

NEWSLETTER OF THE NATIONAL CAPITAL CHAPTER
OF THE BMW CAR CLUB OF AMERICA



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der bayerische



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DER BAYERISCHE STAFF

Editor

David Sossamon (703)442-6487 days; (202)966-1891

Production Manager

Andrew Short (202)966-1891

Information Coordinator

Stacy Surla Koons (202)797-1330 days; (202)722-4842

Advertising Manager

Jonathan Jones (301)984-0588

CHAPTER OFFICERS

President

Cory Laws (703)450-2310 evenings

Vice President

Jack Chandler (703)620-7159 days; 560-8698

Treasurer

Lynn Phillips (301)972-8237 evenings

Secretary

Jon Miller (301)773-3800 days; (703)739-0656

Membership

Gordon Kimpel (703)847-9660 days; 527-3234

Social

Mary Phelps (703)893-8604 days; 631-7415

Drivers School Coordinator

Mark Yaworski (301)972-8237 evenings

Concours

Larry Masten (703)941-1067 days

Baltimore Activities

Dwight Derr (301)889-9578

Tourmeister

Bill Via (202)898-3733 days; (703)684-6026

Club Store

Steve Haygood (703)430-0692 days

Autocross

Gary Toyama (703)569-1336 evenings

Raine Mantysalo (301)933-1880 evenings

Club Council Representative

Woody Hair (703)658-0600 days; 243-5796

Technical Questions & Tech Tips

Max Rodriguez (301)831-9328

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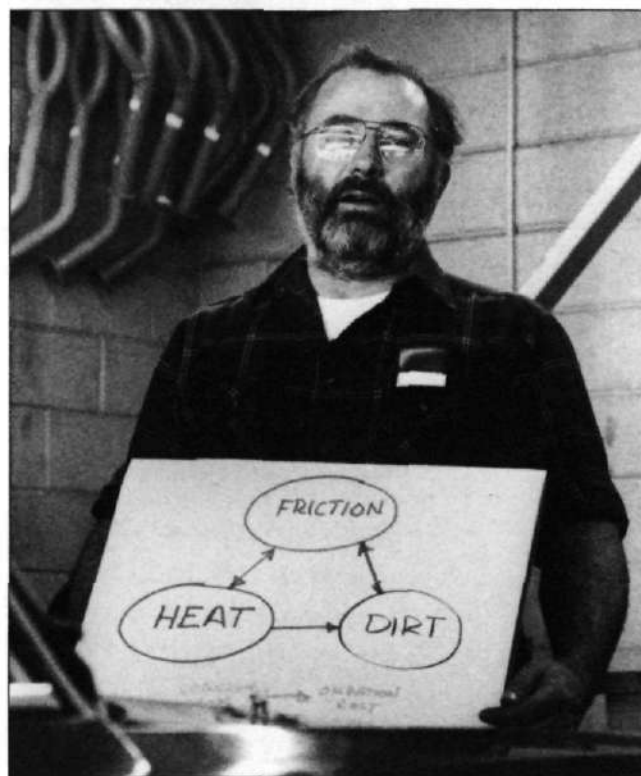
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Please Note: Changes of address are to be sent directly to National headquarters. Change of address form (and application form) at the back of this issue.



Welcome a new column of sage advice from Terry Luxford, "As the Wrench Turns", see Page 24.

Front Cover:

This 325 has given John Hartge 75,000 miles of fun — from Munich to Monterey — from Lime Rock to Sebring — and in four Oktoberfests. See details on Page 12.

Photo by Raine Mantysalo

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'89 C A L E N D A R

MARCH

3-5 BMW CCA Annual Meeting
 Wed 15 Board Meeting
 Sat 18 Highway Safety School
Summit Point

APRIL

Sat 1 *der Bayerische* deadline
 Sat 8 Do-It-Yourself Tech Session
Tischer BMW
 Sun 15 Autocross School
Landover Mall
 Sat 29 Spring Overnight Tour
Wintergreen Resort
 Sun 30 MARRS Corral
Summit Point

MAY

Sun 7 NCC Autocross
Landover Mall
 Wed 10 Board Meeting
 Sat 13 MAIFEST Dinner
 13 & 14 MAIFEST Drivers Schools
Summit Point
 Sat 20 *Tischer* Maifest
 Sat 20 IMSA Pro, *The Point*
 Sun 21 IMSA Corral, *The Point*

JUNE

Thurs 1 *der Bayerische* deadline
 Sun 4 Children's Hosp. Autocross
 Wed 7 Open Meeting
 Sun 18 Leapin' Lizards Rally

JULY

Sat 1 Driving School
 Wed 12 Board Meeting
 Sat 15 Crab Feast
 Sun 23 Championship Autocross
 7/31-8/5 OKTOBERFEST

AUGUST

Tues 1 *der Bayerische* deadline
 Sun 6 Autocross
 Sat 12 Dinner Cruise

SEPTEMBER

Wed 6 Board Meeting
 9 & 10 Driving School
 Wed 13 Open Meeting

OCTOBER

Sun 1 *der Bayerische* deadline
 Sun 1 MARRS/Blue Gray Corral
Summit Point
 Sun 8 Vintage Races, Corral
Summit Point
 Sat 14 Wine Tasting

NOVEMBER

Wed 8 Board Meeting
 Fri 17 Annual Dinner

DECEMBER

Sat 16 Black Tie Social

• Calendar is tentative •

COMING EVENTS

BMW CCA ANNUAL MEETING 1989

Friday March 3 to Sunday 5

Every year, the BMW CCA National Board of Directors gets together to set plans and programs. These meetings are held with the sponsorship of a local Chapter, in order to involve more of the membership. For 1989, our own National Capital Chapter is the host. The meeting will be held at the Sheraton Premiere, Tysons Corner. The agenda is as follows:

Friday March 3

- 12:00 - ? Board Member arrivals (Dulles)
5:00 - 7:00 Hospitality Suite, open to all

Saturday March 4

- 8:00 - 4:00 Closed Board Meeting
4:00 - 6:00 Open Board Meeting
7:00 - 8:00 Membership Social Hour
8:00 - ? Open Dinner (Reservations req'd)

Sunday March 5

- 8:00 - 10:00 Closed Board Meeting
11:00 - 1:00 Brunch; Board and volunteers

This is an excellent opportunity to meet the people most of you only read about in the Roundel. Also, there should be a lot of local members to meet as well. And, as an added bonus, if you offer to transport board members, or help in the logistics, you will be rewarded with a tremendous brunch at some member's home not far from Dulles.

Directions: The Sheraton Premiere is located at the intersection of Route 7 and the Dulles Toll Road (Route 267) in Vienna, VA. From the beltway, take Route 267 to Rt. 7 East. Sheraton approx half a mile on the right.



For up-to-the-minute news
NCC HOTLINE
(202) 397-5970

SPRING HIGHWAY SAFETY SCHOOL

Saturday, March 18

SUMMIT POINT RACEWAY, SUMMIT POINT, WV

Time: 7:45am

Springtime is coming and that means the annual Highway Safety School is on its way. The Highway Safety School differs from the usual drivers school in that its objective is to teach the student primarily accident avoidance skills instead of how to drive at high speeds in a safe and controlled manner. Yes, at the Highway Safety School, *your speed never exceeds that which you would normally drive the highways and byways of the land.*

The exercises at this School include:

- Braking while turning
- Braking while avoiding an obstacle
- Obstacle avoidance at speed
- Recognizing and avoiding skids

These are the things that should be taught in the highschool drivers ed classes but are not. If you would like to enroll your newly-licensed driver in the School please contact the Drivers School Coordinator to receive a copy of the release form for minors. Even if you think that you are a "Hot Shoe", you can learn much from the exercises during the day. Lack of experience or "too much experience" is not a reason to not attend, there is always something new to learn.

Registration is on a first come, first drive basis for Club members and members of their families who are driving BMWs, Club members who are not driving BMWs and nonClub members may submit their applications but they may be held until two weeks before the school. The cost of the school is \$80 for Club members and family, and \$100 for non members and, of course, the entry fee includes lunch. The application form was printed in the Jan/Feb *dB*, registration closes a week before the school.

If you would like to come to the track and help, please let Mark Yaworski know in advance. The first 12 helpers to register will receive lunch compliments of the National Capital Chapter.

Spectators are always welcome at our events, lunch for spectators is \$8 and reservations must be made in advance.

Enquiries: Mark Yaworski (301)972-8237 M-Th 7-10pm

COMING EVENTS, *Continued*

TISCHER DO-IT-YOURSELF TECH

Saturday, April 8

Time: 8am - 12:30pm

Here it is again, your rare opportunity to work on your own car, get other to help you, and maybe even help others to get their BMWs ready for summer. Tischer BMW is being very good to the club by providing their facilities and mechanics to help us all out. Don't plan on any big repairs, we want to complete most minor repairs and service by the time we have to be out. It'll be best to get to Tischer early (coffee and donuts) and plan to be finished by 12:30, in consideration of the mechanics who want to enjoy their days off. We've had a few inconsiderate members in the past who have tried to accomplish an optimistic project. This will not be tolerated. If you have any questions call Gordon M. Kimpel at: (703) 847-9660. Hope to see you there!!

AUTOCROSS SCHOOL

Saturday, April 15

Time: 10am

Awright, gang, time to shake out the cobwebs and get your heads in gear for this year's autocross season! We will again start off with an autocross school aimed at, but not limited to, novices who are interested in learning about autocrossing.

