

# der Bayerische

NATIONAL CAPITAL CHAPTER BMW CAR CLUB OF AMERICA

NOVEMBER/  
DECEMBER  
1991

BMW  
CAR CLUB OF AMERICA  
NATIONAL CAPITAL CHAPTER



Fall Tour, See Page 6



Crab Feast, See Page 10



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# der Bayerische

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**National Capital Chapter  
BMW Car Club of America**

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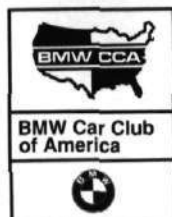
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## Cover

*Mike Early's Isetta 300 vied for popularity with the crabs at this year's Crab Feast. See page 10 for more details. Photo by Wendy Early.*



## Club Hotline Number

703/836.9BMW

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### President

Dwight Derr 301/ 889.9578 eves

### Vice President

Jonathan Jones 301/ 984.0588 eves

### Treasurer

Jennifer Nazarko 301/ 681.6213 eves

### Secretary

Mike Early 301/ 484.4620 eves

### Membership

John Kenworthy 703/ 527.8033 eves

### Social

David Born 301/ 490.5623 eves

### Drivers School Coordinators

Chris Leeper 703/ 455.3041 eves

Dave Roach 301/ 593.3285 eves

### Concours

Paul Vessels 202/ 726.7971

### Tourmeister

Bonnie Butler 301/ 663.9263 eves

### Baltimore Activities

Dwight Derr 301/ 889.9578 eves

### Club Store

Dwight Derr 301/ 889.9578 eves

### Autocross

David Ford 202/ 966.5108 eves

### Club Council Representative

Woody Hair 703/ 425.1204 days

703/ 243.5796 eves

### Tech Tips

Terry Luxford 703/ 255.0510 eves

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## President's Message

**Y**owsa! The music's stopped. The dance must finally be over. And it always seems to happen just when you're getting the hang of it, too.

Two years ago I was chosen to be President of the National Capital Chapter (I still contend that I was out of the room at the time...). Initially, I experienced mixed feelings - feelings of fear mixed in with feelings of trepidation at the thought of the hard work and organization, qualities completely foreign to me, needed to run such a large group as ours. Why me?

Now that it's over there's a secret that must be revealed: I didn't have to do a dang thing! All of the serious legwork was foisted upon the other elected officers: Vice-President Jonathan Jones and Secretary Mike Early chased down everyone in charge of a particular event. Treasurer Jenny Nazarko bore the brunt of all of the paperwork and book keeping.

Everything else fell into step, too. Our Chapter magazine, *der Bayerische*, continues to be a marvelous standard for newsletters thanks to the efforts of Editor David Sossamon and new Editor Mike Early, Production Manager Andrew Short, Advertising Managers Jonathan Jones and now Kevin Cowley, columnist Woody Hair, and all of you who've generously contributed articles and photos. It's interesting to note that many other chapter newsletters are now looking like *dB*. Some of you are concerned about *dB*'s occasional tardiness. Let it be known that it's due to the US Postal Service (sometimes) and me (mostly), for submitting my column so late (like right now, for example). A couple of times I was even too late to get the thing in at all. I guess I could have taken the easy path and just regurgitate what just happened in the Club or what events are coming up, but I wanted to be different and actually try to write about something!

The Drivers Schools didn't need any executive meddling, either. Coordinators Chris Leeper and David Roach, along with Head Instructor Bob Gammache, Tech Chief Terry Luxford, and Chief of Staff John Kenworthy have put on an exemplary set of schools the past couple of years. I hope that we can maintain that level of excellence when they step aside.

John Kenworthy continues to embarrass the rest of us by single-handedly organizing way too many events each year (Vintage Race Corral, David Hobbs Night, Fall Tour, etc., etc., etc...). He also coordinates the worker corps at all of the Drivers Schools, too, and is the Chapter Membership Chairman, too. Maybe we should prevent him from ever becoming president so that we can still

enjoy all these events!

