROSS.

# ACTIVITIES

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Location</u>
Jan. 5	Auto-X	TSCC	Ken's Khana IV. OD Ken Browning. GEX, Portsmouth registration: 11 AM, FCO 12 noon.
11	Tech Ses- sion	BMW	At Dave Pritchard's See article.
12	Rallye	PSCC	OD Ray Nelson 595-6406
19	Auto-X	TOC	No info.
21	Meeting	BMW	Janaf Library, 8 PM.
26	Rallye	AMSC	Past Presidents. Start at F&M Bank at Coliseum Mall. Reg. 12 noon, FCO at 1:01 PM. OD John Sealey, 851-2489

## BMW Racing News from Autoweek

BMW is planning an all out assault on IMSA racing in 1975. The factory has offered Peter Gregg of Porsche racing fame a contract for the '75 and '76 Camel GT seasons. Other drivers signed are Hans Stuck and Ronnie Peterson with Sam Posey likely filling out the team. Jochen Neerspach, BMW Competition Director, will manage the team.

On another racing front, BMW will introduce a reliable, competitive and cheap Formula 3 engine next year after having so much success with their Formula 2 engine.

Adios from your old president and greetings from your new activities chairman. I want to thank last year's officers and the membership in general for your support; I hope I can be of as much assistance to this year's president.

The December meeting of SEVSCO was held in Suffolk and resulted in the usual brawl. The proposed changes to the Constitution and Bylaws, Rallye Code, and Autocross Code were approved pretty much the way we voted, and the three clubs guilty of code infractions were not expelled from SEVSCO. The SEVSCO officers for next year are Glynn Rogers—Chairman and Rusty Barton—Secretary Treasurer. The SEVSCO Calender (on opposite page) was divided up with the BMW Club taking five autocrosses, two rallyes, and giving one rallye date to VMSC (Virginia Motor Sports Club). The 6 April autocross will be put on by yours truly, the June 22 autocross by Rusty Barton, and the Sept. 6 rallye will be put on by Jim Rhyne. The rest of the events are open, please contact me if you are interested.

Dave Cottrell



Signs of the Times...

### **EMISSION CONTROL BYPASS MANUAL**

Includes every 1973 and 1974 U.S.  
automobile engine (except Calif.)

#### **PERFORMANCE!**

improved starting — smoother running — startling acceleration gain!

#### **GAS MILEAGE!**

improves mileage by at least 10% to well over 25%, depending on the engine!

#### **THIS EXCLUSIVE (U.S. Copyright-1974)**

technical manual is designed to inform on theory and give explicit photographic directions for easy modification (\*) by any car owner.

**\$10.95** (includes handling & postage)

**AUTOMOTIVE ENGINEERING, Inc.**  
343 Oliver Troy, MI. 48084

(\*) modification may be prohibited by your State.

## SPECIAL REPORT

### Hoffman, BMW Square Off in Court by Rusty Barton

An article in the November 25, 1974, issue of Automotive News tells an interesting story relating to the recently publicized takeover of Hoffman Motors by BMW of North America. It seems that Max Hoffman began having second thoughts about the transfer because of the tax liabilities he would suffer as a result. Things have been in limbo since Nov. 1, 1974, while a Federal judge decides on Hoffman Motor's plea for a temporary restraining order and preliminary injunction against BMW and BMW of North America to make them continue to supply Hoffman with cars. By the time you read this, the decision should have been handed down. Hoffman Motors was warned by BMW in July not to renew franchise agreements nor sign any new dealers.

BMW claims that a letter of intent for BMW of North America to take over U.S. distribution from Nov. 1, 1974 on, was arrived at on Sept. 23, 1974. Under its terms, Uncle Max was to be named co-chairman of BMW of North America and Hoffman Motors was to receive \$80. for every BMW sold in the U.S. through 1986, or a minimum of \$1,040,000. annually. BMW also took a 20 year lease on Hoffman's Los Angeles office and his Montvale, N. J. facility, together valued at 8 million; the contract called for an annual lease payment of \$790,000. Finally, BMW hired John E. Cook from Porsche-Audi to head its operations.

Upon Hoffman's baulking at the above plan, a second offer was made which would have left Hoffman Motors as a direct distributor in Washington, Oregon, California, Idaho, Utah, Arizona, and Nevada. Hoffman would receive \$500. per 4 cylinder and \$800. per 6 cylinder in his territory with a special deal for the new 530i series. Outside his territory he would get \$35. per auto for 12 years. On top of all this, if at some future date, Max wanted to turn back the territory, he could revert back to the \$80. per car deal. This offer, however, never even reached the letter of intent stage.

Hoffman Motors is crying that the attempt by the factory to terminate its distributorship is part of a worldwide move to squeeze out distributors and take over

their business and organizations. This has, in fact, happened in France, Belgium, and Spain according to Hoffman. BMW denies this noting that Spain is not a factory operation.