Autocrossing can probably best be described as "going fast slowly", because, while speeds rarely exceed 45 mph, the layout of the course involves tight turns which make you feel you are going faster. Of course, you are never required to drive fast, but you can benefit from doing so, because you can safely learn how both you and your car react to control inputs such as steering, braking, acceleration, and combinations thereof, at levels higher than you would normally use on the street. This knowledge may someday mean the difference between avoiding a collision or being in one, and can even help you enjoy everyday motoring, as you exercise your skills and your car's abilities.

You will receive instruction and constructive critique from skilled autocrossers. The course is laid out on an empty parking lot, using rubber pylons (traffic cones). Safety is the key, so there is only one

car at a time on the course, the course avoids any solid obstructions, you must be seat-belted in, and you must wear a helmet. Loaner helmets will be available. Your car must also pass a basic technical inspection:

- front seat belts in good, working condition
- tires inflated to 40-45 psi front and rear (best done enroute to the event)
- shocks and springs in reasonable condition
- firm brake pedal (ie. no air in brake lines)
- no excessive steering play
- street-legal exhaust system (no outrageous noise)
- all underhood components secure (particularly battery)
- no loose objects in passenger compartment or trunk (removal of spare tire and jack not necessary, but they must be secure).

Directions to Landover Mall: Washington Beltway to exit 17B, Landover Rd westbound. Stay to the right, into Mall parking lot. Continue in a counter-clockwise direction past Sears Auto Center, and take two right turns into lower parking lot.

Registration (\$8 per driver) and tech at 10 AM; drivers' meeting as soon as possible thereafter.

For more info, call Gary Toyama at 569-1336 (No. Va.) weekends and evenings until 10pm.

OVERNIGHT TOUR

Saturday and Sunday, April 29-30

Time: 9:30am

Since last year's Spring Tour was so lovely and relaxing we are once again driving into the Blue Ridge Mountains and making the Wintergreen resort the destination of this year's tour.

Wintergreen is a 10,800 acre resort in the Blue Ridge Mountains. It offers all types of leisure activities. The championship golf course and tennis courts are complemented by an equestrian center, four outdoor and one indoor pool, exercise room, saunas, three hot tubs, a jacuzzi, etc. We will receive a 20% discount on most sports fees. In addition, the surrounding area offers a world class view, and the opportunity to hike or otherwise commune with nature. We plan to leave the activities up to the individuals/couples, but can set up some group activities if desired. Almost anything

you could want is available, so call early with your interests. In addition to the adult activities, children's programs are available for ages 2-5 and 6-12, along with babysitting services. Also five restaurants and a variety of shops are there to meet every whim.

Wintergreen offers daily rentals of condominiums at group rates. We should qualify for the best rates which are about \$80 per night for an efficiency up to about \$170 per night for a 3-bedroom. We expect to limit reservations to approximately 50 rooms, so make your plans and intentions known soonest. We will require advanced registration with a deposit (in keeping with our agreement with Wintergreen). Deposits must be received no later than April 15. To register or for more information, call Cory Laws at (202) 546-2365, evenings until 9:59 pm (pls, no later).

MARRS CORRAL at Summit Point Sunday April 30

Time: Practice at 8:00am, racing starts at 9:00am

Have you spent the winter avidly consuming everything you can find about cars and racing? Well hang in there because the racing season is just around the turn. The first MARRS (Mid Atlantic Road Racing Series) race is April 30. You too can enjoy the smell of 108 octane racing fuel in the morning. How? By joining your fellow club members at Summit Point Raceway. Practice starts at 8:00 am and the racing begins at 9:00 am and runs until about 5:00 pm. The club will provide parking, refreshments, and shelter beneath a tent within a reserved area on the outside of turn eight. You'll see the familiar Blau und Weiss club tent when you drive in the main entrance of the raceway.

Please come join us there and cheer the home team. Within our Chapter we have a growing contingent of "weekend warriors." The Improved Touring (IT) racing class has given new life to those with racing aspirations and budget constraints. You may recognize these members-in-good-standing who are running with a fast crowd: Jim Epting ITB 2002; Bob Gammache ITA 2002Tii; Gary Green ITB 2002; and our new Club Vice President Jack Chandler will be there with his Porche 914. This year should bring more members and more BMW classics to the track. Show your support and enjoy a great day at the track.

If you have any questions or want more information call Jon Miller at (703) 739-0656 evenings (please leave a message).

AUTOCROSS Sunday May 7

Time: 10am

Are you ready?? Now that you've graduated from the Autocross School (or even if you haven't!) come on out and enjoy driving or spectating at the NCC Chapter autocrosses this season at Landover Mall. There will be fun and excitement for all, as driving skills are developed and sharpened on our challenging courses. As always, the only thing you can hurt is maybe a little bit of ego, since safety of cars, drivers, and spectators is always paramount (within the bounds of common sense, of course).

Please refer to the write-up regarding the Autocross School (April 15) for more details on how to prepare, directions to the mall, etc.

Registration (\$8 per driver) and tech at 10 AM. Each driver will be allowed two (untimed) trial runs, followed by three timed runs. Fun runs afterwards as time permits.

Keep an ear tuned to WNCC, the Chapter Hotline for any last-minute changes in schedule, snow/rain cancellations, etc.

For more info, call Gary Toyama at 569-1336 (No. Va.) weekends and evenings until 10 PM.

MAIFEST 1989

Drivers Schools:

**Saturday May 13 and Sunday May 14
Summit Point Raceway, West VA**

Time: 7:45am

Dinner:

**Saturday May 13 at 7pm
Location to be announced.**

What is Maifest? The first high performance drivers school of the year for the National Capital Chapter. Two days of drivers school punctuated by a dinner on Saturday night. Cameradrie, door prizes, bench racing. All of these are Maifest.

If you haven't been to a Club function, this is an excellent choice for a first event. If you have been meaning to come to a drivers school, there is no time

continued on next page

COMING EVENTS, *Continued*

like the present. If you are not sure about what goes on at a drivers school, come on up and help.

The cost for the drivers school is \$100 per day per driver for BMW CCA members and \$120 for non members. Two drivers per car is possible but strongly discouraged. As usual, registration is on a first come first drive basis for members driving BMWs. The applications from members who wish to drive a lesser car and those from non members will be held until two weeks before the school, slots will then be granted on a space available basis. Registration will close one week before the school. The necessary application is included in this publication, complete it and send it to Mark Yaworski as soon as possible. A stamped, self addressed business envelope MUST accompany the application. If you don't need directions and a hotel list, please indicate that on the application.

The first 15 volunteer workers to register for each day will be rewarded with a free lunch, if you plan to be a worker please let Mark Yaworski know before May 5, 1989 to facilitate his planning of the event.

Spectators are always welcome. If you want to come and watch and would like to enjoy the catered lunch, the cost for lunch is \$8 and reservations must be made before May 5, 1989.

Maifest '89 T-Shirts will be available, the new design is still in the planning stages. If you would like to reserve a shirt, please indicate the size on your application.

Dinner on Saturday night will cost \$20 per person. An abundance of door prizes is anticipated so come early and stay late. Even if you don't attend the drivers school, come on up for the dinner. *Reservations for dinner must be made in advance.* If you are coming to the school, include your dinner fee with your school tuition. If you are just coming up for dinner call Mark Yaworski for details.

If you have any questions concerning Maifest, call Mark Yaworski at (301) 972-8237 between 7 and 10pm.

MAIFEST Drivers Schools

Application Form on Page 17

(Registration closes May 5)

INSTRUCTORS WANTED FOR O'FEST IN COLORADO SPRINGS July 30 to August 1

The Rocky Mountain Chapter of the BMW CCA is looking for volunteer instructors for their Oktoberfest driving schools on July 31 and August 1 (Monday and Tuesday). A mandatory instructors meeting will be held at the track on Sunday, July 30. They will walk the track and discuss the philosophy of driving school instruction. The remainder of the day will be devoted to track time for the instructors and corner workers.

The school will be conducted at Second Creek Raceway near Colorado Springs. The track is 1.7 miles long and features 14 turns and kinks. It is the home of the SCCA's National Driving School, and the lack of concrete or Armco barriers make it ideal for a teaching situation.

If you are interested and would be available for all three days send your name, address, telephone number and a brief description of your driving school experience (high school Drivers Ed is not what they have in mind) to: Gregg Ten Eyck, 1410 Cherryvale Road, Boulder, CO 80303; Telephone (303) 440-3556

BMW CCA 1989 Photography Contest

\$1000 of Vivitar Photo equipment and tons of Kodacolor film and processing is included in the top prizes of National's Photo Contest. The winning entry will also be published as a *Roundel* cover! (that entry would need to be a transparency of at least 35mm in a vertical format; other entries can be prints in either format but a minimum of 4"X6" unmounted.)

NCC entries -photo's subject matter must relate to BMWs- should be sent to *der Bayerische*, 6939 33rd St. NW, Washington, DC 20015, marked "Photo Contest" and must be received by *June 15*. All entries must have your name, address and membership # (contest open to current Club members only; *one entry per member*) printed on the reverse. A panel of local judges will choose 5 photos for submission to National. See the next *Roundel* for complete rules.

President's Message

The times they are a changin'. Inertia is a very powerful force. It can cause blind acceptance of the status quo. This is now my third year as president of this esteemed organization. The first year was a true learning experience. I had entered the position at the urging of some of the previous "upper echelon." The baton I was passed put me in command of a well run but rapidly evolving organization. My problem was immediately recognizing and understanding these changes.

