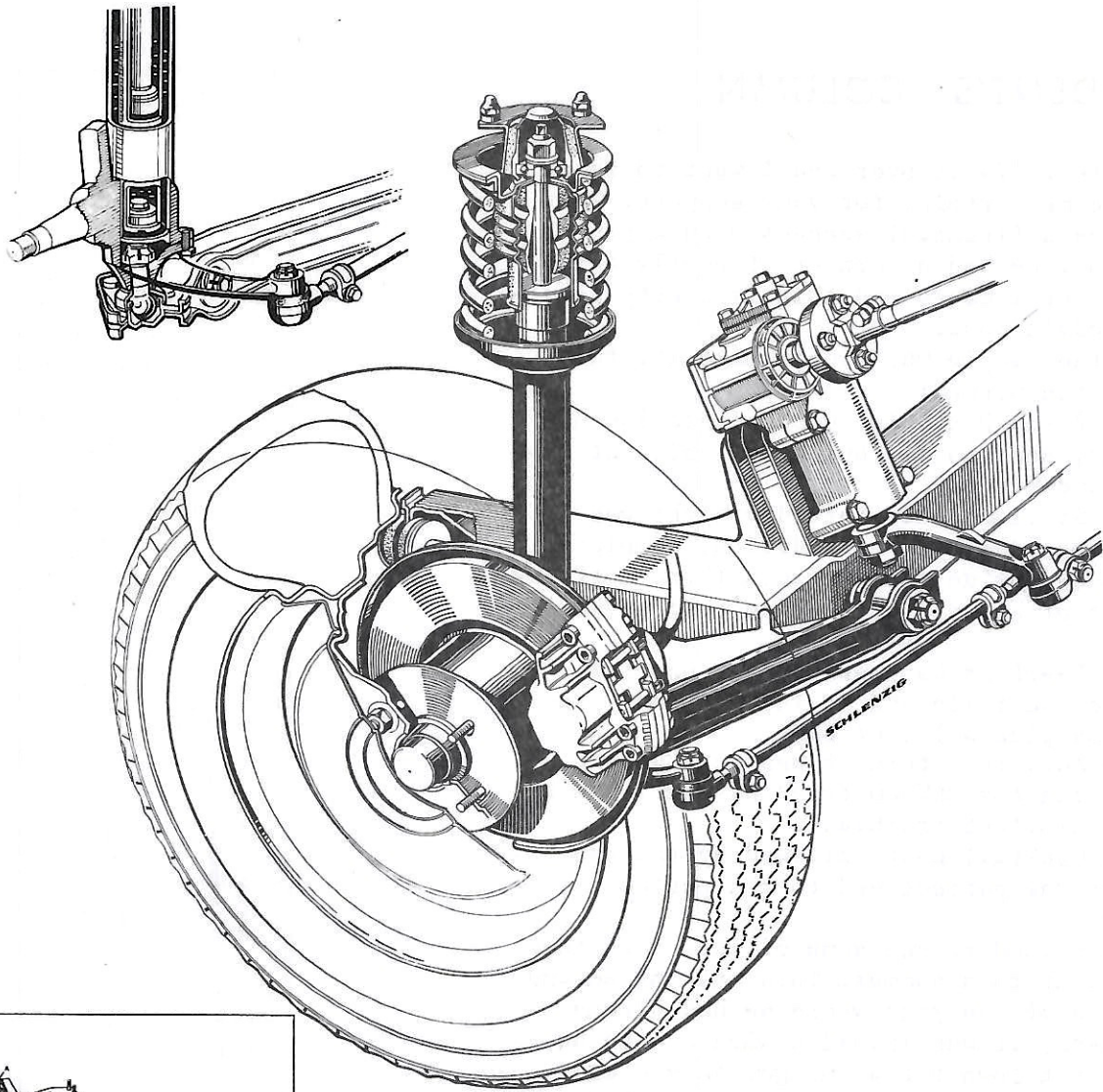




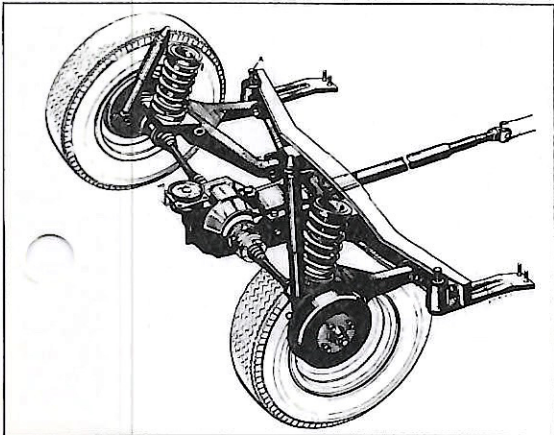
# das Krummet

**BMW 2002**



# November

1974





Welcome New Members!

