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der Bayerische

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1991 Calendar

JANUARY

Wed	9	Board Meeting
Sat	26	Tech Session at J&F Motors (Brains 101)

FEBRUARY

Fri	1	<i>der Bayerische deadline</i>
Sun	3	WRC Rally
Sat	9	Performance Chip Tech Session (Brains 102; surgery)
Wed	13	Board Meeting
Thurs	21	Stereo Tech Session

MARCH

Sun	10	WRC Rally
Wed	13	Board Meeting
Sat	16	Highway Safety School
Sun	17	St. Patrick's Day Drivers School
??		David Hobbs Night

APRIL

Mon	1	<i>der Bayerische deadline</i>
Wed	10	Board Meeting
Sat	13	"Drivers Ed" Autocross
Sun	14	Autocross School
Sun	21	WRC Rally
Sat	27	Wagonwork's Tech Session (Bodies 101 & 2; cosmetic surgery and chiropractic)

MAY

Thur	2	New Members Reception and Open Meeting
Wed	8	Board Meeting

JUNE

Sat	1	<i>der Bayerische deadline</i>
Wed	12	Board Meeting
16 & 17		MAIFEST

JULY

Wed	10	Board Meeting
		No events yet scheduled

AUGUST

Thurs	1	<i>der Bayerische deadline</i>
Wed	14	Board Meeting
		No events yet scheduled

SEPTEMBER

Wed	11	Board Meeting
Sun	15	Bavarian Inn Oktoberfest/ Tour

OCTOBER

Tues	1	<i>der Bayerische deadline</i>
Sun	6	BMW of Fairfax Vintage Races Corral
Wed	9	Board Meeting
26 & 27		Drivers School

NOVEMBER

Wed	13	Board Meeting
		No events yet scheduled

DECEMBER

Sun	1	<i>der Bayerische deadline</i>
Wed	11	Board Meeting
		No events yet scheduled

J&F MOTORS TECH SESSION

Saturday, January 26
Time: 9:00am - noon

We have been invited by our friends at J&F Motors to come over for coffee and doughnuts and have two technical sessions. The sessions will be run simultaneously, so you may only attend one.

Basic Maintenance 101:

This will start with a very basic lesson on your preventive maintenance and end with a lesson on basic troubleshooting to help you prevent being stranded unnecessarily. If you have contemplated learning the basic "how to's" but have been intimidated by your Bavarian beauty, this will be just for you. Even if your mechanical aptitude is tapped when you try to use your electric can opener, you will be able to understand everything being taught. You will not be working on your car, so don't worry about buying coveralls!

Motronics 101-201:

If you are planning on attending Autothority's Tech Session Feb 9, this session will be a good start to help learn how the Bavarian brain operates. Joe Anderson will start with a basic intro of the Motronics and go as in-depth as we can handle. He is undoubtedly one of the most knowledgeable BMW technicians and you don't want to miss this opportunity to pick his brain. The Motronic system is very technical and only a few technicians really know what is going on inside that little box and Joe is going to attempt to bring it to a level that we can comprehend.

If you are planning on attending, please call John Kenworthy at 703-527-8033 so we know how many doughnuts to buy.

Directions: Take the Shirlington exit off I-395 in Arlington. If you are coming from D.C. going South, the ramp drops you at a stoplight. Turn right then take your first left on Four Mile Run. If you are coming from the South, the ramp goes across I-395 and bears to the right, go to the second light and turn left onto Four Mile Run. J&F is approx. 1.5 miles on the left.

DAYTONA 24 HOURS

February 2,3
Daytona Internat'l Speedway

Interested in meeting down in Florida to "thaw" at the premier sports car race in America? Give me a call: John Kenworthy 703/ 527.8033.

WRC RALLY

February 3

(see side bar on page 5)

PERFORMANCE CHIP TECH SESSION

February 9 (CHANGE OF DATE)
Time: 10:00am
AutoTherity Performance Engineering,
Fairfax, VA

Ever wonder what a "chip" has to do with car performance? Did you always think chips were cow by-products, short golf strokes, or what you ran out of in poker games? Well it turns out that a small computer chip has controlled the operation of BMW ignition and fuel injection systems for the last half-dozen years. AutoTherity in Fairfax has been the country's most respected developers of modified software for the Bosch Motronic systems used in Porsches and for the last year has produced chips for most late model BMWs.

AutoTherity has invited the BMW Club to come to their facility and see a demonstration of how the Motronic system is altered, how performance gains are determined, etc. You may find that this relatively cheap, clean-hands approach to improving your BMW's performance may be just what the doctor ordered. A tour of the AutoTherity shop where some of the East-Coast's hottest Porsches are prepared is also planned. Al Collins, Larry Bershtein, and the AutoTherity staff are providing coffee, donuts, and lunch. If you are planning to attend this informative and different session, call Woody Hair at 703-243-5796 so we will know how many to expect for lunch.

Directions: From DC Beltway in Virginia, take U.S. 50 west for approx. 2.7 miles. Left on Pickett Road 1 mile to 3763 Pickett Rd. on left.



Coming Events

JANUARY

**J&F Motors
Tech Session**

FEBRUARY

**Daytona
24-Hours**

WRC Rally

**Performance Chip
Tech**



Coming Events

*continued from
previous page*

MARCH

**Stereo Tech
Session**

WRC Rally

**Highway Safety
School**

**St. Patrick's Day
Drivers School**

David Hobbs Night

STEREO TECH SESSION
Thursday, February 21
East Coast Auto Sound
Gaithersburg Auto Service Mall
Time: 7:30-9pm

One more time! We really don't want you to miss this one, so it has been rescheduled again.

Jeff Flemming and Tracy Lowe of East Coast Auto Sound are holding a tech session where they will discuss a number of topics of interest to BMW owners, including: Digital Signal Processing, Automotive Security Systems, as well as any other topic of general interest.

The directions are simple, East Coast Auto Sound is located in the Gaithersburg Auto Service Mall near the intersection of MD routes 115 and 124. If you live in Gaithersburg, you probably know where it is already. If you come up I270 North, get off at the Shady Grove exit (pay attention, they've been playing around with the exits). Follow Shady Grove Road to the east, cross MD 355 and continue on until you reach the T-intersection at MD 115, Muncaster Mill Road. Turn left onto Muncaster Mill Road and go about a mile, at which point you'll cross MD 124 (a traffic light). The Gaithersburg Auto Service Mall is on the right, pull in and look for the big sign that says "East Coast Auto Sound."

Light refreshments will be served. If you plan to come, please give Mark Yaworski a call at (301) 972-8237 so that plans can be made.

WRC RALLY
March 10

(see side bar on opposite page)

HIGHWAY SAFETY SCHOOL
March 16
Summit Point, West Virginia

& THE

ST. PATRICK'S DAY SCHOOL
March 17
Summit Point, West Virginia

The 1991 Drivers' School season opens on St. Patrick's Day weekend, with the Highway Safety School on Saturday and the St. Patrick's Day School on Sunday. The Highway Safety School is recommended for club members with no track experience or with little experience. It's a valuable lesson in car control, a lesson you can learn in relatively safe conditions on the track rather than on the beltway in rush-hour traffic.

The St. Patrick's Day drivers' school marks the end of a long, dreary winter. We'll take away the road cones and let you have some fun while learning how your car feels at its limit. At the end of the weekend, novice and hot shoe alike will be better prepared for what Paul Newman calls the really dangerous part - the drive home.

Applications for both events are included in this issue of the *dB*. Other school dates for the year are June 15-16 and October 26-27.

AN EVENING WITH DAVID HOBBS
(we hope!)
Location and Time to be decided

We are trying to orchestrate having David Hobbs come to D.C. to share some of his experiences racing BMWs all over the world. Some of you E.S.P.N. viewers may recognize the name.

Hobbs is the witty British guy that covers the Formula 1 and IMSA Races on E.S.P.N. He drove the McLaren 320i Turbo that was campaigned in the late 70's.

Hobbs is a very dynamic speaker who will make this a memorable evening. The only problem is his very hectic schedule!

We will schedule the event according to his availability and it may in fact be short notice due to the upcoming race season. He will most likely be covering the United States

Grand Prix at Phoenix on March 17, so the following week is a proposed timeframe.

Location, date and cost, if any, will hopefully be determined in time for the next der Bayerische. Call the Hotline periodically to check the status, as it may even be before then.

D RIVERS ED AUTOCROSS
Info Unavailable
Call Hotline

A UTOCROSS SCHOOL
Info Unavailable
Call Hotline

W RC RALLY
April 21

(see side bar at right)

W AGONWORK TECH SESSION
Saturday, April 27
Time: 9am - 5pm

Wagonworks is one of the most prestigious body shops in the area and will spend a day teaching all of the various body work and frame work repair techniques. Everything from the basic dent repair to laser frame alignment will be demonstrated. If any Club member has the misfortune of having any body damage in April that is being repaired by Wagonworks, they will attempt to demonstrate on their car so that the member may observe their own car being repaired.

This is an all day event that has been extremely popular with the Porsche and Mercedes Clubs (attendance approaching 100!). We will stop for lunch that Wagonworks is furnishing and after the event; some Bavarian thirst quenchers will be available.

If you are planning on attending please call John Kenworthy at 703-527-8033 so we know how much food to have on hand.

Directions: Wagonworks is located approx. 1.5 miles south of national airport on Jefferson Davis Highway (US Route 1).

Washington Rally Club (WRC) Rallies

WRC has discontinued its Winter Rally Series. Instead, it will offer three events this year, two of which are rallymastered by BMW CCA members.

The first event will be held on Sunday, February 3. Rallymaster Mike Leeper promises "cheap traps and hokey tricks" (his standard advertisement) over the roads of Loudon County, Virginia, and points West.

The second event, rallymastered by Stan Smith, will be held on Sunday, March 10, and will cover the southern Maryland area (Prince Georges county and points East).

The third event, on April 21, will be rallymastered by Dave Roach and will cover Montgomery County, Maryland, and points North. The first two events are C2Rs; the third is a C1R. Registrar for the first and third events is Paulette Leeper, 6722 Kennedy Lane, Falls Church, VA 22042.

WANTED

One TSD Rallymaster to present an open rally for BMW CCA. Experience required. Must be willing to work long hours in devising a concept and drive a lot in laying out a course.