David Ford and Gary Toyama have been getting up real early several Sunday mornings for the past couple of years in order to confound some of us with a sea of orange traffic pylons at our club autocrosses. Attendance is slowly creeping past the 'slight' range. Most of you should get out and avail yourselves to such an inexpensive forum of fun and learning car control.

Concours Chairman Paul Vessels is madly trying to get all of us to come out and show off our beautiful BMW's. A bunch of you have responded by attending the Tri-marque German Embassy Concours and our own low-key concours at the Crab Feast this year. Let's make Paul real happy next year and show up in full force.

That's my confession. These fine folks (and a bunch of others) did all of the work. They were and are the movers and shakers on the dance floor. All I did was sit around like Queen Elizabeth - taking the 'state' trips, reaping all of the benefits, having all of the fun. I never really was a good dancer.

Dwight Derr

## Secretary's Notes - 9/11/91

**I**n attendance: Dwight Derr, David Roach, Jennifer Nazarko, Paul Vessels, Kevin Cowley, Woody Hair, Gordon Kimpel, Al Zavalla.

We started off our meeting going over the upcoming events. Starting with the Bavarian Inn Tour (see article and photos). Next up was the Championship Autocross which many of you know was cancelled due to lack of a good lot. We went over the plans for the Vintage Corral sponsored by Fairfax BMW and Olympic Auto Parts. Finally we concluded with a discussion of the Annual / Election Dinner.

Next up was the Treasurer's report. We are happy to say that the Club has got a good control over our expenses with well planned and organized events, a new (cost saving) format for the magazine and overall good leadership from the board. We also must thank the many Club members who have been participating in our many events!!

We concluded our meeting with a discussion on our Driving Schools. We are currently investigating buying new radios for the track. Also we are searching for some new blood in managing the drivers schools. Al Zavala expressed an interest which was greatly appreciated.

Mike Early



## **M**ALIBU GRAN PRIX TRI-CHAPTER CHALLENGE Mt. Laurel, New Jersey

Sunday, 10 November

Time: 10 AM

The National Capital Chapter has been invited to join the New Jersey and Delaware Valley Chapters of the BMW CCA in a tri-chapter Malibu Gran Prix drive-off.

The probable format will be thus: All participants will get some timed practice laps. The five fastest drivers from each chapter will then face off to determine which chapter has the hottest hot shoes.

Malibu Gran Prix cars are small 3/4 scale open-wheeled formula cars with racing slicks and powered by 24hp rotary engines. The circuit is a twisty, multi-turned (10 or so) road circuit complete with berms on the apexes. The cars are usually faster than the course which provides for some exciting drives!

The final details were not set at press time but contact either Woody Hair (703) 243-5796 (eves) or Dwight Derr (301) 889-9578 (eves) for the final lowdown. A caravan/ carpool is planned.

*Directions:* The Malibu Gran Prix is located in Mt. Laurel, New Jersey (across from Philly, Pa. What exit you say? New Joizey Toinpike Exit 4E (Nyuck, nyuck, nyuck! Soitenly!)

## **1** 991 CHRISTMAS PARTY / ANNUAL ELECTIONS DINNER Saturday, December 7, 7pm Passport BMW (Formerly Martens) Marlow Heights, MD

This year we have combined the election dinner with the Christmas Party. Like last year's Christmas Party, our host will be Martens BMW in Marlow Heights, Maryland. The atmosphere is pleasant, relaxed, and friendly.

We will have plenty of hors d' oeuvres, wine, beer, and sodas. (If you were there last year, you will recall the great selection of good wines and the delectable food!)

One added attraction for this year's party will be an abundance of door prizes furnished by BMW of North America.

If you have a favorite dish that you would like, why not volunteer to prepare it and share with

everyone? (you will be reimbursed.) Please call me to let me know if you can help out or, to tell me how many of you will be attending. This will help out with planning and other arrangements that are necessary for us all to have a good time.

This is the social event that you've all been asking for so, come on out enjoy the party and, meet some of your fellow Club members. Lets see some new faces. Merry Christmas and Thanks to Everett Hellmuth and all of our friends at Passport BMW.