Mike Silverman - 836 Prince Albert Court, Va. Beach 23454, 425-9406  
Thomas J. Gal, M. D. - MOQ D-13, U.S.N. Amphib. Base Little Creek, Norfolk 23521, 460-1359  
Richard J. Nuller - 5240 West Lake Road, Va. Beach 23455, 464-0922  
Gene Bell - c/o Cheyne Studio, 4218 Victoria Blvd., Hampton 23369  
Eric Thompson, M. D. - 1406 Bolling Ave., Norfolk 23508, 423-4489

Non Local:

William C. Lincoln - 3804 Alston Lane, Richmond 23229

## PRESIDENT'S COLUMN

Minifest '74 is over and I want to thank you, the membership, for your support. The event was a financial success with a profit of \$55.00. We had a turnout of nearly one half of our members and that is pretty good in anybody's book.

For the people who didn't make it, this is what you missed:

-The Beach Party included picnic lunch, swimming, sand castle building, sailboat rides, and fishing.

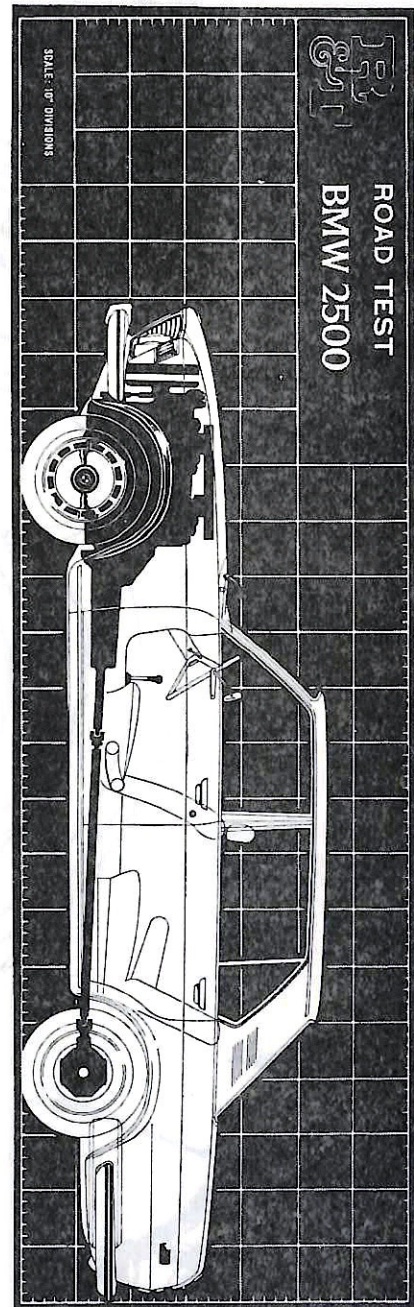
-The Gimmick Rally Saturday night was in the best Red Barron tradition, complete with clues inside the pretzels (Drew Jeffries ate part of his and still didn't find the clue).

-The Beerfest was open to all participants in the rally and included trophy presentation plus a lot of beer.

-The Autocross turnout was outstanding, 65 cars ran for SEVSCO trophies and 7 BMW's ran for Minifest trophies.

-The Cocktail Hour followed by the Banquet was the perfect end to the perfect weekend.

It was good to see some of the faces that were absent this summer. This was the second autocross of the year where we had plenty of workers, it was indeed a pleasure to be able to sit down for a change. As you can see, autocrosses are a major source of income for our club; we made over \$100.00 profit in September alone. I hope to see you all out working future events, even if you don't autocross, please show up to work.





## Editor's Column

As most of you can tell from the slopiness of this issue, you have a new editor - me! I'm going to give das Kummert a try for a while - at least until it begins to drive me crazy. Hopefully, now, we will be back to a monthly issue after a year of sporadic publication.