Rewards: Fun ride out of town on a rail, new sisal neckwear, chance to try on the latest fashions in tar and feathers. (Who could pass up such a deal?)

We have a number of experienced rallyists in our membership. How 'bout it, folks? Call Woody Hair or Dave Roach to volunteer.



Coming Events

APRIL

Drivers Ed
Autocross

Autocross School

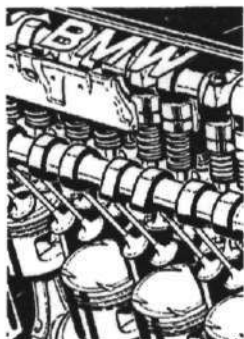
WRC Rally

Wagonworks Tech
Session

Coming Up In MAY

New Members
Reception & Open
Meeting

(details in the
next issue)



BMW's Hot New Baby Six

The new
24-valve M50
engine powers the
525i

*continued on
page 14*

For 1991, BMW's 2.5 liter in-line six pumps out 189 horsepower from a displacement of 152 cubic inches. The German importer claims that is the most power for its size of any volume production non-turbo engine. This new 24 valve M50 engine is the power plant in the 1991 525i and will be available in the new 3-series body later this year. It is an all new engine, sharing nothing but displacement with the old 12 valve 2.5-Liter. It has 13% more horsepower and 10% more torque. It uses premium gas.

Munich engineers managed to build in more power at relatively low RPMs and to improve emissions without any sacrifice in fuel economy (EPA 17-25 mpg). Some of the features of the new engine include chain (not belt) driven overhead cams, direct ignition coils for each spark plug, hydraulic valve lifters (no adjustments) and a plastic intake manifold. BMW says this is the first volume use of plastic on a major engine component. Plastic reduces weight and facilitates production since the plastic comes out of the

mold with smooth surfaces and requires no machining as aluminum does.

Open the hood of a new 5-series and you see a very neat, clean engine compartment. Even hoses and wires are out of sight. What a beauty! But, where's BMW's familiar shiny cast aluminum intake manifold? Where's the big aluminum valve cover? A black plastic manifold and black painted metal cover say BMW, but it just doesn't look as...well not as substantial as the old BMW engines. I guess that's progress. BMW says car buyers are concerned about the cost of ownership so it has designed a low-maintenance engine. Also, BMW NA has extended its warranty. On all '91s, even those bought last spring, the warranty is now 4 years or 50,000 miles.

How about performance? I spent about an hour each in a 5 speed 525 and an automatic in the countryside around Middleburg, Virginia. This engine is very smooth and quiet (though there's still a trace of the sweet BMW whine). It provides peppy progressive acceleration in the 3500 pound 525 body.

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BMW OF FAIRFAX

560-2300

8427 Lee Highway (at Prosperity Avenue), Fairfax, VA

Greetings for the New Year! Here's the first pleasant surprise of the year... your *der Bayerische!*

As far as the elections went, the throw-the-rascals-out fervor which prevailed in the November general elections did not (fortunately for me) extend to this Chapter's Board elections. Yes, that's right, I'm back, having narrowly eked out None of the Above (guess I shoulda been there in time to vote!). Also returning for another go around are VP Jonathan Jones and Secretary Mike Early. Jennifer Nazarko, a virtual unknown a couple of years ago, has stepped aboard as Treasurer. She promises to provide a new burst of enthusiasm to this Chapter's management.

"I don't think we're in Kansas anymore!" As we enter the final decade of the millennium, the global economy, Middle Eastern madmen, Bart Simpson, and the Rev. Donald E. Wildmon are catalyzing a distinct change in the order of things, hastening our departure from the lifestyle of the Ron 'n Nancy Ray Gun

(S.D.I. or Star Wars) Eighties. (What do you do with that worn-only-once-custom-made-Armani-sequined gown?) This Chapter, as well as the entire club, is on the same roller-coaster ride as everyone else, so we'll catch the same fallout.

Way back in 1985, everything was rosy as the economy was in its heyday. You could have picked up a bottle of '82 Chateau Mouton Rothschild and a 'CCA membership for about seventy-five bucks (those of us who were judicious enough, however, got the membership as well as a bottle each of Pichon Llande, Las Casea, La Dominique, and maybe a Le Terte Roteboeuf for the same outlay). New BMW sales were soaring, getting the uplift from the youthful nouveau riche's desire to demonstrate their arrival at the good life. Here at the home front was a concurrent swell in the membership ranks that would soon establish us as the biggest chapter in the land.

And then came 1987; October to be precise. Auntie Em just ain't in the same cellular phone



President's Message

*continued on
next page*

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President's Message

continued from previous page

Secretary's Notes

grid any more. Ivan and Mikey are finding out that prison-issue is off-the-rack. Da Trump is headed for da Dump. There are countless card shop operators, waitresses, bank tellers, and dirt farmers out there with Stanford or Wharton on their resumes. A bottle of recent Mouton runs well over a hundred bucks. The quality of the Benzene in Perrier is suspect. Floyd the pump jockey has a quizzical look when you try to pay for that thirty-five dollar fill-up with a million bucks worthless of Drexel Burnham Lam-BARE Junk Bonds. BMW sales are down. And we're not the biggest chapter anymore. All a direct consequence, I suspect, of too much oat bran. On the bright side, your Club membership is still thirty bucks.

Sobering thoughts, indeed. The impact on this Chapter could be a slow withering death. But I don't foresee the possibility. Unless we opt to ignore the following:

First. Sure new BMW sales are down. That means we must step up our recruitment from those remaining buyers (dealer liaisons take note). Tell them that as great as their new BMW is now a Club membership can enhance it even more.

Second. Recruit the current non-member BMW owner. Since a few of them (the cardshop operator, waitress, bank teller, and dirt farmer) must now consider hanging on to their BMW a little longer than anticipated, let them know that a \$30 Club membership just might be the best and least expensive maintenance plan around; they don't have to spend \$400 every time the brake wear sensor light comes on. And don't fail to mention the other wonderful perks that come with membership; the driver instruction/highway safety clinics, those big pig-out cookouts, the tours to exotic places, etc, etc...

Third. Keep the people in the Club in the Club. Every month a bunch of people fail to renew their membership. Presumably, these are the non-participants who maybe realize that \$30 is a lot for a couple magazine subscriptions. I dare say that 75% of the Club members HAVE NOT attended more than one Chapter event and I think I'm being conservative, too. The fault of the Club itself? Perhaps a little. But the excuse I often hear is: "well I don't know anyone there and I'll look stupid and everyone will make fun of me..." (the old first-day-at-kindergarten syndrome). Balderdash! I didn't know anyone at the first events I attended, now look where I am. Now I

know at least THREE people and at least ONE of them doesn't make fun of me any more (or any less). If you, as a Club member know of another member in the last group then the onus is upon YOU to drag him or her, kicking and screaming if need be, to the next event. Remember, to know us is to love us! And don't neglect the enthusiasts out there who don't own a BMW; they're as welcome to joint us as those who do. An Alfa-totin' neighbor of mine saw us doing silly things around traffic cones one day. By year's end, not only did he sign up but he had already attended a half dozen or so events! I think we've hooked another one! Now all we have to do is get him behind the wheel of a BMW!!

The bottom line of all this is (and its not because we couldn't sell the space to an advertiser): Round up those BMW owners into the Club! Wake up those dormant members! We'll do all we can to keep all of you happy and content. Your work is cut out for you. The dawn of a new decade has arrived. It is bright and sunny. And we're NOT in Kansas anymore, either! Just what does one do with a custom-made sequined gown, anyway? The Tax Reform Act disallows any deductions. And you can't polish the car with it either...

Dwight Derr

Secretary's Notes

November 14, 1990

Mike Early's House

In attendance : Dwight Derr, Woody Hair, our NEW Treasurer Jennifer Nazarko (Welcome), David Roach, Jonathon Jones, David Sossamon, and Mike Early.

We began By welcoming Jennifer to her first board meeting and a brief discussion of the budget. This led into a discussion of the newsletter and advertisers. It was decided to contact the dealer reps. and try to get the structure back into place. As of this newsletter I believe that Kevin Cowley has begun performing this job for the Club, as our new advertising manager.

Next on the agenda was a review of the annual dinner, which was as much fun as ever, and then into the calender. Woody produced next years driving school schedule and a general discussion followed about next years plans for various driving events

including a Gymkana.

Watch *dB* for new, exciting events.

With winter around us and not a lot more to discuss we moved the meeting over to Sisson's, a Baltimore Micro Brewery and feasted on Cajun delights and more Club discussion. We even signed up a new member who payed on the spot!

Mike Early

South Atlantic Region Report

BMW CCA membership has all sorts of benefits. After the November 3 - 4 National Board meeting held in Houston, I got "up close and personal" with one of them: I rode to the airport in a brand new 535i that Art Yee won in this year's raffle. Is Art happy? Will he renew his membership? Is he going to buy another raffle ticket next year? You better believe it!!

The Board didn't just cruise around Houston in new cars, however. Here are some meeting topics that should be of interest to y'all:

Membership Contest As I write this, there are about six more weeks left for you to participate in what has to be BMW CCA's biggest contest ever. Remember, every new member you sign up means another chance at winning that new 318is (that's what I call a really GRAND grand prize). Carry membership applications with you — not just in your BMW, but your Honda or Fiesta or Suburban — and "paper" every BMW you see. Stuff a few in your briefcase, your coat pocket, your purse, and slip one under the wiper of the BMW you spot in a restaurant parking lot, or maybe parked next to you at the airport. There are some splendid prizes for signing up the most members, and you might just be the lucky winner of the car.

Friends of BMW The December *Roundel* will have an application for the new "Friends of BMW." This little booklet has saved many a trip from disaster. Think about it: miles from home, usually on a weekend or late at night, and a fan belt breaks or a head gasket gives up. Fortunately, you carry "Friends of BMW" in your car, and help is just a phone call away — perhaps parts, advice, hands-on assistance, a ride, or at least some friendly folks offering sympathy. Sure beats the Yellow Pages. If you sign up, you'll get a copy free — and signing up is free, too, as the application card is

postage-paid. The more members listed, the better.