John Kenworthy  
703/527.8033 (eves)

## **Z**YMÖL TECH SESSION AUTO ELEGANCE CORP/ MARTENS BMW

Saturday, 25 January

Marlow Heights, MD

Time: 8:30am to 1:30pm

Auto Elegance will hold this tech session at the Martens location in Marlow Heights. The event will start at 8:30am with donuts and coffee. From 9 until 10:45 a product lecture will be held, followed by a demonstration and opportunity for 'hands on' training with Zymöl. At approximately 12:30 there will be a break for sodas and questions.

We look forward to seeing you there!

*Auto Elegance Corporation joins with its retail store (Wax Hut #1) to offer its first Holiday Special.*

Club members deadline for holiday orders is December 10th. Phone orders will be taken between noon to 6pm.

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## **Coming Events**

### **NOVEMBER**

#### **Sunday 10**

Malibu Gran Prix  
Tri-Chapter  
Challenge

#### **Wednesday 13**

Board Meeting

#### **Monday 25**

dB Deadline

### **DECEMBER**

#### **Saturday 7**

Christmas Party  
/Annual Dinner

#### **Wednesday 11**

Board Meeting

### **JANUARY '92**

#### **Saturday 25**

Zymöl Tech  
Session

## Short Strokes

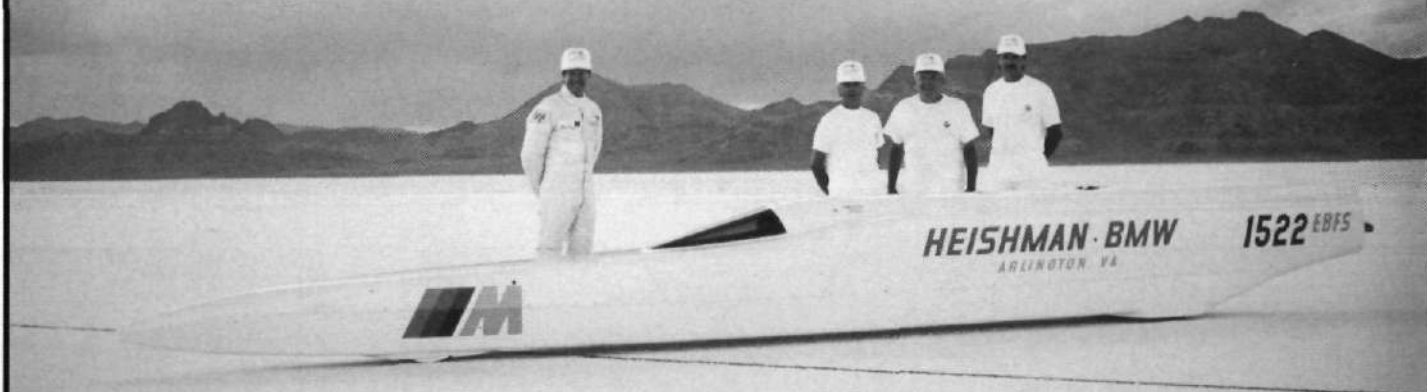
- ① The Chapter has a limited number of the gorgeous BMW Art Car posters, kindly and generously donated by Nancy Mahmarian and Carla Harman of BMW of North America. Don't call up and request one, either. They'll ONLY be handed out to Club members who participate in Club events (the posters are free, too ...).
- ② If you hadn't noticed, the October *Roundel* sports the updated national logo on it's cover. The National office informs us that Club paraphernalia will soon be available, now that this issue is settled. New style grill badges, as well as old style (for all of you whiners) will be made available.
- ③ Chapter name tags, new style with the old style BMW CCA logo, will be available once again. Contact a Club Officer for details as they develop.
- ④ Inventories of our current Drivers School shirts are rapidly diminishing. These beautiful limited edition shirts are quite popular and can be found on 'CCA members throughout the country. Contact Jenny Nazarko, in the evenings, at (301) 681-6213 to get yours.
- ⑤ The call is out for designs for our 1992 Drivers School shirt. Mike McConnell, auteuer of the 1991 artwork, earned a free drivers school for his beautiful four-color design. There are certain guidelines for the design; contact an elected officer if you're interested.
- ⑥ Bonnie Butler, who set up this year's Spring Tour and Winery Tour, has accepted the position as the Chapter Tourmeister. The Chapter Social Coordinator Chair has been filled by David Born, who also happens to be the Chief Steward for Track Events for the Ferrari Club in this region. Let's show them our appreciation by attending their events!
- ⑦ See you at the Annual Dinner. Come out and vote for your choice of officers.