Of course, how large each issue is, depends totally on the material that I have to work with, i.e., I need articles! They don't have to be long or professionally written; heaven knows I'm not much of a writer, but even my pea brain can put a word or two down on paper. Your efforts need not be strictly BMW related, anything that would be of interest to the club members is fair game. I would especially like to hear from wives and/or girlfriends. All I ask is that what you give me is legible. Deadline for articles to be printed is the 15th of the preceeding month and if your article doesn't appear in the next newsletter, don't worry, I may be holding it for a future issue.

You can send your articles to me at 102 Charles Ave., Portsmouth, Va. 23702 or give them to me at meetings of events.

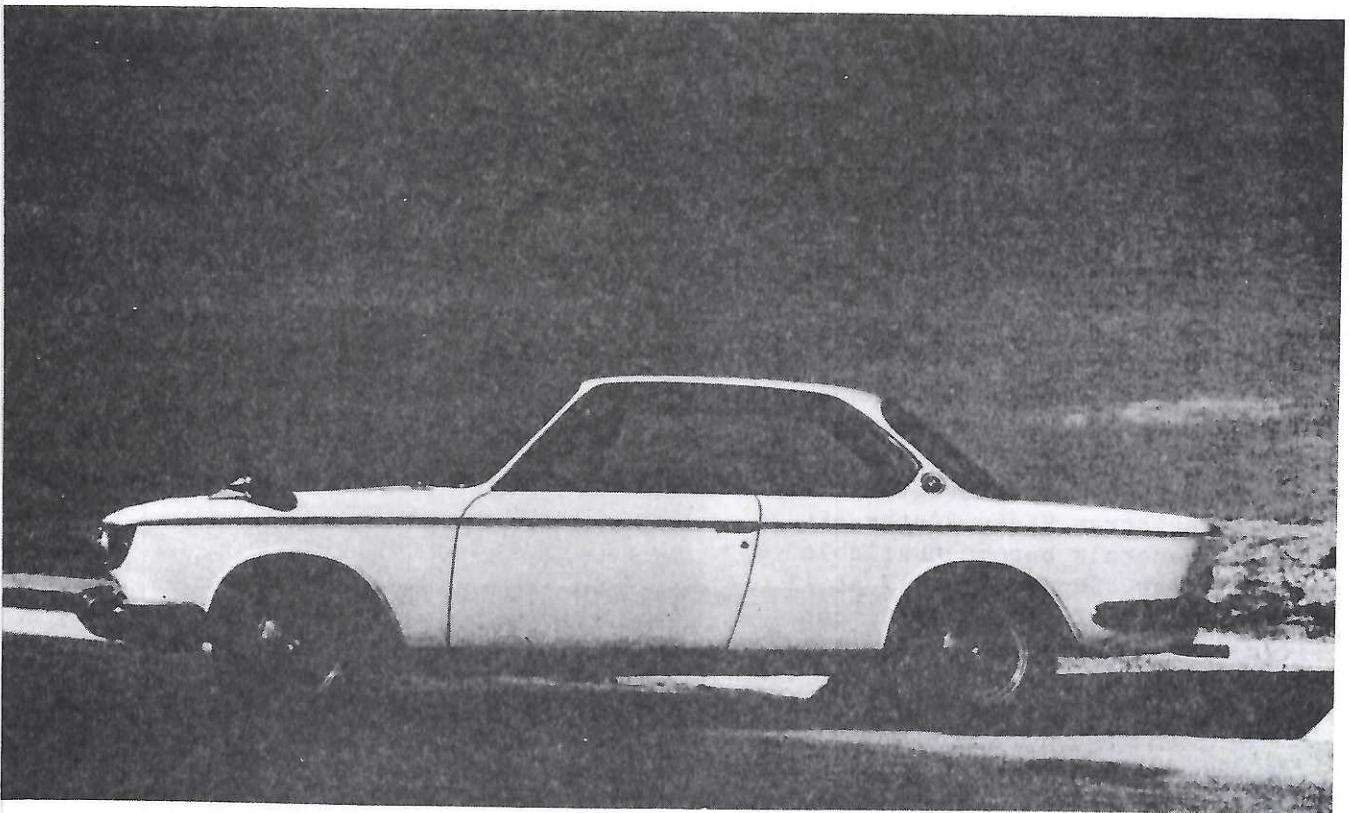
Rusty Barton

## Production Down, Reproduction Up!

While BMW car production may be down, it seems that BMW club members' reproduction is definitely going up! Last August 23rd Janis and Rusty Barton added Deborah Mary to the club roster; she weighed in at 6lb, 3oz and looks just like Rusty - poor thing! Then on October 20th Terrie and Vic Shunkwiler added Bruce David, a 7lb, 4oz future autocross king, to the roster. All four parents are doing fine and the babies are already trying to say "B...M...W"! Incidentally, Janis and Rusty's boy, John, has finally started saying "BMW" after months of saying "B...M...Doublecar". Word has it that Rusty is proud.

Getting back to the point, Steve and Monica Mercurio are expecting a baby shortly, but as of press time nothing to report. We will keep you posted.

## OUT OF THE PAST





# ACTIVITIES

## Schedule:

<u>Nov.</u>	<u>Event</u>	<u>Club</u>	<u>Time, Place</u>
3	Auto-X	PSCC	Mont. Wards, Hampton. Reg. 12 Noon FCO 1 PM.
9	Tech Session	BMW	Steve Mercurio's house at 12 Noon Call 420-0705 for directions
10	Auto-X	BFMC	Joy Fund Auto-X see details below
17	Rallye-CPS	TSCC	Turkey Rallye details below
19	Meeting	BMW	Details below
24	Auto-X	TACH	No info.
<u>Dec.</u>			
1	Rallye	BMW	Gimmick, info. to be announced

