

der bayerische

NATIONAL CAPITAL CHAPTER OF THE BMW CAR CLUB OF AMERICA



SPECIAL MOTOSPORTS ISSUE
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July/August 1990
Volume XX, Issue 4

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BMW CCA

NATIONAL CAPITAL CHAPTER

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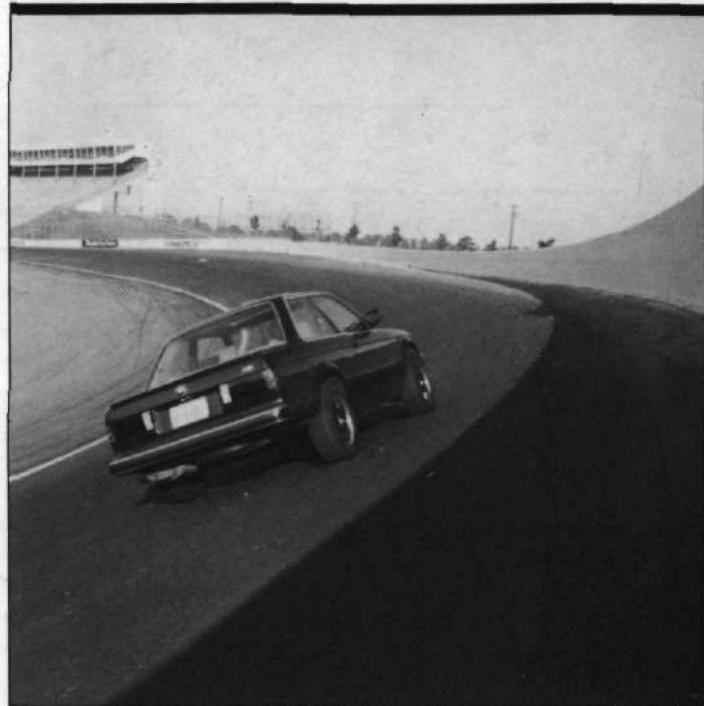
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Please Note: Changes of address are to be sent directly to National headquarters.
Change of address form (and application form) at the back of this issue.



Thinking of going away to school? Read about the Tarheel Chapter's Drivers School at Charlotte Motor Speedway, page 12.

Photo by Woody Hair

Front Cover:

MAIFEST '90

Jeff White 2002

Photo by Brian Hair

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'90 CALENDAR

JULY

Sun	1	BMW Road Rally
Wed	4	Firecracker Drivers School
Wed	11	Board Meeting
M/F	16/20	BMW CCA
		Oktoberfest, Ohio
Sat	28	Autocross III

AUGUST

Tues	1	<i>der Bayerische</i> deadline
Sun	5	Picnic/Concours
Wed	8	Board Meeting

SEPTEMBER

Sat	1	Autocross IV
Sat	8	Drivers School
Wed	12	Board Meeting
Sun	16	Bavarian Inn Oktoberfest

OCTOBER

Sun	1	<i>der Bayerische</i> deadline
Sun	7	Corral/Vintage Car Races
Mon	8	Drivers School
Wed	10	Board Meeting
Sun	14	MWCSCC Autocross

NOVEMBER

Wed	14	Board Meeting
Sat	17	Annual Dinner

DECEMBER

Sat	1	<i>der Bayerische</i> deadline
Sat	1	CPR Course
Wed	12	Board Meeting

NEW HOTLINE NUMBER:

703/ 836-9BMW
[703/ 836-9269]

COMING EVENTS



OKTOBEREST '90: JULY IN OHIO

July 16 - 20

We hope that you have already made plans to attend this annual gathering of BMW enthusiasts, but it may not be too late. Columbus, Ohio is the location, and O'Fest may not be so close to Washington for several years. The opportunity to drive at Mid-Ohio race track, one of the best in the country, should be incentive enough to go. The Concours d'Elegance will bring together some of the finest examples of BMWs. Since we do not have a concours planned this year, why not enter your pride and joy at O'Fest? Registration details are in recent issues of *Roundel*.

Here's the schedule:

Monday, July 16

Rally School Meeting
Drivers School Meeting
Gymkhana

Tuesday, July 17

TSD Rally
Drivers School for Non-rallyists

Wednesday, July 18

Autocross
Drivers School

Thursday, July 19

Autocross
Drivers School

Friday, July 20

Concours d'Elegance
Awards Banquet

In addition to these major events, each day there will be tech sessions, photo and mini-car displays, new model test drives, vendor displays and merchandise sales, and a do-it-yourself fun rally.

If anyone is interested in driving to Columbus as a group, call Woody Hair at 703/243-5796. Several other chapters have planned caravans and it is possible we could join them along the way.

COMING EVENTS

AUTOCROSS III

Saturday, July 28

Time: 10am

At Baltimore's Memorial Stadium, hon!

Call Hotline for details.

PICNIC/CONCOURS

Sunday, August 5

details to be determined

It's summertime, how about a picnic? How about combining it with a low-key concours to let all of you show off your clean flashy BMW's? The specifics are still up in the air but it looks like it will occur somewhere around 5 August at a site to be determined. Clean up the car, pack up the food. We'll supply the red ants and quite possibly the champagne and refreshments! Check the hotline for the final announcement.

LAUREL LIONS CLUB AUTO SHOW

Laurel Race Track (Non-Club Event)

Saturday, August 25

For the past 25 years, the Laurel Lions Club has sponsored an annual auto show, flea market and auction. This event has grown every year to its present size of over 800 cars. The Lions club wishes to con-

tinue this growth, and is extending to us an open invitation to attend.

The date of this year's show is August 25th, at the Laurel Race Track. Gates open at 8 a.m. No registration is required. All show vehicle entrants will be charged \$4 per person at the gate, in lieu of a registration fee, at which time all necessary forms will be provided. General admission is \$4 per person, children under 12 free.

Fifty-three classes are supported, with beautiful dash plaques for all participating cars. Call Jack Clark at (301) 725-3442 with any questions.

AUTOCROSS IV

Saturday, September 1

Time: 10am

Memorial Stadium in Baltimore.

Call Hotline for details.

BAVARIAN INN TOUR

Sunday, September 16

Although it seems a wee bit early, keep in mind our annual Fall Tour to the Bavarian Inn Oktoberfest celebration to be held Sunday, September 16th. Remember, this one fills up FAST, and for good reason too! Once again, check the hotline for the final word.



Happy Campers

at
TISCHER
MAIFEST
May 12

Photo by Mike Mills

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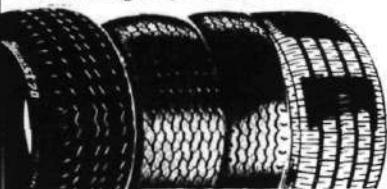
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President's Message

By my reckoning, the Philistines have got us outnumbered. By a bunch. Wherever you look, wherever you go they are there waiting to ambush at every opportunity.

Their pot shots are that familiar tune which rings in the ears: My Accurdatcall-me-nisilexxismora SELETXZXITSuX will wup da pants (true technoproficiency lingo) off you (said snidely) Ultimate Driving Machine (generally true with regards to clapped-out 1600's, 320's and two-and-a-half cylinder automatic Bavarias) and besides my Acc... ...mora has this awesomely excellent (more 80's technotalk) mega(I-don't-know-what-they-do) button CD/VCR in the dash! Sigh. Now I know how Copernicus felt (waddaya mean the sun ain't swingin' off some big celestial tree? You ain't right pal, you outta go see the barber...)

Most car ads tend to follow the same tone. Only the finest buzzwords are utilized to dazzle and delight all the techno-toadies and armchair speedshifters (P-R-N-D-L, please) throughout the land. Slide-out-dual-coffee-cup-holders-built-into-the-dash? A marvelous idea to make driving a little bet safer, un hunh. They've even adopted a lush, Teutonic-minimalist elegance, often combining it with scenes of the "old country". Think for just a moment. Why don't BMW-Mercedes-Porsche ever compare their cars to those wonderful aforementioned Every-and-all cars, if they are so fantastic?

The best advice I can offer is this: Ignore them. Generally steams 'em up. Unfortunately, they usually respond by yelping more loudly. Just remember this ancient Chinese saying: the loudest braggarts at the bar have the least to say (fortune cookie #A682R). Their cars may taste great but they leave me feeling not really full.

As a member of this car club you have the opportunity and privilege to do things that the others don't know exist: go to those Drivers' Schools. And have fun. Go to those autocrosses. And have fun. Go to the Rallies. And have fun. Fun is probably the main underpinning of clubs such as BMW CCA and PCA. You are the herald in the midst of the darkness of digital LED displays. The others just don't have a clue. Remember, as Sigmund Freud once said: "Sometimes a stereo sale is just a stereo sale."