National Chapter Congress /Editors' Workshop Most of your newsletters are already printing detailed reports from chapter officers who participated, and I hope that soon you'll see some positive results from both of these meetings. The take-home material from the National Congress included some very complete information on high performance driving from Windy City Chapter and Scott Hughes (National Driving Events Coordinator), as well as handouts on practically every subject relevant to chapter operations. The Friday night reception was worth the trip — the helipad on top of the hotel, with a spectacular view of the mountains surrounding Salt Lake City.

I also attended the Editors' Workshop and thought it great fun, probably because the topic was so sharply focused — some of the discussions got pretty lively (especially when the reps from the US Postal Service were up). Another workshop is in the planning stages for early 1992.

Gateway Tech This is a local chapter event that grew and grew and GREW. Circle March 15 - 17, 1991 on your calendar, and start planning a trip to St. Louis. There'll be great seminars and displays and door prizes; you'll talk with TIPS reps and tire reps and the folks who advertise those neat performance packages in the *Roundel*. It's the biggest and best tech session you'll ever find. And while you're there, you can attend the 1991 BMW CCA Annual Board meeting and meet your new South Atlantic Region Vice President!

Burke Jensen



Regional VP's Report



Thanks

Danke Schön

I want to take this opportunity to say thank you to the sponsors of our Fall and Winter events.

BMW of Fairfax

October 7 Vintage Race Corral,
Summit Point, WVa

My thanks go to the entire staff of BMW of Fairfax and to Russ Berlin who did all of the legwork of getting the flags from BMW North America and the money from the dealerships. He made sure the flags were at the track and would have had more new cars to display had their truck driver been on time. Nonetheless, due to BMW of Fairfax, the event was one of our most successful this year. Approx 50 cars and 75-100 people were on hand. Had Summit Point had the President's Cup Corral Competition, we would definitely have won. Don't miss this event next year! Thanks Russ!

Radial Tire

October 8 Drivers School

"Attention in the Paddock"

"All participants please meet at pit out for a drawing for gift certificates from Radial Tire."

Now when we try to get everybody together for a drivers meeting, they look like Tim Conway walking from their cars. Mention gift certificates and they look like O.J. Simpson getting through the airport!

Thank you Paul for your generosity. Paul gave away two \$100 gift certificates and if you've ever participated in a Drivers School, you can appreciate how appropriate tire discounts are at these events. (not to mention, his prices to Club members are better than those advertised in the magazines). Thanks Paul!

Heishman BMW

November 17 Annual Elections Dinner

In the past we've solicited various dealers and shops for door prizes. This year I decided to approach Scott Heishman to see if Heishman wanted to be the sole sponsor of our elections dinner and discovered an elated, and as five lucky recipients of the gift certificates (totalling \$500) saw, a generous Scott Heishman who really wants to become much more involved with the BMW Car Club. Besides to Scott, thanks go to Mike Leeper and the entire staff of Heishman BMW.

Martens BMW

December 15 Christmas Party

At our September board meeting we realized we had a potential dilemma. Where are we going to have our Christmas Party? Can we afford to rent a really nice place? No! Can we find a cheap place that will suffice? Maybe, but probably not. What to do? Punt! No, call Martens! One phone call to Steve McClean at Martens and all of our problems disappeared. (OK, only the Christmas party problems!)

Not only did they offer their facilities to have the party, they subsidized the cost of the food. Everette Hellmuth, general manager, was ecstatic at the idea of having the opportunity of getting to know the people of the finest car club in the world. And for all of you who witnessed the event, it was obvious that Martens deserves a BIG thank you! Thank you Steve and Everette!

Support our Sponsors!

Need a new BMW, parts or service, tires or any other automotive supplies, remember our sponsors and tell them when you shop there that you appreciate their support. Before going out of the area to spend your money, give these guys a shot. If you have problems with a purchase, your local shop can help if you bought it from them. If you mail ordered from another state, have fun trying to get compensated for your problem.

Again, on behalf of the National Capital Chapter, thank you all for your generous support! We look forward to an even better year in 1991.

John Kenworthy

October Drivers School

The final Summit Point driver school for 1990 took place on Columbus Day, a perfect Fall day. It ended a most successful year that saw attendance increase to the point that a dozen or so potential entrants had to be turned away from this event. In addition to the local chapter members, there were BMWs from Virginia Beach, Tennessee, Pennsylvania, and New Jersey.

The day started out with a walking tour of Summit Point Raceway's turn 4, better known as The Chute. Since this is the fastest, and scariest, of the various turns on the 2 mile course, everyone appreciated the opportunity to hear Chief Instructor Bob Gammache describe the proper line while not having to be speeding through it. That asphalt sure has been polished smooth over time. Then each of the two run groups alternated time lapping the track, testing handling on the 200 ft skidpad, or attending a classroom session. By the end of the day, everyone had received

5 half hour lapping sessions.

At the drivers meeting following the lunch break, Paul Moorcones, owner of the Radial Tire Company, drew a driver's name from each run group and presented the lucky winners, Rob Woolley and Alex Matini, with certificates worth \$100 towards the purchase of new Yokohama tires.

During the afternoon the event suffered an unfortunate incident that everyone seemed to think was a first in the seventeen years that the National Capital Chapter has been putting on these driver schools. Two cars made contact. While the accident was not of the type that would cause injury, no one wants to go home with wrinkled fenders. Hopefully it will be at least 17 years before it happens again.

Tentative Dates for 1991 Summit Point schools were announced: March 16-17, June 15-16, and October 26-27. Sign up early so you will not be left out.

Woody Hair



Past Events



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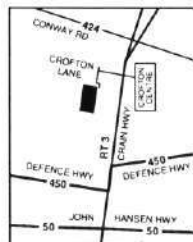


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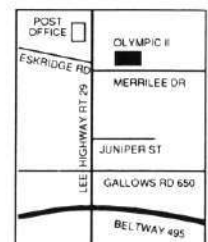
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Past Events

Championship Autocross

On a beautiful October 14, the National Capital Chapter hosted the ninth of ten autocrosses that made up the 1990 Metropolitan Washington Council of Sports Car Clubs championship series. There were 97 entries, including 27 BMWs, for this event which was held at the National Training Systems near Laurel. The 'Officers of the Day', Tom Baruch and Woody Hair, designed a fast, but somewhat confusing, course over the rather small asphalt lot.

The fastest time of the day was set by Bob Matthews in a 1970 "modified" Corvette. Bob had recently won the national championship for his class at the SCCA's Solo II National in Salina, Kansas. Two other 1990 national champions that were on hand were Vickie Tessier who won the Ladies class with a modified Datsun 510 and Neal Sapp who borrowed a stock Honda CRX and drove to second place in the D Street Prepared class. The fastest street-prepared car this day was a

Lotus Europa driven by John Hagerman, the Technical Editor of Grassroots Motorsports magazine. Nationally famous autocrosser Andy Hollis drove his "street car", an '85 Corvette, to victory in the Super Stock class.

Class winners in BMWs were Cory Laws (E Street Prepared 530i and fastest 8MW), Woody Hair (C Stock 325is), and Brian Hair who topped 38 other entries in the Novice class with his dad's 325is. Other notable performances included Dwight Derr driving David Sossamon's modified 2002 to second place in the C mod class, Jim Epting taking 2nd in E SP with this ITB 2002, Tom Baruch's 2nd in F SP with his beautiful 3.0 coupe, David Lassalle's 3rd in Novice with a 320i, and Klaus Hirtes win in D Stock. Klaus's 528i was ailing, so he borrowed friend Debbie Greene's concours-winning 1967 Mercedes 230SL to keep his 1990 win streak alive. Also among the class winners were two regular instructors at our Summit Point driver schools: Bob King won C SP with his ex-Kay Heatherley Honda CRX 51, and Pete Cage

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took D SP with his '68 Datsun 2000.

This kind of event brings out a lot of new faces. Two midshipmen from the Naval Academy, Alton Delanie and Edward Paraiso, brought their BMWs out and drove in their first autocross. Woody and Tom could not have put on this all day affair without a lot of help from other club members who handled chores such as registration, tech inspection, timing, announcing and chasing pylons. Some of the helpers included Ed and Jenny Nazarko, Bonnie Butler, David Lassalle,

Dwight Derr, Mike Early, John and Sarah Kenworthy, Al Zavala, David Roach, Mark McKenzie, Rafael Garces, Hoang LaOui, Brian Hair, Roy Melloni, Debbie Greene, Chris Leeper, Klaus Hirtes, David and Debbie Baker, Dave Missert and Will Hettchen. Next time why don't you come out to drive and/or help.

Woody Hair



Past Events

BMW Autocross Results

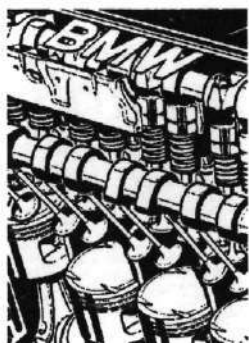
(Note that Novice Class positions are determined by a car class handicap system)

Cory Laws	530i	1st	ESP	58.339
Woody Hair	325i	1st	CS	58.404
Tom Baruch	3.0 CS	2nd	FSP	59.116
Dwight Derr	2002	2nd	CM	59.332
Jim Epting	2002	2nd	ESP	59.898
Brian Hair	325is	1st	Novice	60.183
Roy Melloni	325is	4th	DSP	60.235
Rafael Garces	325i	6th	CS	60.906
Ernest McCallum	323i	12th	Novice	62.656
David Roach	2002	5th	ESP	63.015
Hoang LaOui	M3	10th	Novice	63.092
David Lassalle	320i	3rd	Novice	63.170
Doug Dolton	323i	5th	DSP	63.806
Mark McKenzie	M635CSi	17th	Novice	63.996
Leah Epting	2002	6th	ESP	64.324
David Baker	M3	22nd	Novice	64.464
Dennis Atkinson	2002	13th	Novice	64.531
Bob Hausmann	533i	35th	Novice	64.606
Chris Leeper	MS	32nd	Novice	66.469
Bonnie Butler	325e	2nd	Ladies	66.748
Mike Whitley	325is	33rd	Novice	69.157
Edward Paraiso	325es	37th	Novice	*70.650
Alton Delanie	535i	36th	Novice	71.538
Charles Denton Sr.	2002	39th	Novice	Off Course

Other BMW Club members:

Al Zavala	Ply Colt Turbo	1st	BS	58.013
Dave Missert	Mazda Miata	1st	AS	58.836
Barry Miles	Shelby GHL-S	2nd	CSP	59.495
Klaus Hirtes	Mercedes 2305L	1st	DS	62.779
Mike Early	Porsche 914	25th	Novice	63.295
Peter Griffith	Alfa GTV6	20th	Novice	65.097

* Time includes 2 second pylon penalty



The New Baby Six

continued from page 6

I surmise this little six will be a rocket in the lighter 3 series. BMW says the 525 manual goes to 60 in 8.6 seconds, 10 seconds for the automatic. The 5-speed ZF transmission is all new. It has a very smooth, easy shift, though a shorter throw would be nice. Ratios have been changed in the transmission and rear, but I'm not sure why. You end up with roughly the same total ratio at the wheels. It's no longer an overdrive. 5th is 1:1 with taller rear gearing of 3:23. 1st gear has a short 4:23 ratio giving plenty of punch off the line. However in hard acceleration, I found the gap between first and second (2:52) was large, though the numbers don't really indicate that. Perhaps some of those hills were not fair tests for standing start acceleration. The gearing seemed fine in normal driving. The new electronically controlled automatic may not have been as fast, but it felt as fast providing good acceleration in the sport setting. It is a very likeable 4-speed automatic, which you can shift manually.