Taking things in order, The Joy Fund Autocross on the 10th is the second annual event of this type being sponsored by the Beach Ford Mustang Club. As you may surmise all receipts from this autocross will be donated to the Virginian-Pilot/Ledger Star Joy Fund. This is a golden opportunity to contribute to a worthy, local cause and show Tidewater that car freaks are responsible members of the community as well. The event will be located at the Ford Assembly Plant on Indian River Road in Norfolk; registration is at 10 AM with the first car off at 10:30. For preregistration, call OD Jim Roberts at 497-4381 after 4 PM. Donation is \$3.00; \$2.00 for cross-creekers or 60 milers.

Next on November 17th is TSCC's annual Turkey Rallye, a CPS event starting at the GEX parking lot on Airline Blvd. in Portsmouth. On Sunday, Nov. 3, preregistration opens ( call registrar Vicky Foster at 497-5754) and generals become available from the registrar. Sunday Nov. 17 at 11 AM registration at GEX opens; 11:51 car #1 receives route instructions, 12:01 PM

car #1 departs GEX. Entry fees are \$3.50 for SEVSCO and \$4.00 for non-SEVSCO with a \$1.00 discount if you pay a tunnel or bridge toll to get there. This event is generally not for beginners; it is a time-speed-distance rallye and as you can see from the preregistration procedure, it is kind of involved. Anyone with prior TSD rallye experience will enjoy it.

Our club meeting on the 19th will be extra important because we will nominate next year's officers. The Board will present a slate of candidates at this meeting, then nominations from the general membership will be taken and added to the Board's slate to arrive at the final list of candidates. Voting will be by written ballot, which you will receive with the December das Kummert. Ballots will be turned in at the Christmas Party where they will be counted and next year's officers named. So, anyone who would like to nominate somebody to be an officer next year, be sure you attend the November club meeting.

This year's Christmas Party will be held on Saturday, December 7 at the Barton's house in Portsmouth. Details will follow in the December das Kummert, but keep this date open - we're planning on trying some new things this year and it should be fun. By the way, we will have no club meeting in December - the Christmas Party serves as the December meeting.

Finally, on December 15th our club will be participating in and running the autocross portion of the annual SEVSCO Championship Event. This will require some course workers so note this date on your calender. Details will be in December's das Kummert.

Rusty Barton





# FOR YOUR INFORMATION

## Something to Dwell Upon

by Bill Elftman, LA Chapter Pres.

