

Das Summer



BMW has invented another class of automobiles, one reigned over by the 3.0Si; built by professionals for other professionals, it is King of the Execucars

BMW 3.0Si

Inside:
More on the 3-Series
Tune Up Guide - Part 5
Marchal Prices
Tech Tips
New Models
"Minifest '75"
and More . . .



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.	855-6186
Vice President.	Drew Jeffries..	424-5148
Secretary.....	Janis Barton...	393-0235
Treasurer.....	Steve Mercurio.	420-0705
Activities.....	Dave Cottrell..	340-6284
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Editor.....	Rusty Barton...	393-0235
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PRESIDENT'S COLUMN

First of all, my thanks to Ken Brownin for putting on "Gear Buster II" for us in August. We have three more autocrosses to put on this year. If everyone comes out to help on these as they did for the August one, it will make for a better event for all. Some of the people who came to help had to come and go at different times of the day, but they were able to give needed relief for the time that they were there. Because the weather will be cooling off now, our last three events should be more enjoyable to work.

I feel that I can say without fear of contradiction that the dinner meeting was a success in as much as it was the largest meeting we've had this year. People have expressed the feeling that we should do it on a quarterly basis at different locations as strikes our fancy. There is nothing to doing it but calling the restaurant ahead of time and then showing up.

Having fortified myself with two Zombies I found that while conducting the business end of the meeting, those generally contentious members who would normally hold forth for a period of time exploring some fine point of the autocross code, were so at peace with themselves that the first order of business would have been adjournment had I not blustered through a few things that seemed important at the time.

For more good times, participate in the "Minifest" weekend. For the tech session/picnic, food will be provided, but we will need tables and chairs suitable for outdoor use. The Rally from master mind Rhyne promises to be memorable as will be the beerfest afterward.

Don't be afraid of the autocross part of it if you haven't done it before no matter how new your Bimmer is. You don't have to drive like Ken or Rusty to enjoy and learn from it. Again, as with all autocrosses, we need all the help we can get. The \$5.00 entry fee covers everything but the buffet at the Lake Wright Sunday evening.

I hope to see you all there.

Dave Pritchard



**S.E.V. MARCHAL**World-famous, superb quality
Quartz Halogen Lamps!*Low, low
discount prices
on the best!*

Following is a list of prices for various items available through the Tidewater Chapter from Marchal America. Please note the minimum quantity required for each order. Any group wishing to order, please send a check for the minimum quantity total to: Ken Browning, 4107 Davis Ave., Chesapeake, Va. 23325. You do not have to be a member of BMWCCA to take advantage of our low prices.

Other items are available such as 6 volt models of almost all lamps, replacement parts, and some racing lamp applications. Please inquire for any specific items not listed.

<u>Dual Headlight Systems</u>	Retail (pair)	Minimum Quantity	Our Price
Quartz Iodine 7" Ampilux, Bulb type H-1 & H-3	\$59.80	6 pairs	\$47.84
Quartz Iodine 7" H-4, bulb type H-4	41.95	6 pairs	33.56

<u>Quad Headlight Systems</u>			
Quartz Iodine Low Beam, bulb type H-1	33.65	8 pairs	26.92
Quartz Iodine High Beam, bulb type H-1	28.95	8 pairs	23.16
Dual Filament Low Beam, bulb type H-4	34.95	8 pairs	27.96

<u>850 GT Series-Bulb Type H-3</u>	Retail (each)	Minimum Quantity	Our Price
Long Range Driving	\$24.95	10	\$19.96
White Fog	24.95	10	19.96
Amber Fog	24.95	10	19.96
Protective Lamp Covers (Foam)	3.35	--	2.68
Protective Lamp Covers (Plastic)	2.50	--	2.00
Truck Mounting Bracket	9.95	--	7.96

<u>700 Series-Bulb Type H-2</u>			
Long Range White Driving	28.95	10	23.16
White Spot Beam	28.95	10	23.16
White Fog	28.95	10	23.16
Amber Fog	28.95	10	23.16
Protective Lamp Covers	3.80	--	3.04

<u>850 GT Kits</u>			
White Fog	59.95	6	47.96
Amber Fog	59.95	6	47.96
Long Range Driving	59.95	6	47.96

<u>Air Horns</u>			
Dual Trumpet Plastic	24.35	10	19.48
Dual Trumpet Chrome	30.95	10	24.76