I drove on a windy day, but the new 5-series

body is not bothered by cross wind buffeting or noise. Other welcomed features include a steering column that adjusts in and out (though the rake should be adjustable, too) and a key that closes the windows and sunroof in one operation. The 525i is the best selling BMW model in the U.S.A. The new more powerful engine and longer warranty should help this German company's battle with the new luxury cars of Japan. The base price is \$34,500, up 3.9% from the 1990 12 valve 525i. This model avoids a gas guzzler tax, but the excess over \$30,000 is subject to the new luxury tax.

John Hartge



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Annual Dinner

Old Towne Boat Club
November 10, 1990

About sixty-five Club members had the pleasure of dining on Helga's Genuine German Feast. Dinner included saurkraut and pork chops, potato pancakes and apple sauce, shredded pork, red cabbage, plenty of sweets and lots of light and dark beer.

After plenty of food and libations we started our award and recognition ceremony led of by Jonathon Jones (our faithful President, stranded at the last minute, was not there until a bit later). There were special thanks given to SHARON and JON MILLER for all the great food through out the year. Next up were JOHN and SARA KENWORTHY for all there help with so many events this year as well as John's great efforts working with the various dealers. DAVID SOSSAMON and ANDREW SHORT were our next objects of admiration for getting this newsletter out time and time again. THANKS!!!!!!!!!!

The following awards were presented for past service to the Club:

LYNN YAWORSKI	Treasurer
JON MILLER	Secretary
STEVE HAYGOOD	Club Store

THANKS, THANKS, THANKS, THANKS, THANKS

Our election was brief with few surprises, elected were the following people.

<i>President</i>	Dwight Derr
<i>Vice President</i>	Jonathon Jones
<i>NEW Treasurer</i>	Jennifer Nazarko
<i>Secretary</i>	Michael Early
<i>Membership</i>	John Kenworthy
<i>Social</i>	Sharon Miller

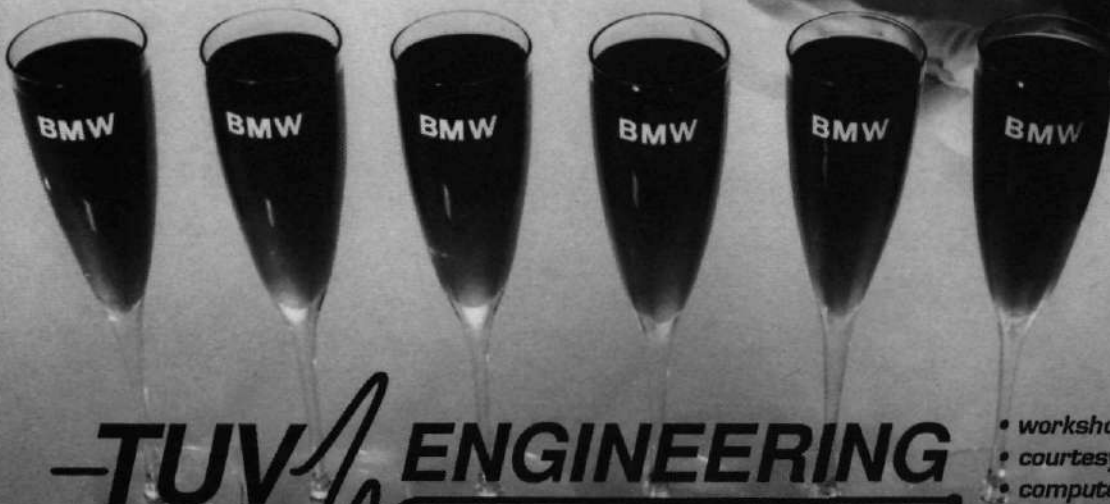
The dinner was over but not the members or the beer. We detailed the party room, much to Sharon's protest, and headed into Old Towne for a little late night cheer. I can't wait for next year.....

Michael Early



Past Events

Champagne Service...

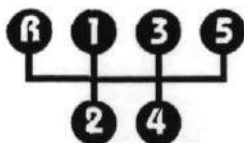


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Heel 'n' Toe Downshifting

When instructing at our driver schools over the last two years, I am surprised at the number of otherwise good drivers who can not manage to execute a real smooth downshift. While this may not be significant in normal, or even spirited, street driving, one of the keys to a fast track lap or autocross run is the ability to change gears without upsetting the car's balance.

While braking hard and shifting to a lower gear, the engine's RPMs will drop to idle speed. When the clutch pedal is released, the sudden engine compression gives additional braking power to the rear wheels. This will cause the car to jerk, and if the rear brakes are close to the threshold of lock-up (as they should be on a race track), the sudden additional braking action can cause complete loss of traction at the rear wheels. If the car is turning even slightly, or the pavement is wet, this can have disastrous consequences. To overcome this jerkiness, some student drivers will sloooooowly release the clutch pedal. I have actually timed the period a clutch pedal

was depressed for one student at 5 seconds! This means the driver must initiate the downshift far before the turn, not to mention the terrible things this must do to the clutch plate.

Thus, to perform a smooth downshift while braking, you must raise the engine RPMs just before releasing the clutch pedal. Most of us have only two feet to operate the car's gas, brake and clutch pedals. So your right foot must operate the brake while blipping the gas at the same time. This is where the term "Heel and Toe" comes in.

The pedal arrangement in modern BMWs seems ideally suited to this maneuver. With the right foot firmly planted on the brake pedal, it only takes a slight roll that right foot to simultaneously depress the gas pedal for a brief moment. Only a blip is necessary and the pressure on the brake should remain constant. Run out to the car and try it. On some cars, such as the VW Rabbit or Jetta, the pedals are a little further apart and it is necessary to twist the knee slightly inward

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and use the toe on the right side of the brake while activating the gas pedal with your heel. That can be quite awkward for someone used to a BMW.

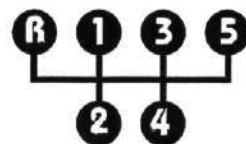
Before going over the complete procedure, a couple of points should be mentioned. A downshift to a lower gear should be done to obtain the optimum acceleration out of the upcoming turn, not to slow the car. The brakes on today's cars are powerful enough to give maximum braking. The downshift should be delayed until the point that the car will be traveling at a safe mph for the lower gear. I have seen students shift to 2nd at 80 mph while braking for turn one at Summit Point. Thankfully they kept the clutch pedal depressed until braking had slowed their speed to a safe 50 mph, but they should have delayed the downshift another couple of seconds. When going from 4th or 5th to 2nd, it is not necessary to go down through the gears in order. A straight 5th to 2nd change is perfectly okay in your BMW, and will save you some effort. The 'heel and toe' is NOT a

maneuver to be learned on the race track. It takes a lot of practice and initially your braking distances will probably increase. While you may feel silly heel and toeing your way to the 7-Eleven, it will not be effective on the track until it is an unconscious act.

The procedure in steps:

1. Threshold braking (continue through all steps).
2. Depress the clutch pedal.
3. Move the gear shifter to the lower gear and blip the the gas as the shift lever passes through neutral.
4. Release the clutch pedal.

Done properly, the RPMs will be dropping as the clutch pedal is quickly released. With practice, you will learn just how much to blip the throttle and things will become a lot smoother. If you let the clutch out too soon, or the RPMs are too high, the car will lurch forward under acceleration. If the RPMs are too low, or you are too slow releasing the clutch, the rear wheels will grab. Done correctly, you

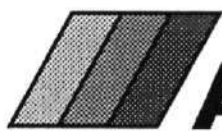


Heel 'n' Toe

"The 'heel and toe' is NOT a maneuver to be learned on the race track."

*continued on
page 19*

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Rookie at School

An outsiders perspective on an NCC Drivers School

For years I've read *Roundel* articles about how much fun and beneficial driver schools can be. I'd been procrastinating a long time, also whether they were really worth the time and money and finally decided, I'm gonna do it! Gary Wickstrand (our intrepid president), Joe Bivins (our humble editor) and I set off on March 17 for the Highway Safety Drivers School (sponsored by the National Capital Chapter) at Summit Point Raceway, which was to take place the next day. Both Gary and Joe had been to this school before but this was my first time, hence I was the rookie in the bunch. The purpose of the school is to teach you about your car, what it can do, what it feels like as it approaches its limits, and how to control the car when it reaches its limits. Later in the day this would be applied when driving the track at high speeds. This is NOT a school to teach one how to race. The emphasis is on control and smoothness. It's not how fast you go but rather how you go fast. When we reached the motel in Winchester it was pouring rain, which wiped out Gary and Joe's golfing plans, and created thoughts and fear of what's it going to be like on a wet track. I was apprehensive enough but the weather cleared and Sunday was a perfect day. Early Sunday we arrived at the track and unpacked our gear (not knowing what to expect, I brought along every tool and spare part I had) and started last minute checks of our cars. As we were settling in and lined up for the tech inspection, more cars arrived. All total there were 36 students, nine of which were women.

We were split into two groups, first timers (like me) and those with prior experience (Gary and Joe), and instructors assigned to each car. You do not go on or do anything on the track without an instructor in the car.

