



Das Kummel

HAPPY HOLIDAYS!

PRESIDENT'S COLUMN

As those of you who came to the meeting know, we aren't having an election this year. In years past the Executive Board has tried to feel out those who might serve, in advance of the November meeting and then see that these people, and any others that the membership felt they wanted would be nominated. Some of you may remember ballots of past years as having a farcical aspect with few, if any, contested offices. One of the years nobody was running against me I remember seeing a write in for Mickey Mouse. If he could have been found, he doubtless would be writing this now instead of me.

In any case, those who have expressed a willingness and in some cases even a desire (believe it or not) to hold office next year are:

President	-Rusty Barton
Vice President	-Ann Williams
Secretary	-Jim Craig
Treasurer	-Brian Missig
Activities Chairman	-Eddie Hardman

I have volunteered to do the newsletter (heh, heh - Ed.)

Whether or not next year will be one of more or less activity than this year will depend, as always, more on the desire of the membership to participate than the finest efforts of the new officers.

By common agreement at the November meeting, end of the year trophies will be confined to two: Most Active Man and Most Active Woman.

Last but not least we have decided to stay in SEVSCO and put on competitive events. I feel, reasons that there may have been for dropping out notwithstanding, that staying in offers more for the general membership than some may have realized.

As this is my last column as President, I want to express my thanks to my fellow officers for their cooperation over the past years that I have been an officer myself. The time I have spent on behalf of the club has been rewarding and will always be fondly remembered.

Dave Pritchard

DECEMBER 1976



WELCOME NEW MEMBERS !

Dennis Bulai 623 Lake Edward Drive #102, Va. Beach 23462 499-5501
Stuart Kerievsky 11 Fieldstone Court, Randolph Twp, N.J.
Roger Richman Hague Towers Apt. 1914, Norfolk 23510 622-9851
Robert E. Tracy, Jr. BOQ Rm 490 NAB Little Creek, Norfolk 23505
Theodore G. Williams 913 Donation Drive, Va. Beach 23455

ACTIVITIES

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Information</u>
Dec.			
5	Tech Session	BMW	Details below.
5	Rally	PSCC	No info.
12	Auto-X	BFMC	Annual "Joy Fund Auto-cross". At Military Cir. Reg. 11AM, FCO 12 noon. Proceeds go to the Joy Fund.
**18	Christmas Party	BMW	Details follow.
19	Auto-X	TSCC	First of "Winter Four Auto-X Series". Reg. 11 AM, FCO 12 noon, Military Cir. \$3.00 SEVSCO. OD Lynn Thomas 625-2859.
21	Meeting	BMW	CANCELED - WE HAVE NO MEETING IN DEC. DUE TO THE PARTY!
25	MERRY CHRISTMAS!		

** NOTE THE CHANGE IN DATE

TECH SESSION - SEE THE NEW 320i!

Our final tech session of the year will be held on Sunday, Dec. 5th at noon. Eric and Marsha Thompson will host the event at their home: 1406 Bolling Ave., Norfolk; phone 423-4489 for directions.

Rusty Barton and Jim Craig will demonstrate a quick, easy, one man method of brake system bleeding. If you want to take advantage of this, be sure to bring 3 to 4 cans of top quality brake fluid. The fluid must meet Department of Transportation Spec. 3(DOT 3) at least, but DOT 4 is better. Two good brands that meet or exceed these specs. are: Wagner Lockeed Super Heavy Duty 21-B and Castrol GT LMA. The stock ATE Blue can also be used but it is very expensive. Don't use any "off brand" fluids.

The beer and soft drinks will be there as usual, as well as the parts store and advice and/or help on any aspect of maintaining your Bimmer.

TECH SESSION con'd

A special treat will be the 320i that Ken Todd will be bringing by for our inspection and even a test drive if we promise to keep at least three wheels on the road!

FIFTH ANNUAL BMW CLUB CHRISTMAS PARTY

This year's Christmas Party will be Dec. 18th (not the 11th) at 8 PM. The location is 301 Effingham St. which is virtually across the street from the Naval Hospital in scenic downtown Portsmouth. The club will provide a guaranteed terrific punch and you will be telephoned shortly to see what you can bring in the way of goodies to munch upon. As usual, inexpensive Pollyanna gifts are optional (if you want to participate in the fun of our Pollyanna madness, bring a gift) Look out MOPAR! Any questions? If so ask me when I call you or call me, Jim Craig, at 397-6917. Note that the party is on the first floor of the aptment building.

EDITORIAL

Well its time for me to say goodbye to the das Kummnet. I will be turning over the reins of our newsletter to Dave Pritchard beginning next year after two years of highs, lows, and so-so's.

When I took over as editor from Jim Craig our tresury was fat(I still can't spell); we had an aggressive, competition oriented club and had good income from the 5 auto-crosses we sponsored each year. Das Kummnet was usually 4 to 5 pages (both sides) with lots of neat pictures. I was proud of our newsletter then and glad to be able to keep us in the forefront of the chapters in newsletter quality.