<u>Replacement Bulbs (all 12 volt)</u>			
H-1	4.25	10	3.40
H-2	4.25	10	3.40
H-4	8.95	10	7.16
H-1 (100 watt)	7.50	10	6.00
H-2 (100 watt)	7.50	10	6.00

Marchal Prices con'd

Replacement Lens/Reflector Units-850 GT Series

Long Range Driving	8.50	--	6.80
White Fog	8.50	--	6.80
Amber Fog	9.80	--	7.84

Replacement Lens/Reflector Units-700 Series

Long Range White Driving	10.50	--	8.40
Long Range Amber Driving	10.50	--	8.40
White Spot Beam	10.50	--	8.40
Amber Spot Beam	10.50	--	8.40
White Fog	10.50	--	8.40
Amber Fog	10.50	--	8.40

Marchal Switch Kits

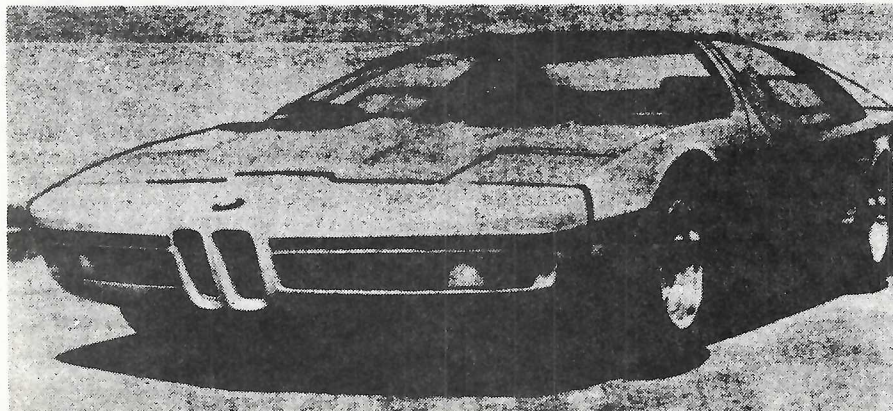
2-Position	3.95	12	3.16
3-Position	4.35	12	3.48
Rocker	4.75	12	3.80

Switches

2-Position	2.00	--	1.60
3-Position	2.40	--	1.92
Rocker	2.80	--	2.24

Relays

12 volt	3.95	10	3.16
Fuses	.40	--	.40



BMW's Turbo showcar of 1972 may see production.

Exotic BMW For '76

Remember the BMW "Turbo" show car, presented by the German auto firm in 1972, with its gull wing doors and a two-liter turbocharged four-cylinder for power? Well, you'll be seeing it again both in BMW showrooms and on the circuits of the 1976 Manufacturer's Championship which will be run for so called production cars, which requires that 400 copies be built of the competing cars. But when it appears, it will have a 12-cylinder 4.5-liter mid engine.

All of this was revealed in a recent report in the German news magazine *Auto Zeitung*. In race trim the new engine

will produce something like 600hp. An alternative turbocharged six of 3.2-liters and 590hp is also running both on the dynos and in experimental cars; actually both engines have been successfully road tested as early as October 1973.

Even at a projected price of \$32,000, BMW figures they will be able to sell all the BMW 645s they can and will make. To insure similar success on the track, the competition versions are reportedly to be driven by Hans Stuck, Jochen Mass, Brian Redman, and an unnamed American driver.—Gero Hoschek

ACTIVITIES

Date	Event	Club	Info.
Sept. 6-7	Minifest	BMW	See flyer.
14	Auto-X	BFMC	"Back-to-School III" At Ford Plant. Reg. 10AM, FCO 11AM. \$4. Non-SEVSCO, \$3. SEVSCO, \$1. disc. X-creek. Prereg. even numbers Sam Starcher 855-7243; odd no. Bill Vose 838-9285(NN)
14	Rally	AMSC	No info.
16	Meeting	BMW	Janaf Library 8PM.
21	Rally	VMSC/No.	info., may be cancelled.
21	Auto-X	AMSC	"Drive for Cancer" Newmarket Shop. Ctr. Mercury Blvd. Newport News. \$4.00(goes to American Cancer Society) Reg. 10AM, FCO 11AM. OD Barb Sealey 851-2489.
28	Auto-X CPS	TACH	No info.