Year two allowed me the opportunity to exert more of my own personality and influence over the Chapter. Despite this, I was still heavily guided (whether directly or indirectly) by past decisions and a sense that continuity had its own intrinsic value; an end in itself. However, the year brought ever stronger feelings that something else was needed. I was feeling a staleness, and lack of vigor in the things we were doing. Sure, I was having a good time, and so were some of the "regulars." But, remembering my own introduction to the Chapter, and my rise through the ranks, I reflected on all the new faces that I met, and friends I made. What finally hit me, was that we were not seeing repeat participants. There were a lot of people who tried one thing or another, and this was good. What was lacking was the ability to draw these people back for more.

As probably noted on more than one occasion, I originally had no intention of serving a third year as president. But concern for the growth of the Chapter caused me to plunge into this last term. As I start this year, I finally have the personal strength and self confidence to fully break with past tradition (where it makes sense), and forge a new direction that will challenge the inertia I mentioned above. I feel confident in the newly assembled team. I enjoy working with all the officers, and we have decided to do the only thing we can for the long term health and prosperity of the Chapter. We have taken a decidedly more businesslike approach.

To counter this seeming autocracy I've created, I offer myself as your sounding board. Those of you who know me know that I am genuinely concerned about our Chapter, and want to see it be the best it can be. If you have any suggestions, positive or negative, please feel free to exercise your right of free speech. This is your Chapter. It must serve your needs.

Hope to see you soon ...

Cory Laws

From the Editor

dB is happy to present to you an issue full of *Ultimate Opportunities for Improved Performance*.

- John Hartge runs his ex-eta engine past 5000rpm, every day, and tells you how; with beautiful B/W photography by Raine Mantysalo;
- Bob Gammache achieves his ultimate dream-car setup, and daily drives it further past the quarter-million-mile mark;
- Max Rodriguez, in *Tech Tips*, zeroes in on great opportunities in the used-BMW market;
- Terry Luxford, in *As the Wrench Turns*, offers sage advice on achieving and *sustaining* improved performance with a proper maintenance program;
- Read how two members improved their performance by creatively confronting seemingly mundane projects like replacing worn tires or replacing a has-been exhaust; (By the way, before considering any modifications to an emission control system, may we recommend consulting your mechanic, your attorney, your mother, whomever, bearing in mind that there are laws concerning such things.)
- And perhaps most importantly, read about upcoming opportunities to improve your *driving* performance at drivers schools and autocross schools.

Also, don't miss *dB*'s ongoing excellent auto sports coverage by Woody Hair; the word from the horses mouth via our Pres. Cory Laws; and then the other end of the beast, a continuing comic assesment of the arts and letters affixed to the rear of our personal vehicles, in Mark Yaworski's *Tag Spotting*.

Enough for now? Enjoy it.

David Sossamon

Disk-it

dB contributors using a word processor can ensure *accurate* renditions of their copy by submitting their input on disc. We can read IBM or Mac formatted disks, 5.25" or 3.5", and dozens of word processing packages.

Please do not convert your files (ie. to ASCII); merely label clearly your file name(s) and indicate which word processing package you have used, *including which version*. Please include a printout, just in case.

Any questions, call Andrew Short at (202) 966-1891.

M-tech

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Ultimate Wheels for Your Ultimate Wheels

If you have TRX wheels, you have a wonderful opportunity. Due to the, how you say, limited selection of replacement tires which will fit your TRX wheels, when its time to go shopping for a new set of tires, you have at your disposal perhaps the best justification you will ever have for doing something you've always wanted to do - get new wheels.

You probably want new wheels for the same reason most people want them - because they can make your car look so NEAT. But how can you justify such serious bucks for purely cosmetic reasons? I mean, you are a car enthusiast, true, but perhaps not enough of a "polisher" for looks alone to suffice. Well listen up ...

Forget wheels for the moment, and think about tires. Remember that's how we got into this opportunity. Your selection of tires is the most important decision you make, second only to your decision to own a BMW. Since you're a *driving* enthusiast, you're familiar with the close coupling between you and your car, the car as a powerful prosthesis, extending your mortal body, and all that stuff. But what about the road? Everything you do, you do on a road. And from the road's perspective, the only thing it ever sees of you is the flat part of the tire in contact with the road, your *contact patches*. Everything that you do with your car, all the turning, all the braking, all the hard earned or at least hard paid for acceleration, everything ultimately comes down to the interaction of those small patterned surface areas of rubber with the road.

So how do you feel now facing that decision to buy four new tires? Its no trivial task. Only anti-chauvanistic safeguards prevent saying that ones manhood may well be at stake. No more than a self-proclaimed gourmet could allow himself to order "just a bottle of red" with a fine dinner, can you replace the tires on your fine machine with "just four more of whatever I had before." I mean there's a whole world of rubber out there, an entire (no pun) industry waiting to bring you closer to the edge of automotive ecstasy (and safety). Even if what was on the car *was* the perfect tire, that industry has been staying up nights to bring you something better. Would Monsieur not like to examine some of the selection? Well, with TRX wheels, its like having a wine glass that will only accept one particular vineyard's wine. Michelin. It may be a great French vineyard, but just one? That's right. What to do? Well, if one is to fully partake of the opportunities of fine (read FUN) driving ("Yes, thats why I bought a

BMW," I hear you saying) you gotta have new wheels!

You're almost there, but the nagging voice of fiscal austerity is mumbling something about how spending a non-trivial sum just to get a wider selection doesn't make sense. Well send that voice on its way in its used Ford Fairmont while we talk about performance.

Better handling. You may have read other *dB* or *Roundel* articles which discussed changing your wheel sizes to achieve better handling, (going plus-one or plus-two in *motorhead* talk, meaning keeping the overall diameter of your tires the same while increasing their inside diameter (i.e. the diameter of the wheel) by one or two inches, respectively). Then again, you may not have. The essence of it is this: By going to a larger diameter wheel, you are making the sidewall shorter. Shorter sidewalls are stiffer. Stiffer (more rigid) sidewalls give you, among other things, quicker steering response. Why? Those afore-mentioned contact patches you want to make dance down the road are connected to you and your machine with flexible sidewalls. When you steer, your wheels twist your sidewalls, and you wait for the contact patches to respond. How quickly and precisely they respond is referred to as steering response. Although the effect is less noticable, braking and acceleration must also be transmitted through those sidewalls to the patches.

So why not just paint the rubber onto the wheels? Well, coming the other way, the sidewalls absorb the faint to tremendous forces of impact of the contact patches with the road (e.g. potholes). The sidewalls act as you first set of springs.

So getting back to the point, you don't just want new wheels, you want bigger wheels (so you can have shorter sidewalls). But not too big (too short). Changing from TRX wheels offers another opportunity. Not only do you get to increase your selection and improve your performance, but you get to exercise moderation in doing so. (No this is not the voice of fiscal austerity coming back). We're talking millimeters and inches. If you have a five, six, or seven series, the TRX wheels are larger than 15-inch diameter, but less than 16-inch diameter. So by increasing less than a full inch to a 16-inch wheel, you get a noticable performance increase while minimally impacting your ride quality (i.e. comfort). So finally we have a solution, or perhaps more significantly a justification.

What kind of wheels to get. A classic solution is

continued on next page

BMW PARTS & ACCESSORIES

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Ultimate Wheels

Continued from previous page

BBS. "BBS" is three letters. "BMW" is three letters. They both start with "B". And they're Beautiful! That begins with a "B" too. Given the tone of this discussion, perhaps you were expecting more rational reasoning. Forget it. It's a very personal choice. Get what you want. They're all round, although some will stay that way longer than others. For instance BBS makes both cast and forged wheels, the latter taking their permanent shape under an 11-million psi impact with the die. Some say they're the best. Another "B"-word.

Where to get your wheels? Although you can get just about any wheel mail-order, there are distinct advantages to working with a local establishment. Unless you're also considering flaring your fenders, the wheel-tire combination you choose (which might also be wider than stock) had better fit, not just while at rest, but under hard cornering as well. If you guess wrong with mail-order, you're probably stuck, if not dramatically inconvenienced. We're fortunate to have in this area a BBS distributor, as close as Rockville. The next closest ones are in New Jersey and Atlanta. Although their primary business is wholesaling to retailers, they can handle small quantities, like four. As far as their ability to recommend correct fitment, and achieve it all the way through mounting of tires and balancing, they benefit enormously from sharing experience, ownership and shop space with a well known shop catering exclusively to BMWs. Ever heard of Excluservice? ASU, Auto Styling Unlimited, is the wheel distributor. John Womeldorf is their sales manager.

What tires to put on these new wheels? Well, what sort of driving conditions will Monsieur be encountering ... In other words, that's a whole story in itself, and one that will never end so long as cars still touch the ground. Personally, and briefly (no I'm not kidding), I chose to avoid those ultimate dry weather tires best reserved for cars that don't come out to play in the rain, and fitted Goodyear Eagle GT 2+2's, an new design all-season performance tire. They get driven hard every day, rain, shine, snow, whatever, and they perform superbly, wet or dry.

Is it all worth it? Improved handling, ever-so-slightly firmer yet quieter ride, zero-vibration-silky-smoothness at any speed either side of 100, and great looks. A minor indulgence certain to keep you off the new car lots for some time. Would that all dilemmas had such elegant solutions! Or all desires such sound justifications.

