

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



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der bayerische



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1990 CALENDAR

1990 DRIVERS SCHOOLS

INTERVIEWS

TECHNICAL VIEWS

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HIGHWAY SAFETY SCHOOL APPLICATION Pg. 27

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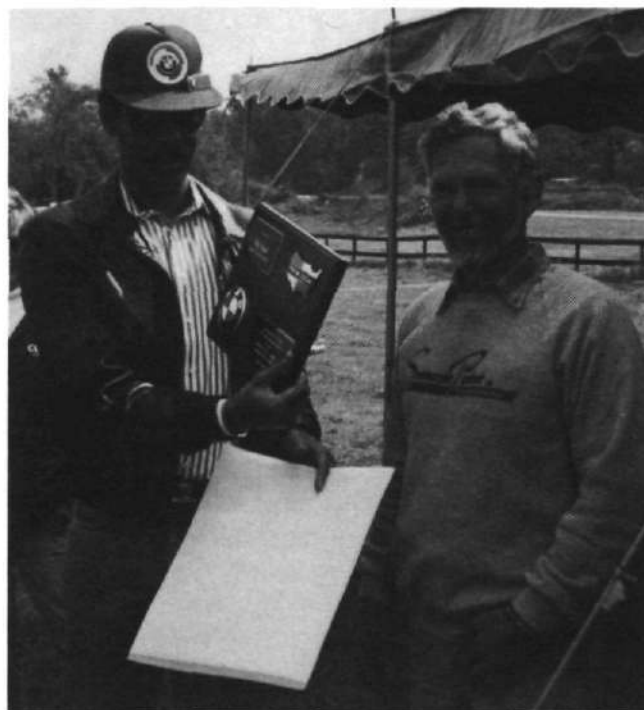
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Please Note: Changes of address are to be sent directly to National headquarters. Change of address form (and application form) at the back of this issue.



At the recent vintage sports car races (then) Chapter President Cory Laws presented a plaque to Summit Point Raceway owner Bill Scott. This was in appreciation of the cooperation and support Scott and his staff have given the Club over the years

**Front Cover: Rally Cross... What's that, you ask?
See Story on Page 14.**

Cover Photo by David Sossamon

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'90 CALENDAR

JANUARY

Wed 10 Board Meeting
Sat 27 Baltimore Aquarium/IMAX

FEBRUARY

Sat 3 Blobs Park
Sun 11 WRC Rally
Wed 14 Board Meeting
Sat 17 Swap Meet at *Coachworks*
Sat 24 Winter Autocross

MARCH

Sat 10 *Martens* Tech/Tech Inspection
Wed 14 Board Meeting
Sun 18 Highway Safety School
~~Sun 18 Drivers School~~ **Cancelled**
Sat 31 Autocross School

APRIL

Wed 11 Board Meeting
Sun 29 MARRS Corral

MAY

Wed 9 Board Meeting

JUNE

Sun 3 Children's Hospital Autocross
Wed 13 Board Meeting
Sat/Sun 16-17 Maifest Drivers School

JULY

Wed 11 Board Meeting
Sat/Sun 15-21 National Oktoberfest

AUGUST

Wed 8 Board Meeting

SEPTEMBER

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

OCTOBER

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

Wed 12 Board Meeting

COMING EVENTS

BALTIMORE AQUARIUM/IMAX DAY

Baltimore, MD

Saturday, January 27th

It's time again to hop into your Bimmer and drive on down to the Baltimore Harbor and see our National Aquarium and the IMAX movie at the Science Center. This is a family oriented tour so please bring the whole family. We will be buying special entry tickets for both events which means not having to wait as long. Also a stop by Harbor Place and the Gallery will be included. For further information or reservations please contact:

Dwight Derr 301-889-9578

Michael Early 301-244-0173

MEET THE BOARD

Blob's Park

Saturday, February 3

Time: 8pm

That's right, come on out to Max Blob's Park and meet the new (and old) Chapter Officers. come see who we are, what we drink, what shoes we wear! Come pick our brains (or help some of us find ours!) and find out what we're doing with the Club and why.

If you've never been there before, Blob's Park is a big German beer hall located about midway between Baltimore and Washington with lots of good authentic German cuisine as well as the requisite beer and wine. A rousing, fun-filled time is guaranteed for all!! For information call Dwight Derr (301)889-9578 (evenings).

Directions: Get onto the Baltimore-Washington Parkway (I-295) until you come to Md. Route 175 East to Fort Meade. Take the first Right immediately after the Parkway and follow this drive into Blob's Park.

24 Hours of Daytona

February 3 & 4

If interested in caravan or info on accomodations and details, contact

John Kenworthy

(703) 527-8033

COMING EVENTS

1990 RALLY SCHEDULE

General Information

As we go to press, the 1990 Washington area rally schedule is still up in the air. The two area rally clubs, BRANDED and the Washington Rally Club (WRC), are coordinating a year-long series of time-speed-distance rallies instead of the individual club rally series. There will be no end-of-season championship, no "C1R/C2R" designations, and no increase in difficulty throughout the year. Rather, there will be a series of at least eight rallies, all of low difficulty, designed to politely introduce newcomers to the sport.

Dates for all of the events are not finalized, but the first three are scheduled for February 11, March 4, and April 1. These three, put on by WRC, will be similar to the "old" Winter Rally Series (i.e., no "traps"). Registration for all of this year's rallies will be handled through a single point of contact. No fees have been set, but to get on the mailing list for rally information, you can write to:

Rally Information
P.O. Box 9233
Alexandria, VA 22304

More information should be available around the first of the year.

If you're interested in trying a rally, 1990 should be a good year to do it. If you have questions, call:

Woody Hair 703-243-5796 or

Dave Roach 301-593-1875

Woody and Dave plan to be on hand an hour before the start of each of the first three rallies to answer any questions; just look for the BMW CCA "checkpoint" sign.

SWAP MEET

Coachworks

Saturday February 17th

Time: 11am to 3pm

This is an event the club has not held for quite a long time. This only means that everyone must be accumulating tons (literally) of parts. This event is great if you are looking for some hard to get parts or just a great deal on some everyday parts. Also Coachworks has a huge inventory of body panels, mouldings etc which will be sold at discounts. We will have registration starting at 11:00 and space is limited inside so first

come first stays real warm. There is plenty of parking outside so get your trucks loaded and come on up to Baltimore.

Directions: From Washington take 95 south to 395 which leads you right into Baltimore City. Take the Conway St. exit, go 2 blocks to Charles St. and turn left. Go up Charles St. 1 mile to 83 north. exit 83 north at Falls Rd. go through 2 lights and make your next left onto Union Ave. Drive down Union Ave till you go under the overpass and make your next right into Clipper Mill Industrial Park. Coachworks is 1/4 mile straight back.

For more information contact:

Dwight Derr 301-889-9578

Mike Early 301-244-0173

WINTER AUTOCROSS

Snowshoe Slalom

Saturday, February 24

Time: 10am

Do you desire a breathtaking Adventure? How about a chance to see your breath? Well, if your need for speed doesn't have you skiing on this particular Saturday, you should come out to the Landover Mall parking lot for some close to home cold weather excitement.

Put on your longjohns and turtlenecks and fill up the thermos bottle with hot chocolate for the National Capital Chapter's first Winter Autocross. Drive in the event, help out, or just come by to spectate. It's guaranteed to be good fun and a chance to sharpen your driving skills.

Registration and tech inspection at 10am. Arrive early to avoid last minute confusion. Cost: \$8 per driver. Call Club Hotline at 397-5970 for latest update.

General info:

- Bring a helmet or borrow one at the event;
- Inflate tires to 40 to 45 PSI;
- Remove all loose items from trunk and interior;
- Wear soft-soled shoes;
- Dress for cooler temperatures.

Directions to Landover Mall: Take the Washington Beltway Exit 17B, Landover Road Westbound. Stay right into Mall parking lot. Continue in a counter-clockwise direction past Sears Auto Center; 2 right turns to lower parking lot.

COMING EVENTS

TECH SESSION AND DRIVERS SCHOOL INSPECTION Martens BMW, Marlow Heights, MD Saturday, March 10

Time: 9am

Did you know that every year there is a worldwide competition to determine the best BMW technician in the world? Well, there is and this year's winner is Dave Thompson of Martens BMW.

On the morning of March 10, Dave Thompson will present a basic tech session at Martens BMW. This tech session is for the men and women who do not want to become a mechanic but want to know the 'why' of maintenance without having to know the 'how.' Dave will discuss a wide variety of topics including why you should check your oil level, the importance of minor and major services, communicating with your service technician and any other subject of interest to the audience. If you plan on coming to the Basic Tech Session, call Mark Yaworski at (301) 972-8237 M-F 9-5 and leave a message.

While Dave is speaking to the tech session attendees, free drivers school tech inspections will be performed in the service area at Martens BMW. Inspections are mandatory for the drivers school and this is a chance to have it done without tying up your car for a day. Inspections will be done on a first come first serve basis, so get there early. Call Chris Leeper for more details.

After your car has been inspected and Dave is finished speaking, stop by the show room, see what's new and even take one out for a spin.

There is a chance that a number of vintage/classic/exotic BMW will be on hand of oogling.

Directions: Getting to Martens BMW is easy, take the Capital Beltway around to Exit 7 in Maryland (Route 5 North, Branch Avenue Silver Hill) follow Branch Ave north a short piece to Auth Way where you'll see a giant cougar perched on top of a Lincoln Mercury dealership on the right, turn right and you'll find Martens BMW on the left.

NOTICE: Due to the unavailability of track time at Summit Point on Saturday, March 17, the Drivers School originally scheduled for Sunday 18 has been cancelled and replaced by the Highway Safety School which was to have been held Saturday. *¿Comprende?*

HIGHWAY SAFETY SCHOOL Summit Point Raceway, W.Va. Sunday, March 18

If you've never done a driving school before, this is the school to do. Basic techniques of car handling are emphasized which are 100% transferable to everyday driving. These techniques also form the foundation for high speed driving skills emphasized in subsequent schools.

See page 27 for application form; specific times and other details will be sent to you after your application is received.

NOTE: Tech inspection required before school!

AUTOCROSS SCHOOL Memorial Stadium, Baltimore Saturday, March 31

Time: 10am

Many chapter members tried autocrossing last year. Don't you think it's time you did too? Here is an opportunity to learn the basics of how to prepare for and drive an autocross without having to actually compete on your first attempt. A ground school will talk about rules, learning the course, car preparation, and driving techniques. Then you will have the opportunity to practice driving short sections of typical autocross courses such as slaloms and skid-pads (going in circles). Finally, you will run a full autocross course putting together everything you have learned.

The course will be laid out on a large empty parking lot. It is marked with small rubber traffic cones (plyons). Only one car is on the course at a time. Despite the insurance company's requirement for helmets, there is no danger to you or your car. Borrow a helmet if you can, but loaners will be available. Inflate your tires to approximately 40 psi.

At this writing, we expect to use the Baltimore Memorial Stadium lot that is on the south side of 33rd Street. Check the next issue or call the club hotline to confirm the time and location.

Directions to Memorial Stadium: I-95 north to exit 53 (I-395) into downtown Baltimore. Turn right at first light onto Conway Street, left at second light onto Light Street. Bear left onto Calvert Street and continue north. Right on 33rd Street for approximately 1 mile to stadium. Air is available at an Amoco station about 3 blocks before the stadium.

COMING EVENTS



OKTOBERFEST '90 TENTATIVE SCHEDULE

Sunday, July 15

- Registration
- Tech Inspection

Monday, July 16

- Registration
- Tech Inspection
- Concours D'Elegance
- Welcome Reception

Tuesday, July 17

- Registration
- Tech Inspection
- TSD Rally
- Reception

Wednesday, July 18

- Registration
- Mid-Ohio Drivers School (4 cyl.)
- Autocross (6 cylinder)
- Bierfest

Thursday, July 19

- Mid-Ohio Drivers School (6 cyl.)
- Autocross (4 cylinder)

Friday, July 20

- Fun Rally
- Gymkhana
- Awards Banquet

Monday through Friday

- Exhibitor Displays • Tech Sessions
- Mini Car Display • Photo Display

***We're giving plenty of advance notice
so that you can start planning now!***

From the Editor

To agree or not to agree. That's the question. Whether 'tis nobler in the mind to suffer the rods and bearings of outrageous mileage or to take wrenches against a sea of specifications, and by opposing, comprehend them. To sleeve, to stroke, ah where's the rub?