Dwight Derr



Board Meeting Minutes

MAY 12, 1990

National Capital Chapter, BMW CCA

The meeting was called to order by President Dwight Derr at 11:30 am at Tischer BMW. Also in attendance were Jonathan Jones, Lynn Yaworski, John Kenworthy, Sarah Kenworthy, Woody Hair and Mark Yaworski.

There was a long discussion about *dB* advertiser rates, *dB* expenses and whether we can afford to continue trying to provide a newsletter with the same quality as our current product. Since the *dB* editor and production managers were not in attendance, it was decided to hold a special meeting ASAP for further discussion of this matter.

The question of whether drivers school instructors should be provided free lunches was brought up. This led to a discussion concerning the quality and value of lunches provided by Summit Point Concessions vs. the submarines obtained by Skip Menzies. Since neither of the drivers school coordinators nor the chief instructor were present, it was decided to table this matter until their input could be obtained.

The status of Mike Early's investigation of our incorporation status is not known. Dwight will contact Mike to find out.

The old phone number for the Club hotline still provides a recording about our March events. The new hotline phone number does not have any message at this time. John Kenworthy volunteered to contact Jon Miller about this.

Since the cancellation of the Firehawk weekend at Summit Point we are left with just two events in July and none in August. A discussion about possible events followed. A combination picnic/informal concours was chosen with a tentative date of August 5. Finding a suitable site will be the first priority. Dwight will locate a chairperson for this event. Gordon Kimpel will be contacted about a "tech session" on CPR. It was mentioned that workers will be needed for the July 1 Rally.

The next meeting will be on Wednesday, June 13 - probably at the Kenworthys' in Rosslyn. The meeting was adjourned at 1:15 so we could join Tischer's festivities downstairs.

Woody Hair



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Treasurer's Report

I apologize for the tardiness of this report. I confess that I keep missing the deadlines. To summarize last year, we started the year with approximately \$3,000 in the bank and ended up with a little more than \$5,000 in the bank. Most, if not all, of this money reflects ad revenues which were paid in December 1989, for 1990.

Der Bayerische is still operating at a significant loss. We have increased its quality but have been unable to increase the ad revenue to compensate. Our Club newsletter is a quality magazine and should command excellent advertising rates, however, we lack the personnel to market the magazine properly. Last year, production of *dB* cost almost \$10,000 more than what was taken in as ad revenues. (*Eds. Note: True, but this is based upon cash accounting methods vs accrual, which shows a radically different picture.*) The general consensus of the board is to try to keep the quality of *dB* as it is and more actively solicit advertisers at the new rates.

Thanks to the unavailability of dates, the drivers schools are back down to a more manageable number per year. Also thanks to the economizing efforts made over the last few years, the drivers schools are doing well and are no longer a serious financial strain on the budget. Last year the schools actually made a little profit. Currently we are operating at a little over the break-even point which is great! We are trying to cut down on the huge subsidy on the part of the club for some of the non-revenue generating events by either charging a fee or not doing them at all. This year we approached the budget a little differently. The budget reflects a manageable expense for these events without anticipating any revenues. Thus if an event can stay within budget that is fine, if not a fee must be charged. This is why, if we ask for pre-registration off an event, it is very important for everyone to cooperate so we don't run an event anticipating 100 people and only 50 show up. For the first time since I have been treasurer, the Maifest dinner was a huge success, financially. The net cost was \$600, which is \$900 under budget. A big "Well Done!" goes to Sharon Miller, who once again wielded her talents to provide us all with a great event and under budget too! Thanks Sharon.

All in all we are doing pretty well but it has been a tremendous source of stress for me, not so much the actual financial problems, but the continual lack of cooperation and even opposition from the rest of the Board. I took this job under the impression that it was fairly straight-forward and routine and quickly realized that this club was headed for serious trouble if our

spending habits were not drastically changed. My main goal as treasurer has been to achieve financial security and see this club become financially responsible. I have continually stressed the need to strive toward a cash reserve of, at the very least, \$10,000. This is just sound business practice. I am not optimistic that we will accomplish this goal any time soon. I have advocated maintaining a very tight rein on expenditures for however long it takes so that, once financially sound, we could relax the reins (while still spending judiciously) and sit back and enjoy the running of events rather than suffering with a financial headache. While the Board agrees in theory, in practice, it doesn't happen. I have gotten a reputation of being hard-nosed and unyielding. Accusations and derogatory remarks have been made. I'm sure you parents understand the feeling - your kids hate you because you're always telling them no. I have been extremely hurt by these remarks. The stress and frustration associated with this volunteer job is much more than that of my paying job, which is saying a lot. I am more than willing to continue as the club treasurer but, I feel, for my own sanity, I need to succumb to the powers that be and not worry as much and just report the facts and let the board do as it pleases. I feel I am that I am letting the club members down, but, I am only one person, I am tired of the fight. This should make several people very happy, who knows maybe I've been wrong - I hope so.

Lynn Yaworski

Membership Drive

Due to a late mailing of the May membership printout from the National office, I am going to have to wait until the next issue to announce the official winner of our \$50.00 membership contest. Mike Mills and Mark Yaworski are running neck and neck, but I won't know the official winner until I receive the numbers later this week. Good luck to all!

Now for the big prize of the year: Who is going to win the 1991 318is? As you should know, for every new member you recruit, the National office will put your name in the drawing to be held in December for a brand new 318is. Now is the time to really start the serious recruitment. For the last two months together, we maintained a zero change for a total membership of 1878. How about 2000 by summer's end? As always, I have plenty of applications, so if you need additional, please call me anytime before 10:00 pm.

John Kenworthy

BUDGET REPORT

1/1/89 THRU 12/31/89

<i>Category Description</i>	<i>Actual</i>	<i>Budget</i>	<i>Difference</i>
INCOME			
Autocross Income	\$1,305.50	\$2,480.00	(\$1,174.50)
Driver School Income	23,975.10	23,200.00	775.10
Dues From National	23,054.54	22,464.00	590.54
Entertainment Book Sales	500.00	0.00	500.00
Fire Extinguishers-Sold	510.00	0.00	510.00
Insurance Subsidies-Nat.	1,567.50	800.00	767.50
Miscellaneous Income	5.00	0.00	5.00
Newsletter Advertising	16,731.00	20,000.00	(3,269.00)
Other Event Income	2,757.69	3,975.00	(1,217.31)
TOTAL INCOME	70,406.33	72,919.00	(2,512.67)
EXPENSES			
Autocross Expenses	\$394.75	\$700.00	(305.25)
Awards/Plaques	1,063.31	0.00	1,063.31
Bad Check Expense	24.00	0.00	24.00
Club Promo/Goodwill	473.25	0.00	473.25
Driver School Expenses	19,937.93	24,050.00	(4,112.07)
Entertainment Book Payments	571.60	0.00	571.60
Equipment Purchases	284.54	300.00	(15.46)
Fire Extinguishers-Bought	584.50	0.00	584.50
Insurance Expenses	3,610.60	2,740.00	870.60
Meeting Expenses	387.52	765.00	(377.48)
Mileage Reimbursement	0.00	150.00	(150.00)
Miscellaneous Expenses	65.00	600.00	(535.00)
Newsletter Expenses	26,389.29	25,320.00	1,069.29
Other Event Expenses	12,034.37	8,855.00	3,179.37
Postage Expense Other Than DB	279.20	300.00	(20.80)
Special Mailings Expense	499.58	500.00	(0.42)
Supplies	89.50	200.00	(110.50)
Telephone Expenses	993.22	1,000.00	(6.78)
Travel Expenses	302.46	0.00	302.46
Xeroxing Expenses	299.52	400.00	(100.48)
TOTAL EXPENSES	68,284.14	65,880.00	(2,404.14)
OVERALL TOTAL	2,122.19	7,039.00	(4,916.81)

Letters to the Editor (& Friends)



Send your letters and comments to: The Editor, der Bayerische, 6939 33rd Street, NW, Washington, DC 20015



May 29, 1990

Dear Mr. Yaworski:

I happened to notice your letter in *der Bayerische* concerning the National Capital Chapter's logo ("Letters to the Editor," May/June 1990), and I thought I'd take a moment to clear up a misconception.



The National Capital Chapter's logo was approved not because of Cory Laws' quick action, but because its design was within BMW AG and BMW NA's legal requirements. It was not approved before new requirements were published as you state. The same requirements were applied to all chapter logos.

The parallelogram you describe is part of the International Council of BMW Clubs' guidelines for club logos. It is the Council's recommendation for a unified approach to BMW club identification worldwide, and the various designs suggested in the attached "For Members Only" have been widely accepted by clubs throughout the world

that choose to be identified as members of the "BMW family."