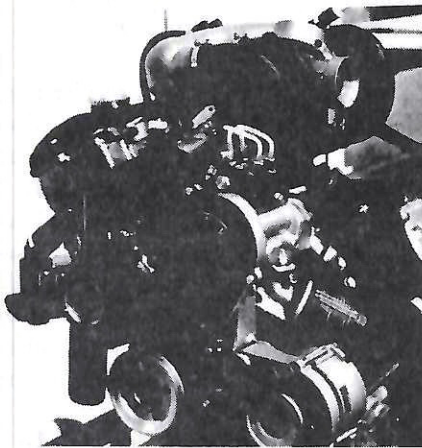
If you have a CD system...There is great danger to the Capacitive Discharge Type system if a plug wire is pulled off of a running engine. I know as it was done to me by a dealer who wanted to hear if I had a rod knock. He pulled one wire at a time, listened, then pulled the next wire. Following that brief episode, my CD system ceased to function. So if you want to check for insufficient dwell and watch for that yellow spark, be sure to disconnect the CD system first!!!

Reprinted from the BMWACA Portland,  
Oregon Chapter Newsletter

## According to "Autoweek"

BMW quite obviously needs a new two-door most of all if only because their 1602/2002 range is the oldest shape in the program. For the moment they have all the large-model pizzazz needed but a boost in four cylinder, two door sales must happen fairly soon. For cost reasons this will doubtless continue their present one-ohc engines which work so well anyway, but offer updated chassis, more glass and a larger trunk. We might expect a little less "competition" and a touch more "comfort" in chassis tuning to go with the latest Munich thinking.

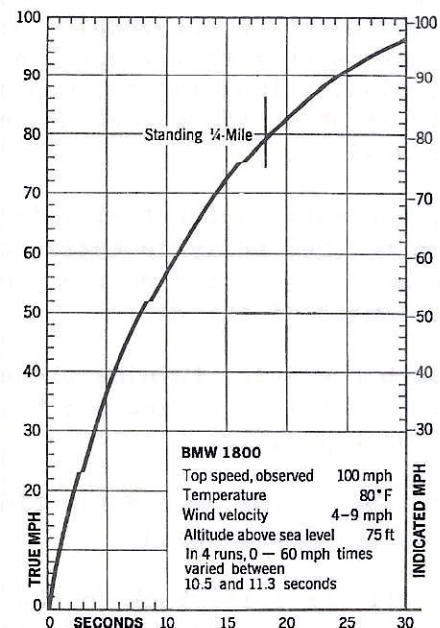
See below:



## Elections

Nominations for next year's officers will be taken at the November club meeting. This year the Board will present a slate of candidates to which the general membership can add further names at the meeting. A ballot will be mailed out with the December das Kummertt and the votes will be counted and officers named at the Christmas Party on December 7 at the Barton's house.

Anyone who would like to nominate anyone for office be sure you attend the November meeting on the 19th.





## TECH TIPS

### TII Fuel Injection Pump Drive Belt

To replace a broken drive belt on the fuel injection pump:

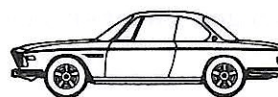
1. Drain and remove the radiator.
2. Loosen tension on alternator and remove its drive belt.
3. Remove four bolts from front crank shaft pulley (10mm socket wrench).
4. Carefully (plastic lower pump cover is fragile and has a critical timing mark on it) remove front crank shaft pulley by prying behind it with a screwdriver. Pry a little, turn the engine over a bit, pry a bit more. (You may have to push the car to move the engine carefully).
5. Loosen all bolts on lower fuel injection pump cover and remove those that can be removed. One will be behind the pulley behind the fan.
6. Lower the new belt from the top. While pulling the cover forward at the bottom (it will bend a little), thread the belt over the toothed pulley.
7. Turn the engine until the timing mark on the disc the outer pulley attaches to corresponds to the mark on the lower, plastic fuel injection pump cover (its at about 45 degrees up on the driver's side).
8. Set the mark on the fuel injection pump toothed pulley to correspond to the mark on the top on the pump (runs the length of the car).
9. Attach the belt, turning the engine over (carefully) to get the belt fully on the top pulley.
10. Turn the engine over a few times and check the marks again.
11. Put all the bolts back in the lower cover. Replace the outer crank shaft pulley. Replace the belt on the alternator and adjust tension.