Read on McDuff, for this is an internal combustion publication, and where there's heat and motion, you can count on there being a little friction too. Get used to it. This is not a 100% efficient machine. But then, there has never been a 100% efficient machine that got anyone anywhere. Think about it. Information is imperfect. So is knowledge. And so is auto mechanics. Hence, so is *dB*. At least that is our hope. We are proud to enjoy technical material of sufficient scope to allow for disagreement.

While we will strive to bring you perfect information about what is happening, when and where, we will strive for imperfection on other matters. By imperfection I mean not only inconsistencies in viewpoints, but I am talking about a commitment to open and free discourse that brings with it the risk of a disagreement of fact. And that's an opportunity for further (mis)understanding, not to mention letters to the editor. All welcomed. Welcome to 1990. Your dogma may get dented, but it's your "carma" we care about.

David Sossamon

The Year to Come

To bring all our good/bad news about our gains/losses re Chapter officers into one place, here are the new (and some of the old) volunteer/elected Chapter officers:

<i>President</i>	Dwight Derr
<i>Vice President</i>	Jonathan Jones
<i>Secretary</i>	Mike Early
<i>Treasurer</i>	Lynn Yaworski
<i>Membership Coord.</i>	John Kenworthy
<i>Drivers Schools Coords.</i>	Chris Leeper
	David Roach

We welcome them and their talents, applaud their willingness and pledge our support to help them make/keep the Club the sort of living entity we want it to be. The same goes for those still holding office!

The one position not currently filled is that of Advertising Manager; we are "desperately seeking someone" who has the time and ability to drum up new advertisers and to assist in simple billing and coordination with the production manager to ensure the continued financial well-being of *der Bayerische*.

Hot shot salespersons call Andrew at 966-1891!

President's Message

Welcome to the Nineties! I hope that the joy and excitement of the Holiday season carry on throughout this year and well beyond!

Honestly, I thought they were asking who wanted another beer, so I raised my hand! Now look, they've make me President!! And the election process, sheesh, it happened so fast that I didn't even have a chance to sling any mud! What's this society coming to?

Anyway, thank God I've got some great people to help me out: Jonathan Jones moves into the Vice Presidency. Jonathan was the advertising manager for the dB. Mike Early, another Baltimorean (yeah, thazzit hon!) becomes the new Club Secretary. Lynn Yaworski has sharpened another box of pencils and continues as our Treasurer. John Kenworthy, a transplant from Florida (it's not that cold up here...), takes over as the Membership Coordinator. Dave Roach and Chris (Scoop) Leeper are the new Drivers School Coordinators and David Ford is chiming in to assist with our Autocross. Look out! We're all out to shake up the neighborhood!

I've been a Club member for the past ten years and a board member for the past six. I've seen the growth and evolution of this Chapter under the guidance and leadership of Presidents Bill Loftin, Gordon Kimpel, Bill Ross, Les Adams, and Cory Laws. I appreciate the opportunity and privilege to serve as President. Tough acts to follow, indeed! I'm sure that they would all agree that the sole raison d'être of all of their efforts was, and continues to be for you, the Membership, to have fun. We are a diverse, eclectic group of 1800+ individuals who happen to share one thing in common: the further pursuit of pleasure and enjoyment of BMW ownership.

If you haven't done so yet, check over the Calendar of Events. I expect (and hope) to see and talk to you at them.

Dwight Derr

South Atlantic Zone Report

I hadn't been to Boston for about fifteen years, so the Board Meeting trip was a welcome excursion. Words of advice: do not arrive at Logan Airport during the evening rush hour, or you will spend a lot of time contemplating the tiled walls of the tunnel beneath the bay (and wondering how they'd fare in an earthquake...)

We really covered a lot of items this time, and a

detailed *Pipeline* has been sent to each South Atlantic Zone chapter. Here are some of the highlights.

NATIONAL MEETINGS. This year will see both a National Chapter Congress, similar to the one held in Dallas two years ago, and a National Newsletter Workshop. While nothing is firm at this time, the Chapter Congress is tentatively scheduled for September 21 - 23 at a centrally located site; the Newsletter Workshop will follow in October. In each case, National will pay for one attendee from each chapter, although chapters may send additional delegates at their own expense. Of course, don't forget some other important "National Meetings": Gateway Tech and BMW CCA Annual Meeting, February 23 — 25, St. Louis; the BMWNA Open House and Concours, June 10, Montvale; and the biggest of them all, **Oktoberfest 1990**, in Columbus, Ohio July 16 — 20.

INSURANCE REBATES. Beginning January 1, 1990, BMW CCA will rebate **100%** of insurance costs for autocrosses, rallies, gymkhanas, caravans — just about any driving event you can think of **except** drivers schools. For drivers schools, CCA will rebate 50% of insurance costs subject to a cap that varies according to whether the school is one, two, or three days in duration. If your chapter has been wary of scheduling an autocross, for example, because of the combined high insurance cost and low attendance risk, be wary no more.

NEWSLETTER CONTEST. The results of the 1988 contest are finally here — Joseph Chamberlain, who runs the contest in conjunction with BMWNA, has quite a tale to tell in explaining just what happened this last year — and National Capital Chapter came in second in the "over 1000" membership category. And it's just about time for the 1989 contest, too (Joseph promises to have the results in time for the annual meeting)

PLANNING MEETING. The National Board will be meeting in January, in Chicago (brrr) for a long-range planning session. The following topics, along with the person responsible for them, will be discussed: *membership*, Leo Newland; *facilities/office personnel*, Mark Luckman/Marc Holmes; *national and zone congresses/meetings*, Bill Kane; *charity events/raffle*, Marc Holmes; *long-term image*, Dan Tuckett/Paul Johnson; *vintage/special-interest groups*, Kathy Hardman; *new services for members*, Burke Jensen; *Oktoberfest/major events*, Kathy Hardman; *Roundel*, Burke Jensen; *policy review; operations manual*, Paul Johnson; *finances*, James Morris. If you have anything to input on any of these topics let the relevant person know. In particular, I'm very interested in any suggestions you have as to new services BMW CCA might offer its members. We currently offer a credit card, and discount coupons, and some of those holiday catalogs you receive courtesy the CCA mailing list. The Club has a library and publishes "Friends of BMW". And we provide information to help with insurance claims through our value information coordinator. What else would you like to see from your Club?

Burke Jensen

Letters to the Editor



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

Dear Ed.,

I would like to take this opportunity to inform the membership on my sources of information for my monthly column. Since I am just another member, I rely heavily on consulting other members and get their experiences on modifications to their cars. I also do quite a bit of testing on my own cars before recommending anything. Additionally most if not all of the material written is taken from conversations which occur with technical gurus in the field present and past. In addition a vast collection of monthly magazines.

On the subject of the best tire and wheel, on the weekend of Dec 2, I proved that a 205/60/13 tire will fit without modifications on a 2002. Proper tire selection is the key. A Yokohama A008 will not fit but a Bridgestone RE71, Yokohama A001R and others will. Also, on the subject of hydroplaning, it is common sense. Take a stock suspension car and fit a stock tire and go for a rainy drive in an empty parking lot. Then take the same car with the same brand and model tire but make it wider. Result: the weight of the car is now spread over a larger surface which will result in less stability in the rain. If the suspension of the car has been modified to take advantage of the tire, the results would be different. Just take a look at the Corvette tire.

On the Oil Test kits. I used one two months ago based on the recommendation and it showed me that I had coolant in the oil. Further examination showed a faulty Water Pump. I have replaced it and will find out more at the next oil change. Also the oil test showed the mixture too rich. Since I am not a wealthy person that can afford a CO machine, to me this is the next best thing.

Bottom line, what I am trying to get across is that the majority of the membership does not care about race car suspensions nor racing modifications to their daily means of transportation. I still remember, my wife used to love going for a ride in old Tundra, but once her stock character changed, she hated it. The message is to provide what is a sensible modification that it is safe and inexpensive and most of all reliable. And it is our responsibility to provide safeguards and test methods so that the membership can have a good basis of comparison.

Your Tech Rep...

Max Rodriguez

Dear Ed.,

I write in response to the Max Tech column of the November/December 1989 *dB*.

Re: Uping your power in 2002s, Stage 2.

There is no porting difference between Tii exhaust manifolds and stock 2002 exhaust manifolds except for the 1975 50 state and 1976 California thermal reactor-equipped cars. The exhaust efficiency of headers is greater than that of stock manifolds so Stage 2 makes no sense.

Re: Stage 3.

The 300 degree cam will not yield a reliable idle with a down-draft carburetor and you can forget using an air conditioner under 1800 rpm.

Re: Factory Rebuilt Tii engines.

The \$750 premium over the price of a Factory Rebuilt 2002 engine will go a long way towards the price of a new head (if needed). Also the Tii front cover cannot be used with your accessories and there is some question of the survival of the warranty when these parts are swapped out. This could prove to be a very expensive way to get a modest increase in compression ratio.

Re: CIS Fuel injected 4 cylinder engines and 300 degree cams.

See the comment for "Stage 3."

Re: Higher compression ratio.

The "9:1 maximum" recommendation is simply idiotic. After all the turnings of "the wrench," among others, on the subject, the minimum compression ratio should be 9:1.

Re: Turning a 1.81 into a 2.01.

Only the 1977 through 1979 cranks are 2.01. Also E-12 pistons won't fit perfectly, the pistons should be those for the E-21 combustion chamber.

Re: Porting.

Quicksilver RaceEngines is not the only local group with the correct equipment and experience for porting. This area is blessed with several such concerns: Ladd Porting Service at Coleman Brothers Speed Shop in Elkridge, MD; Jim Rhea's shop in Rockville, MD; and the undersigned at Quality Car Services, also in Rockville, MD.

Well, that's about it. I'm sure we'll be communicating in a couple of months.

T.M. Luxford, Vienna, VA

M-tech

258-0378

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Secretary's Notes

At our board meeting, which was held at David Sossamon and Andrew Short's house, the following topics were discussed:

We began by going over the 1990 calendar (see pg. 2) and racking our brains for some new events. We came up with several ideas which you can see in the new calendar.

The next topic was NEW MEMBERS! We all know our Club's survival is based on new members so we discussed getting the individual salesman at the dealerships to compete for some cash award to be determined.

We then moved into our treasurer's report going over expenses for *der Bayerische*, ad revenues, and possible new advertisers. Lynn proposed we start an expense sheet to be used for the individual events to better track our spending.

The last order of business was the establishment of monthly meetings opposed to bi-monthly. The board members all agreed there is a lot to do and not enough time. If you have an interest in attending a board meeting please contact me for information.

Michael Early



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Tire Tech Trip to Tysons

The Bridgestone Tire Tech Session was held at Merchant's Tire in Tysons Corner on Saturday, October 21. We got off to a slow start, but the afternoon turned out to be fairly interesting. Everybody (about a dozen of us all together) gathered from 1:00 - 1:30 waiting for the Bridgestone Rep to show up. Scott Coulter (manager of Merchant's) apologized for the lack of a Rep, and by 2:00 began wondering with the rest of us if he would show up.

Scott and Ron Tydings (assistant manager) managed to keep everyone entertained (mostly by making sure that we all registered for the free set of Bridgestone tires they were going to give away later!) A little after 2:00 Scott decided to go ahead without the Bridgestone Rep and he had Eric Barnes (a visiting Michelin Rep) discuss the aspects of the high performance Michelins. He was very knowledgeable and passed along some useful information. Just as Eric was finishing up, the Bridgestone Rep (Martin Fay) showed up and presented a discussion of their high performance tires. Both talks were interesting and it was worth the delayed start since we got to hear about both lines of tires. Only one thing confused me a little, and that is: how can both manufacturers have the best high performance tire? I'm still thinking that one over.

After the talks, we had the drawing for the free set of Bridgestone tires (winners choice of type and size) and for three nice Bridgestone windbreakers. As it turned out, everyone there was from the BMW Club, except for a friend of mine (John Weaver) who was also interested in the Tech Session when I mentioned it to him one day. As you can probably guess, he won the set of tires (and still hasn't treated me to dinner) — he doesn't drive a BMW, but does the best he can by driving a Mercedes. The jackets went to Doug Crowther, Dwight Derr and myself. I say "myself" because my name was drawn, however, as everyone there noticed, it actually seemed to be won by my wife Debbie (I have at least had a chance to try it on since then). I got something pretty useful out of the day as well. Scott offered free Tech Inspections for the Drivers School at Summit Point in November, which I took advantage of — they did a very thorough job too.