After lunch it was time to apply what we'd learned in the morning to how to find and drive the proper line through a curve. It dealt with controlled braking, turn-in points, hitting the apex, and exit points. What this really meant was how to keep the car out of the dirt and away from the armco barriers. The idea was not to see how fast you could go but rather to be smooth and in control of the car and get through the turns properly. No passing of other cars was allowed. The instructors were very patient and experienced in explaining how to do this. Only after they and you felt comfortable could we increase speed. Because we could use the whole track and did not have to worry about oncoming

traffic, this is not the kind of stuff one does on the street, unless one is nuts and/or wants to go directly to jail. I never dreamed I could get my car so out of shape and still maintain control (this registered about a 9.5 on my scare meter) but this is what we're there to learn.

The last two sessions were the same except passing was permitted in designated passing zones. My confidence was improving and I wanted to show my instructor I had learned something and that I wasn't a total dummy. On the last lap I managed to hit the last turn just right and blew past a Tii on the front straight just before getting the checkered flag signalling that was all for the day. (Sorry Rusty, I just *had* to put that in.) Heading back to the pits on the cool down lap, my instructor went over everything taught during the day, pointing out things done well and areas where more practice and concentration is necessary. Regardless, I came away with a better change of saving my life and possibility someone else's in an emergency situation. Joe and Gary were in the other group and unfortunately got one less track session than my group but I did get a chance to watch them doing their thing. I can honestly say they did exceptionally well, although I must admit I never thought I'd ever see an eta-powered Bimmer do 100mph (they said they did). When we met back in the pits to pack and head home, we couldn't suppress our ear-to-ear grins and talking about how much we'd learned and how much fun we'd had. The only black mark on an otherwise perfect weekend came about 30 minutes after we'd left the track. Gary was stopped and had a one-way conversation with a state trooper for being somewhat aggressive coming down an entrance ramp. Gary admitted later to having a sudden flashback, claiming he was trying to take the proper line through turn ten. Fortunately, no ticket was issued and we continued sedately home.

In summary: Did I learn anything? ABSOLUTELY. Was it worth it? ABSOLUTELY. Would I do it again? ABSOLUTELY. Am I going again? YOU BET! (If my wife will let me.) Is it fun? Like someone once said: "It's about as much fun as you can have with your clothes on."

Now if I could only get through turns one and six properly, oh well, maybe next time

Pete Lautares
Tidewater Chapter

will not feel any change in the car's attitude. No discussion of the 'heel and toe' would be complete without mentioning "Double-Clutching" I learned a heel and toe doubleclutch many years ago in an MG-TF and considered it the only way until several instructors at BMW Driver Schools told me I was wasting my time. Since then I have read and heard many pros and cons on the subject. Ed Dellis, the Roundel Driving Editor, is far more knowledgeable on the subject than I. He maintains that it minimizes wear to the transmission and other drive-train components. Others have told me that the synchromesh transmissions used in today's passenger cars don't need the double-clutch technique. It has taken me a while to break the habit, but now I am of the school that says a non-double-clutch downshift is just as easy on the car, ever so slightly quicker, and less likely to be "missed". If the double clutch is so effective, why is it a properly executed downshift can be done without depressing the clutch pedal at all? (Don't try that on the race track without a lot of cautious practice too!)

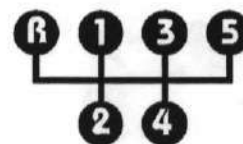
The double clutch procedure:

1. Threshold braking (continued through all steps).
2. Depress the clutch pedal.
3. Move the gear shifter to neutral.
4. Release the clutch pedal.
5. Blip the gas.
6. Depress the clutch pedal.
7. Move the shift lever to the lower gear.
8. Release the clutch pedal.

Done properly, the steps 2 through 8 will be completed in less than one second. It may impress you passenger, but is the extra time and effort worth it?

So get out there and start practicing your heel and toe. The March Driver School is coming up fast and I don't want any excuses for not having done your homework.

Woody Hair



Heel 'n' Toe

*continued from
page 17*

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Highway Safety School Application

APPLICATION FORM

Highway Safety School

Saturday, March 16

Summit Point, West Virginia

- Priority given to Club members with little or no drivers' school experience
- Licensed drivers only (students under 18 must obtain parents' permission)
- All cars must be tech inspected by a qualified service facility prior to the event
- It is your responsibility to ensure that your car is safe, properly registered, and insured
- Snell-rated helmet ('80 or later) required
- No convertibles without adequate roll bars
- One driver per car recommended
- Each applicant must complete a separate form (photocopy as necessary)

Cost:

Members: \$85 if application received before March 2, \$100 after March 2

Nonmembers: \$100 if application received before March 2, \$115 after March 2

Make checks payable to National Capital Chapter, BMW CCA

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

David Roach, 10425 Edgewood Ave., Silver Spring, MD 20901

Drivers:

Name _____ Membership # _____

Street _____ ☐ Check if new address

City _____ State _____ ZIP _____ Chapter _____

Phone: Work () _____ Home () _____

Car: Make _____ Year _____ Model _____ Color _____

List Previous Drivers' Schools _____

☐ I have a Snell '80 helmet ☐ I have a spare helmet ☐ I need a helmet

WORKERS AND CREW ARE WELCOME...

...however, students may not give rides. Please list corner workers you'll be bringing with you:

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Name _____ Phone () _____ ☐ Work ☐ Home

Questions? Call Dave Roach (301-593-3285) or Chris Leeper (703-455-3041)

APPLICATION FORM

St. Patrick's Day Drivers' School

Sunday, March 17

Summit Point, West Virginia

- Priority given to Club members
- Licensed drivers only (students under 18 must obtain parents' permission)
- All cars must be tech inspected by a qualified service facility prior to the event
- It is your responsibility to ensure that your car is safe, properly registered, and insured
- Snell-rated helmet ('80 or later) required
- No convertibles without adequate roll bars
- One driver per car recommended
- Each applicant must complete a separate form (photocopy as necessary)

Cost:

Members: \$85 if application received before March 2, \$100 after March 2

Nonmembers: \$100 if application received before March 2, \$115 after March 2

Make checks payable to National Capital Chapter, BMW CCA

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

David Roach, 10425 Edgewood Ave., Silver Spring, MD 20901

Drivers:

Name _____ Membership # _____

Street _____ ☐ Check if new address

City _____ State _____ ZIP _____ Chapter _____

Phone: Work () _____ Home () _____

Car: Make _____ Year _____ Model _____ Color _____

List Previous Drivers' Schools _____

☐ I have a Snell '80 helmet ☐ I have a spare helmet ☐ I need a helmet

WORKERS AND CREW ARE WELCOME...

...however, students may not give rides. Please list corner workers you'll be bringing with you:

Name _____ Phone () _____ ☐ Work ☐ Home

Name _____ Phone () _____ ☐ Work ☐ Home

Questions? Call Dave Roach (301-593-3285) or Chris Leeper (703-455-3041)



**St. Patrick's
Day Drivers'
School
Application**

TAKE NOTE

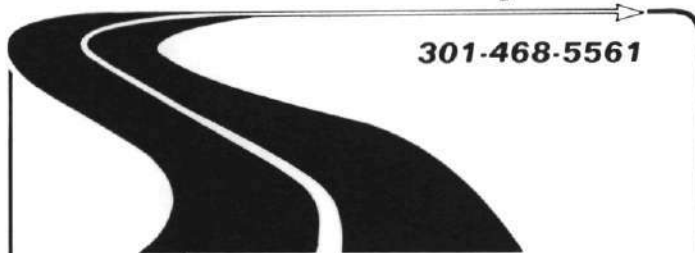
New Drivers Schools Regulations

New Requirements for Drivers Schools

At the National Chapter Congress in Salt Lake City, much time was devoted to Drivers' Schools. Each chapter was given a memo from our insurance company that requires the following changes to drivers school policy for 1991:

- *Students will no longer be allowed to give rides at the end of the day.* The only passengers allowed in students' cars are instructors. Instructors may give rides to anyone 16 or over. Anyone under 18 must complete a minor release and have it signed by a parent or legal guardian. Minor release forms will be available at the track.
- *A Snell rating of '80 or later is required for all helmets.* This means we can no longer use the Bill Scott Racing "loaner" helmets, which are Snell '75. However, the Snell "M" (motorcycle) rating is acceptable as well as the "SA" (special applications, i.e., racing) rating. This will no doubt cause problems at the Highway Safety School. If you have a spare '80 or newer helmet, please bring it along.
- *Convertibles must have roll bars.* We (the National Capital Chapter) reserve the right to refuse entry to convertibles with roll bars that we do not consider adequate. For example, if your roll bar has no cross-bracing or is made of thin-wall pipe, or if your helmeted head sticks up above the roll bar, we're going to turn you away.

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BMW's are very well designed and constructed. However, as in almost every endeavor, they are not perfect. Here and there some small nibbling problems pop up. Some are never properly corrected. One of them is called The BMW CCA Insider's Secret.

Each BMW engine has an alternator—that round thing turned by a belt which makes electricity. It is mounted somewhere near the front of the engine and its mounting point includes two bushings at the upper side. These bushings are designed to absorb the vibrations between the engine and the alternator, and vice versa. Great idea—BUT:

The bushings which come with each new BMW are made of some unknown black synthetic compound, and tend to soften much too soon. This allows the front end of the alternator to gradually move toward the engine as the bushing compresses. In 2002 models, severe degradation can allow the alternator front pulley/cooling fan to directly engage the radiator. In other models, the movement can at least cause slippage of the drive belt if the tension is not adjusted, possibly resulting in the

battery not being fully charged.

At our semi-annual Diagnostic and Do-It-Yourself Tech Sessions, the single problem most often seen is impending or complete destruction of alternator bushings. It is easily recognized by looking at the angle of the alternator front pulley in relation to the other pulleys driven by the same belt. If the pulley or the alternator is out of alignment with the others, the car has a problem.

Now for the "Insider's Secret." The BMW NA parts book includes alternator bushings, butterscotch in color, made of a much longer lasting compound. To my knowledge, they were originally offered for the 2002tii, but the BMW NA parts price book indicates that they also fit 300/Bav/early 530 models.

There are two parts numbers:

12 31 1268 447 for upper alternator mount
311268 449 for lower alternator mount.