I have to add, too, that I disagree with your conclusion that "the other clubs are jealous, they are stuck with look-alike emblems while we stand out." The opportunity to redesign logos has produced some spectacular results all over the country, none of which are remotely boring or look-alike! (See Chicago's Windy City chapter logo or the BMW ACA Los Angeles Region for example!)

Of course, your membership is free to do what it wishes within BMW's legal guidelines, but they should at least know that some great logos are being designed through contests with hands-on attention and response from a lot of club members.

I don't believe in change for the sake of change either; but neither do I believe that change is necessarily a loss.

Very truly yours,

Carla J. Harman

Public Relations Manager/BMW of North America, Inc.



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SPECIALIZING IN GERMAN AUTO REPAIR
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May 1, 1990

Dear Sirs:

First, I'd like to thank all those folks responsible for the Highway Safety School, most especially Chris Leeper and Dave Roach. Their intelligent, well-written articles about the event encouraged me to attend, and their professionalism on the track made the day safe, enjoyable and worthwhile. Of course, the instructors, who put their lives in our hands, also deserve a big thank you.

Second, regarding a new logo design for the chapter: there is no reason to change logos simply because it has some age on it. The current logo does everything a good logo ought to do; it attractively conveys the images of both BMW and the U.S. Capital. It's a simple design, easy to reproduce in a two color format, yet it works well in one color. Cast my vote for the existing logo.

Third, the newsletter is ALWAYS late, with much space devoted to telling me why I should attend an event that's already over. Has the *dB* been thrown together at the last minute? Does this explain the lack of proofreading for context, syntax and typos?

Of course, to keep this monologue in perspective, I'd also like to say that the newsletter has come a long, long way since I received my first one in 1972.

Keep up the good work.

Brian Hollen

☛ Thanks for the thanks and spansks. Yes, dB is meticulously put together at the last minute, from copy much of which is coming in at the last minute, and proofreading is one of the things that suffers in the haste to publish events before their time.

Late material delays the publication of ALL material, making for some embarrassing "Back to the Future" event announcements. When I miss the set-aside production "window", dB has to compete with other commercial jobs; and it takes longer. If everything is on time, it sails right through.

Our printer, Kirby Litho, and mailing shop, Fairfax Opportunities Ltd., are great—no delays there. Thanks go to Gordon Kimpel for timely delivery of the postage money to the mailing shop, and Woody Hair for early delivery of mailing labels to the shop and for consistently beating dB copy deadlines with high quality, detailed, fun-to-read, clean copy on disk, every time!

Then there's the U.S. Mail. The Jan/Feb issue sat at the post office while they tried to "unscrew" our mailing permit. Could we fax them cancelled checks, etc.? They didn't have a fax. Besides, it wouldn't have helped; it

was an internal disagreement. The March/April issue experienced mixed performance, supposedly leaving on time, but arriving in parts of Maryland as much as three weeks later than in D.C. The May/June issue showed up in Arlington ten days later than in Fairfax. Our mailing shop tells us we would get no better performance with second class postage, and that our net costs would be about the same. First class—between \$0.75 and \$1.00 each.

Yes, we could use your help. I look forward to your call.

The Ed



May 24, 1990

Dear *dB*:

I have been a member of BMW CCA and the National Capital Chapter since the mid-1970s when I owned a 1971 2002. Since then, I have graduated to owning two high mileage BMWs, a 1980 320i and a 1979 528i, which have, for the most part, been problem-free because they were manufactured after the cracking head syndrome and do not have the dreaded emission control pumps. While I do much of the periodic maintenance myself, when I do need repairs, I use a fine mechanic who does the job right the first time - and at a fair price. Siegfried Krause of BMW of Rockville (Md.) knows the ins and outs of BMWs and has taken great pains in explaining to me why a repair was necessary and how he intended to proceed. His estimates of the cost of the work, before he starts, are detailed and precise, and the car is ready as promised. For those club members who do not want to indirectly deal with service managers about the technical matters involving their Bimmers, and want no-nonsense advice and service by a true professional mechanic, my recommendation is for you to give "Sigy" a try. His advertisement is in the chapter magazine.

Lester Green



May 9, 1990

Dear Mr. [Russ] Parise:

I'm very interested in having the BMW Club tags. I am also willing to work in my area to get BMW owners interested. I would like more information as to the requirements.

Sincerely

*Shelia A. Hilton-Lewis
(address forwarded)*

continued on page 10

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Letters to the Editor

continued from previous page



May 31, 1990

Many, Many Thanks

Two weeks have passed since I drove in my first MARRS race. During that time I have given a lot of thought to how I managed to get to this point. It was really quite a complicated process which must be illustrated as follows (in descending order):

3. Intestinal Fortitude
2. Money, Money...
1. People, or should I say the best of friends.

To be quite truthful, I genuinely feel the actual race was anticlimactic compared to the friends and relationships I've gained along the way. These are people who exemplify for me what the BMW CCA is all about; good friends, good times and gemutlichkeit.

I know this isn't the Academy Awards but please bear with me since this is my first letter to *dB*. I would first like to thank my wife Sharon for her constant support and understanding of my infirmities leading up to my first race. I couldn't have done it without her.

Secondly, I would like to thank Bill Riblett for introducing me to the BMW CCA. I have known Bill for about ten years now and he has helped me in all aspects of BMWs and life. Bill is a past president of this chapter and a true BMW collector.

There is a certain man who is known to me as the "Guru of Go Fast." Bill Riblett once said "He's forgotten more about cars than you or I will ever know." That man is Terry Luxford of QCS and Round Man Racing. Many thanks Terry, to you I owe 80% of my car knowledge, 99% of what I don't understand and a hell'ova lot of beer.

I would also like to thank Sandy Sanford of QCS and Round Man Racing for all of his help as well as for assembling my car in such a way that I haven't been able to break it, yet.

I know you're getting bored so I'll speed things up. I would also like to thank: Neil Hopper of QCS for all his help and patience, Bob Gammache for all his generosity and help while demonstrating true sportsmanship, Paul W. Byers a true friend who crews snow or shine, Jeff Burns and Robert Nicholson of Motorhead LTD. for use of the shop and a "Britload" of midnight oil, Kay Heatherly for her constant support, Jim Epting for his cheerful help and exemplary racing performance, Gary Green for his help and instruction, and thank you to all those great folks who turn out rain or shine for the MARRS racing BMW corrals.

Jon W. Miller

D.I.Y. Tech

John Harge

Tischer BMW opened its service bays to the National Capital Chapter again this past spring. Twenty Chapter members performed simple service on their own cars: new brake pads, engine and gear lube, exhaust work, etc. In addition, Dave Roach and Dwight Derr performed pre-drivers school safety inspections on several BMWs.

The chapter thanks Kurt August and Mike Mills for arranging the time and space. Also thanks to customer relations man Marty Hannon and Tischer's mechanics for their guidance on Do-It-Yourself Tech Day.



Photo by Mike Mills

Maifest '90

After a long day at the track, approximately 75 driving school participants, workers and other Bimmerphiles converged on the Anvil Inn at Harpers Ferry, W.Va. for our annual Maifest dinner. Hats (helmets?) off to Sharon Miller for finding such a delightful restaurant for us to wind down at after a grueling day at Summit Point. After a great meal of prime rib, crab cakes or chicken (ok Linda G., the chicken was a bit dry) we settled down for a few quick words from our Prez and for Kay Heatherly's uncontested ability to keep everyone on their seat's edge while passing out the numerous door prizes. I want to take this opportunity to thank the following shops for the generous support in giving us the articles and gift certificates that were valued at close to \$1,000 in all. The two grand prizes were won by Karen Salak and Mary Jo York. (Free driving schools!) Congratulations to all of the winners! Remember all of these shops when you are making your next purchase for that Bavarian Beauty! Thanks again!

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MARRS/BMW CCA Corral

Sunday May 30 Summit Point Raceway

Another day in paradise, or for us dedicated race fans, another day at the races!

Approximately 35 chapter members dropped by our corral for the 2nd Marrs Race of the Year and Summit Point, W.Va.

Thanks to Jon Miller for arranging for the setup of the tent, tables and chairs. The club furnished the beverages to keep everyone's thirst quenched for the entire day. I didn't hear anyone complain about the variety or the quality as we had an extreme variation of the good brews from Bavaria. We did discover that the metal used on the 5 liter kegs of Wursteiner equals that of our Bimmers. (Right Sandy!)

Congratulations to all of our own racers who competed in the ITB race in their 2002s. First, second and third went to Jim Epting, Gary Green and John Weaver. A special day was in hand for Leigh Epting, Jon Miller and Jim Stauffer who started their racing careers with successful completion of their first race in their 2002s. Also Pete Grant, a recent new member to

our club, successfully completed the ITB Race in his Scirocco. I recently heard him grumble something about buying a BMW to race so he can be more competitive. Anybody got an extra race car for sale?