All in all, it was a very informative (and for some, profitable) afternoon. I thought it was well worth my drive up from Fredericksburg. Scott and his crew at Merchant's were very friendly and helpful and really seem to know their tire business. We all appreciated the time and effort they put in to make the afternoon worthwhile.

Dave Baker



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Stereo Tech

There was a stereo tech session at East Coast Auto Sound on November 30, 1989, if you missed it, you'll never know what you missed. About a dozen people showed up at the store in Gaithersburg to share pizza and beverages and listen to Jeff Flemming discourse on improvements to factory stereo systems.

A number of topics were covered including: CD changers, power amplifiers, and subwoofers. For those of you still in the dark ages, CD changers are the hot lick in car stereos these days. There are a number of advantages to having a CD changer in your car but the two biggies are that you no longer have to make tape copies of your CDs to play in the car and you can fill a changer with six to twelve CDs (depending on the make and model) and drive all day without having to mess with CDs or hear any song twice.

Amplifiers give you the capability to generate enough sound to melt your windows. Seriously, most people misunderstand the purpose of power in a stereo system. When someone turns up the volume on a low powered stereo most of us cringe and wonder how anyone can stand it that loud. It isn't the music that is hurting your ears, it is the distortion. When an amplifier is nearing its maximum power rating it begins distort the musical signal, creating noise. A high power amplifier can generate more music **WITHOUT** distorting the music so you can turn up the volume enough to hear the piccolos without having the brass destroy your eardrums.

Subwoofers are neat. They are basically an independently powered speaker that is used to reproduce only the very low frequencies found in music (20-120 Hz). A subwoofer gives you that visceral thump that you feel at concerts. Presence is the word that audiophiles use. Go experience one.

If you really want to know all about car stereos, cruise on up to Gaithersburg and talk to Jeff and Tracy, they will imbue you with the wisdom of the ages and will not pressure you to buy. Jeff and Tracey are a breath of fresh air in the world of consumer electronics, no hard sell, tons of information, and after they tell you everything that you want to know, they exhort you to go forth and investigate other options at other stores because they are confident that you will return. If you weren't there for the tech session, you missed out on an M3 that had just had a CD changer and an amplifier installed making it sound as awesome as it looked. Oh well, your loss.

G. Packard Willoughby

The Annual Dinner

The annual dinner which was held on November 11, 1989 at the Holiday Inn in Old Town was as fun as usual. The evening began with an election, the results were as follows:

President Dwight Derr

Vice President

Jonathan Jones

Treasurer Lynn Yaworski

Secretary

Michael Early

After a rather short election process was completed we moved into the awards ceremony in which our new President, Dwight Derr, handed out the following awards:

Ex-President appreciation award

Cory Laws

Ex-Vice President appreciation award

Jack Chandler

Autocross appreciation award

Gary Toyama

Drivers School Appreciation awards

Mark Yaworski and Bob Gamache

Der Bayerische Editing/Production

David Sossamon and Andrew Short

The "Being There" awards

Woody Hair and Gordon Kimpel

And special thanks were given to John Miller and Jonathon Jones! Our evening continued with our door prizes which were handed out by Kay Heatherly in her usual tactful manner. Our sponsors were as follows:

Tom Mason of The High Performance Division of **Yokohama**

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Coachworks — car care products

J&F Motors — 2 Fire Extinguishers

We are extremely grateful to all of them and urge our readers to support them in return.

The evening concluded with a reminder for the annual Christmas party at Cory Law's house. I would also like to give Sharon Miller a special thanks for all her help coordinating the dinner which was authentic and very delicious. THANKS!

Michael Early

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Transmission Rebuild

TUV Tech Session

On October 28, the folks at TUV sponsored a Tech Session on the subject on 'Transmission Rebuilds'. The day started with coffee and doughnuts and promptly at 10:30 am, after a brief introduction and welcome address by Max Rodriguez, the session got started under the direction of Robert Irbi.

The instruction consisted of the process to take in rebuilding a transmission. From removing it from the car, to actual teardown and assembly. Although it is doubtful that any of us present would ever attempt a rebuild on their own, it was very interesting to know what goes inside a transmission. To learn about the mystical world of Syncros and other items that we always wanted to know about but were afraid to ask.

The most important aspect of the rebuild (other than knowing what to do) is organization. You want to start with a clean workbench, organize and select the proper tools and have a place for each one of the parts that are about to be replaced. On a basic rebuild, the items that get replaced are; bearings, syncros and seals. Other parts to consider replacing are; rear engine seal, pilot bearing and, if needed, a new clutch. Also, resurfacing of the flywheel may be necessary.

One of the most amazing things I discovered was the age and knowledge of the mechanic. Robert is only 20 yrs old. Perhaps I am naive, but I was expecting an older person knowing how to do this stuff. I guess I was wrong in my assumption, since the knowledge displayed by him was extraordinary.

The icing on the cake was for another member who won the raffle for the transmission. You see, Max had requested volunteers. It seemed that he had a few. The lucky winner got a new rebuild installed in his 320i at a very low price. Lucky Devil.

The last portion of the session was a demonstration by the BG man (sorry I don't know his last name) on his family of additives for your car. He was also responsible for donating all the fine door prices.

I think I can speak for everyone on the success of this session. And would like to thank the owners of TUV Engineering for allowing us to share in their knowledge and to Max for always looking out for the membership of this Club.

Bob O'hara

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Imagine the perfect event. Would it be a beautiful Saturday afternoon of autocrossing with long runs and lots of practice time? Or would it be something a little wilder, like an off-road rally? Or more genteel, like an afternoon in Maryland hunt country with a catered luncheon at a house overlooking the Potomac? What fool said *all* of the above? Well, you spoke too soon.

Imagine an event with all these attributes having the ultimate competitive potential of everyone driving the same car. And while you're at it, go ahead and imagine showing up for this event relaxed and ready to drive having spent no time at all on the preparation of the car, it having been prepared for you professionally. For a dirty two dozen or so of us we can not only imagine, but we can remember. It was the second of December. It was the first TUV Rally Cross.

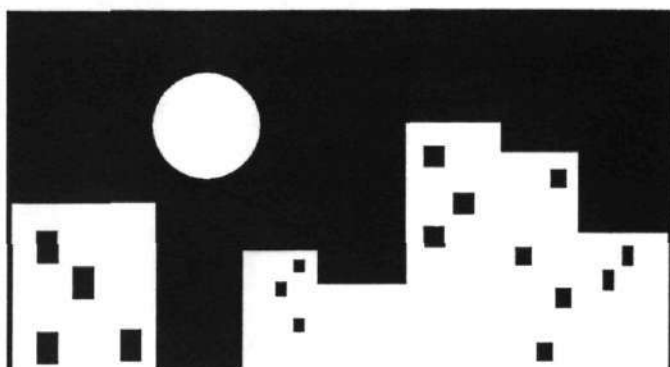
TUV provided a 320i with 'totally-limited'-slip differential, special tires, and full racing harness. A great course was laid out in the rolling fields of a Potomac estate using lots and lots of orange cones. The course included a challenging mix of straights and turns, loose and tight, and an exhilarating super-fast-right-hand-turn-screaming-down-the-chute-to-a-hairpin-left-Summit-Point-Turns-4&5-style maneuver. In the dirt.

Before the morning's practice runs, Isken gave everyone a two lap orientation tour of the course (at speeds not seen again by any but the fastest of the participants at the end of the day). Navigation became easier as the day wore on and the grass and earth wore down. Lots of practice runs were made. Luncheon was served. Then competition began. Everyone was pretty much new to the game, this just not being the sort of thing one does with ones own Bimmer, or in ones own 'back yard' for that matter, and probably doubly fun because of it.

First place was nailed down by Mark Riche, with a flat out, Iskenesh style. Second place was grabbed by Scott Coulter. Third by Raine Mantysalo. Formal wall plaques were awarded back at the Big House, and everyone received a brass dash plaque.

Major league thanks go out to Isken and Roger of TUV Engineering for putting on this event and special thanks to Arden Baker for sharing with us his "collection of twenty-two magnificent two acre building sites, Ardnave on the Potomac."

David Sossamon



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Suspensions

Modifications for Performance...

A personal experience

Back when I purchased my European 635 I decided some upgrades were in order. First, and least costly, were the suspension upgrades and in this I include wheels and tires.

The car was completely stock and needed tires (not a good definition of the original Pirelli CN36s). I purchased a set of 15X7 BBS wheels shod with 205X60-15 comp TAs. All of this gave a slightly better control feel with no loss of comfort. Next in line—due to aging of the original equipment Bilsteens—was a pair of KONI gas rear shocks followed by front KONI gas struts and shorter, stiffer springs. These items really improved feel without giving up comfort, in my opinion.

Next in line and maybe the single least cost-effective item was a smaller, fatter steering wheel. This gives at least the illusion of better handling. After 30,000 miles I had worn the comp TAs down to a nice smooth finish but decided that stiffer sway bars were more important for the time being. This is where I learned that springs give the go cart no lean feel, and sway bars really are what determines understeer and oversteer and to a lesser extent control lean of the car body.

By now the tires had suffered at the mercy (or lack of it) of our roads and my driving. I felt I wanted even more control and was considering 16" wheels and tires but was afraid of the stiff ride. Fellow member Doug Crowther had a set of 16"ers gathering dust and offered to let me use them on one of my trips out of town. What fears I had about ride quality were gone within the first hour. Now for the tough part, which set up? After much rending of garments etc. and using our Club Store connections I went the forged one-piece BBS with Yokohama 008 route. I must say I have been pleased with this combination and feel I only have sacrificed performance in standing water. Recent reports have me considering Bridgestone RE71 on Michelin XGTV when these no longer suffice. After several hours of driving it was obvious the car didn't lean and yet ride quality was excellent in all but the worst downtown pothole areas. With all this the complete picture still wasn't there; even though the car didn't lean going around corners, I did—I was bracing myself through every hard turn. Answer: sports seat; problem: cost! Another member Kevin Coneley (?) helped me locate a pair of black leather BMW/Recaro seats out of a wrecked 635 at a fair price.

That completed the suspension segment of the car and along with some minor adjustments of the shocks (KONIs are adjustable) I haven't touched what I've done. Pleased? You bet, it took three years from the beginning of all this till the end.

Steve Haygood

MISCELLANEOUS STUFF plus THE SECRET POWER SOURCE

This being the first issue of the new decade (yes folks it is 1990), I figure that I will give some different information in addition to what I normally write about.

DEDUCTIBLE AUTO LOANS?

Yes. It seems that some banks have gotten creative on how best to attract more customers for this lucrative market. What some banks are doing is giving you an auto loan using the equity of your house as the means to do it. This is not only great for the consumer (providing you are a homeowner and have enough equity) but it also protects the banks. Studies shows that people are more likely to default on auto loans than they are on the home mortgages.

HAVE A COMPLAINT?

It seems that the most frequently heard complaint about automobiles are; idle surges. Another is the manual Tranny is too hard to shift and of course the brakes get my wheels dirty. Solutions to these are: For the IDLE; take it to the dealer or independent service facility of your choice. For the TRANNY, find out from the dealer what it is recommended by the factory for this problem or simply switch to a synthetic lubricant. The most talked about brand lately is RED LINE. And for the dirty wheels, switch to REPCO or FERODO Pads. Note: Only REPCO Metal Masters are guaranteed as dustless. But anyway, if you have a complaint about something on your car., give one of the club officers a call. They will direct you to the right person or solve themselves.

HOW TO PAY FOR YOUR PURCHASES:

For as long as I can remember, I use a credit card for most of my purchases. The reason was simple, It is a lot easier to carry the card than to carry cash. But you may say; how about the checkbook? Well yes, you are right, but I can control more the spending by using the CC than a check, specially when either I or my spouse forgets to log the check on the register. Anyway, for the past two years, it has become more advantageous to pay with credit. Credit card companies give you extra protection such as extended warranties free of charge. In addition you can withhold payment if you have a dispute about a particular service performed. And all this is FREE. With a check you have to pay a hefty STOP PAYMENT FEE but once the check has cleared it becomes much more difficult to have your problem resolved to your satisfaction. Always remember the FAIR CREDIT BILLING ACT. It is there for your protection. USE IT.

For more information write for a free publication from the Consumer Information Center, Pueblo Colorado 81009. The name of the publication is THE CONSUMER'S RESOURCE HANDBOOK.