BMW NA price each is \$9.12, upper; \$7.41, lower. I have been using them for many years, and my experience indicates that they last two to three times longer than the black, less expensive versions which too quickly turn to mush.

Alternator Bushings

Insider's Secret
by Harmon Fischer
Bayou Chapter

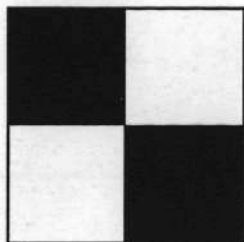
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Woody's Competition Corner

SUPER CARS:

The December '90 Issue of *Road & Track* (page 170) has a drawing of BMW's possible new "supercar", the M12. The Porsche 959, Ferrari F40, and Lamborghini Diablo are already running around the roads of Europe (or, unfortunately, sitting in collectors' warehouses). Jaguar already has a working prototype of its beautiful XJ220 with a 500 hp twin-turbo V6, and there are many rumors about an upcoming Mercedes supercar. Information on the BMW indicated it may have two-piece gullwing doors with the lower section dropping into the lower doorsills as on the Z1. Three V12 powerplants are said to be under consideration for the M12: a turbo 5.7-liter with 400 hp; a twin-turbo 5-liter with 800 hp; and a 5-valve turbo 5.4-liter with 500 hp. There was no indication in *R&T* when the M12 might be produced.

Meanwhile, several Club members got to see a Ferrari F40 up close and personal at the Ferrari Club's Summit Point Track Day on November 4. The red 478 hp "million dollar"

car was entered in their "Touring Group" (max speed of 80 mph), but the way it passed a well-driven Testarossa on the short Bridge Straight, leads me to think it truly is a supercar. Thankfully, its owner thinks the car was meant to be driven. Speaking of the BMW Z1, *Autoweek* reports that production of the \$60,000 roadsters will end this coming July at 8000 units. BMW originally planned to build 5000, but demand has been very strong. There is no confirmation BMW plans to produce the 318i-based Z10. Magazines describe it as being very Miata-like, but every drawing I have seen show it as a four-seater - not very Miata-like to my mind.

AUTOCROSS CHAMPIONS:

1989 saw five Chapter members crowned as class champions in the MWCSCC autocross series. For 1990 five other members won their classes, without any repeaters from '89. Klaus Hirtes won the D Stock crown with his 528i that was pictured so well in the last issue. Ex-President Cory Laws won E Street Prepared with his familiar 530i. The Novice Class

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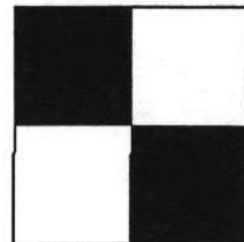
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Competition Corner Calendar

champ was Brian Hair in a 325is. The season title in A Stock was won by new member Dave Missert in a red Miata, and newlywed Al Zavala is the '90 B Stock champion in his Plymouth Colt GT Turbo.

SPEED SHIFTS:

Chapter members Mike Leeper and David Roach finished second in the SCCA National Touring Rally out of Roanoke on November 3. Their 2002ti had a total penalty score of 36-hundredths of a minute through 28 controls in 265 miles. The winners had a score of 31. An M3 team from Missouri was 5th, and chapter member Jim Miner was 11th. Jim was driving his 635 coupe since the 2002ti was receiving some restoration. IMSA has announced a new street stock racing series for sports cars that are a step above the Firehawk Grand Sports class. Eligible cars include the Acura NSX, Lotus Espirit Turbo, Nissan 300ZX Turbo, Ferrari Testarossa and 348, Dodge Stealth/Mitsubishi 3000GT, Porsche Carrera 2, Corvette

ZR-1, and Calloway Turbo Corvette. Unlike the SCCA's Escort World Challenge series, performance modifications will not be allowed. Potential performance will be balanced by weight handicaps, and all cars will run with the series sponsor's product - Bridgestone tires. Since the IMSA Firehawk series was over for the season, Ray Korman and Kermit Upton entered their M3s in the final SCCA Escort World Challenge race at St. Petersburg on November 3. The series is dominated by Corvettes and Lotus (Loti?) Espirts. The M3s were competing in the lesser Super-Production class. Apparently Korman did not start the race and Upton finished fourth in class to two Eagle Talons and a Honda CRX Si that had far greater modifications. After Russ Wiles' M3 dominated the C Stock class at the SCCA Solo II Nationals, the SCCA powers-that-be have announced the M3 will be moved to A Stock where it will have to compete against all manner of Porsche 911s. They seem to overlook that Wiles is the same extraordinary driver that caused the 325is to be erroneously moved from G to C Stock. At the 1990 Ofest in Columbus, Russ beat all twenty other M3s by 3 seconds or more (on a 38 second course!). Look for notices elsewhere in this issue about the Washington Rally Clubs's three event series that is to start February 10 and a possible

winter autocross series that may have the National Capital Chapter hosting one event. Chapter member Larry Masten drove his Showroom Stock B Peugeot 505 Turbo to 16th place out of 31 at the SCCA's Valovine Runoffs at Road Atlanta in October. Over 600 cars raced in 22 classes for National Championships. The lone BMW, a 325is driven by Clint deWitt of San Francisco, finished 5th in Showroom Stock A. *CRUNCH*
Woody Hair

Calendar

February

Sat-Sun 2-3

Daytona 24-Hour
IMSA GTP/GTO/GTU
Florida

Sun 10

WRC Rally
Northern Virginia

March

Fri-Sat 15-16

Sebring 12-Hour
IMSA GTP/GTO/GTU/Firehawk
Florida

Sat-Sun 16-17

NCC Drivers School
Summit Point, W. Va

Sun 17

WRC Rally
DC Area

Sat-Sun 23-34

SCCA Race Drivers School
Summit Point, W. Va

Fahren Technology

*Tips borrowed from
Whispering Bomb*

**BMW ACA
LA Region**

Service Interval LEDs

Those nifty little lights in the dashboard serve as a simple reminder of the next required oil change or service. Don't wait for these lights to disappear before changing your oil. Oil should be changed every 2-3000 miles. The green LEDs in the service indicator may take 10,000 miles to disappear. The service interval indicator takes a special tool to reset it.

Occasionally, the batteries that power the service interval indicator fail, causing all the green lights to go off at once. If you're one of the lucky individuals whose car is still under warranty, the dealer will replace the whole unit for free. Unlucky owners will have to either spend about \$300 to have the dealer replace the entire unit, or spend about \$10 to replace the nickel-cadmium batteries that power it.

An article in the September *Roundel* outlined the battery-replacement procedure. First, carefully remove the instrument cluster from the dash. Disconnect and remove the service indicator circuit board from the instrument

cluster. On a clean, dust-free surface, carefully unsolder and remove the old batteries. Solder the new ones in place. Reconnect and reinstall everything you've pulled out (very important) and you're done!


Wait! Don't go dashing off to *Radio Shack* for batteries yet. You don't know what size to get. Most cars require two AA-size NiCad cells. But BMW recently improved the situation by replacing these NiCads with long-life lithium batteries. These batteries will probably have a longer service life, but replacements will be harder to find. Make sure you have the right replacement batteries before you solder them into the circuit board.

M3 Brakes

News for M3 owners. Metal master brake pads are now available. The front brakes use the D501M, and the rears take the D1132M.

Will Sheh

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A bit of persuasion on why all of us should attend the BMW CCA NCC HIGHWAY SAFETY SCHOOLS

Picture this: you're driving down an unfamiliar road, there is construction work that extends into your lane on the right, there is traffic too close behind you to stop and assess the situation - what do you do? You're driving home from work one evening, a jerk is following you too closely in traffic, you see an accident in your lane up ahead; can you stop your car in time and avoid being hit by the jerk behind you? If you don't know how you (or better yet, YOUR CAR) would handle these situations, you belong at the next BMW CCA NCC Highway Safety School.

For three years I had the best excuse for not participating in the Highway Safety School; "Gee, I would sign up, but the car -it's still not ready." Well, last March my excuses ran out. I found myself enrolled in the school. I was terrified. My husband couldn't quite understand my fears. I was scared that I didn't drive well enough to attend a school (complete nonsense). I was embarrassed that I would miss a shift with an instructor in the car. Guess what, I missed several shifts with instructors in my car and survived. I thought I would be pressured into driving faster than I felt comfortable. This was the biggest misconception I had about the Highway Safety School, in fact, what I learned about going slow would probably surprise you.

Y'see, the whole purpose of the Highway Safety School is just that - simple as it may seem - to learn how to drive your car more safely while in a controlled environment. Where, if you happen to make a mistake, you will be in a better place to learn than if the same thing happened on a ramp onto I-495 during rush hour.

It goes something like this: you mail your application and \$\$\$\$ into Dave Roach; do it early to ensure a spot in the school (they fill up fast). I'm skipping the receipt and reading of the school handout, the required pre-school technical inspection of your car and getting your body up to Summit Point by 7:30 a.m. You are now standing at pit-out with the rest of your fellow drivers and instructors getting ready to listen to the words of our Chief Instructor, Bob Gammache.

Bob's early morning chat with drivers and instructors is the perfect way to start the

school. The do's and don'ts are reiterated, plus, Bob shares a lot of his own insight into how all of us are feeling, how our cars are going to react on a cold track, how the car will react once the tires, breaks and track warms up. What Bob told us in my first Highway Safety School was so accurate it was eerie, but I guess it's just our luck that we have a Chief Instructor as astute and experienced as Bob.

The group in which I was placed was on the skid pad for the first session. For those unfamiliar with what the skid pad is, it is a donut shaped piece of asphalt about 100 yards beyond turn one. Some of the lessons learned on the skid pad are the effects of over and understeer, controlling your car with throttle modulation and ocular driving.

I wasn't even belted into my car yet and already I felt a pang of disappointment that I wasn't going to be driving the track - as though I knew what to expect - really!!!! Anyway, down to the skid pad I went, in my husband Jon's ITB prepared 2002 (411 locked rear, lowered suspension, and very loud). My instructor, Bruce Reickle (whose instruction has enhanced my every session on the track) and I went around the skid pad four laps one way, then four the other. During the wait until it was my turn again, Bruce repositioned me in the car and tried to calm my nerves by telling me how impossible it would be to flip my car during this lesson. He asked me to listen to him and concentrate only on my driving and his instruction while in the car. I didn't know what I was agreeing to at the time, but it proved to be one of my best decisions of the day.