And not to forget, Kay Heatherly campaigning her Honda CRX on the Yokohama's that we all swear by kept us all cheering for her as one of the clubs favorites.

All in all, a relatively small group turned out for some very exciting racing. The June 23-24 weekend at Summit Point was cancelled due to lack of sponsorship for such a large national event, so the next club affiliated race event will be the S.V.R.A. Vintage Sports Car Races on October 6-7. We will have a corral set up for that and hope to get enough support to really set up for a large social event in conjunction with the races, so mark you calenders now.

For the true race fans, check Woody's Competition Corner for all of the upcoming events. See ya at the races!

John Kenworthy

Tarheel Driver School

Several members of the National Capital Chapter attended the Tarheel Chapter's 1990 Treffen on June 9 and 10 at the truly awesome Charlotte Motor Speedway. This multi-million dollar facility boasts seating for 150,000 and on May 27 (same day as the Indy 500) drew 165,000 spectators for NASCAR's Coca-Cola 600 stock-car race. One of the grandstands is topped by a highrise condominium and another by a gourmet restaurant. Ford and GM fans are each given their own area in the stands. The sports car course used for the driver school utilized 95% of the 1.5 mile high-banked oval and a .7 mile infield road course that features 7 third-gear turns.

Of all the BMW CCA driver schools around the country, there is nothing to compare with going through a 180 degree (admittedly a very long 180 degrees) turn at well over 100 mph. In order to see far around the track, you look through the top of your windshield! It doesn't take any skill, just big ba... well, maybe I should say a lot of nerve and confidence in your car. The road course portion of the track is a series of 50 to 80 mph turns that are fun, but with most BMWs doing



the whole thing without shifting, something is missing from a teaching standpoint.

This was a well run event and over half of the drivers had one or no previous schools. Students came from as far away as Florida and Ohio. Everyone stayed at the same motel and Saturday night featured a German food and beverage banquet. Participant from NCC included David Baker and Ed Nazarko with their red M3s, Matt

Leech sharing his dad's M535i, and Gordon Kimpel with his familiar M635. Jenny Nazarko taught the Tarheelers how to run a flag station and Debbi Baker did a lot of videotaping. Other familiar faces included Mike Leary with his M3 "Evolution", JoElla and Richard John with their 630CS, and their daughter Beverley with her green Tii.

This November, the Tarheel Chapter is planning a region-wide Fall Fest that will feature a one day driver school at CMS, a rally, a concours and maybe an autocross. For a truly unforgettable experience, I have one bit of advice - do it!

Woody Hair

Controversial, Disclaimer, Having Fun, Do-It-Yourself, Fuel Injection & T-Shirts

MaxTech

First, my apologies for not being able to deliver this written material to our publisher on time for publication for the previous issue. With Race preparations for the first outing of the year plus Tax time, I found it impossible to meet all my commitments. I know how much you enjoy reading all this stuff, as I myself enjoy writing about it. Racing results have been better than expected. During the first race at Charlotte, we finished seventh out of a field of 25 and at Summit Point we got fifth out of a field of 15. We were very happy considering this being a new car for us and the class(Spec Racer aka Sports Renault) is considered by many to be the most competitive. Thanks to TUV for their suspension work. However MARRS II was a different story. During Friday practice I crashed and was unable to compete that weekend. Next race most likely would be Charlotte.

Back to the subject at hand. Here is another issue with a different cover of one of the if not the best auto enthusiast magazine. You never knew how much fun your membership would buy. Did you? Well anyway,

I though I start off this time with couple of statements about why I write what I write.

As a consumer and BMW enthusiast, I want to get the most for the money. I don't think I am any different than any of you. In the process of finding what is best or what works best, I have come across many differences in style of execution and expert opinions about all BMW related subjects which I have written over the past few years. As such, when I report findings, I tend to be controversial and in many cases I get a lot of people (mostly our advertisers) very upset. The other people that I may get ticked off, may be some of you that try to reach me at night and I may not answer, or sometimes do forget to return your calls. That is why, I have given you my day time phone number so that you can call if you have a hot topic to discuss. My apologies if you have felt ignored, it has not been intentional.

Now, back to controversial. My main objective in this great organization, is to provide you with as much

continued on next page

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MaxTech

continued from previous page

information as I can so that you the member can be well informed and not be confused when talking to the expert technicians or service writers. In order to do this, I spend many hours a month reading, researching and validating the information which was submitted. It is a lot of fun and what I get in return is free subscriptions to many publications. In addition I have access to computer databases which discusses or have more detail information on what works best. This brings me to the next subject.

Disclaimer - Sometimes as I write and describe a technical function or procedure to be performed, or as I have done in the past, giving you my opinion on what I have found to be the best, has created some confusion amongst some of you. So I have decided to end the confusion and give everyone something to chew on. That its, my own personal guarantee that when you follow the instructions as I may give you, that your car will perform as stated without any problems. I can make this guarantee because I never suggest anything that I have not tried, experienced or been part of. The icing on the cake has always been the smiles of members as they put their cars thru its

paces not only at Summit Point or autocross but on everyday driving in this chaotic Metro area. And all this at a very relative low cost.

This leads me to Having Fun. One of the most exiting ways to have fun is just to drive the cars we own. I still remember friends which used to own a Mercedes Benz, immediately trading to a BMW. The latest was my wife's boss who traded a top of the line Benz for a 750IL. I will be testing his sometime this summer. As driving events go, we sometimes have tours or in some cases RALLIES. Both of these are a lot of fun. If you want to experience some fun driving, try one of these. You can further enhance your experience by attending the National OctoberFest. From what I hear, it is one of the Ultimate experiences. So after you follow some recommendations you are now ready for, Do it yourself.

Do it yourself, you say. This is another fun aspect of owning an automobile. If you are a *hard core fanatic*, there is nothing that you don't do to your car. If you are willing to get some grease under your fingernails, then you should attend the Do-It-Yourself Tech Sessions. I know that by the time you read this, we have had the TISCHER session. But do not despair, there will be another session before the year is out.

continued on page 19

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Saturday, September 8

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- Each applicant must fill out a separate form; photocopy where necessary •
- Must be 18 or older to drive • Snell-rated helmet ('75 or later) obligatory •
- All cars must have Tech Inspection performed by qualified service facility prior to arrival at the track •
- It is your responsibility to ensure your vehicle is safe and properly registered and insured •

COST:

Club Members — \$100 • Non-Members — \$115

\$15 Discount for registrations received before August 25th

Make Checks payable to *National Capital Chapter BMW CCA*

Mail application, self-addressed business size envelope with .45¢ postage, and a check to:

David Roach, 10425 Edgewood Avenue, Silver Spring, MD 20901

• **DRIVERS** •

NAME _____ Membership #: _____

Address _____ Check if new address

City _____ State _____ Zip _____ Chapter _____

Phone: Work _____ Home _____

Car: Make _____ Year _____ Model _____ Color _____

List Previous Drivers Schools: _____

• **NON - DRIVERS** •

"Roadies", corner workers, helpers and spectators... Call Dave Roach at (301)593-3285 or Chris Leeper at (703)455-3041 to volunteer for a fun day at the track. Or fill in names and telephone numbers and mail to Dave.

Name _____ Home Phone _____

Name _____ Home Phone _____

As the Wrench Turns



▲ This is the end that everyone else in the class is most used to seeing. The fuel cell is a safety requirement for GT3.

With profound apologies to the gentle readership, your Chief Wrench submits these pictures of Bob Gammache's MARRS Champion ITA 2002 Tii in the process of metamorphosis into a GT3 car. As you see, it has been a ton of work, and messy too.

▼ With the fender problem "resolved," the suspension did not allow the geometry we needed. Sawing off the right frame rail and fender skirt let us get started in fabricating a whole tube frame within the original 2002 tub.



▲ Both rails in place were checked for position; each suspension had to be checked to centerline reference. Consuming, this was the traffic through heavy.



▲ The original steel fenders couldn't be made to cover the 11-inch tires and still look decent, so we went to fiberglass fenders by Kermit Upton III's Mountain Auto Sport. The rear fenders were cut out to check ground clearance. More about fenders later.

▼ Here, Sandy is notching the firewall to accept the tubing lying on the floor to his right.



▲ With the frame rails in place, upper suspension arms were welded in. To removeable base metal.



7 Here is the first fit for the front sheet metal. Aside from the pins that hold the framework on, the sheet metal fits on the framework with quarter-turn Dzus fasteners.