MORE ON WINTERIZING:

Couple of issues back, I wrote on the things you should do to keep your car in top shape during the winter months. I will add a few more. If you have not taken your car for a tune up, or your plugs are older than what they should be (12K for older models pre 1983 and up to 30K for new ones 83 on) you should replace them. Old plugs add resistance to your electrical system, which if you have a weak battery it will take more juice to get the car started. Also it would be good idea to do a load test on the battery. It is simple and not expensive. Check all your coolant hoses for cracks specially the upper and lower hose.

MORE POWER TO HAVE:

Power secrets you say? There is no such things as power secrets. You just need to talk to someone or read to find out what makes power. If you are mechanically inclined once you hear a POWER secret, you realize that it is just common sense.

Example: The cheapest and most effective way to get more useable power on the road is by a GEAR change. This change takes place in the differential. If you have a 2002 with a 3.64 rear end ratio, you could easily change that to a 3.90 and be very happy. However, it is not desirable for highway driving.

To make the whole transformation complete, you should also install a 5 speed transmission from a 320. This will make your car feel very happy and peppy in the first four gears for IN-TOWN driving and use the 5th gear or OD on the highways.

A higher numerical rear end ratio, will make your car turn higher RPM's which in turn get you to your peak horse power and torque faster. The 3.90 ratio is given because it is much easier to find than 4.11's. Also, when installing a 320 rear in a 2002, there are some minor modifications. These are: back diff cover needs replacing, inner CV joints must be from a 320. The same concept is applied to all other models. The newer ones since they all have 5 speed transmissions you are half way there. The work will be finding or modifying your differential.

PS.. These power secrets are based on experience, Mr Ray Korman and Metric Mechanics comments. AND THEY WORK.

Until Next Time...

Max Rodriguez



I got married in May, got my French bride through Immigration and Naturalization in June and realized in July that we were not going to get by with only one beloved '86 325es. it is the optimum one-car family car; the ideal blend of sport, economy and space (i.e. a little of each). But it is not going to get her to Catholic University and me to Tyson's Corner at the same time. So it was time to consider a second.

A new car was the most obvious choice for someone who understands the conceptual difference between a carburetor and a fuel injector, but couldn't tell them apart under the hood. I always felt that if you want quality and lack knowledge, you need to be able to afford an expert. I'll get an expert mechanic to do my tune-up and I'll dispose of his nuclear waste. Stick to what you know about!

In the new car category, I considered the 325is, the 325i convertible and (sacrilege!) both the Mazda RX-7 turbo and Miata. I did not fall in love after a test drive of the RX-7; I seemed somewhat detached from driving (too much power assisted steering?), the engine noise was not in a language I expected from a sports car/roadster, and it seemed a bit too space-aged. The 325i's were great, but was I really getting maximum bang for the buck? I could handle the YUPPIE image of one (the Y not being extremely appropriate in my case) but would two in the family swamp my own personality? Last but not least, here in Northern Virginia they are as common as VW bugs were back on campus in my youth, and I wanted some individuality and character in a car. Where are the Spitfires, Healys, TR7s or even Kharman Ghias in the present generations of new cars?

Idea! What about a special "used" car? It would have to be reliable and in top condition, because I sure don't

have the talent to pamper it the way I know many such cars require. Let's look into that, and if we come up dry, we can always get the Miata. Although none of them were available to test drive at that time, reviews were great. It seems Mazda asked itself the same question I had about the endangered affordable roadster. Unfortunately, even with the dealer markups and long delivery times, the car was so cheap and well advertised that I was sure Pop would buy one for every teenager on my block and I would need to get a chain/chrome steering wheel (I'm from Albuquerque) to tell mine apart from the multitude. Nevertheless, the Miata was a reasonable fallback position if the "used" car idea fails.

But what car? My love for BMWs became aroused at that point, as did a childhood fantasy about Porsche 356s. I got the "Illustrated Buyer's Guide" for each and read them cover to cover. A 1972 3.0 CS on page 95 jumped off the page and said "I am your next car!" I was in love, and remembered having only seen one in my life (Polaris '71? CS in the Hechinger's parking lot two years ago). After reading all the tech data I decided I wanted a pre-1973 (sans ugly "safety" bumper) injected version (for the 200+ hp). Weight to torque and weight to hp beat both the 325is and the Miata. Sounds great!

But how to find one? First I place a want ad in the Roundel on leads within driving distance of DC, and another for "remanufacturing" shop recommendations. (Roundel put them both in the PARTS WANTED section, which lead to some interesting responses.) Second, personal contacts. Here Mike Whitley enters the scene. I have the good fortune to work with this hacker and 5th-Dan Bimmer fanatic. Although he is personally interested in the new models, as demonstrated by his RED BMR

super-"is", he has ideas and information about everything. His advice: Call Max Rodriguez. He is flabbergasted I don't know who Max is. He explains that Max is a pedal-jockey for TUV Engineering in his spare time, and owns one of the most special Coupes in existence. (What is a Coupe? Oh, an insider code word for CSs!) Max may know if a worthy one may be pried away from its owner in this area, and can surely give all sorts of reliable advice about them. If I'm lucky Max may even let me see his prized TUNDRA, from a safe distance, of course.

So I call Max. His first question is: Where did I hear he was selling his own car? He hasn't even advertised yet. My heart skips a beat! This can't be for real. This can't be the highly modified, completely restored, rust free, better than new racer that Mike drooled about. Keep cool. Remember to call it a Coupe. Max shoots off a barrage of information which surely makes sense to someone, but not much to me. I was proud that I know that a Weber was a code-word for carburetor, but what the hell is a triple-core side draft with Alpina pancake airfilters? One shred of information which my underpopulated mind got a hold of was that he called it a 3.5 CS, as if that was a production model I should know about. Rapidly reviewing what I remembered from the "Buyer's Guide", there wasn't such an animal. Seems he popped in a 6-cylinder 3453cc +286hp (@6500rpm) sohc factory rebuilt engine from a European 635CSi. (He retrofitted carburetors and a 5-speed Getrag gearbox.) We made arrangements to see it Saturday morning at TUV.

As a sanity check, I took along my friend John Stokley who had aspirations to become a race driver in a previous incarnation and who had worked on the Porsche design team as a mechanical engineer. He swears

by BMW, as witnessed by his self-restored +245hp Bavaria, complete with three 45DCOE Webers and other good stuff. We arrived first, probably planned by Max so he could make a grand entrance with an impressive roar. I was in love at first sight, but tried not to show it. It was green (Imron!) so I would probably never make the cover of Roundel, but the 16" wheels and Kharman body looked sleek and aggressive. We took it up on the lift and found no sign of rust (completely restored from the bare metal up in 1983, and looks freshly painted). I learned about bald tires (Yok 08Rs), 80% limited slip differentials, and the advantage of hard springs and no rear sway bars. Then I took it out on a test drive. The first time I shifted I needed both feet on the clutch (racing version) and had trouble waiting to shift at 5000rpm, after my 325es. After my test drive, Max asked me to scoot over and let him show me how it really drove. It was thrilling. I think my fingernail marks are still in the door grip!

There was not doubt, I would buy it. No negotiations, as Max had warned. (None were needed since the car was very fairly priced, as I would later find out.) Max agreed to have a few minor imperfections in the 5-year old Imron touched up, and I would get the car in a couple of weeks. These were some of the longest weeks of my life. I finally picked up the car one sunny Saturday morning in September. Max had even detailed it, after the sale. It has been everything I dreamed of. Until now, my cars had eventually become the weaker part of the car/driver system (even the Elan 2+2). It was clear that this was not likely to happen soon with this one, so I have started Chapter driving schools, and have had a ball!

During my first visit to Summit Point I noted considerable reserve, and some outright hostility from

some participants. Although I had not been active in Chapter events until then, previous experience with BMW owners lead me to expect the opposite. I then discovered that several of the younger members resented that I had purchased Max's car, without them having had an opportunity to get it. All seemed to know the purchase price and felt Max could have done better. I met Terry Luxford there, who had built the car. While we chatted, I mentioned Max had told me the car was about 270hp. Terry was surprised at this statement. My heart sank. Although I had only evidence to the contrary, I must admit that for a microsecond I thought that Max may have "oversold" the car. Then Terry told me that they were never sure what it was since it overpowered his dyno, but he was sure it was well over 300hp! sorry for doubting you Max.

Max is a driver, so mechanics of the car are wonderful, thanks to Max and Terry. The body and paint are in good shape too, but Max was less fanatic about the cosmetics and interior. My plan was to get these up to the level of the mechanics by finding a quality rebuilder. Then I would find a good Coupe mechanic in the area and I would be in driving heaven. Fortunately, I found both the restorer and mechanic in one. Tom Baruch (also a Coupe owner) at London Auto is taking care of the car now. TUNDRA's tags are now "3.5 CS". We have replaced all the seals and rubber, side grills, locks, and wheel-well guards. New dash wood, windshield and upholstery will round it out nicely. The project should be done early 1990.

I'm first in line for when Max gets tired of his next project.

Keep the older ones on the road!

A.B. Muller

New 3 Series News and Rumors

More and more spy photos, drawings, and speculations about BMW's next three series line of cars are appearing in automotive magazines. The November 20 Autoweek says the first of the new 3s are expected "next spring". It is assumed they mean for the European market and not the USA. Remember, the current M5 has been available in the fateful land since October 1988 and is not due in the US until March of this year.

Britain's Performance Car magazine says the initial four door version will be both longer and wider than the current E-30 model. Due later will be the 2 door, cabrio and touring versions. Rumor says the 2 door "coupe" is styled so different from the 4 door that it may be designated as the 4 series. Drawings make it look sleeker than the 850i.

According to Autoweek, available engines will include 1.4 and 1.8 liter 16 valve fours, a 2.5 liter 24 valve six for the 325is (yea!), and best of all, a 3 liter 48 valve V8 with at least 230 hp and 155 mph top speed! No mention of an M3 version.

Woody Hair

IT'S OFFICIAL!

Bob Gammache's appeal has been upheld and Bob is the 1989 MARRS ITA Champion. The car was found to be "squeaky, squeaky clean and legal."

Great driver, great car, and a great team makes it a great year.

More "Wrench" Tech Tips

SYNTHETIC ENGINE OILS

The question came from a gentleman with around 40k miles on his engine, a 3.3 litre 6-cylinder. The answer was that a synthetic engine oil probably would leak out at an unacceptable rate. At 4K miles, the chances are better that the oil would stay in place.

The real question, of course, was: "Should I use synthetic oil in my engine?" With the sole exception of the labor cost/effort of two oil changes, there is no advantage to synthetic oil vs. a modern SG-rated oil in the BMW 4-cylinder and large 6-cylinder engines. If the labor cost/effort savings is meaningful, then try Mobil 1 (in the heaviest grade first) because the Mobil people developed for the automotive field, specifically.

As BMW service professionals, we don't try anything in your engine. If you want synthetic oil in your engine, you have to bring it to Quality Car Services, Ltd. We won't stock it. In another ten years, when we have more than advertising claims to go on, we may be stocking an using synthetic engine oils. Until then, we'll listen to Smokey Yunick's strongly pro synthetic

engine oil position and try Mobil 1 in our engines. We'll let you know.

SYNTHETIC GEAR OILS

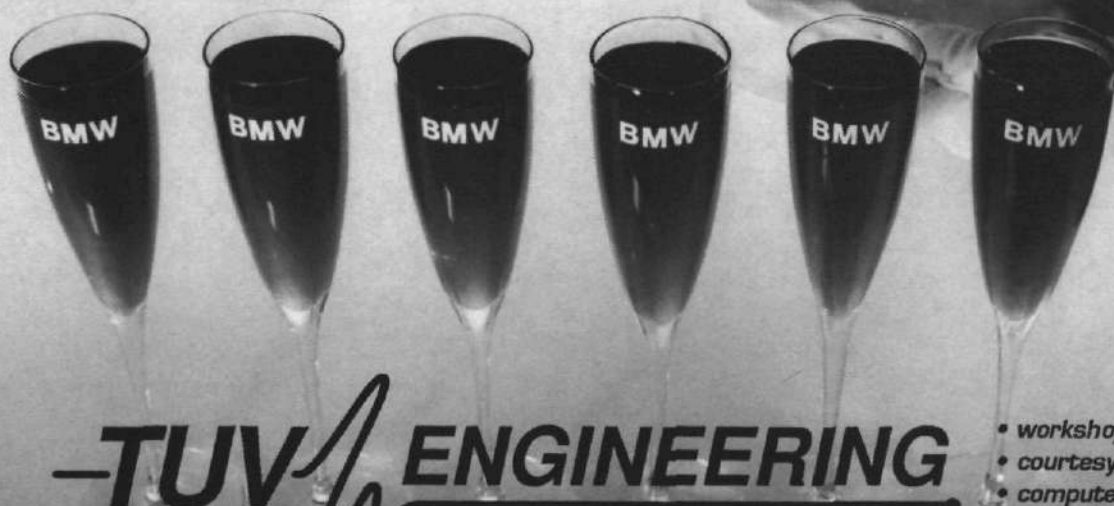
These are an entirely different proposition. We have used synthetic gear oils for nearly 20 years and think the world of them. They have saved transmission and differentials not to mention horsepower and time. As a service shop, we use them but with the normal service intervals for changes, this is to check for shrapnel. If you are doing this yourself, do it every 30k miles, minimum.