In conjunction with the "Drive for Cancer" autocross, AMSC will also present a Sports Car Show, Sept 17-20 at Newmarket North Mall. For more information or if you are interested in entering your car in the show, contact Rusty Barton.

Wanted:

Strut shock inserts for 2002; Koni, etc. Nathan P. Stone
4802 Whatley Ave.
Savannah, Ga. 31404

TECH SESSION

TECH SESSION

TECH SESSION

TECH SESSION

The August Tech Session will be held in conjunction with the Minifest Cookout on Saturday, Sept. 6, 1975 at Dave Pritchard's home: 920 Elm Street, Norfolk.

You do not have to be registered for the Minifest to participate in the tech session, so no excuses - be there!

TECH TIPS

Wheels

by John Baxter

Apparently there is a shortage of 5½" X 13" Borrani wheels right now. During a phone conversation with Miller and Norburn a suggestion concerning BMW Turbo wheels was made. I called Meekins and the European wheels are available. They are styled steel wheels 5½" X 13" and list at \$31.50, but must be ordered from N.J. By the way, Meekins has given me excellent parts service, all orders so far have arrived in under two weeks.

Tii Problem

by Jim Craig

Owners of Tii models should check the opaque plastic fuel lines running from the top of the injection pump to the individual injectors for abrasion. If any of the fuel lines are touching each other they can wear themselves down in a hurry - check them soon. Gently brace them apart with a small section of old fuel line and replace any badly worn lines. Don't wait for a fire.

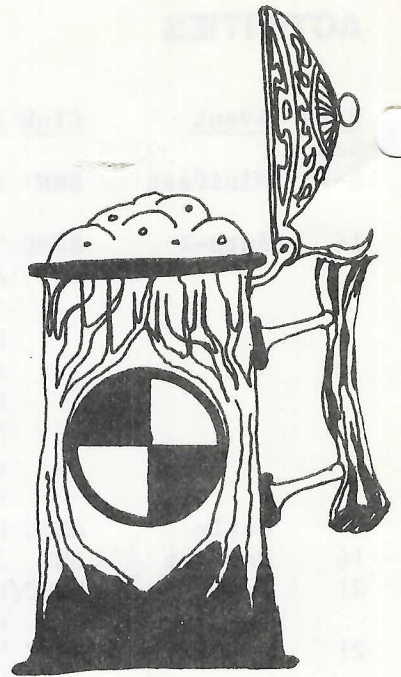


BMW has unveiled a new 530 coupe model which reportedly will be available in Europe in the spring of 1976. The coupe shares the same chassis and choice of 4-cyl 2-liter or 6-cyl 3-liter engines with the 530 sedan in European versions. There is no word regarding U.S. availability.

MARK STEHRENBARGER DRAWINGS

THANKS —
MILITARY
CIRCLE!

The
Bey Em Vey
Corporation
Tidewater Chapter
of the
BMWCCA
"Presents The
Mini Fest '75"



TIDEWATER IS A LONG WAY FROM THE WINDY CITY. SO FOR THOSE OF US UNABLE TO ATTEND THE NATIONAL OCTOBERFEST, THE BEY EM VEY CORP. INVITES YOU TO JOIN WITH US FOR A LOW KEY WEEKEND THAT WILL INCLUDE A PICNIC, A GIMMICK RALLY, A BEERFEST, AN AUTOCROSS AND A BUFFET BANQUET AT A LOCAL RESTAURANT. THE REGISTRATION FEE OF \$15 WILL INCLUDE THE ENTRY FEE IN BOTH EVENTS AND FOOD AND BEER AT THE PICNIC AND BEERFEST.

REGISTRATION: VILLAGE INN PIZZA PARLOR, JANAF SHOPPING CENTER SATURDAY, SEPTEMBER 6, 10:00 AM

COOKOUT SATURDAY 12:00 PM - AT DAVE PRITCHARD'S, 920 ELM ST. - ALSO TECH. SESSION - NORFOLK

THE THIRD ANNUAL RED BARON GIMMICK RALLY: REGISTRATION SATURDAY 6:00 PM FIRST CAR OFF AT 7:00 PM * OD JIM RHYNE 487-2774

AUTOCROSS REGISTRATION SUNDAY 7th OF SEPTEMBER AT MILITARY CIRCLE OPPOSITE THE C&P BUILDING 11:00 AM FIRST CAR OFF AT 12:00 PM OD ERIC THOMPSON 423-4489

BUFFET BANQUET AT THE LAKE WRIGHT MOTEL 6:00 PM, FOLLOWING THE AUTOCROSS.