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---

**Candidate Statement**

**Position: President:**

My first involvement with BMW Car Club was in 1978. As a member of the Tarheel Chapter, I never thought twice about driving for four hours once a month for a club event or meeting. After a few years of absence, I rejoined the club as a member of the First Coast Chapter. Back then, I was on "Sea Duty" (I am active Duty Navy.) and, I was not able to be as active as I would have liked because I was assigned to a ship.

For the last two years, I have been on my shore tour here in the Washington, D.C. area. I have had the time to be very active in the National Capital Chapter and to get to know many of it's members. Because of my involvement in planning, scheduling, and organizing numerous events, I feel that I am eminently qualified to hold the position of President. (I think most of you would agree that the night with David Hobbs this past June and, this year's Vintage Race Corral were two of the best.) I have also helped out with many other events ranging from Driving Schools to Christmas Parties.

I have attended all but 3 of the last 24 board meetings. I have been the Membership Chairman and a point of contact for all new members for the past two years.

I hope to see you at the Passport BMW Christmas Party/Annual Dinner. Thank you for your support and encouragement.

John Kenworthy

---

**Candidate Statement**

**Position: Secretary:**

As election time draws near, I would like to take this opportunity to announce my candidacy for Secretary of this fine Chapter. I have been involved (working, planning, or just plain socializing) in many events over the past two years and, I have gotten to know many of you quite well. I would like to continue to serve our membership in the official capacity. I look forward to seeing you all again soon, and I thank you for your support.

Sarah Dickerson Kenworthy

---

**Candidate Statement**

**Position: Vice-President**

I am announcing my candidacy for the position of Vice-President of the National Capital Chapter. I've been active in this Chapter since 1980 and a Board member since 1984. Flippancy and irreverence must be maintained in the face of seriousness and hard work. Besides, I'm very well versed in all fields of Vice.

Dwight Derr

---

**Candidate Statement**

**Position: Vice President**

As you may have seen my name around quite a bit lately I am currently Editor and Secretary for the club. I have also had the pleasure of organizing a couple events in Baltimore and helping where ever I am needed. I think as Vice-President I can continue to improve the quality of our events and the running of the club in general. I intend to do this by listening to what the general membership has to say and desires to see in our events. Also I will try to keep the club running at its optimum efficiency (more fun for the dollar).

Thanks,

Michael Early

---

**Candidate Statement**

**Position: Treasurer**

Why I want to be Treasurer again... It's fun! or maybe I just have a warped personality and like to spend my free time balancing the Club's books when I can't even do my own checkbook!

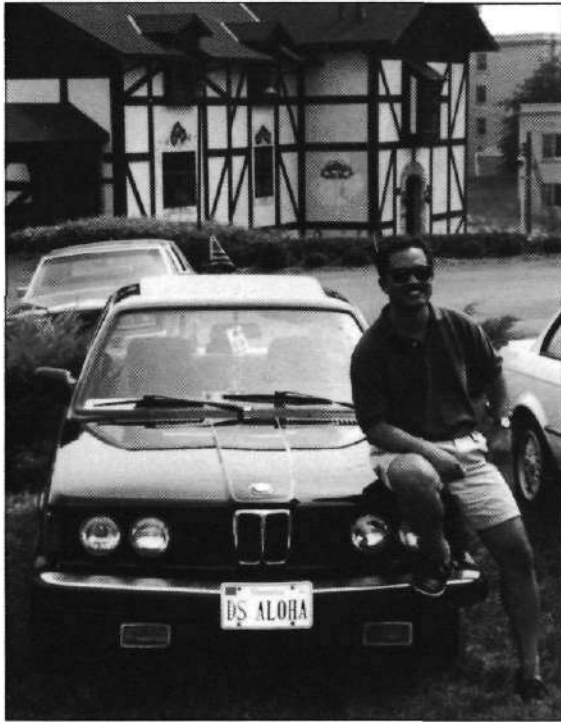
Seriously, for the amount of fun and comraderie, it's well worth the effort to help the Club do well. I also have spent this year learning all the intricacies of the "system", ie. how to get event rebates, getting event insurance, paying all the bills for events, depositing the thousands (not really, usually just a few hundreds) of dollars - feels good, even if it's not mine. I believe I've just really learned how to do the job, and want at least another year to refine and improve the system.