David Sossamon

Club Store

The drive for Passports may be over by the time you read this, it seems quite a few of us don't like to be unfairly ticketed, but give us a call anyway. We may still need one more to complete our group purchase of 12 that entitles us (read *you*) to a 10% discount, so call now, maybe we still need one more.

Sometimes when you call the club store you'll get a recording- leave a message, if I'm in town, you'll get a call within a day. If I'm out of town, I'll call as soon as I get back—so be patient. Or if you'd prefer to get a little agitated, you could go ahead and pay dealership prices. If there is enough interest, we'll try to put together a group purchase (ala Passport) on Redline synthetic oils (motor, trans, differential).

With springtime coming maybe its time to change all, repeat all, fluids and filters to keep your BMW running strong for a long time.

Keep it Running.

Steve Haygood

Ed. It seems there is soon to be the pitter-patter of little feet around the Club Store... Congratulations Steve and Carol; we look forward to an heir to the empire!

RECOMMENDATIONS

For those of you who miss the defunct Voyager Sound and others who are in a quandary about where to go for security systems, cellular phones, radios and C.B.'s, I recommend Hurley's Auto Radio, Inc. 1524D Springhill Road, McLean, VA 22102 tel. no. (703) 790-8744. Don, the Manager, is very knowledgeable concerning what works in which type of vehicle. Member Scott Greenberg had an anti-theft system installed in his 325i, that is truly state of art. I had a K40 C.B. antenna installed to replace the AM.FM.CB antenna which wasn't up to my standards.

The key to quality installations is the installer. KHAN NGYUM knows BMWs and I was impressed with his attention to detail.

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Goodbye to the ETA

... the Stock ETA, that is

BMW's much-criticized eta engine is no longer available on 1989 model cars. For many enthusiasts that is reason to celebrate. But even though the eta did not meet the expectations of many of us, it performed its intended job quite well. BMW developed this engine from its family of small block sixes in order to meet the challenges of the second energy crisis a decade ago. This low-revving engine produced high torque, high gas mileage and lots of criticism primarily because it did not feel like a BMW. Its power band was flat and it stopped spinning at just 5,000 RPMs. Hardly a race-bred BMW engine, said the critics. Yet, the eta was a workhorse in 3 and 5 series cars for a total of 7 model years in both the U.S. and Europe. Though not a race-bred engine, it powered Korman Autoworks to an IMSA season victory in endurance stock racing, something Korman has not been able to do in his M3s. During its 7-year life span, BMW made only one significant mechanical change to the eta. In its final year, it got bigger valves, dual exhaust and 6 more horsepower.

The eta's 2.7 liters make it the largest of the small block sixes, giving it the potential for more power. With the price of used BMWs a real bargain compared to the '89s, many enthusiasts will find a used 325i/e/e3 fits the budget with some cash left over to find that "potential." My '84 325e was certainly peppy enough for everyday suburban driving, but after several years of peppy "enough," I finally succumbed to the lure of the computer chip hotrodders. Here's my story.

The car was paid off. New Bimmers were not significantly different from my '84, so the plan was to get a moderate boost in performance at a moderate cost. I chose a computer chip with a richer fuel mixture, hotter advance curve, and 6000 RPM redline to take advantage of a slightly hotter cam shaft. The higher redline made the 5000 RPM tach obsolete, so a new or re-faced tach was required. Higher revs also required stronger valve springs.

That's not the end of the upgrade. Remember the eta engine was geared for economy. With so much low-end torque, the eta did not need to turn high RPMs to make power. Instead it took advantage of low RPMs to achieve high gas mileage. The converted engine makes its peak power at higher RPMs, therefore the gearing had to be changed to meet the higher RPM needs of the modified engine. Unfortunately, a new limited slip rear cost just as much as the computer chip

and cylinder head work. I was lucky to find a differential from a wreck. That was no easy task since I needed an '87 or newer 325i diff (with a 3.73 ratio instead of the e's 2.79). With the value of new BMWs so high, it's difficult to find a totalled wreck. Insurers will pay \$15,000 or \$20,000 to repair them.

The result of the modifications is a noticeable kick in the seat when I kick the accelerator. Veloz Computers (now part of Hypertech) claims the power is up from about 120 horsepower to 150 and the torque is up from about 170 to 180 foot-pounds. Up to about 4200 RPMs, the car has more power than a 325i. Standing start acceleration is about the same as the "i." The real noticeable difference is at cruising speed. Passing times have been reduced considerably. At highway speeds the car is in its power band. It even moves in 5th. Drivability is terrific. The car starts, warms up and runs very smoothly in all kinds of weather.

Of course, getting more power means buying more gas. Fuel economy is down from about 22 in the city-suburbs to 20 and from 30 on the highway to 27. But, everyday driving is much more fun and fun is why I have a BMW.

I believe a modest conversion like this one is the most you can expect from an eta engine. So much of the design was toward low end torque and fuel economy that high end power is unavailable without significant modification. RPMs of more than 6,000 would require installation of a forged crankshaft, for example. And, to get more power at high RPMs, the stock tuned intake manifold would have to go. It has long, narrow runners for low end power. The real power trick from a small block six is to start with the 2.5 liter "i" set up, with big, short intake runners and bigger valves. Put a forged 2.7 liter crank in that engine (the longer stroke turns the 2.5 to a 2.7), some high compression pistons, some porting of the head, some headers, a hotter cam, hotter computer chip, and you've got a couple hundred horsepower easily. Such engines are available from Alpina, Hartge, Korman and Racing Dynamics, to name a few, but their cost is not moderate. (*Ed. Look for a future article in The Roundel (April?) about a local test drive of a Racing Dynamics 3-series.*) My plan was a moderate conversion at a moderate price. A conversion like mine will cost you \$2,000 to \$2,500, depending on how well you shop for parts and how much cylinder head work you have done with the camshaft and valve spring upgrades.

John Hartge

Exhaustive Analysis

If you've had problems with your catalytic equipped cars and lack of get up and go - read on for the guaranteed best few minutes in *dB*.

I bought a Euro 3.5 a almost 4 years ago and loved every press-you-back-in-the seat minute. Two years ago we bought a 1983 533 with 73,000 miles - quite a nice car, infinitely quieter and more comfortable and also infinitely less powerful than the Euro 3.5.

What to do, BMW NA's answer—decarb that engine with our campaign. Well OK, it's free, what the heck. Well yes, maybe a marginal gain. A couple of years float by and I begin to suspect a clogged catastrophic perverter (catalytic converter for the uninformed). Then it happened the little lady pulled up and at 113,000 miles the muffler had finally rusted through. Now the decision had to be made - to replace the stock system with like parts, just a mere \$1300 or so dollars, or put the Euro 3-muffler system on for around \$700 (that includes new downpipes). Well I did attend some school, and my banker said she could use the \$600 savings. After many long distance phone calls (one pain of a part refused to be found) I had all my parts two days before vacation. In went the simple bolt-in installation (well, minor welding the next day at Midas). Counting time to visit with helpful friends, eat pizza and get kidded about how it wouldn't fit by a few "pros," we finished in about four hours.

Now for the test. Upon initial start up it was readily noticeable the exhaust had been changed. The 2-inch exhaust has a different note than the wimpy, constipated U.S. 113,000-mile version had. On the road it was absolutely fantastic. I am not into burning up new tires (thanks to Scott Coalter for a great deal on tires and wheels) but I had checked thirty to fifty mph throttle rolls and with the new exhaust, those times were cut by over 0.5 seconds. Before, the car seemed at 3000 rpm, to be redlined; now it comes alive. Previously I had never had the car over about 85, now it runs to 100 with ease. Now for the environmentalists out there. I too am concerned with air quality, more so than most. However, I have several friends who run Euro and non-catalyst BMWs in Northern Virginia and Maryland who regularly pass stringent emissions testing. A properly tuned BMW even without catalyst is a strong reliable and clean running piece of art. Gas mileage with a full load at about 70 mph average 20-24 mpg. At 55 driving with a feather foot the computer read 30.1 mpg. How much pollution can a four door capable of 130+ put out at that kind of efficiency? Problems—well one minor, I've yet to engineer and hook up a fitting for the oxygen sensor, but the mixture seems to be correct. Well that's all folks. To Scott, Chris, Doug and Gary, thanks Guys.

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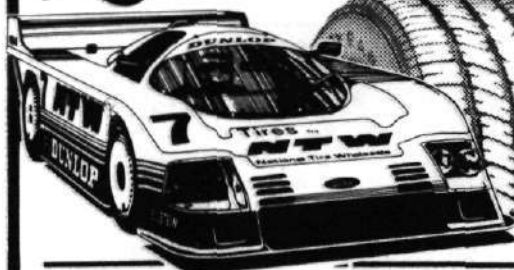
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TAG SPOTTING

What could prompt someone to plaster their car with bumper stickers? Is it loyalty to a cause or mental weakness? In most cases it must be the latter.

The reasons for affixing a bumper sticker to one's car depend on the reason for the sticker's existence. Most bumper stickers fall into three categories: advertisements, philosophical statements, and witicisms.

Let us examine advertisements first. I see countless cars that are roving billboards for everything from Marvateen to Budweiser. Now, why should you, the consumer, allow the manufacturer/vendor use your car to broadcast the good word about his product. Wait, I understand it now, you just paid money to acquire his product and you like it so much that you want to increase his profit margin by reducing his advertising budget. The worst offenders of this sort are car dealers, after giving Shady Sam thirty five big ones for a rocket mobile, he slaps his name on your bumper or (argh!) trunk lid.