PLATINUM PLUGS

As a shop, we have observed no improvements in performance, mileage, or longevity from the use of platinum plugs. Quite the opposite, in fact. The NGK BP5ES and Bosch WR9DS and WR9LS plugs have yielded roughly twice the service life of their platinum counterparts.

T.M. Luxford

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As the Wrench Turns

In As the Wrench Turns, each issue, 'The Big Guy' Terry Luxford, with 30 years of street, track and full dyno experience, tells us what he knows...

INTAKE SYSTEMS

This month we'll deal with carbureted intake tracts. Many moons ago we promised to reveal some top secret stuff about carburetion; e.g., why 40mm side drafts won't work on a hot 2-litre engine or why you have to drill holes all over the DGV and DGAS series carbs to get them to work reliably. The former problem is a basic size problem wherever mixture control goes south at some rpm value well before the horsepower peak but at wide open throttle. The latter problem is also carb size-related but the symptoms are felt at idle and just off idle with poor emissions and mileage characteristics.

NO 40mms NEED APPLY

Every BMW 4-cylinder engine of 1.8 litres or larger with anything other than the stock cam was delivered with 45mm DCOE 15 and 16 Webers. The Weber folks configured these carbs for the BMW engines starting (as I remember) with the 1800 TISA; which also had a 10:1 compression ratio and a 300 degree cam. The 1800Ti had 40 PHH Solex sidedraft carbs, stock cams, and a 6500 rpm redline. All the 2002 Tis that we saw were outfitted with a 300 degree cam and the 45 DCOE 15 and 16 Webers.

For 1.8 litre and larger engines that were configured to have horsepower peaks much over 6,000 rpm, the small body of the 40mm carbs would generate enough vacuum below the main chokes to pull fuel out of the accelerator pump circuit. The resulting loss of mixture control means that the engine goes rich losing power and the combustion chamber sees incompletely emulsified fuel, losing lifespan, the test for this is simple. Put in fresh plugs and take a 12-15 minute hard drive over your favorite test road using the specified horsepower peak as your red-line. Check the plugs — if the shell is coal black on the end, you are losing power. Now use fresh plugs and go back over the same stretch using a redline that is 2000 rpm lower than that of your first run and check the plugs again. If the shell has turned a light to medium grey, then your carbs are acting like chokes and your mixture control is faulty.

For reference purposes, the 2 litre engine, even with the stock cam, ran best with 45 DCOE carbs and 38mm main chokes. If you read the Weber catalog carefully you found two different internal configurations for 45 DCOE 15 and 16 and neither one used

main chokes as large as 38mm. So what's the correct set-up — it's a secret. No, just kidding — the following table will give you what has worked for us over the last 20 years.

MORE THAN BASIC DCOE WEBER SET-UP

MAIN CHOKE 38mm • AUX VENTURI 5.0 mm • MAIN JET (1) 125-160 • AIR CORRECTOR JET 180 • EMULSION TUBE F9 • PILOT (IDLE) JET 50F8 • PUMP JET 50 • INLET VALVE DISCH 0.00 • PUMP STROKE 16mm • PUMP SPRING Weakest • FLOAT LEVEL 7.5mm • FLOAT DROP 14.0mm • NEEDLE & SEAT 2.0mm Spring Loaded • MOUNT GASKETS (2) PLAIN - No Soft Mount • AIR HORNS (3) 70 mm, minimum w/ cleaners • LINKAGE F-R CARB 45041.025 & 45034.084 • MANIFOLDS & LINKAGE (4) CANNON or TWM - No Log manifolds

- (1) Stock-configured engines like main jets in the 125-135 range; with Schrick 304 cam, 10:1 compression ratio, and Stahl 1.5" headers like 150 or 155.
- (2) We have never been able to make any of the soft mount systems work for any appreciable length of time and we have never had a problem with using a plain gasket at any time. We never broke anything, either.
- (3) We use a 2" I.D. hose with a hard right-angle bend and cut the air horns in half to get clearance from the brake booster. You must have 2" to 3" of intake horn so the engine will have any power under 3000 rpm and to have a smooth torque band through the horsepower peak; e.e., no torque spikes.
- (4) We recommend these because they are Independent Runner design; i.e., each cylinder has its own independent intake tract right out through the air horn. Just as you (bought Stahl headers to) nourish the pulses in your exhaust tract, it's the key to a broad power band. The various log manifold configurations allow intake pulses to "talk" to each other. This is only useful in tired engines with uneven compression readings or bad valves. The Cannon and TWM linkage systems are readily adaptable to a center-push arrangement that is easy to balance and maintain.

All this side-draft stuff has been developing very little over the last 20 years — the hard part is remembering. As another reference point, Jim Harrison's GT3 uses 48mm DCO Webers with 42mm main chokes ... and they're none too big.

continued on page 23

P M W

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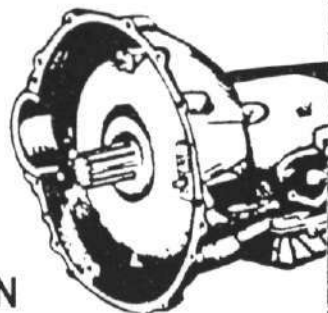
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Farewell 6-Series



A letter from Brian Jones

Farewell 6-Series, you'll be gone but not forgotten! Having read the Bob Roemer article on the last 6-Series Coupe to be produced (Roundel, October 1989), I just wanted to add my regrets for the production demise of this marvelous Coupe.

I have owned one of these fine automotive carriages since 1983. Although, I also drive an '89 5-Series, my '83 Coupe has always been the twinkle in this die hard Bimmer owner's eye! I still remember the weeks and months during the Fall of 1977 when I waited for the arrival of one of the first 630 CSi to reach the local BMW showroom floor. When that day finally came, I knew I had to own such a magnificently sculptured automotive beauty.

As I recall, the initial introduction of the vehicle to our shores met with its share of detractors from the likes of Road and Track and Car and Driver, but for me it was the Dream Car to own. (As years passed, even these magazines grew to appreciate the aura of this "Ultimate Driving Machine".)

In 1983, my station in life was such that I was finally worthy of entry into the world of 6-Series ownership. Since then, I have never regretted having made the investment.

I would hope the classic lines of this automotive wonder, the many evolutionary suspension and engine improvements, and the very limited production numbers will be recognized, in years to come, by automotive purists as a "collector car of choice". When this wonderful decision is made, I will be just as proud then as I am now to say, "Well done Bayerische Motoren Werke! Your Bavarian Cream did rise to the top."

Finally, it's my hope that the new 8-Series will be a worthy successor to our now departed "Six". If blood lines have anything to do with success, the new 8-Series should be, as a minimum, an outstanding example of its parentage.

850i Spotted in Virginia

Steve Berlin, a new 525i owner and club member, reported the following experience that happened to him in early September. While in southwestern Virginia Steve was asked by two men if he would like a sneak peek at the new 850i. They led him to an enclosed trailer that did in fact contain this new coupe from Munich. The men explained to Steve that it was one of two U. S. test cars (the other being on the West Coast). The car had no BMW emblems or grill and was mounted with very plain looking wheels. They also said it was only driven at night.

As the Wrench Turns *continued from page 21*

TOP SECRET DOWN-DRAFT STUFF

You say your down-draft Weber conversion has an unstable idle, is sometimes hard to start, and has terrible emissions characteristics? You have spent millions in phone calls and the basement is filled with jets, all to no avail? Well, guess what, everyone missed the basic set-up "mentioned" in every carburetor manual in the world; i.e., the throttle plate must be below the transition ports at idle. The 32/36 DGV series carbs come from a 1600 push rod engine and it's too small for a 2 litre BMW engine. Even the 38 DGAS carb is too small. But not to worry, here's how to fix it:

With the engine warmed up, choke off and with the best idle mixture and a 950 to 1000 rpm idle speed; shut the engine off and remove the carb from the intake manifold. Turn the carb over a bucket to catch the fuel and look at the throttle plate relationship to the (transition circuit) holes drilled in the carb body. If you can see them, the throttle plate is open too far. Hold the choke open fully and adjust the idle speed screw until the holes disappear behind the throttle plate. Drill a hole in the throttle plate (start with 0.090"), back the idle mixture screw out 1.5 turns, drill two 3/16" holes in each choke plate, and reinstall the carb.

Fire off the engine (make sure there are no leaks) and, without touching the idle speed screw, adjust the idle mixture for lean best idle. If the idle speed is 950 to 1050 when you are done, then the throttle butterfly setting and your modification are correct. If you had to back out the idle speed screw, you are probable okay. If you had to increase idle speed, then you have to start over and, probably, increase the hole size. The idle jets that BMWs like are 55s with some 76 2002s taking 60s (in DGV series carbs).

Just remember, no matter how many times you have to do this procedure to get it right, when you are finished, the engine will be very happy and stable at 1-2% CO and 100-150 ppm HC at idle and your mileage and throttle response will be much improved.

SAVE BOUCOUP BUCKS!

Group Purchase of 2.5 lb HALON Fire Extinguishers

(made by American LaFrance)

Send your name, address, telephone numbers and Club Membership Number, along with a check for \$30 made out to BMW CCA, to P.O. Box 685, Arlington, VA 22216

A group of area rally enthusiasts gathered recently to discuss ways of attracting, and, especially, retaining more participants. Suggestions included making all 1990 events easy, having more classes for the inexperienced, and eliminating the season championship awards. Another major suggestion would eliminate the MWCSCC rally rulebook for 1990 and have all rules spelled out in simple terms in the general instructions for each rally. Such sweeping changes will have to be approved by the council for any MWCSCC sanctioned event.

A second topic at the meeting concerned getting other clubs (besides the Washington Rally Club, Branded, and SESCA) involved in the organization of open rallies. Since I seemed to be one of only two in attendance that was not a member of one of these clubs, I took a lot of heat on this subject. The Porsche and Mercedes clubs, along with us the last two years, have been putting on their own closed events every year. If you are interested in participating or helping work a rally this year please let the club leaders know. It is hard to make plans without knowing what you want.

Meanwhile, if you would like to try an easy rally, the Washington Rally Club has scheduled their first event for February 11. We may offer an award for the best BMW in each class. The starting location and other information is not available at the time of this writing in late November, but the Coming Events section at the beginning of this issue should have better information about registration, etc. If you subscribed to the weekly STOPWATCHER, you would have access to information on all upcoming rallies and autocrosses (\$15 a year to 4522 Amherst Lane, Bethesda, MD 20814).

AUTOCROSS NEWS: Your National Capital Chapter autocross team finished second in the final standings for the 1989 Metro Washington championship! All of our points were earned in BMWs and only Autocrossers, Ltd., formed for the sole purpose of autocrossing, was able to top us. We were able to overtake SCCA in the last event of the year when Tom Baruch (BMW 3.0CS) made a last minute switch from SESCA to BMW, and his F/SP class win gave us a perfect 36 points for the event. Other team members at various times throughout the year included Cory Laws (535i), Gary Green (2002), Klaus Hirtes (528i), myself (325is), Roy Melloni (325is), Bonnie Butler (325e), Leo Balzereit (2002ti), and John Hartge (M5).

At the last championship autocross of the year, two BMW drivers in the Novice Class produced enough drama for a made-for-TV movie. Going into this event Don Whitaker (C Stock M5) led Leah Epting (E/SP 2002) by three points. Both were running in the fourth

heat and Leah led off with a 46.516 plus one pylon. Don bettered her time with a 46.184. Leah then did a 45.895 and Don countered with 45.354. On the third and final run Leah upped the ante with a 45.202, and tried to maintain her cool while Don steered the monster black M5 to a 45.280 - his best, but not good enough. These times gave Leah the event win (worth 12 pts) and Don second place (9 pts) so each finished the season with 75 points! Consulting the rulebook for tiebreakers, it turned out that each had four novice class wins and three second place finishes. It is unofficial at this writing, but it appears that Leah and Don will be declared co-champions of the Novice Class.