As I leave the post of editor, the tables have completely turned around. We are no

longer competition oriented and thus no longer have the income from 5 autocrosses to supplant our dues income. Das Kummnet, therefore, has deteriorated in quantity, now down to two pages with sparse use of pictures. I hope it has not deteriorated in quality as well; I'm still proud of it.

Dave has a hard job ahead of him, but I know he can do it and do it well. Dave, I wish you the best with das Kummnet. You have a great responsibility to carry on with one of the oldest and most respected newsletters in the BMWCCA.

Let's support Dave the best way we can by writing articles and supplying him with tech tips - it's not hard; if I can do it anyone can.

Rusty

320i DRIVING IMPRESSION

by Rusty Barton

Two weekends ago I went to Meekins to check out the new kid on the block - the 320i.

Starting under the hood (where else!), about all I can say is, whew! Complication and sophistication is rampant with the new Bosch K-Jetronic fuel injection metering unit taking up all the left side space. The complication arises, of course, from the emission controls - no catalytic converter, but an air pump, exhaust gas recirculation, and more vacuum lines and dash pots than you can shake a stick at. Sadly, the day of the backyard mechanic is drawing to a close. Other items about the engine include new, quieter mounts, an auxiliary electric cooling fan in front of the radiator, and a very nice plastic box containing all the fuses and relays to mention a few.

The car has the traditionally large BMW trunk with the tool kit mounted on the lid ala Bavaria. The suspension has received major refinements in the form of asymmetrically mounted front springs, large .87" diameter front sway bar that also serves to locate the bottom of the McPherson strut, easier to replace front shocks, concentric with the springs rear shocks, stronger boxed in rear trailing arms, and generally softer spring settings. Steering is now rack and pinion just like your mother's Pinto. The front disc brakes are now ventilated and the rear drums are larger. Finally the wheels are now 5½" wide and sport big 185/70HR13 radials - usually Conti 772.

Inside BMW has been really hard at work. The dash has the usual instruments that are lit with an orange light at night. There is finally a really good fresh air vent system. The air conditioner is vastly improved and the heater is slightly more powerful. The wheel is a nice thickly padded affair and is smaller than before - taking advantage of the reduced steering effort the rack and pinion provides. Seatbelts are very well integrated and shoulder harnesses are in the rear too. My only complaint is the cheap looking door panels. Fit and finish is up to the usual high standard.

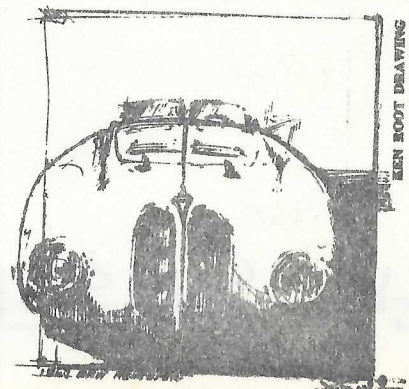
I was getting ready to leave when Ken asked (finally) if I would like to drive one - is the Pope Catholic? The car I drove was not broken in or set up so revs had to be kept below 4000, pity.

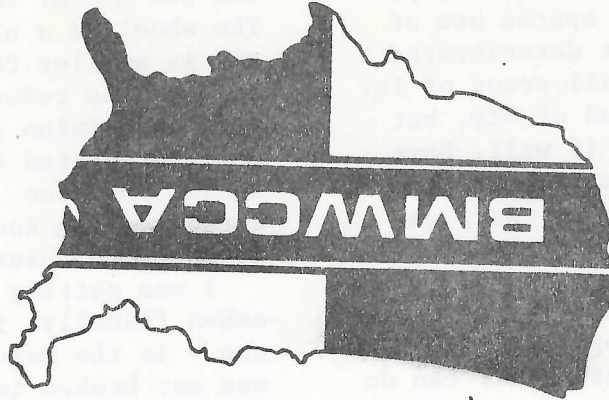
The first impression is one of refined smoothness and quiet - every bit as quiet as my Bavaria. The steering wheel is very comfortable and the controls are easy to reach and well placed. Clutch effort is almost too easy and the gearbox is familiar with some notchiness due, I'm sure, to its newness. The engine is noticeably smoother than a 2002 engine and it warms up very fast.

The car rides very comfortably - more so than the 2002 but handling seems to be as good or better; BMW seems to be striking a good compromise between comfort and handling.

About the only major thing that annoyed me on my short trip was the slowness with which the rpm's decreased when letting up off the gas. The engine just seems to keep turning at whatever rpm it was at when you push the clutch in to shift - if you move fast enough, the revs will not drop at all. Otherwise the engine is free from emissions related faults - the Bosch K-Jetronic does its job well.

I'm impressed. BMW has come up with a 2002 for the 70's - one that meets Uncle Sam's regulations gracefully and one that will surely satisfy the new BMW enthusiast who is looking for more comfort and refinement with his sportiness.





BEY EM VEY CORP.

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TECH SESSION SUNDAY!!
(SEE INSIDE)