My turn came faster than I expected, but I remembered my promise and when Bruce told me to look as far ahead as I could see (ocular driving) and to slowly increase my speed, I did as he instructed and let me tell you - I would have been content to spend the rest of the day at the skid pad. But, alas, the session was over, and once again, I was mistaken in where I wanted to spend the rest of my day. After a brief classroom instruction (to be expounded upon later on in this article) it was time to go out on the track for braking exercises. Down the straight into turn one. Stop at the exit of turn one. Wait until the flagger tells you to proceed. Manuever through the chicane of pylons (poor defenseless pylons) without hitting them and proceed to

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*Sharon Miller on
Highway Safety
Schools*

*continued on
next page*

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*continued from
previous page*

turn four for the next exercise. Sound easy???? You would think so . . .

We're sitting at the top of turn four. The lesson is to get your car up to speed (into third gear), start breaking at the first set of (poor defenseless) pylons and stop before the unsuspecting pylon positioned right in front of your car. Did I mention that you are supposed to AIM for this little orange guy??? (The lesson is threshold breaking; stopping your car in the shortest possible distance without locking your breaks.)

Around turn five, through the carousel, through seven, eight - but wait - we're stopping again, more pylons! This time they are set up like the number 5 on a die, (as in the singular of dice - not as in "DIE, PYLON, DIE"). The lesson is to get up to speed enter the first gate of pylons, aiming for ol' yellor, (or orange as the case may be), and at the last minute your instructor gives you a hand signal telling you which way to go around the center

pylon while exiting the second gate of pylons. Wow! We're now at turn ten, then the straight away.

Yes, just as you suspected, more pylons on the straight. Did I mention that on my first lap of the breaking session I demolished *every single pylon that had the unfortunate luck to be placed on the track?* (For those of you who aren't familiar with my husband's car, the color is Golf, bright yellow. I was so scared that I would be known as PAC-MAN!!)

Well, that was my first lap, and as any good instructor would, Bruce watched me to assess my driving skill before he instructed. The first thing he told me was "slower is faster". You'll know what he meant in March when you attend the school. But I will tell you that when the session was finally over and the checkered flag was waving at pit-out. THE BEST feeling of the day was to see Jack Kenworthy and Chris Leeper cheering for me (jumping up and down like the wonderful

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guys they are) and making me feel proud because after my first lap - I DIDN'T KILL ONE PYLON..... The rest of the day was spent alternating between track time and classroom instruction. Which brings me to another great benefit of the Highway Safety Schools.

Remember your first day of French (or Spanish or whatever language) class and your teacher entered the room and said "Bonjour class. Je m'appelle Mme. DuBois. Maintenant, nous parlons française." etc. etc. etc? Your first thought was probably "Pretty neat stuff, but what does it mean???" That is where the classroom sessions come into play.

Remember that unfamiliar road that we drove in paragraph one? That's the breaking exercise described at the end of turn one. What about that accident in your lane and the jerk behind you? That's the breaking exercise in turn four. Ever enter an exit ramp too fast and wonder what is going to happen - skid pad. Get it? 100% Applicable.

My article has now come to an end. There's no more left to say. You don't have any excuses. If you only knew how much my street driving has improved by attending the BMW CCA NCC Highway Safety School, you would sign up for the school yesterday!

It's your choice. You decide - but do me a favor - let your wife, sister, brother, best friend, or whomever, read this article (not for it's literary content), but it's their choice too - let them decide. *Why shouldn't someone want to learn to be a better, safer driver...and have the most fun you can have on asphalt while doing it??*

See ya on the track!

Sharon L. Miller

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New 2-Series Update

photo:

The upcoming M2. Do not worry about the apparent lack of a bumper. The deformable plastic front end is said to be able to withstand a 35 mph impact.

News on the upcoming 225i, first announced by BMW NA in the last issue of *der Bayerische*, continues to arrive, and several magazines have already conducted road tests of pre-production models. Most significant news is that the "i" designation has been dropped, so the car will be known as the 225. Karl Gerlinger, President of BMW NA, was quoted in a press release as saying "everyone has known for years that BMW models are fuel injected; it just took a long time to use up all of the little chrome "i"s that the factory had stocked back in the mid-seventies.

Phil Marx of Charlottesville, and former president of BMWCCA, is reported to be ordering a special cariolet version of the M2 for his collection. A pop-up roll bar, cannibalized from a Mercedes 500SL, is being installed by BMW Motorsports.

Car and Driver magazine had a comparison test of the 4-wheel drive 225 and the Suzuki Samurai, thinking they would appeal to the same type buyer. (Where is David E. Davis

when we need him?) CD concluded that the Suzuki is really a better buy than the \$12,650 BMW.

Road & Track, while praising the concept of bringing back the 2002 body with a modern chassis and engine, faulted the car for being equipped with a modern thick-rimmed, leather-covered steering wheel instead of a large diameter, thin plastic wheel.

Motor Trends road testers were unable to match the factory's 0 to 60 figure of 4.8 seconds. They stated that using their launch techniques, owners should expect 0 to 60 times of around 11.8 seconds. *MT* declined to consider the 225 or M2 for their annual Car of the Year honors since it might be better than anything built by Ford.

Remember, sales of the new 225 will take place at all BMW dealers on April 1.

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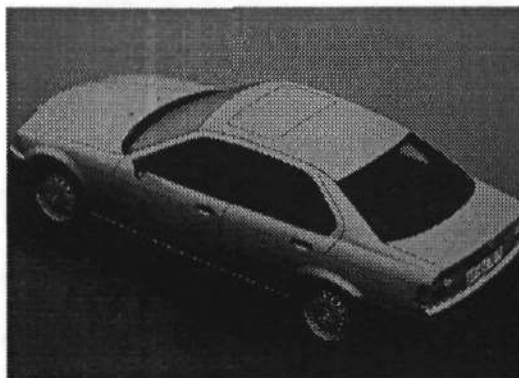
3 Series Update

As this is being written in early December, US BMW dealers should be receiving a new model: the 318i Convertible with a base price of \$28,500. That is a price \$6,050 less than the six-cylinder version. A power-operated convertible top is now available on the 325iC. The existing manual soft top is so easy to raise and lower, I can't see the need for the more expensive power version.

While BMW NA has dropped the 325is as a separate model for 1991, an equivalent version of either the 2 or 4 door 325i can be built from the option list. Starting with a 325i 2 door (\$25,600 base), add a limited slip differential (\$465), electric sunroof (\$275), and Sport Package (\$1,920) for a total price of \$28,260. That compares favorably with the 1990 325is with a base price of \$28,950. The Sport Package consists of leather sport seats, leather steering wheel, sport suspension, cross spoke alloy wheels, front and rear spoilers, and side skirts. The latter item was not part of the 325is. I wonder how the SCCA will class the '91 with Sport Package for autocrossing. Currently the 325is is in a totally different class than the regular i.

BMW NA has already released pictures of the new third generation 3 Series which is now being sold in Germany. Any resemblance to the 5 Series is purely intentional. According to their press release, the four door version will be at US dealers "late in the Spring". Presumably, it will be available in 318i and 325i versions, both with the twin-cam engines. There was no mention of prices either.

Woody Hair



Stop the Laser Printers!
AutoWeek, December 24
(moments before press)

Initial U.S. version

- 325i 2.5 litre six 4 valve/cyl
- will be sold as a '92 model concurrently with current generation
- increased hp 192 (up from 168)
- longer wheelbase: +5"
- larger brakes
- new rear suspension - like the Z1

Planned for U.S. in Fall

325is and/or 318is

Initial German versions

- | | |
|------------------|-------------|
| 316i, 318i four | 2 valve/cyl |
| 320i, 325i sixes | 4 valve/cyl |

3-Series Update



Alloy Wheels

Regular Care and Inspection

Courtesy the
Boston Chapter
Newsletter

Regular inspection of today's light alloy wheels is a must for proper safety and vehicle operation. Wheels should be examined by your dealer or mechanic during any routine servicing which requires the vehicle to be on a lift, or by a tire store during replacement or rotation of your tires. A good rule of thumb is to **replace** any alloy wheel which has obvious visual damage (like flat spots on the inner or outer edge).

It is **not recommended** to attempt to straighten a bent alloy wheel by heating, hammering, welding, etc. Most alloy wheels are castings, and castings don't like to be bent, much less bent back! Any repair attempt of this type always weakens the wheel and can present a safety hazard. The same procedure should be observed for any visually evident cracks in any area of a wheel. Further, if alloy wheels are to be painted for any reason, it is safer to use a lacquer paint rather

than an enamel paint. The lacquer paint will not hide cracks in the wheel which may develop later.

Remember also that the inner rim of a wheel carries more load than the outer rim. It is also usually the dirtiest and hardest to inspect, so ask your mechanic or tire store to please be thorough. Bent wheels which are not visually evident can usually be detected on the spin balancing machine during the balancing process and should be replaced as they will always create a vibration at certain speeds.

Other tips for proper wheel care:

1. When installing an alloy wheel on your vehicle, it is always best to use a torque wrench to tighten the lug bolts to the manufacturer's suggested torque specification. This helps to insure that the wheel does not warp due to uneven bolt pressures.

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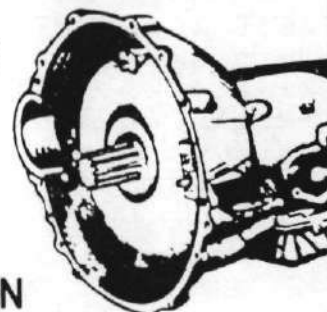
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2. If silicone sealant is used for any reason on a wheel, be sure to use a type capable of withstanding 350 degrees F or more.

3. Tires should be mounted on alloy wheels using a liquid soap on the bead area of the tire. This allows the tire to pop onto the beadseat of the wheel at a reasonable tire pressure (approx. 40 lb.). A wheel/tire combination which requires any more pressure than this to bead-out could have a potential problem with either the tire, or the wheel, or both, and requires further examination.

4. If you suspect a weakness in an alloy wheel, there is a process called a Zyglo inspection which can be used to detect stress flaws and cracks in alloy material. This process is relatively expensive and is normally used more to detect imperfections in high performance racing components than anything else.