12. Replace the upper pump cover.

13. Reinstall radiator and refill.

14. Drive! (But keep a spare belt in your trunk)

Reprinted from the Portland, Oregon  
Chapter Newsletter, BMWACA



### This May Be Just Another Dim-Bulb Idea by Richard Muller

The installation of auto accessories frequently requires the drilling of sheet metal components. If you, as I, rely on a one speed electric drill to accomplish this task, it is possible to inscribe a spiralling path along the paintwork instead of putting a hole where you want it. Of course, you can locate the bit with a center punch, but on a long stretch of sheet metal the results can be extremely depressing.

An alternative to buying a variable speed drill, which solves the above problem, is to make the speed of your existing drill, as well as the output of anything else you are currently plugging into the wall, variable. This can easily be done for a cash output of \$5. to \$10.00 and about an hour for assembly.

The essential parts include an electrical socket, a grounded power cord with plug, a dimmer switch, and a chassis box. An on-off switch (if the dimmer does not incorporate one) and rubber feet for the box are optional. Wire the plug, socket, switch, and dimmer in series in any imaginative order and stick your tongue out at Radio Shack. Just don't forget to ground socket to plug. The 4"X3"X2" chassis box, at \$1.49 from AVEC Electronics, is the only component I can give a price on, the rest came from associated junk.



# Of Immediate Interest

From the "Wispering Bomb", BMWACA, Los Angeles Region Newsletter

In the latest issue of Der Spiegel, #38, 16th September, 1974, on page 88 is an article announcing the termination of Max Hoffman as the sole importer of BMW Automobiles in the United States. Two reasons were cited for the termination by this article. The first reason stated was the fact that Hoffman had failed to utilize the entire advertizing budget set up by Munich. The second reason stated in the article was that Mr. Hoffman was quite slow in payment to the factory for cars he had purchased. The article continues to say that the sales and service will be handled by the factory directly and also that the factory hopes to bring its ranking in sales up to the levels of other European imports.

From the pages of the "Los Angeles Times" newspaper dated 30th September, 1974, was an article which reads as follows:

"Germany's Bayerische Motoren Werke A. G. -Bavarian Motor Works in U. S. parlance - is expected to accelerate its sales efforts in this country and re-organize its U. S. operations as part of those efforts.

The Munich-based manufacturer has distributed its cars here since 1960 through Hoffman Motors Corp., an independant Montvale, New Jersey, firm owned by Maximillian Hoffman. Now the German firm has quietly informed its dealers that it has signed an "agreement in principle" with Hoffman to take over U. S. distribution through a new company, BMW of North America, Inc.

The new firm will be a wholly owned subsidiary of BMW in Germany. The change is scheduled for about November 1.

Last year BMW sold under 14,000 cars in the United States, down from a peak of more than 21,000 in 1972. But so far in 1974 it is one of only five of the top 20 importers to register a sales increase here, and it is now projecting sales for the year at between 18,000 and 20,000 cars.

The company currently sells five lines of cars here ranging from \$5600. to over \$13,000. It will drop three of the higher priced lines - the Bavaria, 2002Tii, and 3.0CS - when the 1975 models go on sale around the end of the year and introduce a new \$10,000. four-door sedan with a fuel injected six-cylinder engine and dubbed the 530i."

## OOPS !

### Smith Corner Motors Sues BMW

An item that appeared in the Oct. 3, 1974 Virginian Pilot reported that Smith Corner Motors in Portsmouth is suing Bavarian Motor Works and Hoffman Motors Corp. for \$500,000. in a breach of contract suit.

Lawyers for Smith Corner Motors allege that the defendants tried to force Smith Corner Motors to take cars, accessories, parts, and supplies it did not want. They also charged that Hoffman Motors would not ship cars which the dealer felt they could sell while favoring other dealers. Other charges concern unsatisfactory warranty claim processing and allegedly slanderous and insulting statements made to Smith Corner Motors to the detriment of the firm's reputation.

When asked to comment on the suit, F. J. McGettrick, Hoffman Motors Corp.'s district manager, refused.

Those of us in the club that have occasion..to drive by Smith Corner have noticed that they have not replaced the few cars they had when they first took on the franchise. The results of this suit will be interesting to say the least!





The Bey Em Vey Corporation is a club for enthusiastic BMW owners and a chapter of the BMW Car Club of America. Meetings are held at the Janaf Branch of the Norfolk Public Library on the third Tuesday of every month, at 8:00 P.M.

The Bey Em Vey Corporation is an independent group of BMW owners and is not associated with the manufacturer, importer, or dealers of BMW automobiles.

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