Thanks for giving me another chance!

Jennifer Nazarko



## Fall Tour



Tony Lau with his '81 320i at the Bavarian Inn.

Our chapter met at BMW of Fairfax on September 15th for the annual Fall Tour/Oktoberfest. This was a Driving/Social Event, with something for everyone. Our Tourmeister, came up with a scenic drive through Fairfax and Loudon Counties, and parts of West Virginia that eventually landed us at the Bavarian Inn in Shepherdstown, West Virginia. (But not before a few mis-adventures!)

While I am not an experienced rallyist, I like to think that I can follow instructions as well as the next BMW lover. Well, after driving back and forth on one section of road twice, I began to wonder if this was really so. Suddenly, like a bolt of lightning, four or five, (maybe ten?) BMW's came zooming up the road in the opposite direction! Yes, they must be right, I thought, conferring with my navigator. We decided to turn around once more and follow the pack. Well, down the road a mile or so, we found them, sheepishly standing around looking ever so lost! After a brief conversation with Gary Toyama, we realized that none of us was lost at all! We were on the right road going in the right direction. (We were getting mighty hungry about this time too.) With a bit of luck, we all made it to the Bavarian Inn, ready to eat German food, drink German beer (but not until after 1:00 pm!) and watch other people dance German dances.

It was great fun, and to top it off, none of us had to worry about our faithful companions (the cars) as the hosts at the Inn had set aside a special parking area for us. Our chapter treasurer Jennifer Nazarko, (who incidentally made me write this article!) brought along a few goodies to buy, including T-shirts, license plate frames and some really cool BMW

# Champagne Service...

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beer mugs. (Yes, I bought one...) After a few of us went on a shopping spree, it was on to the races...

Motorcycle races that is, and conveniently taking place at Summit Point Raceway, just up the road. We ended up watching the races from Turn one, which offers a great view for spectators. Thanks to John and Sarah Kenworthy for leading the way.

I should mention, that many members claimed that this was their first BMW Car Club event. I speak for the whole Club when I say that I am glad you came out and I hope you had as much fun as I did! For those of you who missed it (and you know who you are...) well there is always next year.

Following is a list of attendees and their cars.

<b>Member</b>	<b>Car</b>
Jennifer Nazarko	325is
John & Sarah Kenworthy	528i
Fred & Nancy Yane-Fernald	2002tii
Dave Apker	325i
Mike Whitley	318is
Tony Lau	320i
Jim Hutton	M5
Allan & Barbara Walters	528e
Alex & Dana Theirmann	2002tii
Dave & Debbie Baker	M3
Gary Toyama & Sylvia Harrison	"533i"
Tom & Nu Sarver	318i
Fred & Donna Verplanck	M6
Joanne & Dick Bergen	M5
Chris & Lorraine Osborne	325i
Chuck & Alice Whitechurch	735i
Paul & Pauela Cunningham	320
Sharon & Jon Miller	528i
Burt Heacock Jr.	735i
Burt Heacock Sr.	735i
Tom & Jane Verba	633Csi
Joyce Sexton	525i
Tim, Linda & Zackary Bronaus	325i

Mike Whitley

*Photos by Marie Blanco.*

*A group of NCC members enjoy the motorcycle races at The Point.*



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## August 25 Autocross

**H**olding an autocross in August is not a great idea. Between people being on vacation and the stifling Washington weather, no one will show up. Right? WRONG!