In addition, Hoffman Motors complains of being shorted on cars by BMW and not receiving the models ordered among other things. Sounds familiar doesn't it? This is part of what Smith Corner Motors in Portsmouth is accusing Hoffman of in its breach of contract suit against Hoffman and BMW.

Hoffman cites as an example, the delivery of 10,000 vehicles in April, May, and June of 1974 for which BMW demanded immediate payment. Uncle Max complains that this is twice the volume of any three month period in the history of its 14 year agreement with BMW.

BMW counters with complaints that Hoffman has not been promoting and advertising the BMW adequately and has let slip its dealer relations and training. My own personal view, after many discussions with dealer personnel, is that this charge has some merit. Hoffman alleges that it is not his responsibility to advertise; its the factory's responsibility. Hoffman further points out that he has increased sales of BMW cars immensely and actually lost money building the marque every year until 1967. Hoffman also claims that BMW of North America, which was formed in 1973 ostensibly to help meet federal pollution and safety regulations, has been "spying" on his operation.

On top of all this is another key factor: which court - New York or Munich, will have primary jurisdiction? This point centers on how they interpret the German contractual terms.

Frankly, I've never seen such a legal mess. From the appearance of this article it looks like the distribution of BMW automobiles is uncertain in the immediate future at the very least. This, certainly, will delay introduction of the 1975 models. So far in 1974 BMW is showing a slight increase in sales, thus bucking the general downward trend in the auto industry. What 1975 may bring will not be known until

## Special Report con'd

this international legal confrontation is solved. For the good of the marque, may the best men win!



### **Scaled-Down BMW**

Currently undergoing testing in Munich, the new BMW 320, due for introduction probably in the fall of 1975. Despite the rear bodywork applied as a disguise, the new 320 appears to be a smaller version of the current

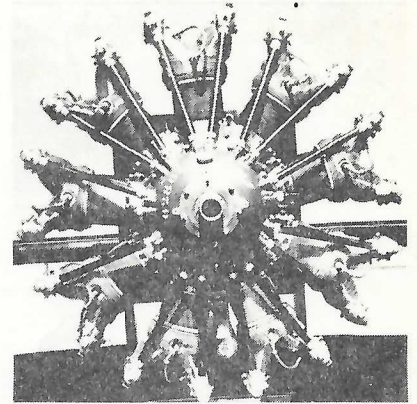
520 series (which has been on the European market for a couple of years now) with a larger window area. Best guess on the 320's arrival in the U.S.: sometime in the late spring of 1976.

### Dues are Due!

Dues are due in January for the 1975 years membership. As in the past, present members will pay their local dues to our treasurer and pay their national dues directly to the BMWCCA when they are notified.

This year local chapter dues are \$10. which can be mailed to our box number or brought to the meeting. Make checks payable to Bey Em Vey Corp.

National dues go up this year to \$10. for old members and \$12.50 for new members. Looks like inflation has hit the BMWCCA also.



*From the first war through the second BMW was famous for aviation engines (hence the firm's blue-white symbol, a stylized propeller in motion). From an inline six which captured altitude marks in 1919 to the first production-plane jet, BMW touched all bases including this 1933 radial which powered the metal Ju52, in its day one of the safest transports built. A few still fly.*



### **Enlarged BMW Coupe**

Photographed on a test trip through southern France, this is a nearly finished prototype of the new BMW 320. The coupe bears a strong resemblance to BMW's Model 520 but is approximately four inches longer than the company's other 2-door models.

Other news about BMW: According to tests conducted by the Environmental Protection Agency, all 1975 BMW's scheduled to be sold in the U.S. will meet the federal emissions standards without the use of catalytic converters.



### New Arrivals

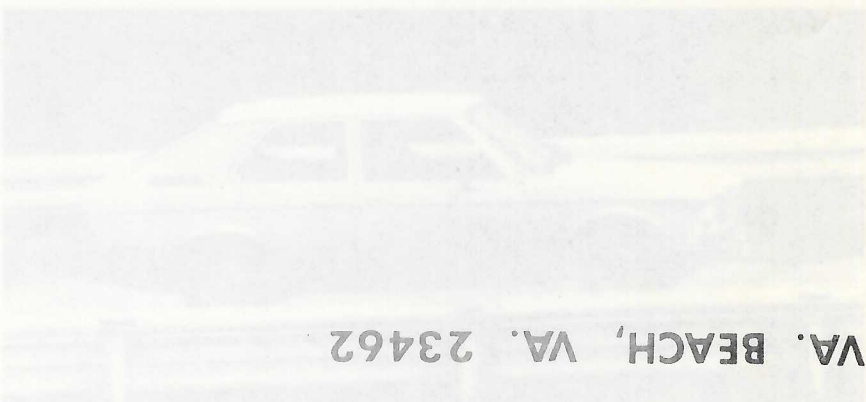
Steve and Monica Mercurio are the happy new parents of another boy, Christian James, born on November 26. Chris tipped the scales at 7 pounds even.