*BEERFEST TO FOLLOW THE GIMMICK RALLY.

PEOPLE COMING FROM OUT OF TOWN MAY CONTACT

WILLIE LEVENSTON
1207 ROSS DRIVE
PORTSMOUTH, VIRGINIA 23701

PHONE: 487-8537 AREA CODE 804

FOR INFORMATION ON ACCOMADATIONS IN THE AREA

SPECIAL REPORT

Details Revealed on New BMW 3-Series by Rusty Barton

In articles appearing in Autoweek and Road & Track more details were reported concerning BMW's replacement for the venerable 1600/2002 series.

The car will be in four versions: the 316 with the 1600cc engine, the 318 with the 1800cc engine, the 320 with the 2000cc engine, and the 320i with the fuel injected 2000cc engine which now uses the Bosch K-Jetronic system as opposed to the old 2002Tii Fuglefisher mechanical unit. When imported to the US, we will see at most only the 320 and/or the 320i and this not until sometime in 1976.

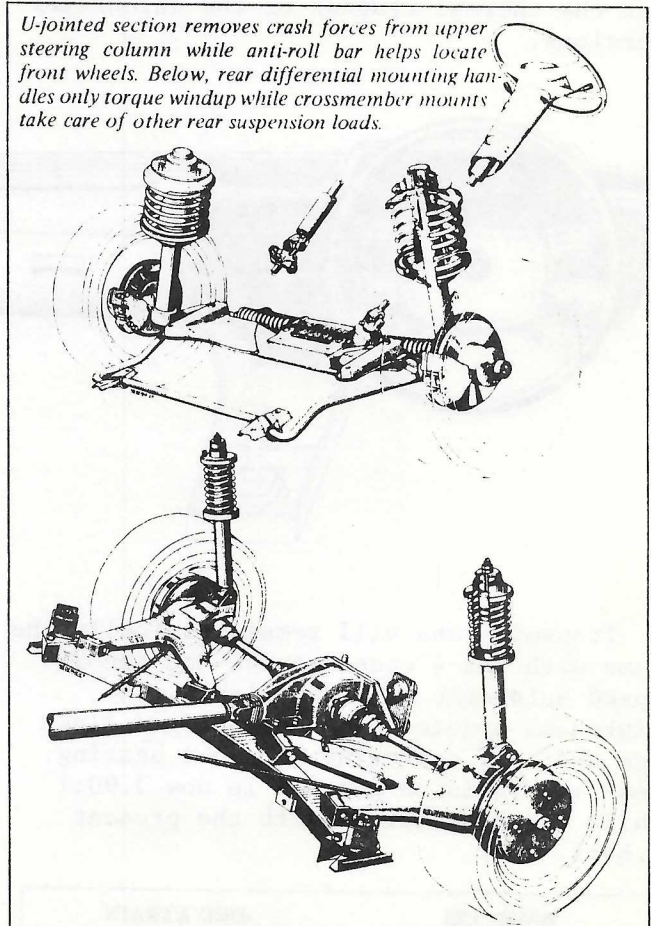
The new body is slightly larger than the present 2 door being almost 5in. longer, about 1in. wider, and about 1in. lower, you know the old saw, "longer, lower, wider". Wheelbase is 2.5in. longer and the passengers will have 1.6in. more legroom to stretch out in.

Flow through ventilation is finally effective with large dash vents at either end and the middle. Air conditioning continues to be a dealer installed option, not integrated into the existing vents.

Speaking of the dash, it is typical BMW with gauges for speed, RPM, fuel, water temp, and warning lights for oil pressure and brakes. The layout, as you can see, is handsome and definitely driver oriented. Those fantastic stalk mounted controls for lights and wipers continue and the steering wheel is smaller - its about time.

The chassis is what we have come to expect from BMW with MacPherson struts at the front, now canted to the rear as in the six cylinder models. The lower lateral links are now located by the outer ends of the front anti-roll bar. An interesting item is that the springs are actually offset relative to the struts (as in the 6 cyl. cars) thus counteracting the tendency of suspension movements to bend the struts resulting in friction. Spring rates at the front are 25% softer and there is some negative steering offset although not as pronounced as in the Rabbit or Fox. The anti-roll bar is now .87in versus the old .59in and the track is .9in wider (1.7 in. on the 320i with 5½" wheels standard).