August 25 was a bit on the hot and humid side, but 29 entrants showed up on this Sunday morning to test their cars and driving ability on the back lot at Landover Mall. Gary Toyama did his usual best to incorporate a variety of fast and slow turns, a slalom, and a couple of reasonable straights. It must have been a relatively easy course to learn. After each competitor got one practice run, there were only 4 "Off-Courses" recorded out of 87 official timed runs.

Despite the presence of Gerry Terranova's ex-Andy Hollis Honda CRX, the two fastest times of the day were turned by a couple of big 4-door BMWs - President Dwight Derr with his 3.5 liter 528i, followed by Gary Toyama's 3.3 liter version of the same car. The next fastest BMW was David Lassalle's stock 325e followed by Don Whitaker in wife Katherine's newly

acquired 318is. Don had left his M5 home in order to give the 318is a try.

Our usual fun runs followed the timed competition. Some drivers tried others' cars and it seemed like some would still be running if the soft-drink supply hadn't run dry. Autocross chairman David Ford, assisted by Gary, did another excellent job. Why don't you come join the fun next year?

Woody Hair

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# Autocross Results

## AUTOCROSS RESULTS

August 25, 1991

Driver	Car	Best Run	Driver	Car	Best Run
<b>MODIFIED BMWs</b>			<b>STOCK BMWs</b>		
Dwight Derr	528i	43.64	Klaus Hirtes	528i	47.31
Gary Toyama	528i	44.48	David Roach	530i	49.10
Woody Hair	325is	45.78	Ron Buchalski	318i	49.86
Bob Hausmann	533i	47.58	Charles I. Denton	2002	51.99
Dennis Atkins	2002tii	47.8S	<b>SUPERSTOCK BMWs</b>		
Frank Conway	323i	47.97(1)	David Lassalle	325e	45.16
Mike Whitley	325is	52.08	Don Whitaker	318is	4S.18
<b>X CARS</b>			Hoang LaQui	M3	46.77
Gerry Terranova	Honda CRX	45.05	Dan Gaulty	318is	46.85
Mark Rhoads	Shelby GLH-S	45.12	Greg Johnson	M3	46.96
Charles M. Denton	VW GTI	45.78	John Hartge	M5	47.50
Jim Ruos	Nissan 240SX	45.90	Steve Bilidas	M6	47.98(1)
Tom Hanley	Datsun 240Z	46.68	Jenny Nazarko	325is	48.55(1)
Steve Waclo	Mazda RX7	48.11	Dave Apker	325i	50.46
Dave Waclo	Mazda RX7	48.36	Kathy Whitaker	318is	53.35(1)
Paul Waclo	Mazda RX7	49.14			

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## Crab Feast



Bubble, bubble, toil and trouble...

It was a beautiful late summer day out at Patapsco State Park. The beer was cold, the crabs were hot and the people were many. We had 5 bushels of Maryland's finest hard shell crabs which were hand picked by Tommy of Nick's Seafood at The Cross Street Market in Baltimore. Along with his huge steamer and Glenn Stuart's advice on proper ventilation for propane cooking we cranked out five batches of the tasty crustaceans.

The feasting began around 2 o'clock and continued well into the twilight hours. There were plenty of crabs to go around as many people took a few home with them and the beer held out better than the sodas. We also had a peoples choice Concourse which was won by a new member, Oliver, who came all the way from Salsbury, MD. It was no surprise to me as he had called several times to check that the event was still on and was there before I had arrived cleaning his car. Also my Isetta 300 which I have talked about alot but has been seen by very few made its debut and a lucky few got a ride in the classic BMW Mini car.

All and all a good time was had by all and we were happy to see so many new faces and hope to see you all at more of our events. Look for the event next year to be bigger and better. (We will get 2 steamers!!)