Congratulations Mercurios!

Special Report  
with international legal consultation is  
given for the good of the industry and  
the best interests of the



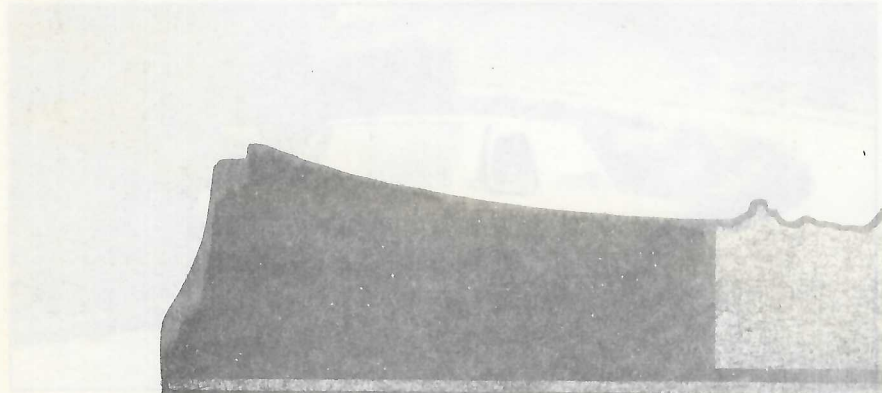
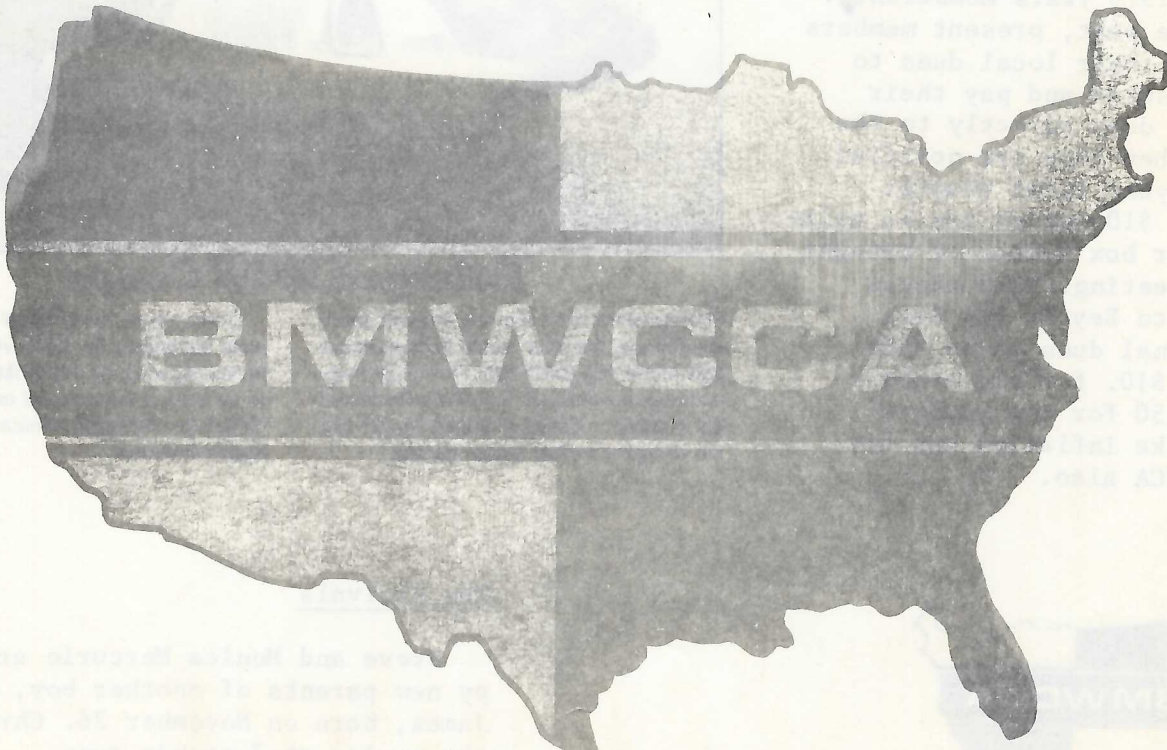
from the fact that through the years  
BMW has always for various reasons  
chosen the five-spoke wheel design, a  
standard procedure in industry, from an  
angle for which several reasons  
may be given in the first place. In  
1918 in the first production  
model car, BMW adopted the design  
including the 1923 model which  
powered the motor club, in its design  
of the wheel design, it was  
and it.



VA. BEACH, VA. 23462

P.O. BOX 62145

BAY EM VEY CORP.



is intended to  
provide a  
document for  
reference to  
the public.

and other factors are the  
of the public of the  
and other factors are the  
of the public of the  
and other factors are the  
of the public of the