5. Always be cautious when cleaning alloy wheels. Mild soap and water is always the best cleaning agent for your wheels. If you must use a commercial wheel cleaner, be sure to read the label to ensure that it is the proper type for your particular wheels. The acid solutions, popular with many commercial car washes, will ruin the finish on any alloy wheel if improperly or frequently used and should be avoided as a rule.

6. When balancing alloy wheels, be sure your dealer or tire store has the correct type of wheel weight for your wheels. Improper weights will permanently mar the finish on an alloy wheel when they are installed and later moved or removed.

Remember, at an average cost of \$175-\$700 per wheel, proper wheel maintenance becomes a financially sound investment as well as an important safety item.

Gary Ridge



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New Member	Model	Year	Referred by
Apker II, David R	325i	1990	
Awkward, George C	735i	1986	Heishman BMW
Beadenkopf, E G	320i	1980	M. Hannigan
Branch, Cynthia P	325i	1990	
Bushrod, Joseph R	320i	1980	BMW of Fairfax
Capers, Leon	325i	1987	Mike Early
Ciappi, Jorge I	528e	1986	Dwight Derr
Crowly, Michael G	M3	1990	
Daniel, David H	325c	1989	
Denton, Charles M			Russ Berlin
Femiano, Stephen	2002	1974	Charles Denton
Gardner, Glenn	530i	1975	Dwight Derr
Gastrock, Kurt	M3	1988	
Glembocki, Chris R	325i	1987	Anthony Muller
Gutierrez Jr, Otto A	M3 1989 & 325i	1990	Chris Cohen
Hajaugholi, Alireza	2000cs	1968	
Handy, Steve	535i	1985	Paul Eisenberg
Heinz, Tom	2002 1973 & 528e	1985	BMW of Fairfax
Kayser, Frank	528i 1980 & 528e	1984	Irving Rodness
Loomis, Edward F	535i	1986	
Matthews, R C	325e	1986	Jim Miner
McGillen, J	3.0 Csi	1971	Steve Haygood
McMunigal, John			
Metzner, C A	325i	1987	John Sparks
Missert, David			Excluservice
Naehr, Larry	318i	1984	
Noss, David	535i	1986	Jerry McCarthy
Richardson, Dr. Primus	L7	1986	
Rollins, John	325i	1990	
Saunders, Delores	325e	1986	Mike Mills
Scalph, Jennifer N	2002	1972	
Shair, Ali	M3	1988	John Dreesmann
Sinclair, Ed			John Kenworthy
Staub, Karen Chun			
Strickler, Gregory L			Phil Bayer
Taub, Bruce	633	1984	
Thomson, Carrington V	2002	1974	C.F. Gauss
Washington, Michael O	325e	1986	
Willmore, Charles	325e	1985	Steve Haygood
Wilson, Russell L	318i	1984	Alton Delane
Wong, Kenneth	633	1983	Steve Haygood
			Foreign Service, Inc.
Baechli, Fred	323i	1980	
Bowen, Dr. Sandra-Joy	325ix	1989	
Bowen, John R	533i	1983	Robert Tantillo
Bradford Jr, James C	528e	1988	Carl Gauss
Brown, Anthony	633Csi	1982	Lewis Baskerville
Campbell, Barbara	325e	1985	
Coleman, John J	735i	198	
Coyle, Steve	Bavaria	1972	
Cregan, Gerry	635Csi	1989	Emory Kopf
Daramy, Sheriff B			Hank Rozycki
Davila, Antonio	530i 1975 & 535i	1985	
Dela Concepcion, Mel	325i	1989	M. Zarkowsky
Doxzon, Kent	323i	1984	Brooks BMW

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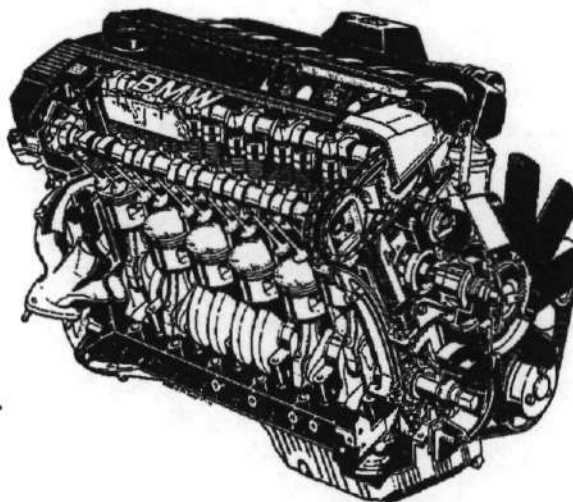
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Elissetche, Marcelo	2002	1974	Autobahn M. Works
Gonzalez, Rosa	325i	1989	
Griesemer, Michael A	2002	1974	
Healy, John J	318i	1985	Carl Gauss
Heymann, Roger	733i 1984 & 528e	1985	Carl Gauss
Holbrook, William	535i	1990	Scott Mirman
Hoyt, Andrew G	318i	1981	
Jefferson, Una	320i	1982	Pamela Baader
Jeffreys, James C	318i	1991	
Johns, Michael S	325i	1987	Gregory Wimsatt
Kaminski, Bob	325e	1986	David Varlo
Klick, Steve	318i	1991	
Lau, Anthony	320i	1981	John Kenworthy
MacVaugh, Edwin S	635Csi	1985	Larry Philips
Martinez, Gustavo	325i	1990	James Lianos
McCowan, Pauline	318i	1984	Harold Mitchell
Midgett, George D	325i	1990	
Nagi, Terry	735i 1985 & 525i	1989	
Owens, David W	2002	1974	John McWilliams
Peebles, Jacob	3.0si	1975	J. Boateng
Peltz, Steven	735i	1985	Richard Wallach
Perahia, Andrew	2002	1976	Mike Lever
Pugh, Kirstin			Thomas Pugh
Reilly, Joe	635Csi	1984	
Rockwood, Douglas P	535i	1990	
Rose, Bob	525i	1990	
Samuels, Douglas N	325i	1988	
Scanlon, Heidi	325i	1986	
Seitzinger, Michael	M3	1988	Ed Nazarko
Tahan, Joseph			W. Munzing
Uthayanaka, Tanin	M3	1988	Steve Haygood
Wingaro, J M	2002	1973	Carl Gauss
Wise, Robert			David Roach
Coyne, Stephen	325i	1989	J. Cahng

New Members



The New M50

See Pages 6 & 14
for details

Marketplace

Cars For Sale

'77 630CSI U.S. Model VIN 5515016. Blue with blue leather, automatic, PW, alloys, factory AC, AM/FM cassette, new Pirellis, brakes, shocks, belts, hoses, battery, fuel pump, fuel lines, well maintained, excellent interior, good body, 2nd car, 50,000 original miles, runs excellent, non-smoker. \$10,500. Call 202/667.1387 eves.

'81 320/6 VIN WBAAH1101B7724109. White with blue cloth interior, 208,000 miles, 5-speed, no AC or power, original BBS with new Continentals, straight clean body and bumpers, runs smoothly but mechanically well worn. \$2,000. Call Kevin 703/264.5061.

'82 VW convertible. White; fun in the summer and front wheel drive means great traction in the snow. New brakes and shocks; five speed. 77,000 miles; oil changed every 3,000. Includes two mounted snow tires. \$3,900/offer. Call Gordon 703/847.9660 days; 703/759.9733 eves.

'72 2002tii. One owner. Rust. Could run. Mechanicals OK. Will sell \$1,000 or best offer. Call Rick 301/725.3074.

'73 Bavaria. Burgundy. Good condition. Best offer. Call Christine 703/758.8082.

'78 320i. 102K miles, top cond. except cracked cylinder. Brand new hi-perf. tires, shocks, struts, brakes, etc. \$1,200 or best offer. Call Bruce 301/229.4835.

Parts For Sale

Parting out '78 530i. Black ext; red leather int; auto trans, call Ed 703/890.1127 eves, 703/948-3307 weekends.

Snow tires, four Michelin Radial 165x13 mounted and balanced on BMW 13x5 rims (for 320i, 2002), excellent condition (put on front and back as they do in Germany!) \$45 each. Would consider selling tires and rims separately. German snow chains \$25, Hella back window brake lights (new) \$25, luggage roof rack (new) \$25. Call Jan, evenings 703/631.6319.

Wheels and tires. Brand new BBS RZ 15" wheels with Pirelli P600 tires -taken off new '90 535- will fit all 5, 6 and 7 Series. Set of 4 \$800. Call Steve at 301/588.2288 eves.

OE Alloy 4-lug 14" wheel, practically new, was previous spare (on ground for less than 2 hours), \$100 obo; Pirelli P600 205.55Vr.14, same condition as above, make best offer; brand new Yokohama windbreaker jacket, make best offer; call Malcolm 202/862.3333 days; 202/244.6373.

Misc. parts. I have several boxes of old BMW parts for various models which I am willing to trade for any old Alfa parts. Call with what you or your friends may have. Let's make a deal. Trades only. Call Charlie 301/267.9245.

Bavaria parts. '74; doors, hood, trunk lid, front and rear sub-assemblies; 4-speed trans., short block, carbs, air conditioner, heater, steering column. Best offer/trades for '81-'88 5-series goodies. Call Bob 301/679.0015.

Parting '71 2002. 121 head, 3.64 diff., glass, electrical parts. Just about anything that you want, I got. Help me get this stuff out of my house. Call Mark 301/972.8237.

For 320i. BBS wheels, 2 15x6 for the front and 2 15x7 for the rear (the set-up recommended by BBS). Gold basketweave with polished rims, repainted by Ye Ole Wheele Shop, \$850 including hardware. New waterpump, flywheel, guibos, right front fender, wheel bearings, wheel seals. Used flywheel, right grill, bra. Call Mark 301/972.8237.

Transmission. 5 speed overdrive transmission from M635 - stronger than stock 635i transmission. Rebuilt by TUV Engineering. 6 month, 6,000 mile warranty. Will fit 5, 6, 7 -series. \$1,800. Call Gordon 703/847.9660 days; 703/759.9733 eves.

Miscellaneous

Old dBs. Volume II/No. 1 through present for sale. Missing June/July, Oct. '72; Sept. '75; May '80 (was it ever issued?); Aug., Nov. '80; Feb. '82. Make an offer. Include shipping or pick up. Call Stephen 301/862.2453 eves.

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