Other individual season class championships were won by Gary Green (E/SP) in his ITB 2002; Tom Baruch (F/SP), 3.0 CS; and myself (C/S), 325is. In an attempt to overtake Gary, Cory Laws borrowed Jim Epting's ITB 2002 at the last event because his 535 was ill. His initial run was his first time behind the wheel of this race car, and his several near spins showed it. Cory ended up five one-thousandths of a second slower than Gary's best, so Gary took the class win for the day and the season.

SPEED SHIFTS: Despite a number of event wins by Ford Sierra-Cosworths and Mercedes 190 2.5 16Vs, Roberto Ravaglia clinched the 1989 German Touring Car Championship with his Schnitzer BMW M3. Chapter member Frank Spellman won the best-in-show trophy at the recent 28th annual Rockville Antique and Classic Car Show. Frank was showing his red 1962 Mercedes-Benz 300SL Roadster, not his M635. Those of you with access to ESPN probably know that the Corvette Challenge race series for identically prepared (sealed engines) Vettes was a spectator's dream. It featured close racing and lots of body contact. Well the Corvette Challenge is no more. The SCCA, in its usual infinite wisdom, has announced its new Escort World Challenge. The new series will feature "production-based", not showroom stock, cars in two classes. One class will include Corvettes, Honda's new NS-X, Nissan's new 300ZX Turbo, and get this, BMW's new 850i! The other class sounds like a typical IMSA Firehawk Sports Class field - Eagle Talons, Chevy Beretta Quad 4s, RX7s, Dodge Shelby Turbos, etc. I am afraid one car will end up dominating in each class, but it sounds more interesting than the SCCA's funny-car Trans-Am series. How many of you are planning to buy an 850i to go racing? You probably read about BMW NA's M3 that was wrecked during a test drive at last summer's Oktoberfest. It has been given new life by Co's International Motor Cars, a Greeley, Colorado BMW dealer. They are rebuilding the bent Bimmer as a race car. CRUNCH

COMPETITION CORNER CALENDAR

Feb 3-4	IMSA 24 Hour, GTP/GTO/GTU, Daytona Beach, FL
Feb 11	WRC Rally
Feb 24	NCC Autocross, Landover Mall, MD
Feb 25	NASCAR Winston Cup, Richmond, VA
Mar 4	WRC Rally
Mar 17-18	NCC Drivers Schools, Summit Point, WV
Mar 24	IMSA 12 Hour, GTP/GTO/GTU/Firehawk, Sebring, FL
Mar 31	NCC Autocross School, Baltimore, MD
Apr 1	WRC Rally

• Club Store •

Microwave Technology, been caught by it lately? Let's hope not. Every year our Club, via the Club Store, does a group purchase of state of the art devices which protect us from being exposed to injurious random microwaves.

This year we've been thrown a curve, no longer do we have a clear cut choice. CMI has introduced 2 new items: *Solo* — smaller than ever, anti-theft technology, battery powered, equivalent to Passport in technology;

Escort — slightly larger than the old Passport, anti-theft technology, leading edge technology, powered by car electronics; *Solo*, \$310.50 or *Escort*, \$265.50.

Our group purchase works as follows, we need 12 people wanting the same device, check made payable to me, I hold them till we have 12, the order is then processed. When I get a consensus of opinion I will tell all who call which detector we are purchasing this year. Confused, yea, me too. Call and we'll discuss it!

Recently one supplier gave a short sale on BMW 6 cyl German injected heads at roughly 40% off, so whenever you have a need, give a call, the worst you'll hear is my recorder or sorry we can't help, but usually we'll have good news.

A while back I went through the hassle of having windshields replaced on our 533 and as part of The Restoration on the 635. The best price on the 635 was from a glass shop but only about 25% less than the dealer. No big surprise. On the 533, the dealer was almost 50% less than the glass shop. Don't ever assume anything about these cars. Compare prices. During my venture I also learned the 530i, the 528, the 533, and the 535 until the latest body style, all use the same front windshield and trim.

Keep it running! *Steve Haygood*

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A Message to the Membership from the 1990 Drivers School Coordinators

Good-bye, Hello and Climb Aboard!

In the November/December issue of *der Bayerische*, Mark Yaworski bade us all a fond adieu as the NCC's Drivers School Coordinator. At the time of writing his farewell piece, mark did not yet know that a couple of questionable characters had stepped forward and volunteered to fill his shoes in 1990.

NOW, THEREFORE, BY THESE PRESENTS BE IT KNOWN, that Dave Roach and I have marched into the breach, dear friends.

As our first official act, Roach and I would like to take this opportunity to thank Mark once again for all of his dedicated efforts over the past two years in bringing the Highway Safety and Drivers Schools to the members and friends of the NCC. We appreciate that it involves a bunch of hard work and time (not to mention patience), and we wouldn't want Mark to ride off into the sunset without letting him know how grateful we are. We're sure we speak for the entire membership in extending our heartfelt thanks to mark for a job well done.

Now you're all stuck with Roach and Leeper. We both realize that the very fact that we've volunteered for this job should, by all rights, cause the membership to question our sanity. Not to worry. Several of the members actually know us, and they have no doubts at all that we are in fact certifiably loony. That's why they asked us to volunteer. And we intend to live up to our reputations.

Roach and I have very high expectations for the 1990 Highway Safety and Drivers Schools. We're already hard at work on the planning and preparations. And we're not alone.

Dwight Derr, our new President, has been on the phone several times already, offering advice, suggestions and support. As have Woody Hair, Gordon Kimpel and Bob Gammache (who has graciously agreed to con-

tinue as Chief Instructor of Drivers Schools for 1990). We thank them and everyone else who inevitable will step forward generously offering of their time, talents and support.

Our goal is to make a great thing even better. We're striving to improve the Schools in the new year. We hope to attract a whole bunch of new participants, first-timers who've been curious but perhaps timid. We also hope to satisfy the advanced expectations of the Drivers School veterans. We recognize that there exists a group of folks that falls somewhere in between, and we hope to make them happy, too. These are very distinct groups with equally distinct desires and expectations. Satisfying each of them will be a challenge, but we believe it can be done. And we mean to try hard to find ways to do it.

The NCC's highest priority at Drivers Schools has always been to ensure that they are safe, both for the driver and his/her vehicle. Roach and I will maintain the sanctity of that principle because we believe in it. The fact that Summit Point Raceway is the best venue available to us for Drivers Schools does not mean that all-out high speed driving is the purpose or the goal of the Schools. That simply ain't the case. Never has been. Nor will it be in 1990.

The second priority of Drivers Schools traditionally has been an emphasis on learning. A process, without pressure, of learning how to drive one's car well. Not how to drive one's car faster than is genuinely comfortable, but rather, how to drive one's car proficiently. Roach and I intend to retain and to further that tradition. We don't want students at a Drivers School to drive faster than they're comfortable driving. It is true that students find the speeds at which they're comfortable driving do seem to increase during each school, but that is a coincidental result of learning how to drive well.

It's a perfectly natural progression. It happens regardless of the kind of car one drives. It doesn't take a BMW to make it happen. The fact is that, regardless of the Drivers Education Courses we've taken in school, the tips we've received from friends and family and the on-road experience we've had over the years, we're not the capable drivers that we think we are. Period. Our Drivers Schools have been designed to correct that malady. Roach and I hope to find ways to improve upon that process.

The third traditional emphasis in the conduct of our Drivers Schools has been on the elusive phenomenon of having fun. Pure and unmitigated enjoyment. In large measure, the success of this pursuit is tied up in the success of the first two priorities. But there is more to it than that. Roach and I have dedicated ourselves to providing a relaxed environment for the drivers, the volunteer workers (bless them and keep them coming), the instructors (also volunteer, let us remember) and those that show up simply to support and observe. Our Drivers Schools should indeed be fun for everyone who chooses to participate in whatever capacity.

Each of us has a different motivation for deciding to own a BMW automobile and for electing to join this Club of ours. It's unrealistic to believe that our Drivers Schools are or can ever be make appealing to everyone. Nevertheless, Roach and I hope that our efforts will reward everyone who decides to try a Drivers School in 1990, first timers, intermediates and veterans alike, with an experience that they will enjoy, learn from and find safe for themselves and their beloved Bimmers.

Wish us luck.

continued on page 29

APPLICATION



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Sunday, March 18

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Car: Make _____ Year _____ Model _____ Color _____
List Previous Drivers Schools, if any: _____

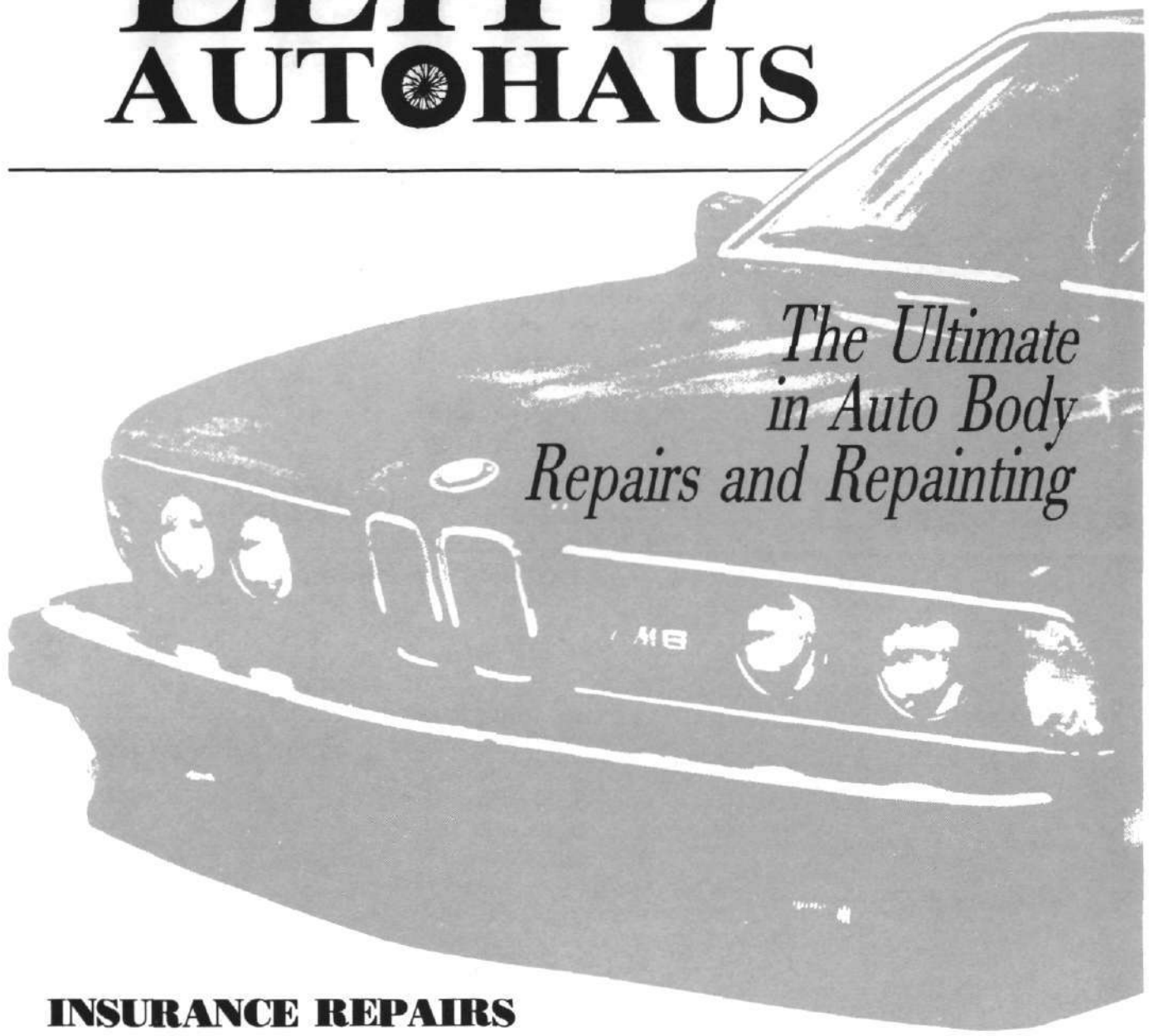
• NON - DRIVERS •

"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.