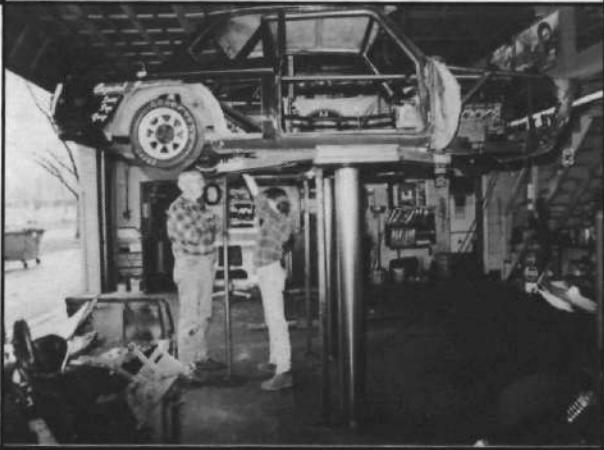
lace and are being
tion and level. With
session, the chassis
cked for level and
ences. Although time
was necessary since
b the shop was pretty



8 Here is a view of the rear suspension. The bushings, mounts, etc. are by Quality Car Services, as was the rest of the car. The shocks and springs are by Carrera and the brakes are by Wilwood. This combination allowed us to lose over 20 pounds per wheel in unsprung weight. This is a great help in suspension design.



9 Bob and Son-Bob are setting the alignment of the differential to the crankshaft. Bob's old engine is in place as a test jig for headers, fire wall location and fabrication of the engine and transmission mounts. The engine is set to the rear 4.5 inches, as the rules allow, thereby helping the weight distribution.



ils welded in place the
points were laid out
Bob is trimming the
for the front sheet



10 This is the view that we hope to see a bit later this season.

All for now - stay safe, quickly.

Terry Luxford



HOT SHOE DRIVERS SCHOOL

Monday, October 8

SUMMIT POINT, WEST VIRGINIA

IMPORTANT:

- One driver per car recommended • Priority given to Club Members •
- Each applicant must fill out a separate form; photocopy where necessary •
- Must be 18 or older to drive • Snell-rated helmet ('75 or later) obligatory •
- All cars must have Tech Inspection performed by qualified service facility prior to arrival at the track •
- It is your responsibility to ensure your vehicle is safe and properly registered and insured •
- You must have participated in at least three previous drivers schools to enter •

COST:**Club Members — \$100 • Non-Members — \$115**

\$15 Discount for registrations received before September 24th

Make Checks payable to *National Capital Chapter BMW CCA*

Mail application, self-addressed business size envelope with .45¢ postage, and a check to:

David Roach, 10425 Edgewood Avenue, Silver Spring, MD 20901**• DRIVERS •**

NAME _____ Membership #: _____

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Car: Make _____ Year _____ Model _____ Color _____

List Previous Drivers Schools: _____

_____**• NON - DRIVERS •**

"Roadies", corner workers, helpers and spectators... Call Dave Roach at (301)593-3285 or Chris Leeper at (703)455-3041 to volunteer for a fun day at the track. Or fill in names and telephone numbers and mail to Dave.

Name _____ Home Phone _____

Name _____ Home Phone _____

MaxTech

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Now, don't think that you only need to attend if you have things to do to your car. Attending and helping a fellow member can prepare and teach you how to do the same job on your own car next time it needs it. And even if you don't like to work on your own toy, it is a way to meet some of the members and have some fun.

Speaking about the ENGINE Rebuild offer, it only took 2 days to get the three people whom are interest. I hope to have a collective effort on a future describing their experience and ease of doing it, but also their smiles about the performance gains. However because of my busy schedule lately I have been unable to get together or worse, do anything about it. My apologies to John Courtney, Michael DiAndrea and one more member in area code 804 which I can't find his number. I hope to get with each of you soon.

As I am writing, my current day time number is **640-8168** in Gaithersburg. It is a local call. The number has an electronic MailBox for you to leave your number if I am not around.

To continue, you have read in my past columns about Fuel Injection vs Carburetors. To me and others, there is nothing like the sound of SideDrafts Webers. Now if you could only retain the sound but with fuel injection. The answer is available now in many forms. You read about it in the Roundel couple of months ago. Additionally, Holley is making a Throttle body Injection system (TBI) which can be bolted on in place of a carburetor. More on this item in a future article.

T-Shirt Contest.... For many years, I have seen numerous T-Shirts being worn by many club members. One of the most popular if not funny is the one and only ROUND MAN RACING T-Shirts. These as the name implies come only in X-Tra large. The other one was designed by yours truly for Bob Gamache when he started racing. It has the Picture of a 2002 in front with a flying Roundel in the back. Do you have a favorite? Wear it, take a picture and share it with the rest of us.

Until next time...

Max Rodriguez

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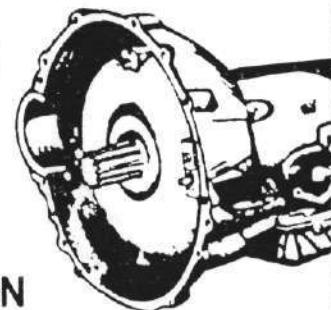
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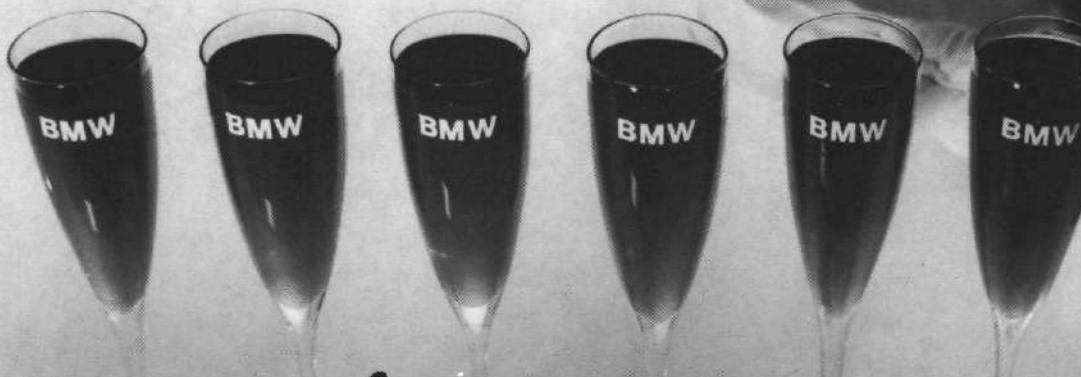
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Tech Tips

*From the Sunbelt Chapter's Sonnenflecke,
author unknown:*

E-30 CRUISE FIX

In the event the factory installed Cruise Control on your E-30 3 Series BMW (318/325/M3) stops working correctly and refuses to hold a set speed, then try this quick test before you incur a large bill for diagnosis. The Cruise Control system depends upon a grounding circuit through the brake light bulbs. That means a corroded socket or a burned out filament can disrupt the ground and keep the system from being switched on. If you lose on the cheap fix, then the Black Box control module can be found above the glove box liner. One manufacturer, VDO, does perform repair service on the control module and has even been known to send out an exchange unit before they receive your defective unit. For the true "spark chaser" tech types you will need to obtain the use of the electrical troubleshooting publications, because the factory repair manual tends to ignore the Cruise Control and related wiring.

Good luck on the cheap fix!

*From the Tarheel Chapter's Footnotes,
by Bob White:*

ROUGH IDLE

Does your BMW idle roughly when you first start the car and after driving for a few minutes, idle smoothly again? The culprit may be a dirty idle control valve, if your BMW has one. Before you resort to the expensive carbon cleaning techniques, a simple test may be in order. My '86 735i was idling rough, revving between 200-600 rpm, and occasionally stalling. After I drove about a block everything was fine again.

The idle control valve is a small cylindrical valve mounted on the top of the engine, and in fact, in my car, the mounting bracket is fastened to a screw on the valve cover. The idle control valve (ICV) has a hose connecting the exhaust manifold to the bottom of the ICV and the front of the ICV sticks into the 5 inch diameter hose going into the intake manifold. There is a wire connected to the back of the valve. The ICV is supposed to recirculate a small amount of exhaust gas back to the intake of the engine. This, however, is only to happen after the car has been running a short time. If exhaust gas is recirculated too soon, the car will idle roughly. The ICV has a small valve in it that opens and

continued on page 28

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Of the various racing series running in Europe, the German TouringCar Championship (GTCC) is one of the most popular, both in terms of attendance and TV viewers. The cars are prepared to the FIA's Group A regulations. These require a minimum of 5,000 cars produced with the same body and engine. Engines and suspensions are allowed a number of changes for racing, but the cars are much closer to the street versions than anything you will see in SCCA's Trans Am or IMSA's GTO/GTU series. Running changes ("evolutions") must be incorporated on at least 500 production cars. In racing trim, these cars produce well over 300 hp and are capable of 175 mph speeds on the fastest circuits. Britain, France and Italy all have their own touring car series, but the German version has the most factory involvement. To keep up with BMW's latest M3 Sport Evolution, Mercedes-Benz has produced an Evolution II version of its 190E 2.5 16-Valve. The body features a rear-deck wing that rivals in height the one carried by the late Sixties Plymouth Superbird, and the ugliest fender flares you will ever want to see. (There is a photo of this Mercedes on page 63 of the June 1990 *Road & Track* and page 25 of the same vintage *Motor Trend*.) Unfortunately (or fortunately, as the case may be) Ford has withdrawn from factory participation in Germany. Its turbocharged Sierra-Cosworth RS500 was a little too competitive, and the rulesmakers decreed that it must add some weight. Ford said, "nein, danke". New to the GTCC this year is the Audi V8 Quattro. Hans Stuck is the Audi factory's top driver.