Two forms of bumper sticker ads cross the boundry into philosophical statements: ads for rock and roll bands and political candidates. The type of rock and roll that someone enjoys often is indicative of their outlook on life. If you see a ZZ Top sticker on the back of a Lincoln Town Car, you know that the grey haired gentleman driving it is either really with it or he has a sixteen year old son. Advertising for a political candidate baffles me, I appreciate that some people really are interested in politics and want to make their views known but what happens when their candidate loses. Have you ever tried to remove a bumper sticker? Nothing short of TNT will remove one, so forever more you are marked as someone who supported a losing cause. If you have the moral fiber of a Samurai, you proudly proclaim your allegiance but most people are not willing to admit that they voted for Dukakis. Most of the philosophical bumper stickers are for "causes" which need to be brought to the public's attention, usually these causes are related to the ecology and it's destruction by man. It is interesting to see what would happen to a car with "SAVE THE TREES" emblazoned on its back bumper when the driver stops for lunch in a town filled with lumberjacks.

The best bumper stickers are those that poke fun at "causes," "NUKE A GAY WHALE FOR JESUS" has always been a favorite. Others that have prompted a smile are "MOM'S TAXI" and "IF YOU DON'T LIKE MY DRIVING, STAY OFF THE SIDEWALK." One of the best ever has to be, "IT'S ALL RIGHT TO HIT MY CAR, I DON'T HAVE A BABY ON BOARD."

Mark Yaworski



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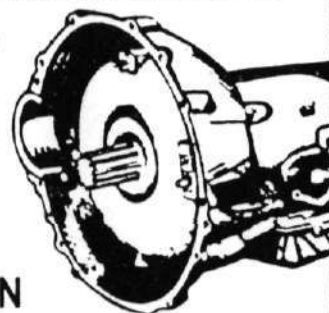
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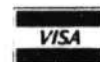
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I am amazed. Every time I look at the odometer in my 1977 530i and see this number getting larger I have a hard time believing it. My wife once said that I changed cars as often as most people buy a new suit, and here I am driving a 12-year old car with a quarter of a million miles on it. Why? Because the car has been modified to be exactly what I want and need for the way I drive. I thought you might be interested in how my dream car came to be and what it took to get there and keep it going.

The car was purchased in 1984 with 70,000 miles on the clock, and the car was dead stock. My goals were simple, I thought. I wanted a car that appeared and sounded stock with a moderate increase in power and a suspension that could make the power useful but not be uncomfortably stiff. Since my work requires many different people travelling with me during the day it is inappropriate to drive a hot rod like I really wanted. Also, I have neither the time or inclination to be constantly repairing a finicky super high performance car. In other words, the car was to be a screamer when I wanted but also docile when I wanted. A dream car!

I started the project by having several small problems corrected at a number of local shops and dealerships without much success finding someone to understand what I was after. I was getting discouraged by the time I met Terry Luxford of Quality Car Services while I was a student at a BMW CCA drivers school. Terry was the Chief Tech inspector and he actually listened to what I wanted! He made several suggestions for simple and relatively inexpensive suspension changes that actually made a difference in how the car felt. I knew I had found the person to turn this into my dream car.

Over time, we added progressive rate springs and a different manufacturer's shocks at front and rear. The front sway bar is slightly larger than stock and the rear is adjustable. Wider tires on new wheels and a stress bar on the front shock towers completed the

package. The car now went where I wanted without being harsh when driven moderately. But it will out corner almost anything I know of when pushed. The g.Analyst says it is developing .86 g's with Goodyear tires. If you want better than that get your \$40,000 out for a new Corvette, but be prepared to give up a few minor conveniences like a back seat and trunk.

Since I am in the medical business I can honestly say that I have seen surgical procedures done with less precision than went into building the engine. Sandy Sanford, Quality Car Service's lead mechanic, inspected, balanced, blueprinted, assembled, and reassembled the engine until he was satisfied. Sandy has one standard by which he works—perfection. A mild cam and different pistons were used, the distributor was changed and tweaked with an electronic ignition, and headers were added. The engine now has 140,000 miles on it and doesn't burn a drop of oil. Other than routine tune ups and oil changes I have not had a single problem since the rebuild.

The result is a car that will idle in DC traffic all day but is very, very quick. I honestly do not know how fast it is because the speedometer only goes to 140 mph. (I know where there is a long deserted stretch of perfectly straight and flat road in Maryland—call me and I'll tell you). After driving both the M3 and M5 I still prefer mine because it is quicker and handles better.

I got my "dream car" built for a very reasonable amount of money especially when I consider the lack of ongoing repair expense that has been involved. I have every intention of driving the car another 250,000 miles. For me, the key was to find someone with the knowledge I did not have but would take the time to listen to and understand my individual needs. This is exactly what I found at Quality Car Services in Rockville. If you are thinking about an improvement or repair I would be happy to share any specific information about the 530, my old 320 or my Tii if you call me at (703)777-6877 in the evenings.

Bob Gammache



If you can't beat 'em (or even if you think you can!), join 'em at Matfest. Kimpel and Rodriguez take to the track at Summit Point

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Used Cars, Customer Service, Auto Shows, Credit Cards & Miscellaneous

Now that you have recuperated from all the expenses of the Christmas holidays and you probably have figured out how much you owe Uncle Sam (or how much he owes you), you can start thinking about a new BMW. Well, maybe a NEW USED BMW.

As much as I love BMW's, I refuse to pay what BMWNA is currently asking for the new cars (I can not afford them anyway). This view of mine is not exclusively on BMW's but rather is for every new car being offered. Whether is a GM, Ford, Japanese etc . . .

Buying a used car can be very rewarding or can be a nightmare, specially if you have no history on the car. But for the purpose of this article, we are going to assume the worst possible situation.

To start let me give you a good example. Ford sells a miniature of a car called Festiva. This car has a base sticker price of \$5,600. WOW! For that amount of money you can have nice looking BMW (2002 1976 model with no rust) and it is a lot more fun to drive than the so called Econo-Box.

Back to the story. The BMW used car market has many great bargains. You can buy a 1977 530i with air conditioning for about \$4,000 and 5,000. Most of these cars have had their cylinder heads replaced, some had engine rebuilds etc.

First thing to do is to have the car checked over by a professional. Do not trust yourself, unless you know the previous owner personally. Even then, you may want to be careful and not lose the friend.

All BMW dealers and independents offer a Pre-Purchase inspection. The inspections vary from a quick look-see to a more in-depth inspection that include from Engine compression tests to the wear of the brake rotors. These services of course cost money, but I much rather spend \$200 up front than \$2,000 later.

Now lets supposed you find a car that needs some work and you managed to get it for \$3,000 - 1976 530i (see Wash Post). To restore it to almost new would be as follows;

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Total Repairs	- 6,800
Cost of car	- 3,000
TOTAL	- 9,800

The other great bargain is a 1983 533i. You can pick these for about \$11-12K. Now, you can apply the same formula for a 1977/78 320i but of course it would run you much less due to size of car & engine.

The most fun of all is the 2002. This is the car that made BMW famous. Have you heard of the Unbeatable BMW. This is it. The only problems on these cars is rust. A fully restored 2002 can be had for between \$6,500 to 7,500. You can also find Rust free models (hard to find) which may require a minor engine rebuild for between \$4,000 and 5,500. Maybe a bit cheaper. Nevertheless, they are in my opinion the best cars for fun and overall driving satisfaction (M3 excluded). Very little care is required.

If you are into a more custom built car, a member of our club has a 1976 2002, 5 speed close ratio with a sidedraft webbers and engine that would shock others on the road for a fraction of what it would cost you to do it yourself. His name is Raine Mantysalo. This is the Ultimate 2002.

Now you may ask yourself, why should I spend \$6-10k for a used car that is only worth half that amount? The answer is as follows. BMW new car prices continue to climb. Used car prices have been for the most part held steady for the past 12 months. People are still willing to pay, above book value for good BMW's. Are you going to get your money's worth? It depends on what you are looking for. I believe it boils down to the following formula; MILES/FUN = Dollars. The other point of view is to buy the \$6,000 econo-box. After 5 years it would be worth 60-80% less and it would not have given you as much FUN per Dollar as the Bimmer.

Other good bargains are: 528e's, 630i's, 633i's and 733i's. The price of admission for the above start as low as \$6,000.00

Now remember, have a professional take a look at it.

CUSTOMER SERVICE

The battle of the car wars have moved from quality from the factory to service after the sale. In a recent JD Power survey, the one car company that beat everyone was Acura. (See US News & World Report

continued on next page

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Max Tech

Continued from Page 19

2/19/88). I can attest about their services from comments of co-workers that own them. They are given the Velvet treatment and seldom have to go back twice for the same repair. Most important is the fact that seldom they need to visit their dealer for repairs.

Dealerships are competing with such services as Rides to Metro, Loaner cars, Coffee and pastries while you wait etc . . . The list goes on. Car manufacturers want to make sure that once you own one of their cars, you come back when it is time to buy again. And EXCELLENCE in service is their tool. The most important item is getting the job done right the first time and treating the customer as a customer and not as a short term but rather long term investment.

Bottom line, the competition has moved from the showroom to the service floor.

WASHINGTON AUTO SHOW

Every year for the past three years the BMW Car Club, had the opportunity to have a booth at the show, where we showed pictures of members cars, answer questions and handed out membership brochures to current or prospective buyers. This year, we did not participate and do not know the reason why. Lack of volunteers?