At the stern are the usual trailing arms mounted to the large cross member. The springs are now concentric with the shocks and are 40% stiffer than previously; no anti-roll bar is installed. Here track is increased by 1.4in with 5" wheels and 2.2 in. with 5½" wheels.



U-jointed section removes crash forces from upper steering column while anti-roll bar helps locate front wheels. Below, rear differential mounting handles only torque windup while crossmember mounts take care of other rear suspension loads.

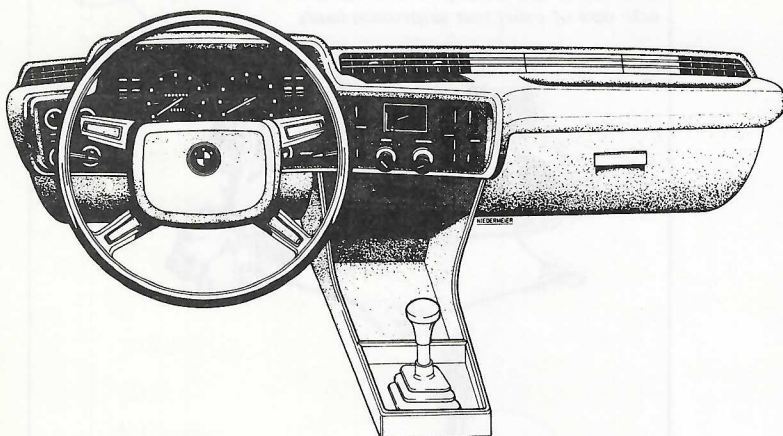
Steering is rack and pinion which unfortunately has a slightly slower ratio but effort is 23% lower in parking and 44% reduced on the road; needless to say power steering is not available.

Brakes get an up grading from 9.5in to 10.0in disks in front with 60% more pad area (the 320i gets ventilated disks) and there is now a proportioning valve for the rear drums which are now 9.8 versus 9.1in. Tires will be 165SR-13 for all but the 320i which gets 185/70HR-13; all are steel tubeless radials.

Engines are basically what we have come

BMW 3-Series, con'd

to expect from BMW. They are slightly modified to allow running on lower lead fuels and are mounted differently to allow for smoother and quieter running. Road & Track says we will get only one version of the 2 litre, most probably the 320i since it is capable of meeting emissions regs. without the thermal reactor of the carburetor versions.



Transmissions will remain basically the same with the 4 speed manual and the 3 speed automatic still available. The clutch is updated with an enclosed linkage and self centering throwout bearing. Rear end ratio on the 320 is now 3.90:1 while the 320i sticks with the present 3.64:1.

BMW 320i SPECIFICATIONS (European Version)

GENERAL

Curb weight, lb 2300
Wheelbase, in. 102.0
Track, front/rear 54.6/55.1
Length 171.3
Width 63.4
Height 54.3
Fuel capacity, U.S. gal 13.7

ENGINE

Type sohc inline 4
Bore x stroke, mm... 89.0 x 80.0
Displacement, cc/cu in... 1990/121
Compression ratio 9.3:1
Bhp @ rpm, DIN 125 @ 5800
Torque @ rpm, lb-ft... 127 @ 4300
Fuel injection Bosch K-Jetronic

DRIVETRAIN

Transmission 4-speed manual
Gear ratios: 4th (1.00) 3.64:1
3rd (1.32) 4.80:1
2nd (2.02) 7.35:1
1st (3.76) 13.69:1
Final drive ratio 3.64:1

CHASSIS & BODY

Layout front engine/rear drive
Body/frame unit steel
Brake system 10.0-in. vented
discs front, 9.8-in. drums rear;
vacuum assisted
Wheels steel disc, 13 x 5½
Tires radial, 185/70HR-13
Steering type rack & pinion
Overall ratio 21.1:1
Front suspension: MacPherson struts,
lower lateral links, anti-roll bar
as longitudinal links, coil springs,
tube shocks
Rear suspension: semi-trailing arms,
coil springs, tube shocks

Performance can be expected to suffer somewhat compared to present 2 door versions due to the weight increases and stricter emissions regulations, but still brisk enough to suit most drivers.