Cable TV's ESPN recently carried some coverage of two GTCC races at Hockenheim. The close racing resembled NASCAR's Winston Cup and I see why it is so popular. There were at least 11 factory supported M3s in the field. The first race was won by Klaus Ludwig in his Team AMG Mercedes followed by Steve Soper's Team Schnitzer BMW. In the second race Soper eliminated Ludwig and himself with a crazy attempt to pass when entering a chicane. Johnny Cecotto's M3 took the win followed by Kurt Thiim in the other AMG Mercedes and Stuck in the Audi. Check ESPN's Saturday Night Thunder – more GTCC?

No less than ten 2002s competed in the Improved Touring B class at the May 20 Summit Point MARRS races. Jim Epting nipped Gary Green again for first place. Among the other Bimmers, John Weaver was 3rd, Alan Green 5th, Paul Martino 8th, Leah Epting 11th, Paul Berlinger 12th, Jon Miller 13th, and Jim Stauffer 14th. Ed York was a DNF after the engine on his 2002 expired. Leah Epting competed in the autocross at Ft Meade that morning and then drove her race car to the Point. She turned a best lap of 1:37.4

after a first lap spin had put her at the end of field.

The first three DC council championship autocrosses were held during May. BMW was well represented with 11 entries at the first, 12 at the second, and 11 at the third. Klaus Hirtes won D Stock at the first two events with his 528i. A trip to Germany prevented an attempt at the hat trick. In E Street-Prepared, Cory Laws (535i) has three firsts and Leah Epting (2002) has three third place finishes. Don Whitaker (M5) has three consecutive second place trophy's in B Stock. My 325is has produced a 4th, 1st, and 2nd so far, and Tom Baruch (3.0 CS) has one 2nd in F Street Prepared. The ever-popular Novice class has seen an average of 23 entries so far. Brian Hair (325is) has a 2nd, 1st and 7th, and David Lasalle (320i) has a 2nd and two 4ths. The National Capital Chapter team stands 2nd at this point in the team competition.

SPEED SHIFTS: Terry Baker of Virginia Beach (and formerly of Heishman BMW) finished 2nd with an M3 in the One Lap of America. . . . M cars were out in force at our Maifest Driver School. Participants included six M3s, 4 M635/M6s, and 3 M5s. An M1 was in the paddock for a while Saturday afternoon. . . . Many of the tire manufacturers have a DOT approved (street legal) competition model for showroom stock type racing and autocrossing. They perform best when really warmed up, and a 60 second autocross run will not provide the necessary heat. Autocross rules prohibit the antics necessary to warm up the tires prior to a run. (They don't want to scare the local populace.) Now BF Goodrich has come out with a Comp T/A R1 designed expressly for autocrossing. It has a unique rubber compound that does not require a warm up period. This autocross special only comes with an H-Speed rating. "Whoa!" you say, "what about my 160 mph Corvette ZR-1?" You will never approach even 80 mph in most autocrosses and Goodrich emphasizes that these tires are not for sustained use on a road or track. . . . Two articles of interest in recent magazines: An owners survey on the BMW 325/M3 in the May 1990 *Road & Track*, and the story of the search for, purchase, and restoration of the actual BMW 328 coupe that won the 1940 Mille Miglia. It's the cover story in the May 27 *Autoweek*. . . . Bob Gammache's GT3 2002 was not ready to make its debut at the May 20 MARRS. . . . In addition to the M cars, it's good to see so many women participating in the driver schools. We had 12 (of 36 entries) at the Highway Safety School in March and 12 or so drove at Maifest. . . . At a recent autocross I suffered the experience of being beaten out of third place by .001 second. Crossing the finish line at approximately 25 mph, that means I was less than one-half inch behind! CRUNCH.

Woody Hair

SESCA Championship Autocross, May 6

photos by Woody Hair



Brian Hair 325is



Leah Epting 2002



Klaus Hirte 528i



Don Whitaker M5



Cory Laws 530i



Ed Nazarko M3



David Lassalle 320i



Dan Graulty 325es



Jenny Nazarko 325is



Tom Baruch Miata

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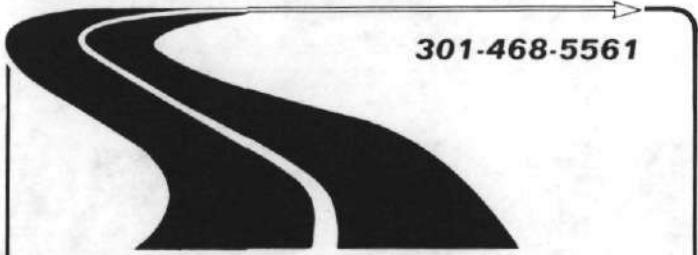
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COMPETITION CORNER CALENDAR

July 14-15	SCCA MARRS Races, Summit Point, WV
July 15	Branded Club Rally, Gaithersburg, MD
July 15	Autocrossers, Inc, Balt. Champ AC
July 14-15	CART Indy Cars/IMSA GTO, Meadowlands, NJ
July 16-20	BMWCCA O'fest, Columbus, OH
July 22	Lotus/Mazda Clubs, DC Champ AC, Laurel, MD
July 22	Corvette Club Balt. Champ AC, Peachbottom, PA
July 22	NASCAR Winston Cup, Pocono, PA
July 28	NCC-BMWCCA, Memorial Stadium, Baltimore, MD
July 28-29	SCCA Trans-Am/World Challenge, Road Atlanta, GA
Aug 4-5	SCCA MARRS, Watkins Glen, NY
Aug 4	SCCA Trans-Am/World Challenge, Lime Rock, CT
Aug 5	SCCA DC Champ AC, DC area
Aug 11-12	SCCA National Races, Summit Point, WV
Aug 11-12	NASCAR Winston Cup/Firehawk GS, Watkins Glen, NY
Aug 19	Branded Club Rally, Gaithersburg, MD
Aug 19	Corvette Club Balt. Champ AC, Peachbottom, PA
Aug 26	AJSTC Petit GP Autocross, Ft. Meade, MD
Sept 1-2-3	SCCA Double MARRS Races, Summit Point, WV
Sept 8	NCC-BMWCCA Driver School, Summit Point, WV
Sept 9	WRC Rally, DC area
Sept 9	NASCAR Winston Cup, Richmond, VA
Sept 15-16	CART Indy Cars/SCCA Trans-Am, Mid-Ohio, OH
Sept 16	SCCA DC Champ AC, DC area
Sept 16	Branded Club Rally, DC area
Sept 16	NASCAR Winston Cup, Dover, DE
Sept 22-23	IMSA GTO/GTU/Firehawk GS/S/T, Watkins Glen, NY
Sept 23	USCC DC Champ AC, College Park, MD
Sept 29	IMSA GTO/GTU, Lime Rock, CT
Sept 29-30	SCCA MARRS Races, Summit Point, WV

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Haygood's Sexy Six

PART II

Welcome to Part II of a do-it-yourself, make a car like new again saga. The first part, published in the January issue, covered suspension and handling.

Cosmetics

I had grown weary of "go ahead and take my license red" and thought pearl white (Nissan variety) was more in line with my taste. A client of mine, Earl Muddiman in Manassas saw eye to eye on quality and his price was in line, so he got the challenge of a lifetime with such a drastic color change. I put late model ('83-'86) front fenders on the car because of more flare over the wheel arch. I put on the M-635 front air dam and rocker panel extenders for a more modern look. The body side moldings were replaced because I felt that anything left on the exterior that wasn't new would seriously detract from the overall effort. I replaced the front windshield, seal and chrome and the rear window seal along with the drip rail molding on the roof. This last item must be replaced anytime it is removed on the 6 series. New tail light lens and late style 2-piece rear spoiler round out the major items on the exterior that were upgraded or replaced. Collecting the parts started 6 months prior to work beginning due to some incredibly cheap prices and it also spread out the expense somewhat.

I completely dismantled the car; the interior, the engine, grills, bumpers; the only thing left was the dash and a rolling chassis. The request was "No more red anywhere." The car was picked up by flat bed 6/21/89 (only 7 weeks late) and the color was done by 5/4/90 (only 10 months late). Anyone ever told you about Murphy's Law? This project makes a perfect working definition of same. Then with the help of Doug Crowther and Gary Toyama we assembled a multitude of parts into a gloriously stunning, not car, but work of art and labor of lust.