But anyway, as always there were all kinds of cars present. BMW NA had an outstanding display, showing every single model of their line up. From the 750iL to the most basic 325i.

One display was by ASU. ASU for those that are not familiar are the BBS & MSW distributors in this area. The company is owned by Lothar of EXCLUSERVICE. The aerodynamic kits & wheels had been superbly installed on all cars and made them much better looking than stock. On display he had, Mercedes, BMW's, Chevys' Beretta, Honda, etc. . . One car that immediately caught my eye was a wide body M6. Interesting. Anyway, if you want to see what your car would look like with one of these kits, visit ASU. They are located next to EXCLUSERVICE in Rockville.

CREDIT CARD PURCHASES

Did you know Master & Visa Gold Cards now provided you with purchase protection and extended warranty? Yes they do. It covers almost everything including Auto Parts. For example if you buy automobile parts that carry a warranty of 6 months, by paying with the Gold Cards above (American Express included) the warranty is automatically extended for another six months. With Master & Visa, you need to register the purchase soon after buying with Amex, just keep your receipts. Call you card company for more details.

MISCELLANEOUS

1988 was kind of an interesting year for the Club. We held all kinds of events in trying to please the majority of the membership. But lately, it has been requested from new members about REGULAR MEMBERSHIP MEETINGS. It seems that we are about the only chapter that does not conduct these types of meetings. SCCA with about the same number of members as our chapter, manage to hold a meeting once a month where people gather to talk about anything (I have been unable to attend these). It is my opinion that we should do this more often.

I also hear from the rumor mill, that the club will not be holding as many driving schools in 1989 as we did in 1988. I feel this is a shame. I can attest that having attended almost every single school since 1983, they are perhaps the best thing you can do to learn to get to know your car. I hope that our board of directors make every attempt to hold as many schools as possible. If the reason they want to pull back is because of lack of help, I know of many members that are ready to serve. If the reason is financial, I believe the schools can be run at a break even or with very little losses. The financial aspect of running driving schools should be to charge the appropriate amount to include the lunches that we provide for the workers and instructors. The other aspect is scheduling. This later one we sometimes have no control over. Track days are given on a availability basis.

In the past there have been other individuals not members of our Club that have rented the track and charge according to the number of people that show up. Example if the track cost \$2000 and only 20 people show up, each person pays \$100. The more drivers we have, the less each pays. Also, we should open up the schools to everyone. That is other than just BMW's and Club members. Although we do this now, we tend to wait until almost the last minute to allow non-members to participate. There is nothing wrong with this policy other than perhaps it is time to change it so that we can continue to provide these schools for those members interested with less of a financial burden.

Last item . . . is about Tech Sessions. The following topics have been suggested by members; Suspensions, Transmission Rebuilds & Maintenance, Tires & Wheels, Basic Engine Maintenance, Motronics, Basic Trouble Shooting, Clutch Removal & Installation, and a classroom session on Driving Techniques. I will be contacting our advertisers to get commitments and dates. These dates will be published in the Calendar of Events.

Until next time . . .

Max Rodriguez

Woody's COMPETITION CORNER

April 22 and 23 will mark the 19th and final running of the Bob Ridges Memorial Rally (BRM). Briefly, this Washington Rally Club event is unique in the mid-Atlantic states. Run entirely on scenic mountain roads (many unpaved) in Virginia and West Virginia, this rally features straight forward instructions and very brisk speeds. No gimmicks, traps or mathematical problems are built in. Three of the four rallymasters are 2002ti pilots and they guarantee a real driving test that's lots of fun. Traditionally there is a trophy for the best finish in a BMW.

The headquarters for this weekend is the Mimslyn Inn in Luray, Virginia. This informal hotel is the perfect setting for the parties and relaxed atmosphere that prevails throughout the weekend. See the July-August 1986 issue of *der Bayerische* for a story about two first-timers at BRM.

If you want a sturdy car (BMW's are great unless excessively lowered) and want a memorable driving experience, call (202) 544-7546 and talk to Jo Ann Yates about entry information.



John Hartge caught running his ex-eta 3-series up to 6000rpm. Says he does it daily...read story Page 12

Photo by Raine Mantysalo

SPEED SHIFTS - Correction: the 2002 Leo Barzereit used to claim the title of fastest BMW at our last two championship autocrosses is not a tii but is fitted with two side draft Webers ... The SCCA's racing season starts in earnest April 8 and 9 with the MARRS series at Summit Point. 2002 drivers Bob Gammache, Max Rodriguez and Jim Epting have all been rebuilding their cars over the winter. The second round of the MARRS series is April 29 and 30. The club will have a corral on the 30th so members can gather to cheer for the Bimmers as a group ... Jim Epting's 18 year old daughter Leah is planning to campaign a 2002 in the MWCSCC autocross series ... Our retiring zone governor Barry White finished second in the recently completed One Lap of Florida Rally ... The One Lap of America Rally will pass by the Washington area sometime on April 11 ... Maryland Governor William Donald Schaefer is pushing for the establishment of a first class racing facility (NASCAR oval and road course) in Cecil County. His first exposure to racing included being taken on a hot lap at Talladega Motor Speedway in Alabama last year. Ironically His Honor has vowed to veto any bill to raise Maryland's rural interstate speed limit ... After a series of regional events, the Dodge Shelby Slalom Series Finals were held in Las Vegas. This series is only open to automotive journalists. Local autocrosser, rallyist, ex-racer and *Stop-watcher* writer Sue Graalman won the ladies division. Winner of the male division was Ed Dellis who writes the On Driving column for the *Roundel*. In addition to the expense paid trip to Las Vegas, Sue and Ed were awarded Rolex watches and plaques by Carroll Shelby himself ... Our own John Hartge (Mutual Radio) finished sixth in the regional event that was held at the Capitol Center ... If you are contemplating the purchase of a new 325is consider: the price of a regular 325i two-door with optional limited slip differential is \$3,900 dollars less. The interior may not be leather, the sun roof is manual instead of electric, and you won't get a trip computer to play with, but that \$3,900 will go a long way toward the addition of Recaro seats, a *real* sport suspension, and a nice set of plus one wheels and tires ... Don't forget the IMSA race at Summit Point on May 20-21. A firehawk Grand Sports race will be included so you can see the M3's in action ... At least nine BMWs and Jim and Susie Harrison's RX7 were among the sixty some entries in the first of the Washington Rally Club's winter series events.

CRUNCH.

by Woody Hatr

COMPETITION CORNER CALENDAR

Sunday, March 12

WRC Rally, Gaithersburg, MD

Saturday, March 18

NCC Highway Safety School, Summit Point, WV

Sunday, March 19

USCC Autocross, College Park, MD

Sat/Sun, March 25-26

SCCA Race Drivers School, Summit Point, WV

Sunday, April 2

WRC Rally, Tysons Corner, VA

Sat/Sun, April 8-9

SCCA MARRS Races, Summit Pt, WV

Sat/Sun, April 15-16

Bob Ridges Memorial Rally, Luray, VA

Sunday, April 16

NCC Autocross School, Landover, MD

Sunday, April 16

USCC Autocross, College Park, MD

Sat/Sun, April 22-23

BRM Rally, Luray, VA

Sunday, April 23

Volvo Club Championship AC, Bowie, MD

Sat/Sun, April 29-30

SCCA MARRS Races, Summit Point, WV

Sunday, April 30

Austin Healy Club Charity Rally, Rockville, MD

Sunday, May 7

AJSTC Championship AC, Fort Meade, MD

Sunday, May 7

Branded Club Rally, Gaithersburg, MD

Sat/Sun, May 13-14

NCC Maifest Drivers School, Summit Point, WV

Sunday, May 21

IMSA GTO/GTU/Firehawk GS/S/T, Summit Pt, WV

Sunday, May 21

Autocrossers, Ltd Championship AC, Cap Centre

Sat/Sun, May 27-29

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As the Wrench Turns ...

A continuing saga of a BMW specialist.

The purpose of this column is to give the BMW CCA membership access to a professional but neutral set of data, observations, and opinions about the cars that we love so much. We say professional because we have over twenty-five years of experience servicing street and race BMWs. As your literary Chief Wrench we would acquaint the membership with the various systems and their continuing evolution; that which makes a BMW uniquely a BMW.

Of the things that you won't see here are how-to-do-it articles. There are lots of manuals available with "how-to" formats (try the Public Library) but none with the "whys." Yet the "whys" and their evolution have a great deal to do with your survival and enjoyment on the street as well as the track.

Regarding service oriented items, we would like to make several points:

SERVICE - When a pro works on your pride and joy, just good enough is rarely that for either of you. As BMW has evolved, so have the expectations; and a service pro will evolve into a real conservative by trying to ensure that nothing falls off or wears out on your BMW before its (design) time while in your gentle user's hands. Also, no one in this trio is 100% infallible. So

OIL - This is the life blood of your engine. The best of oils are good for roughly 3K miles or three months of average driving conditions; ask the oil manufacturers. The 6K and 7.5K mile change intervals are for ideal conditions; i.e., buying your groceries in Arlington, Texas for your kitchen in Arlington, Virginia. When your oil breaks down, your valve train goes first. When the edge of the cam follower pad turns blue and grooves appear in the cam lobe, it's bad news. The good news is that the accelerated wear can be arrested by more frequent oil changes. In this region, use 20W50 weight oil year round as long as you have at least 5K miles on your odometer. If the ambient temperature gets below 9°F, the car probably won't start anyway and if it does, the 20W50 oil will be to thick to get around properly and quickly. Under these extremes, a 10W40 oil would be more appropriate. Use the best oil you can find. If you get caught in one of the Woodrow Wilson/Chesapeake Bay Bridge disasters for 3 to 4 hours on a 95F day, plan on an oil change soonest. This is why we use ...