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1990 Schedule

The 1990 Drivers School schedule currently looks like this (all events to be held at Summit Point Raceway):

March 17	Highway Safety School
March 18	Drivers School
June 16 & 17	Maifest Drivers School and Bacchanalia
September 8	Drivers School
October 8	Columbus Day Drivers School

First-timers are encouraged to take special note of the March 17th Highway Safety School and the June 16 & 17 Maifest event. These two events provide unique opportunities. The Highway Safety School is specifically designed for first-timers and those that want simply to learn how to drive safely and well without necessarily going fast, and Maifest is an incredible Social Event featuring two consecutive days of Drivers Schools and an evening in between of good food, copious libations, door prizes galore and relaxed Bimmerphile Fellowship.

If you've never participated in a Drivers School, we encourage you to come on out and give it a try in 1990. You don't have to drive. Many people come simply to watch and to enjoy meeting new friends. Others come to check it out as observers to see if it is something they'd like to try as active participants before committing themselves. So don't be shy. There are no expectations of the members that come. Except to be safe and to have fun. The decision to take advantage of the opportunity to learn is entirely up to you.

You're all invited to come along, whether as active participants, workers or casual observers. So climb aboard.

Chris Leeper

Free Drivers Schools

No, your eyes haven't gone all funny. We're giving away attendance at our drivers schools, absolutely free! And, we'd like to give one, or maybe even two, to you, but it's only if you really want 'em. Interested? Well, read on.

It seems a lot of you (actually, a whole lot of you) have, for one reason or another, made the decision to forego participation in some (or even all) of the special events/sessions that we stage throughout the course of the year. We've heard 'em all (well, the akita's gotta go to the Johnny has a soccer practice the numbers needed to tie in the big account are due Monday the house needs work or maybe I'll look silly and not know what's going on and I'm afraid I won't know anyone there...etc.) Well a lot of fine people have exerted tremendous effort in staging these events. As they said way back in the '80s it would really "make their day" (our's too) if they could meet you at some of them.

In order to accomplish this we thought it necessary to perhaps offer a tad enticement. Here's the bait: a Drivers School, absolutely free!! Now, here's the catch: You've gotta attend our events and log in (yeah, yeah the ol' attendance thing again) and we'll keep a record of this and award you five points per attendance. If you decide to do something crazy like, say stage or help run an event (help with our Holiday Party, flag at an autocross, etc.), we'll heap on some big bonus points! We'll do this twice a year; winners will be announced in the July/August and January/February issues of dB.

So, like what's your excuse now??

More Free Drivers Schools

You call it entrapment; we call it enticement. Who care about semantics, anyway? Irregardless, everyone wins in the end! Getting to the point of our exciting Drivers Schools with only a few strings attached. Here's the rub: We need your assistance at our driving events. Come out and help work a corner at three (3) drivers schools or two drivers schools and two autocrosses in a calendar year and we'll reward you with a full drivers school. The only requirement is that you must register your intent in advance with the Drivers School (or Autocross) Coordinator (s). Please bear in mind that there are only a limited number of positions so call early! It's all very simple indeed.

Drivers School Participants Speak Out!

Dateline: Summit Point Raceway, W.Va

At the National Capital Chapter BMWspaceCCA Drivers School held here on Sunday November 11th, this reporter interviewed several participants to learn their spontaneous and candid feelings about Drivers Schools. Their responses shed new light on this bizarre phenomenon, held several times each year in the scenic West Virginia countryside. What follows is a forthright account of their comments. Reader discretion is advised.

¶ Richard John hails from Fincastle, Virginia, just north of Roanoke. A member of BMW CCA for eight years, Richard has owned (count 'em) ten Bimmers, the current one being a beautiful M3. He has attended "somewhat between 8 and 10" Drivers Schools at various tracks, including Rockingham, Charlotte, Watkins Glen & Lime Rock. This is his fourth School at Summit Point. Richard says that he attends Drivers Schools "quite simply, to hone my driving skills by improving my smoothness behind the wheel." Why does he continue to come to the NCC Drivers Schools at Summit Point, driving all the way from Roanoke to do so? "The track. I love this track. And the NCC Schools are the best organized, with extremely good technical support. The skid pad provides unparalleled opportunities to learn. The fact that the NCC utilizes volunteer SCCA race car drivers as instructors translates into invaluable education in the art of

driving. The skills that are taught have a direct applicability to the street. It's important to know what my limitations and those of my car really are. Drivers Schools are the only safe way to learn those limitations. The cost is quite reasonable. And we get plenty of track time. The people are very hospitable. I'm impressed by the friendliness and openness of the people at the NCC Schools." Richard had only one question: "When's the next school?"

¶ Jim Smith, a resident of Rockville, Maryland, has been a BMW CCA member for one and a half years. He owned three Bimmers before buying his Schwartz (i.e. Black) 1988 325is, and he's glad he finally got around to joining the Club. This is only his third BMW CCA Drivers School, but he's attended two SCCA Drivers Schools, qualifying for an SCCA Novice Racing License. So how do the NCC Schools compare with the SCCA's? "The objectives are different because the SCCA Schools are designed as training for aspiring racers. The NCC Schools are designed to improve driving skills without an emphasis on speed, but we can practice high speed driving if we want to. The NCC does an excellent job of staffing its Schools with good instructors. The Schools are well organized, and strict attention is paid to safety while the cars are on the track. This gives the students a real sense of confidence

that their safety and the safety of their cars is of the utmost importance. Drivers Schools provide the student with a unique opportunity to gain driving experience and to learn skills that are very valuable in everyday driving, which one cannot get anywhere except at the track and in the skid pad exercises."

Jim's companion, Patty Gebhardt, has no desire to ride with him on the track, preferring instead to enjoy the goings-on as a spectator and supporter. She likes the friendliness of the people that come to the Schools, be they students, workers, instructors or spectators like herself. Jennifer (Jim's daughter) is not yet old enough to drive legally, but it won't be long. She has fun coming to Drivers Schools with her dad, and she hopes to get a chance to go out on the track with him at this one.

¶ Chris Cohen's 1980 320i is his first BMW. Originally from Maine, Chris now lives in Arlington, Virginia. His 320i now has 95,000 miles on its odo. His father bought it new, and Chris purchased it from his three years ago and promptly joined the Club. He's attended two of the NCC's Highway Safety Schools at Summit Point. When the Ferrari Club opened their 1989 Summer Driving School to BMW CCA members, he jumped at the opportunity to attend it. This is his first NCC Drivers School. "It's a real good experience. The best thing about the way the School is con-

Richard John, M3



Jim Smith, Patty & Jennifer, 325is



Chris Cohen, 320i



"Oprah Stir-Fried Our Pet Aardvark and Forced Us To Watch! We're Not Gonna Take It Anymore!"

ducted is having such qualified instructors in the car with you, giving their input and suggestions." The best advice he'd received from his instructors? Simple. Slow down. Take it easy. Concentrate on smoothness and the speed will come. That's sound advice."

Would Chris recommend an NCC Drivers School to those who've never done one before? "Absolutely! Attendance at a Highway Safety School and a Drivers School should be a requirement for getting a drivers licence! The braking exercises that you do at the Highway Safety Schools are wonderful. The skid pad exercises are great, too. Drivers Schools give you an opportunity to find the limits of both the driver and the vehicle, and that's important because it relates directly to driving on the street. For example, the Schools teach you about threshold braking, understeer and oversteer, smoothness and awareness behind the wheel. The NCC Schools are very well organized, with an emphasis on safety. I like the way the NCC starts the day at the schools. They don't put you into your car and onto the track right away. They inspect the cars first to make sure they're safe, and they insist on your checking your tire pressures and then they hold a drivers meeting during which driver control, safety and resisting the temptation to go fast too soon are emphasized. When they do put you

out on the track or the skid pad, they put a qualified instructor in the car with you."

Chris had only one final comment: "The cost of the NCC's Drivers Schools is insignificant compared to what you learn."

¶ On his way down from Philadelphia, Al Boris stopped in Baltimore to pick up his buddy, Fred Fisher. Fred has been a member of the BMW CCA for two months. His 1976 2002 is currently a "Project Car" so he rode along in Al's beautifully restored red 1975 2002 with 161,000 miles on the clock. Al has not done a Drivers School yet. He emphasizes that "yet" is the operative word there. He's here as a spectator at this one. He wanted to check it out first and see what a Drivers School is all about before signing up. He says he likes what he sees and he definitely will join the Club and sign up for at least one School in 1990. Why? "I'd sold the 2002 to my brother a while back. I missed it so much that I decided to buy it back from him. A couple of months ago it was stolen, and I didn't think I'd ever see it again. Well, I got it back, as you can see, so I'm now more convinced than ever that it's a great car and I want to learn how to drive it to its full potential. And to my full potential as well." Fred races an Austin Healy Mk. 1 Sprite in the Vintage Car Racing series. He decided to tag along with Al today because he figured there'd

be some restored 2002s at the track, and he might get some good ideas for his own Project Car. Fred has never attended a BMW CCA Drivers School, but he says he'll sign up for an NCC School at Summit Point as soon as he's finished restoring his 2002 because he's anxious "to learn more about what the car can do." Al and Fred were in agreement that the NCC Schools "look like a whole lot of fun! The people are real friendly, too. Everyone is very hospitable and easy to talk to!"

¶ Mike Mills is the Finance and Insurance Director at Tischer BMW. He's worked at Tischer and been a BMW CCA member for four years. Mike is currently driving a very seductive 1988 M6. Gordon Kimpel persuaded him to sign up for his first School in 1983, a Highway Safety School. He's attended six Drivers Schools since then, all of them NCC events at Summit Point. He drove his 1983 633CSi in his first three, and has put his M6 through its paces at the last four. He says that he got hooked at his very first School. "I enjoyed learning that I could do more with the car than I'd expected. It's made me a much better and safer driver day-to-day. I find that I now watch more while I'm driving, I'm more aware of what's going on around me. I was surprised to learn that it's important to know how to hold the steering wheel! I mean, there are a

continued on next page

Al Boris & Fred Fischer, 2002



Mike Mills, M6



Chris Leeper, M5



Photo by Raine Martysalo

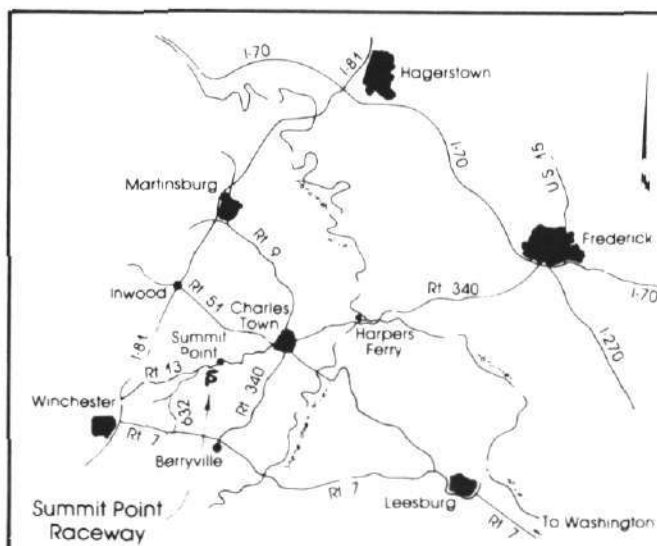
lot of wrong ways to do it. And then there's the Right Way! I enjoy being able to drive the car the way it was built to be driven. I'm a very conservative driver generally. Drivers Schools give me the opportunity to stretch a bit without being in danger. The NCC Schools are well organized. Compared to others I've attended as a spectator, the NCC Schools are the very best in terms of organization and attention to safety. Would I recommend them to others? Hey, I do it every day! I'm practically a preacher for the BMW CCA Drivers Schools while I'm at work. I like to tell people about the skid pad exercises in particular. For my money, the skid pad is where it's at! You learn more there than anywhere else. I'm really glad the NCC Schools include skid pad exercises whenever they can.

My principle reason for attending Drivers Schools is to learn the techniques of good driving and to find where the limits are. I'm not here just to go fast. But that's what is so good about these Schools: you're under no pressure to go any faster than you're comfortable doing. The emphasis is on smoothness, safety and technique. Not speed."

As the reader can easily see, there are several common threads in the views expressed by Richard, Jim, Chris, Al, Fred and Mike. The foregoing is the result of real interviews with real people. Their names haven't been changed. I've tried to relate their comments as accurately as my "shorthand interview notes" would allow. Each of them made a suggestion or two on how the Schools could be improved, too. And I made notes of those suggestions. Luckily, I'm in a position to incorporate them into the 1990 Drivers School program, and I will endeavor to do so.