Well that's about it. Looks like BMW has incorporated most all of the refinements of the 5-Series into this new range to make a truly up to date 2 door sedan. It seems to continue the trend away from pure performance and towards a more even balance of performance and comfort. It

looks like it is getting harder and harder to design truly fun cars in the safety/emissions climate of today, but BMW continues to succeed with the 530i and now, hopefully, with the 320/320i.

Did You Know . . .

Samuel Bronfman II, heir to the vast Seagrams Distillery fortune and recent victim of an unsuccessful kidnapping, drives a 1973 BMW?

BMW is reported to have a Formula 1 V-8 engine already developed and may use it in a chassis of their own or an English chassis next year with Hans Stuck as driver?

Hilltop Mazda/BMW is finally building an extension onto their cramped building for more parts storage?

Jim and Thelma are now both Craigs having married Aug. 30th?

BMW of North America is now running full 2 page ads in national magazines such as Newsweek?

There is a new BMW dealer on the Peninsula - Stevens AMC/GMC/Honda/BMW on Rt. 17 in Newport News?



General Notes

I. Engine.

- A. Check leak prone areas occasionally to avoid bad surprises.
 1. Aluminum timing chain cover - cast iron block junction is usually a slow leaker that once in a while turns into a gusher.
 2. The distributor mounting flange at the back of the cylinder head is another good one.
 3. The rear transmission seal as well as the seals on the input/output shafts of the differential are also quite prone to leaks.
- B. Check exhaust manifold studs and nuts for looseness every 8000 miles or so.
- C. Torque cylinder head before adjusting valves.
- D. On four cylinder cars remember that cylinders 1 & 4 and 2 & 3 are paired for valve adjustment (#1 is on TDC when #4 is on overlap, etc.)
- E. Do not overtighten nuts on the valve adjustment eccentrics.
- F. Always file the contact surfaces of new points to remove any protective coating or film.
- G. Do not interchange the retaining screws for the points and condenser - they are of different lengths and may cause damage to the distributor advance mechanism.
- H. Never remove the felt pad in the end of the distributor shaft, but always (every 8000 miles) add several drops of motor oil to it (it lubes the distributor's innards).
- I. When setting the timing be certain that the proper vacuum lines have been disconnected. Remember to reconnect them and to tighten the distributor locking bolt.
- J. Always use either molibdenum disulfide or graphite based anti-sieze compound on spark plug threads. Use a torque wrench too.
- K. A sure method of ruining a water pump is to overtighten the fan belt. Don't.

II. Lubrication.

- A. On the transmission and differential it is generally prudent to remove the fill plugs prior to the drain plugs. Saves time and trouble.
- B. Do not overfill any component (engine, trans., diff.) with oil unless you enjoy replacing oil seals.
- C. Before installing a new oil filter, fill it with oil and wait a few moments for the paper to soak up the oil. This cuts down on the oil-less moments your engine has to suffer through.

III. Other Fluids.

- A. Use the hydraulic fluid reservoir as a brake wear indicator - when it needs topping up you either have a leak somewhere or very worn brake pads.
- B. Split radiators and drippy batteries are a nuisance - so don't overfill them.

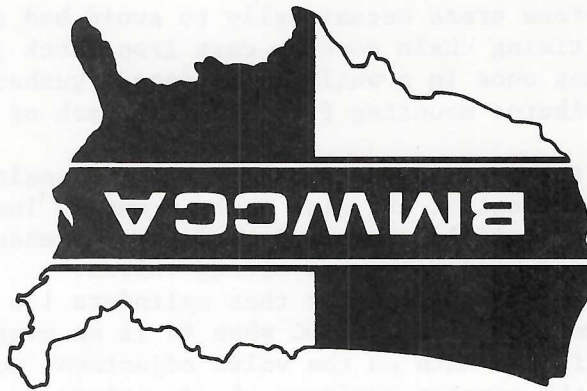
IV. Brakes, Etc.

- A. Front pads should be replaced before lining thickness is less than 1/8".
- B. Before adjusting the rear drum brakes, release the parking brake and depress the brake pedal several times to be certain that the rear shoes are centered.
- C. Adjust the parking brake only after adjusting the rear shoes. Parking brake should be fully engaged on the sixth notch.

Additions to "Expected Service Life":

1. Mechanical fuel pump - 75,000 miles.
2. Tii injection pump drive belt - 30,000 miles minimum.

Next month: Maintenance Check List



BEY EM VEY CORP.

P.O. BOX 62145

VA. BEACH, VA. 23462