Mechanicals

Have you priced a set of 93.4mm pistons lately? Try \$1,000 a set. Well I really wanted forged high silicon content pistons anyway (they are stronger and lighter) so after seeing the price on the stock pistons, they were also less expensive. Rex Pippin, an incredible never ending source of info, helped out with guidance throughout the entire engine rebuilding and tuning scenario. Rex uses one particular machine shop and one head shop, so who was I to argue. (You always dance with who the smart guy tells you.) Rex was familiar with a famous Roundel advertiser and during his conversations with the piston manufacturer it was discovered that this firm supplies the same pistons to

this midwestern engine builder that was going in my engine. We went with 10-to-1 compression ratio and a fairly strong cam that was done to our specs by ISKY. With a stock cam you can dump the clutch and the car would just go, with the more radical cam one must be a little more careful. Of course, this may change somewhat as the engine specs (timing and mixture) are set for optimal break-in. With an adjustable fuel pressure regulator and other tuning we run quite nicely on 93 octane and fuel injection, thank you! Several other mundane things were done; double row timing chain (a controversial item), sized the rods, pin-fitted the pistons, rebushed old style rockers, etc. You get the picture.

I went with the ISKY cam, not the Schrick 290, due not only to cost but more importantly because I wanted a cam that wouldn't unduly stress engine components. (I recently saw one with specially designed dual valve springs that floated the valves, then broke a valve, put a hole in a piston and chewed up a good European head.) Also the "I" cam gave me more power at a lower rpm (where most of us drive anyway). Stahl provided the 1.5" header (no controversy here) and the remainder of the exhaust remained stock 635 European. To control the power and make sure it was positively delivered to the limited slip differential via the stock 5-speed close ratio, the pressure plate specified for the 6-cylinder Euro M cars was installed.

Two tricks highlight the interior. First, I never have liked automatic antennas, whenever the car is turned off, down it goes. When filling with fuel, I'd rather the antenna stay up to save wear on the motor. Semi-automatic antennas demand a switch, and I didn't want a switch hanging just anywhere. With some investigating, I found there are two spaces in line with the window switches in the console that would accept additional window switches, and simple logic tells me a window switch would have the same internals as an antenna switch. So what now looks like just an ordinary window switch is really controlling the antenna.

The second trick involved a VDO gauge trio on a black flexible stalk much like the Blaupunkt electronics. This way when I need to see it, like at the track, it is quickly and easily seen and other times it can be located in a less obtrusive spot.

Why did I take on such a gigantic task? Well, the car was paid for and you know the itch, time to buy a new car, but what to buy? I felt the M5 made the most sense, quicker and more comfortable, but in my eye, not as sexy. I then investigated property tax (roughly

continued on page 28

Is The 318is Really The Greatest Thing Since Sliced Bread?

By now I suspect you have read that the new twin-cam 318is is:

- (1) the first low-budget BMW for the enthusiast since the 2002;
- (2) the savior of the BMW CCA;
- (3) an autocrosser's dream;
- (4) all of the above.

Pre-introduction TV ads tell us the 318 is back with a vengeance (a questionable marketing strategy). As the owner of a 1987 325is, I was curious to know if all of this hoopla was justified. The 325is snuck into the U.S. in February 1987 with so little publicity from BMW NA that it was not until February 1988 that *Road & Track* bothered to do a test report - and that was a side-bar to an M3 test. When Mike Mills of Tischer BMW offered me a test drive in their first 318is, I jumped at the opportunity. So, how does it stack up against the 325is?

Visually, there is little to distinguish the 1991 318is from the 1990 325is. Starting with the 1989 models, the 3 series received blacked-out front and rear window molding. Now, with the 318is, the chrome side-window surrounds are gone too. The front air-dam is lacking

fog lights and the resultant holes are covered with body-colored plates. Both models come with 14 x 6.5 BBS-RZ cross-spoke alloy wheels as standard equipment. These wheels have more brake-dust collecting nooks and crannies than a Thomas' English Muffin and the design is a little passe these days. My test car was wearing Pirelli P6s in the usual 195/65x14 size. BMW's sales literature says the 318is is almost a half inch lower than the other U.S. 3 series cars. Even parked next to a '90 325i, I could not detect any difference. Of course the surest visual clue is the model designation on the rear deck.

Lifting the hood reveals the 1.8 liter 4-cylinder 16-valve engine. The prominent silver and black valve cover and intake runners are of a different design than the M3. Each spark plug is connected to its own solid-state ignition coil. Almost hidden from view is an exhaust header that would do Jere Stahl proud. A 10:1 compression ratio requires the use of premium fuel, unlike the 325i. The engine is rated at a disappointing (for me) 134 bhp. For the Italian market, BMW produces a 320iS (big S) with a 2 liter twin-cam rated at 190 horses. Why the big difference from just 200cc?

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Fortunately, the M40 four-cylinder has chain driven camshafts - no need to spend a couple of hundred dollars every 60,000 miles to replace the synthetic belt that comes in the small six.

Noticeable differences in the interior include a manual crank for the option sunroof, the lack of the multi-function on-board computer and Check/Control display monitor over top of the mirror. The sports seats are of the same design but covered in vinyl instead of the 325's standard leather. The carpeting is a different, and probably more practical, material. As in all U.S. BMWs produced since last September, the M style steering wheel has been replaced by one carrying an air-bag. The dash will be familiar to all 3 series owners since 1984 and the tach is red-lined at 6,500 - the same as the 325i.

Once under way, the different engine noise is most apparent. The 318is has a distinct metallic whine that can't compare with the beautiful mechanical sounds that the 325's baby six produce as the revs climb. The 1.8 liter four is smoother than the M3 2.3 liter four, however. Peak torque (127 ft. lb.) is reached at 4,600 rpm and normal driving shows that this is no Mustang GT at low rpms. Punching the throttle at 2,000 rpm in fourth or fifth gives noticeably less response than my 325is. The 318 has a 4.10 rear end ratio compared to the 325's 3.73; however, this mechanical advantage is partially offset in first, second and third by slightly lower (numerically) gear ratios. BMW claims a 0-60 time of 9.8 seconds for the 318 and 8.5 seconds for the 325. BMW's figures usually prove to be conservative (*Car and Driver* and *Road & Track* recorded 7.4 and 7.5 respectfully with a 325is), but I wouldn't want to match the 318 against a VW GTI or Mazda Protege in any stop-light grand prix. The claimed 122 mph top speed in fifth is a factor of the rev-limiter and 4.10 rear end. Due to the newness of the car and Montgomery County speed awns, I made no attempt to verify BMW's acceleration or top speed figures. Forty-five mph in fourth gear showed 2,300 rpm, 55 mph in fifth also gave 2,300 rpm, and 65 in fifth was a still comfortable 2,800. These engine speeds are similar to those in the 325is. The fun factor in both cars will start around 4,000 rpm.

It seemed to me that the ride in the 318is is only slightly more stiff than my 325is. Someone used to a large Buick will think both are too harsh, but the 318's "sport" suspension will seem soft compared to the typical 3 series aftermarket setup. And don't let anyone tell you it's the M3's suspension. There is a big difference. Spirited cornering (but well below the limit) showed the car to be quite neutral. Only on one sharp 90 degree turn did the tail get a little loose after some initial understeer. During some low speed autocross

type maneuvers in a church parking lot the car was no more responsive than its big engine brother. The brand new Pirellis did not help matters, but I will say once again, it's no M3.

The shifting action of the 5 speed transmission (an automatic is not offered at this time) and the braking capability are up to BMW's usual high standards.

Base price of the 1991 318is is \$21,500. The window sticker on the test car had a \$200 "delete" for no central door locks. Additions to the price include \$650 for the manual sunroof, \$400 for a limited-slip differential (why isn't that standard on the "sport" model?), \$250 for a stereo sound system, \$345 destination charge and \$140 for dealer prep. Base price of a 1990 325is is \$28,950. For the extra \$7,450 you get the 168 bhp six cylinder engine, limited slip, leather seats, electric sunroof, cruise control, sound system, and on-board computer. One should also consider that the regular 325i starts at less than \$25,000 and used 325is's are available for as little as \$17,000.

(By the time you read this, a 4-door 318i will also be available with a base price of \$19,900. It has the same engine and drive train as the 318is. According to the sales literature it even has 6.5 inch wide wheels [steel, with an attractive hub cap]. Missing would be the sports suspension and seats, deeper air-dam and rear deck spoiler.)