ADDITIVES - If you had your fresh oil ruined by a traffic jam, think about what is happening to your 3K mile oil and you will understand why we recommend using an additive; i.e. BG MOA. We use a piston as a paperweight that came from a 733i that had been run

for over four miles without oil; the pistons and cylinder walls were the only casualties. The bearings and crank never touched and the cam and cam-followers were perfect. The use of such an additive is the cheapest most effective insurance we can put in your sump.

TIMING BELT preventative maintenance change interval for the small six. The factory-recommended replacement interval is every second Inspection II Service (60K miles) or 4 years of service, whichever occurs first. This seems conservative and probably is, but the alternative is the catastrophic loss of the engine. Conservatism, as we explained at the outset, is the theme of any service considerations. The real disadvantage is the cost increase of the already expensive 60K mile Inspection Service II. In a later issue, we'll address the evolution of service intervals and the implications of current experience. The objective of that will be to give you the means to develop an interval more tailored to your car and usage patterns that will save you \$\$ and down-time without compromising the quality of care or the longevity of the car.

OIL SERVICES - are much more than an oil change. Twenty years ago you serviced your BMW at a 6K mile recommended interval. Today's BMWs go 15K miles between services. Something was needed to monitor the well being of the cars over what can be 2 or 3 years between services for some owners. The Oil Service is designed to have your car looked over in order to provide some reasonable assurance of making it to the next Inspection Service interval without serious interruption. We all look over a car while changing your oil but it's not the same detailed checklist used for the Oil Service.

The Oil Service light usually will come on between 8K and 9K miles after an Inspection Service. DO NOT use this interval as the oil change interval unless you do not plan a long association with your engine. DO use this service to preserve that warm furry BMW feeling.

That's it for now. Next issue we'll expand on the Service Interval topic. We'll also touch on some aspects of engine systems and how to select/specify components to get the best system for what you want to do. We'll also reveal the secret of where the biggest bang for the buck is hiding in your car. We might even race a bench.

Remember, this is to be your column. If you would like some nominations on a favorite topic, drop us a line. We respond to technical questions best, but will be happy to swap lies in a pinch. You can reach us at: As The Wrench Turns, 210 Somerset Avenue, Rockville, MD 20850. Please include your name, address, and a daytime phone number. One of the Wrenches will get back to you. Urgent issues should be taken up with your service facility. Stay Safe.

Terry Luxford



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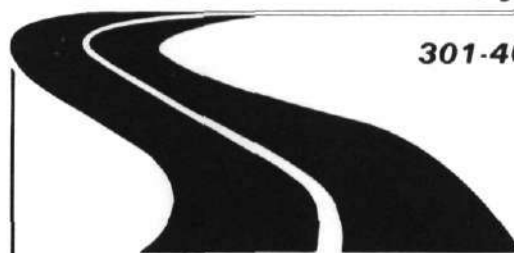
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Another Turn of the Wrench

About Highway Safety Schools, Driver's Schools, and Autocrosses: We are encouraged to see so much *Roundel* and *der Bayerische* coverage of these activities. For nearly 10 years your National Capital Chapter has enjoyed a very well-organized series emphasizing track time and qualified instructor involvement. Bill Loftin was the force behind the enlightened shift from blather to hands-on training in the schools. BMWs have been a force in Autocrosses at least since the mid-60's when an occasional 4-door sedan TISA or a 700 coupe could be seen on a Sunday run. By 1970, a 2002 TransAm/B Sedan/GTU race car from Richmond could be seen running against Jerry Coffee's modified 2002 Ti street car and Earl Fellin's 2002 IMSA Baby Grand racecar. Most of the current BMW racers in the regional series are products of autocrossing and these schools.

Don't let me confuse these types of events with car abuse. Although you will get a lot of "track time," you will be taught techniques that are designed to save your BMW. From the critique of the Tech Inspections to the refinement of braking and cornering skills, the process is designed to bring you and your BMW closer together. Accident avoidance is emphasized as much as fast, safe, and smooth driving that lowers lap and travel times.

Your instructor for the schools are SCCA-licensed racers. Your past Chief Instructor, James Harrison, (the prototypical Round Man) successfully campaigns a GT3 2002 that is older than half the current drivers in the ITB field. James and Suzy are the organizational forces of the schools as they have evolved to date. Your current Chief Instructor, Bob Gammache, drives an ITA 2002 Tii and is entering his third year of competition and is prepping for a serious assault on the three regional championships.

Ever been to a race? If you haven't attended the race weekends, please try to take the time to do so this year. You will see over 10 BMW teams in three classes all working together to go as fast as possible to beat each other so they can all sit down and share a few colden und golden. These teams are mostly family endeavors and your family is always welcome. The corrals put up by the NCC provide a place for your BMW as well as shelter. Summit Point Raceway is about 1.25 hours from Washington, as the BMW flies, and has excellent grounds, food services, and amenities. Bill Scott and his crew have made Summit Point Raceway more than a local track. It's virtually a weekend retreat for BMW families of racers, workers, and students.

Terry Luxford

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New Members

Name	Model	Referred by
George R. Walker	2002 1975	
Jon Paul Kofod	325is 1988	
John A. Gibson	535is 1988	
William D. Gould, Jr.	325ic 1987	
Bob Holder	531is 1987	Steve Sass
Fred Lees	325 1988	Jerry Veron
Linda Lees		
Fredric G. Antenberg	735i 1988	Martin B. Lessans
David E. Vetter	310 1982	Amanda Heatherly
Johnny Livingston	528e 1983	James Wagner
John C. Bryant	535i 1988	
Scott Shendow	2002 Tii 1973	
Taylor Chestnut	325 1987	L. Phillips
Ruby Y. Chestnut		
Wayne Kao	325e 1984	Mark Yaworski
Ben Kao	733i 1979	
	320i 1982	
Steven Schaars	535i 1980	Douglas Dolton
Lawrence Harju Song	528i 1980	David Ashby
Selma K. Gregory	318i 1984	Mark Yaworski
Charles E. Hambrick	528e 1982	
Mariana V. Nork	325is 1987	Edward Nork
David Hyduke	325e 1985	Steve Haygood
Lawrence J. Cohen	533i 1983	Douglas D. Wong
Harry J. Fulton	2002 1974	
Kathleen Fulton	320i 1979	
Robert Lalley	635csi 1979	
George Fenser	535 1988	
H. Michael Blum	325e 1984	BMW of Fairfax
Arthur C. Dawkins	320i 1979	
Robert S. Zetzer	735i 1986	
Steven R. Murrill	320i 1978	
Sean Gallacher	325 1988	Mike Mills
Michael Yoselle	528e 1988, 1983	BMW of Fairfax
Paul J. Dobson	2002 1976	
Polly Kreisman	2002 1976	
Rolf W. Ramelmeier	535i 1988	
Edward J. Bieber, MD		
Kerry W. Black	3.0csi 1972	Road & Track VOB of Rockville
Herb Kushner	745i 1976	Excluservice
Arlene Kushner	633csi 1979	
Edward L. Grant	2002 1974	David Thompson
Diane Grant		Marten BMW
Linda Reece	320i 1982	Cpt. Haraguchi
Peyton E. Collie		
Virginia V. Sperry	325ic 1987	
Richard R. Sperry		
Lathe L. Bowen	325e 1984	Excluservice
Joseph Jhingony	2002 1974, 1975	Mr Ervin Webb
Marsha Jhingony		
J. Ray Ramsburg, III	535is 1987	
James McWhorter	745i 1982	Excluservice
Robert B. Feman	M5 1988	
Norwood McMahon	325is 1987	
Ariadne Makris	533i 1983	John V. Sponza
Dr. Larry Rubin	528e 1988	
Beth Korotki Rubin		
Robert Brown, III	M3 1988	
Frank E. Mason, III	2002Tii 1974	Dix Griesemer
Sarah G. Mayfield	528e 1987	
Phillip McCarthy, Jr.	325e 1987	
	735i 1984	