I'd like to take this opportunity to compliment Bonnie Butler on her "Back to School" article in the November/December issue of dB. It's an excellent article. And it is woven with many of the common threads contained in the foregoing comments. Hint hint.

Chris Leeper



Directions to "THE POINT"

Summit Point Raceway, located in the picturesque Shenandoah Valley, is a scenic 70 mile drive from the Baltimore-Washington area, through areas of rustic beauty and historic note. If you are traveling from the Baltimore or Frederick areas, you will drive through historic Harper's Ferry, West Virginia and the confluence of the Shenandoah and Potomac Rivers. Traveling west from the Washington area, you will pass through the rolling hills of the Virginia hunt country and cross the Blue Ridge Mountains. Summit Point is located between Winchester, VA and Charles Town, WV.

From McLean

Take Route 7 west past Leesburg, toward Winchester. Turn right on Route 632, and go right at the next two "T" intersections. Track is on the right.

From Frederick

Take U.S. 340 through Charles Town, then go straight on WV Route 51 for one block. Bear left onto Summit Point Road (Route 13). Track is on the left one half mile past the town of Summit Point.

From Winchester

From U.S. 81 take Route 7 east for approximately 7 miles and turn left on Route 632. Turn right at next two "T" intersections. Track is on the right.

CCA Presidential Candidates

MARCIA KANE — CANDIDATE FOR PRESIDENT, BMW CCA

As many of you are aware, I have been involved with the BMW CCA for many years. One of the reasons I got involved in the first place was that I met a group of great people who cared not only for their cars, but more importantly, for each other. I have always maintained that the car club is made up of people who just happen to own the same marque of car. It is to the people that I would like to speak and seek your support in my candidacy for President.

No matter how large or small an organization is, it needs direction to have a future and for growth. I would like to be given the opportunity to provide you with the necessary leadership that provides you with a future, both as a member of the club and as a person.

My past in the club includes holding the office of secretary for two years, president for three years, and registrar of Oktoberfest. I have also contributed to the newsletter as well as overseeing many local events. I believe that this type of a background is essential in order to provide the membership with the necessary skills to lead the entire club. In other words, I know what is happening. I know what you are going through. I know the help you need.

My job is one that has given me the opportunity to learn many organizational skills. I work for a company which is involved with almost 60,000 people statewide. Part of my job is involved with our yearly convention of 1,000 people that lasts a week. I also oversee a scholarship program which deals with all of the people who have children in high school or college. I am also involved with organizing the statewide election of my company's officers.

In my personal life as well as on my job, I have learned that people want to be treated with the respect due them. They want their problems solved or at least be given the opportunity to be heard.

If you give me the opportunity to be President of BMW CCA, I can promise you that you will be heard. Your cares and concerns will be addressed. Whatever the problem, no matter how large or small, it will be treated and resolved. Timeliness is always a factor to people. Unresolved issues tend to grow disproportionate to the problem. I don't like to see mountains made out of mole hills and will do my very best to respond to all situations so that you can go on to your next project.

Your vote is important. your voice counts at election time. you elect the leaders for your future and I would like to be a part of your future.

Marcia Kane

DAVE FARNSWORTH FOR PRESIDENT

We all bought BMWs for performance, and we expect no less from BMW CCA.

Our next president has to recognize this and ensure that BMW performance remains the core of our membership experience. I'm proud that Bob Roemer shares these concerns and has nominated me for President. This is not the time to drop Drivers Schools from Oktoberfest, not it the time for a president who has lost touch with chapter events. This is a time for fresh thought and new direction. I can provide that direction.

As an active Windy City member, I've served two terms as President and have been on the Board for the past five years. I've been a driving school instructor for six years, Chairman of the Road America Driver School for five years, an active autocrosser and rallyist, and a regular Roundel contributor.

As BMW AG continues upping the performance ante, we must be sure that CCA isn't left behind. With your vote we can keep BMW CCA on track.

Thanks,

Dave Farnsworth

New Members

Name	Model	Referred by
David M. Abel	320i 1979	
Peter Alsberg	2002tii 1973	
Richard K. Anderson	325e 1984	V.O.B.
Dennis Atkins	2002 1976	Alan Warner
Craig S. Aycock	528e 1984	
Stephen H. Bees	320i 1980	Robert C. Muir
Gilbert B. Benson Jr.	325i Conv. '88	R.H. Berison
Steve Berlin	525i 1989	
Scott E. Bettencourt	2002 1976	
Mike Bowers	325e '85 320is '80	Pete Chakales
CDR A.N. Briggs III	320i 1977	J. Carpenter
Spencer H. Brott	325i 1989	D. Topparo
Frank Cantwell	325i 1989	Mark Mackenzie
Kathleen Carr	528e 1986	Dave Coleman
Gary Chapman	3.0si '75 2002 '75	Brooks BMW
Bradley D. Cole	325i 1989	Russ Parise
Jeffrey E. Cole	325es 1986	Eugene Cole
Rockne F. Cooke	325is 1989	
Major Bob Curran	525i 1989 2002 1975	
Nina V. Eldridge	325 1986	BMW/ Fairfax
Ivor C. Elphale		Steve Haygood
Dennis Faludi, MD	M 6 1988	Bill Shook
Tammy D. Fendell	320i 1977	Baskerville
Christina M. Gattuso	325i 1989	Mike Mills
Omar Ghorbal	325is 1989	
Linda S. Goldstein	325is 1989	
R. T. Goodwyn IV	320i '82 524td '86	E. Hansen
Daniel O. Healey	528e 1984	
Denise Henry	320i 1982	Robert Tantillo
Maxine Hill	325es 1986	
C. M. Hogg Jr.	325es 1987	Mark Saunders
H. Louise Howard	325e 1985	
Wendell Hughes	633csi 1984	
Ronald L. Iden	320i 1982	Steve Haygood
Charles Johnson	533i 1984	Bavarian Motor
Steve Johnson	325is 1987	Michael E. Jones
Roger H. Kesley	528i 1983	Tom Grieves
Keith Krebs	535i 1987	George Felty
Lynn L'Altrelli	320i 1984	Jim Kathy
Knapick		
Wassil Lagoey	320i 1979	Guy Pavageau
Sandy P. Lane	325e 1985	John Kalvelage
R.A. Larson	325es 1987	Mark Flake
Sylvia H. Law	325i Conv. '89	Mark Lawinski
David K. Lin	325 1985	Mark Showders
Gary Lockett	325 1987	
Michael J. March Sr.	2002 1975	VOB
Joseph P. Maye		
John McConnell	735i 1988	BMW of Fairfax
Glen W. McGuire	325es 1986	J. Coleman
J. Donald Miller	320i '81 2002 '76	

Charlie H. Morin	630csi 1977 2dr 1969	
Oscar L. Mims, Jr.	325es 1986	
Kerry D. Muldrow	320i 1982	Bill Shook
Mike Murphy	325ix 1989	
Edward F. Nazarko	M3 1989	
Patrick Nixon	325es 1986	
Michael B. Ojo	318i 1984	Dwight Derr
Emmanuel Okrah-Marfo		
Ousma Ne Ba	320i 1981	Phil Merriam
Rod Paine	528 1983	
Stephen Parks DDS	318i 1984	Excluservice
Joseph Perry Jr.	2002 1975	
F. Alan Pollard II	325e 1985	
Richard S. Potember	320i 1979	
Dave Puening	325is 1988	
A & K Randolph	3.0s 1972	
Peter Schwenn	732i 1980	
Mike Sivak	325i Conv. '88	Excluservice
Bruce Spates	2002 1971 +1972	
Edward J. Stark	525i 1989	BMW of Fairfax
Lee S. Strickland	325is 1989	
Blake Swensrad	3.0cs '73 3.0csi '76	Dave Lansing
Tom Thomas	733i 1984	
John Thormann		
B. Tucker	325is 1989	
Thomas Tzomides	320i '77 528e '83	Pat Price
Nelson Ward	530i 1977	
James Werleg	318i 1984	
Fred F. Willers	528e 1982	Jack Richards

NEW MEMBER?

Contact one of our officers for more info:

John Kenworthy, Va (703) 527-8033
 Jonathan Jones, Mont. Co./DC (301) 984-0588
 Mike Early, Baltimore (301) 244-0173

Shop Liaisons

I need all shop liaisons to contact me ASAP to discuss new ideas, if anyone wants to volunteer to take over for a particular dealer or shop, please call to see if it is available. New incentives are being planned and should be final by the next issue of *dB*.

John Kenworthy (703)527-8033

MARKETPLACE

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'64 1800 ti parts car, very rusty. Can be trailered to your spread if necessary. Call Tom at 854-3420 eves.

1974 3.OCS VIN 4335232 Black w/red leather interior. Sports coupe, automatic, sunroof, A/C, alloys, stereo, tape player, power windows, near perfect condition. 125,000 miles, very well cared for, garaged. \$18,000. Call Roxanna (202)296-0827 or (202)861-3871.

1978 320i VIN 5440164, Original owner, Graphite Metallic/tan int. Well maintained, int/ext in very good cond. Garage kept and detailed. A/C, 4-speed, AM/FM cassette, sheepskins on frt seats. New tires, injectors, hoses and battery. 108K miles. \$4,300 or best offer. Call George at (301)774-7878.

1982 323i Baur Cabriolet White with blue interior. Excellent condition! Many extras, including alarm, bra, blue sheepskins. \$12,500. Call Ingeborg 898-7269 (days) or 977-8446 (eves. til 9)

1981 528i 5-speed, A/C, sunroof. J&F Motors maintained, runs like a charm. 93K miles. \$6,600 negotiable. Call Pats at (703)834-5635

Wanted 3.OCS Call Craig Jones at (202)362-4615.

PARTS FOR SALE

Parts for 1972 2002, mostly interior, best offer. Call Ed at 365-2501.

2002 Parts: 2 short blocks, 1 rebuilt, 1 seized from sitting, FREE; complete front suspension with struts, FREE; 002 distributor \$30; 2 bbl intakes \$40; good early exhaust manifold \$20; driveshaft \$20; half-shafts with CVs \$10 each; hood \$40; much more going cheap or Free, call Chris at (301)267-6242 mornings or wkends.

PARTS FOR SALE

2 BMW Bucket Seats Dark blue vinyl, mint condition, with head rests. Call Albert (703)338-2510.

Parting out '71 2002. New brake shoes, tie rods, center track rod, motor mounts. Send SASE for list of available parts and prices or call Mark Yaworski, 17567 Kohlhoss Rd., Poolesville, MD 20837. (301)972-8237.

Set of (4) **stock OEM TRX alloy wheels** from '86 5 series after 25K miles. Good condition, need cleaning, 5K Michelin rubber still left on tires. \$600, call Ken, leave message, (703)893-2140 eves.

Parts for 1976 530i, 3.0 ltr. Block, rods, fan, fan clutch, wiring harness & fuse box, starter, 4spd trans, diff driveshaft, complete A/C, good dash, steering wheel, computer, tail light assemblies, head light buckets and grills, intake system, bell housing, various others, call! Prices negotiable. Steve (703)450-9175

2 ltr engine parts. 121 Head, J&F Motors valve job & milled, new valve guides, seals and springs, \$400; also 300* cam, motor mounts for '71 2002, 4cyl used bottom end. Steve (703)450-9175.

Fresh 6 cyl 3.5 ltr performance engine, with new style head. \$3,100. Steve (703)450-9175.

6 Series parts. Driver side window, pistons and pins for pre-motronic Euro 3.5 ltr, black rear deck speaker covers and more, must go, I need the garage space, all prices are best offer. Steve (703)450-9175.

Snowtires, four Michelin Radial 165X13 mounted and balanced on BMW rims for 320i, good condition (put on front and back as they do in Germany!) \$50 each. Would consider selling tires and rims separately. German snow chains \$25, Hella back brake lights (new) \$30, roof rack (new) \$30. Call Jan evers. at (703)631-6319.

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der Bayerische, 6939 33rd Street, NW Washington, DC 20015.

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345 Harvard Street, Cambridge, MA 02138

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Home Telephone _____ Business Telephone _____

BMW Model _____ Year _____ Serial No. _____

BMW Model _____ Year _____ Serial No. _____

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Please send this portion of the form and your old
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CITY _____ STATE _____ ZIP _____

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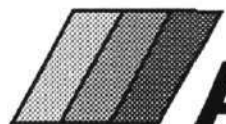
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