So is the 318is the greatest thing since sliced bread? I don't think so, but it should play an important role in BMW's U.S. market and add to the sporting image. Like the 325is and M3 before it, BMW is totting the 318is as "the 2002 reborn . . . a car in a class of its own." The 2002 did have a unique combination of performance, price and space, however, the 318is will have a number of cheaper, better accelerating competitors such as the Eagle Talon TSi and Ford Probe GT. As an entry-level BMW, I think the 318is is a better buy than the 325is and will make most owners happy for years to come. However, for a 325e owner looking for more

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Sexy Six
continued from page 25

equal to that on our house) and maintenance (list price for spark plug wires \$751, front brake disc over \$200, even though wholesale put them closer to \$100). Needless to say I quickly rationalized, however foolhardy, that building the car made more sense. I mean, gee whiz, if it breaks I'll still be able to work on it, and if I bought the M5 there aren't many (read zero) inexpensive upgrades.

Does it run well? Like a champ. Cosmetics better than Munich, and it handles like a go cart and yet remains comfortable.

Thanks to all mentioned and also to Carl Gauss for all his help, but thanks most of all the one person here on earth who was most responsible for support, both moral and financial, my wife Carole. Thanks sweetheart! Now that your 533 is almost paid for...naw, forget it.

Till next year anyway!

Steven F. Haygood

Tech Tips

continued from page 21

closes on command from the engine electronics. The problem with the ICV comes when the valve gets dirty and sticks in the open position.

A quick test to determine the need for ICV cleaning is simple to perform. When the car is idling roughly when you first start it, tap lightly on the top of the ICV with a screwdriver or something similar. If the ICV has gotten stuck, the tap should release the valve and the car will again idle smoothly.

To clean the valve, disconnect the plug at the back of the valve and remove the rubber strap or clamp that holds the valve to the bracket. Carefully remove the two hoses connected to the valve. Clean the valve with carburetor cleaner and Q-tips, being careful not leave bits of the swab down in the valve. After cleaning, lubricate with WD-40 and reinstall. The rubber strap or plastic clamp may be easier to reattach if it's slightly warm from engine heat.

A clean idle control valve will make all the difference in the world in how your BMW idles. It is a simple enough procedure requiring no special tools and only a few minutes time. It is something you can do on a routine basis that will make your BMW run a lot better!

Sliced Bread

continued from page 27

performance, a serious autocrosser, or someone looking for the best lap times at drivers schools, the 325is will be much more satisfying. I am glad to see that BMW NA is not forsaking the "lower" end of their market and hope they sell a ton of the 318is. Now, what about that 190 hp four from Italy? Thanks for the ride, Mike.

"Better in Bavaria..."

The June 11 issue of *Autoweek* has a driving impression of the 318is. The most significant point of their article is that the U.S. version has a noticeably softer (and 15 mm higher) suspension than the German-spec 318is they had sampled earlier. Entitled "Good, But It's Better in Bavaria," the article also indicates that it was BMW of North America that thought the softer suspension would be more desirable for the U.S. customer.

Apparently, all of the glowing reports we have been reading were based on test drives of the car in Germany. I am afraid that despite all the rhetoric, BMW NA has, once again, discounted the true enthusiast.

COMPARISON DATA

(from BMW NA literature)

	1991 318is	1990 325is
Base Price	\$21,500	\$28,950
Brake Horsepower	134 @ 6,000	168 @ 5,800
Max Torque	127 @ 4,600	164 @ 4,300
Weight	2,602 lb	2,865 lb
Compression Ratio	10 : 1	8.8 : 1
Gear Ratios:		
1st	3.72	3.83
2nd	2.02	2.20
3rd	1.32	1.40
4th	1.00	1.00
5th	.81	.81
Final Drive Ratio	4.10	3.73
0 - 60 acceleration	9.8 sec	8.5 sec*
1/4 mile acceleration	17.2 sec	16.4 sec*
Top Speed	122 mph	133 mph
EPA Est. Mileage:		
City	22.0 mpg	18.0 mpg**
Highway	27.0 mpg	24.0 mpg**

* *Car and Driver* recorded 7.4 sec 0-60 and 15.6 1/4 mile.

** My normal mileages are 21 mpg City and 28 mpg Highway.

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David Brannon	90 525i	Mark Yaworski
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1980 320i VIN 7160764, cashmere w/beige int., 5-speed, KONI shocks, 70K, oil and filter changed every 3K, non-smoker, no snow. Original owner, meticulously maintained. \$7,500. Byron, (804)296-3772 (leave message).

1978 320i VIN 5438162, anthracite w/beige int., 4-speed, Bilsteins w. sport springs, rough condition. Needs engine work. Also 1981 1.8liter engine, good condition. New radiator, Tii clutch, flywheel, and pressure plate. All for \$2,500. Byron, (804)296-3772 (leave message).

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New Products for the Rich & Famous

Among the literature received in the Club's post office box recently were two items of particular interest to either the wealthy members of our chapter or those of us who like to fantasize...

• **RACING DYNAMICS** is an Italian based manufacturer of performance products for BMW automobiles. For the European market they are "producing" complete cars a la Alpina and Hartge. The U.S. arm of Racing Dynamics is connected to Electrodyne in Alexandria and is capable of modifying U.S. model BMWs into very unique automobiles. See the June 1990 Roundel for a description of a U.S. modified 3 Series.

Racing Dynamics has just published their new 72-page, 4-color catalog for 1990. The catalog is full of beautiful photographs of various cars, parts, and accessories. Each model of car is designated with a K and then two digits indicating engine displacement. Thus a K35 could be the 3.5 liter big six engine in either the long or regular wheelbase 7 Series, a 5 Series, or a 3 Series in the sedan, M3 or convertible bodies. In addition to stuffing the big six into a 3 Series, they will put the 5 liter V-12 in a 5 Series. Their modified V-12 is rated at 372 hp (DIN) with a catalytic converter. Of greater interest to current BMW owners are more practical items such as oversize brakes, torque biasing differentials, aerodynamic aids, and suspension components. The Racing Dynamics 5-spoke alloy wheels for road use come in a variety of sizes up to 18" x 10". Don't ask me where you would get the tires. Prices are not included with the catalog, but can be obtained by calling Electrodyne/Racing Dynamics. This new catalog can be obtained by sending \$5.00 to: **Racing Dynamics**, 4750 Eisenhower Avenue, Alexandria, VA 22314. Telephone: **703 823-0842**.

• **AUTO EXCLUSIV** is a European auto rental agency headquartered near Frankfurt, West Germany. What makes Auto Exclusiv different is the selection of cars available. If your European trip includes some autobahn driving, do you want to be limited by a 100 mph VW or Opel rental car? Auto Exclusiv's brochure lists five BMW models from which to choose: M3 Sport Evolution; M5; 750iL; Alpina B12 (350hp 750i); and the new 850i Coupe! Available Porsches and Mercedes include the Carrera 4, 928 GT, 930 Turbo, and new 500 SL. Remember, Alpina is not bound by the BMW/M-B max 156 mph truce. One week rental rates (including 1,750 free miles) range from \$1,944 for the M3 to \$2,722 for the Porsche 930. See what I mean by fantasy?

Auto Exclusiv's North American Booking Agency can be contacted at: P. O. Box 22292, St. Petersburg, FL 33742. Telephone: **813 526-6191**.

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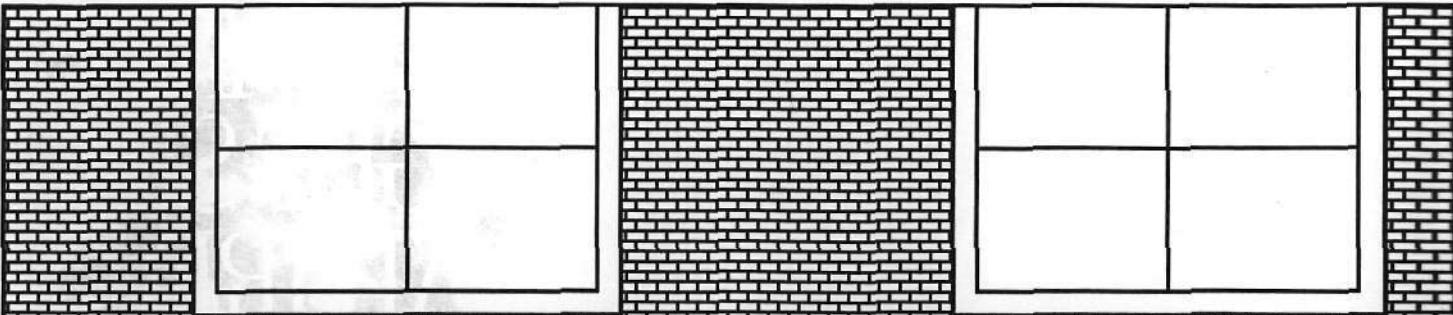
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