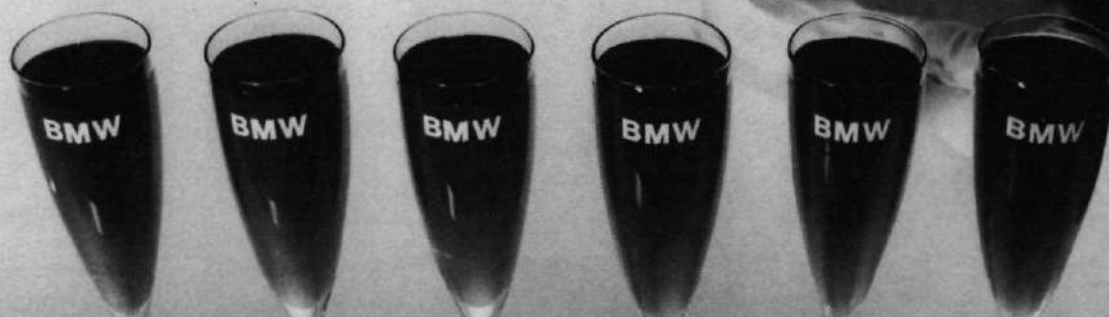
Allen S. Melser	733i 1984	
Maureen E. Muldoon	320i 1982	Daniel Richards
James Mumma	320i 1977	
Stephen Nash	looking for 2002	Robert L. Flynn
Elizabeth A. Reese	535i 1988	Pamela Mickley Woody Hair Bill Thom
James M. Reilly	535is 1987	
Neil Redman	325is 1987	
Mark A. Schulz	2002 1976	Miller & Noburn Automobile Mag. BMW of Fairfax
Joanne Schulz		
Steven E. Taylor		
Joseph Thompson, Jr.	325is 1987	
Doris J. Thompson		
Gayden Thompson	325 1988	BMW of Fairfax
Dizzie D. Turner		
Greg Young	2002 1976	B. Cottrill
Armen H. Garabedian	528e 1988	
Mary E. Davis	320i 1979	BMW of Fairfax
Eric Carlson	325e 1984	
Angelo Garrison	318i 1984	Dwight J. Derr
Larry Ambrose	318i 1985	
Autostop Ltd		
Michael Baftista	325is 1987	Debra Ragsdale
Allan A. Banks, III	3.0csi 1970	
	635 csi 1986	
Joseph J. Barbano	325 1987	Jay Miner
Lorel Benoit	320i 1981	Mark Yaworski
Rolland H. Berry	528e 1984	Mike DiAndrea
Arnold Blank	735i 1986	Russ Parise
Derek M. Boone	318i 1984	
Harold E. Boyd	325i 1987	Randall Tapley
Richard J. Bonnano	2002 1974	Mgluin Moore
David Buttram	2002 1976	
Douglas Carlock		Jack Chandler
Charley Carpenter	2002 1974	Woody Hair
Ursula Carpenter		
James Cherney	733i 1983	Bernie Symm
Kenneth G.A. DeMatteo	633csi 1980	
Karen K. DeMatteo		
Phil DeLoache	318i 1984	William DeLoache
Ross Evans	2002 1976	
Stephen T. Ferry	535is 1988	Mike Mills
Betsey Ferry		
William T. Firth	Bavaria 1974	Miller & Noburn
Gary S. Fleshman	635csi 1988	BMW of Fairfax
	320i 1988	
	320i 1978	
Jorge C. Fuezalida	633csi 1983	Excluservice
Allen J. Goodfriend	735il 1988	Mike Mills
Adam Gray	2002 1975	John I. Gray, III
Alan J. Hammerschlag	528e 1983	Excluservice
Hardee Johnston	2002 1974	Dan Lowry
Bradley A. Hopkins	320i 1979	
Jeffrey P. Katz, MD	318i 1984	
Earl L. Knight	M6	
Dennis T. Knowles	325is 1987	
J.R. Gentry	735i 1988	
Peter W. Kaufman	M5 1988	BMW of Fairfax
Margaret H. Kaufman		
James W. Laughlin	Bavaria 1971	Steven Haygood
Anthony J. Law	528e 1982	Anthony Laws
Edward C. Lewis, Jr.	318i 1984	Melvin Searey
Ed Maas	2002 '69, '71, '76	
Timothy O. Mallory	2002 1975	David James

Randal K. Meints	320i 1977	
Ed Mitchell	735i 1985	Vince Zarnella
James Parsons	2002 1976	Greg Doherty
Keith C. Scott	528e 1984	Road & Track
Brian Sheldon	2002 1971	Dwight J. Derr
James Simpson	528e 1986	Mike Mills
Spencer Smith	320i 1977	Steve Haygood
Herbert L. Strong	528e 1985	Richard Rogers
Myron Szot	320i 1981	Tom & Sue Baruch
Richard L. Tanensaum	528e 1988	
Susan B. Tarley	320 1983	Foreign Service
Alex Thiermann	2002 1974	Glenn Songer
Dana Thiermann		
Barbara C. Thompson	325es 1986	Mark Yaworski
James M. Todaro	325e 1985	BMW of Fairfax
Clarry C. Trice	735i 1988	Dan Lowery
	524 1986	
	528i 1979	
Robert F. Trotter	530i 1978	
Erwin L. Wilson	325 1987	BMW of Fairfax
Lloyd W. Wood	325 1986	Izzy Patapis
Linda A. Zeno	325is 1988	David A. Rowe
Robert S. Zetzer	735i 1986	
Theodore R. Britton, Jr.	524td 1985	Dwight Derr
Tracy E. McConner	520 1977	
Judy Ann Howser	535i 1986	Barbara McPherson
Lydia V. Kibiuk	320i 1979	Coachworks Inc. -
Tom		
Sherry L. Stevens	318i 1984	Thomas Buck
Ronald B. Kelly	320i 1978	Mike Mills
George Wong	325ia 1988	
Bobby L. Edmonds	735i 1986	
Richard H. Watson	325es 1986	Dwight Derr

Donald J. Riffin	325es 1986	Dwight Derr
Sara M. Baker	325 1987	
Henry Harris	315i 1985	Dwight Derr
James A. Cabbagestalk	3.0 Bavaria 1972	Phone call to office
David L. Reicher		Mark Yaworski
Travis H. Slocumb III	528i	Dave Dunmire
Libby Dial	325 1987	
Bill Bramble	325i 1989	
Jeff Livesay	530i 1976	friends
Huntley H. Perry	535i 1985	
Esperanza R. O'Brien	325 1988	David C. Tapparo
Barbara Nash	325 1986	Jack Chandler
James J. Hamill	325 1986	Jack Chandler
Joel R. Kantor		Jack Chandler
Richard C. Goodwin	733i 1979	Steve Haygood
Michael A. Bragale	325 1987	Daniel Cada
Kelley May	320i 1982	C. Biele
Gabrielle Gannon	2002 1974	Adam Koors
Andy Alexis	1800 1969	Maximillian Import
James Powell	325a 1987	Mark Yaworski
Erling Hansen	320i 1978	
Joseph L. Van Meter	528e 1987	
Matthew Markiewicz	325e 1984	Anderson Schmei-
der		
Glenn F. Parker	525ia 1989	Mike Mills
Mike Malloy	320i 1980	Richard C. Allison
Dorothy Davis	528e 1988	Excluservice
James F. Graham	325es 1986	
Geoffrey P. Rhodes	323i 1979	
Roosevelt Smith	728 1988	
David Weaver	320i 1981	
Steven James Stoner	2002 1974	Richard McCrellan

continued on next page

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New Members

continued from previous page

Name	Model	Referred by
Michael E. Ruhm	325is 1987	Mike Mills
S.T. Meacham	325e 1985	
	535i 1986	
Nancy Ellerman	535i 1988	Mike Mills
Gertrude Rogers	325i 1988	Mike Mills
Hassan Lolavas	325i 1988	Mike Mills
Ed Stoiter	750i 1988	Mike Mills
Francis Bishop Jr	533i 1983	Jack Chandler
Robert Kelly	318i 1984	TUV Engineering
Barbara Kelly	635 1985	
Emmanuel Silberstein	530i 1978	Russ Parise
Fredrick Beer	633csi 1978	Robert Gigiolotti
W. R. McElroy	750il 1989	Joe Pandolfino
Dean Turner	325is 1987	
Richard Ellison	535i 1989	
Ray O'Rourke	635csi 1981	
James Barber Jr.	325is 1988	Rob Kammer
John Colby	750il 1988	dealer
Joyce Gray	325 1986	
Edward Dupcak		Doug Verner
Peter Charles	2002 1976	Dwight Derr
Golden Mayberry	528e 1987	William Stern
Martha Luce	M3 1988	BMW of Fairfax
Neil Simon	533i 1983	J&F/Jim Kraft
Gary Coleman	320i 1978	Tom Pack
	533i 1983	
Arthur Lindo	528e 1984	
A. D. Barry		Dwight Derr

Michael Pearson	2002tii 1974	
Nancy Falk	735i 1988	L. Schneider
Kwaku Walker	323i 1980	Woody Hair
Ahena Walker		
Nick Lemberos	318i 1985	
Melissa Hockman	320i 1980	
Mark Flynn	K100rs	
J. U. Kaufman		
Fenton Mallory	530i 1978	Dwight Derr
James Hill	325e 1985	Joe Pandolfino
Edgar Sanchez	528e 1983	VOB Service
	325 i 1989	
Deborah Hale	318i 1984	TUV Engineering
Robert Kelso	3.0cs 1974	# 56232
Stephen Scorgie	533i 1984	Mark Milhous
Wayne Maddox	525i 1989	J&F Motors
Eric Lawrence		
Alan Anderson	735i 1988	
Dean Swartz	325es 1986	
Roger Turner Jr	320i 1982	

We welcome all new members and urge you to attend as many of our fun events as possible. Bring the whole family and meet others with diverse interests not just limited to Bimmers! Feel free to pass on your ideas to Chapter officers and send write-ups and photographs of your Bimmer experiences to *der Bayerische*. We look forward to hearing from you.

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Parts - 2002 Tii factory shop manual \$35; 320i Bavaria repair manual \$6 ea.; 6-cylinder steering wheel \$25; 6 cylinder radiator and fan w/viscous damper assembly; Bavaria carb kits; 2500 driveshaft; flex guibo discs for 4-6-8 cylinder; 2002 pads; early 2002 instrument cluster; early 4 cylinder, wheel cylinder kits; VC gaskets; and head gaskets. Make offer 301-267-9245.

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