Michael Early



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**Y**ou probably read about South Dakota's Russ Wiles in a recent issue of the *Roundel*. Russ's autocross successes (that's a lot of S's) in the SCCA National Championships have directly resulted in the 325is being reclassified from G Stock to C Stock and the M3 being bumped from CS to AS. Driving a 325es, 325is and an M3 (all stock), he has set the fastest time at the last 5 or so Oktoberfests, except for one where he was second to a stripped race car. So the guy is good, but when the SCCA moved the M3 to A Stock for 1991, where it would be competing against all manner of 911 Porsches and Lotus (Loti?), I figured he had finally been over-matched.

This past August, Russ stopped in Harrisburg, PA for the SCCA's Northeast Solo II (autocross) Divisionals on his way to the Connecticut Oktoberfest. There he was beaten by three 911s. Thus, when two national magazines picked him to win A Stock at this year's Nationals, I could only mutter that they obviously were not aware of the M3's limitations.

How wrong I was. Russ Wiles soundly beat the A Stock competition with times that beat all of the hundreds of stock cars there except for a handful of Corvettes and a Pontiac Firebird. What will the SCCA do now - move the M3 sedan to Super Stock?

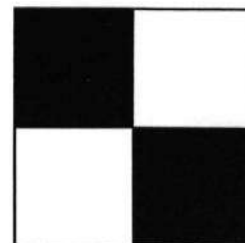
Incidentally, perhaps the two fastest stock 325is pilots in the country, Jim Wiles (Russ's Dad) and Bob Clark, finished near the bottom of the pack in C Stock. Maybe now the SCCA will reconsider and move the 325is back to G Stock where it will be running against similar "high performance" sedans and coupes instead of nimble two-seat sports cars.

**SPEED SHIFTS:** Despite dozens of trophies he has won in hundreds of rallies, our own David Roach has never won overall first place in any event. Well, on September 15, he navigated Mike Leeper to a first place tie in the Branded Club's Monte Carlo event. Mike was driving David's 530i and managed to bottom the oil pan on a particularly nasty bridge crossing. Apparently the oil pump effectively kept the oil away from the resulting split until the engine was shut down at the finish-area restaurant. John Hartge and I used his latest test car, a Mustang GT convertible with the top down, to win the Novice class in this brisk 100 mile run through the Catoctin Mountains area north of Frederick. . . . . At the SCCA Mid Atlantic Road Racing Series (MARRS) races on

Labor Day weekend, Jim Epting clinched the season Improved Touring B title with two wins in his red 2002. Alan Green had qualified his orange 2002 at the front of the 35 car field but was unable to hold off the always hard charging Epting. Ed York finished second both days in his white 2002 and is planning to sell the car. It should be a great buy for someone looking to get into racing with a well-prepared car. Leah Epting had qualified her green 2002 6th on the grid and worked her way up to fourth during Sunday's race before a spin and then a pair of bent valves slowed her finish. Hopping into her mom's station wagon, Leah drove back to Annapolis Sunday evening, removed the cylinder head from an old engine, and drove back to Summit Point where she spent the night installing the old head on her current engine. In Monday's race she finished in the top fourth of the field. And folks, there's no money to be won in this series. Max Rodriguez had his Spec Racer at the front of the pack early in his race on Monday, but a two-car spin put him back in 17th place. By the end of 15 laps he was back up to 7th in this race for identical cars. Yet another club member, David Labovitz won the Sports 2000 class with his Apache. Good Show. . . . . The results of the last three DC Championship autocrosses show the following results among BMW Club members: Tom Baruch (FSP 3.0 CS) with 3 firsts, Dwight Derr (ESP 528i) with a first, Klaus Hirtes (DS 528i) and Dave Missert (AS Miata) both have 3 firsts, Don Whitaker (BS M5) with a 1st, 3rd and 4th, Al Zavala (BS Colt Turbo) with 2 seconds, Woody Hair (CS 325is) with a 1st and a 2nd, David Lassalle (CS 325e) got a 3rd and 4th, Rafael Garces (CS 325i) with a 3rd. Brian Hair (325is) seemed on the way to a C Stock class championship but had to miss the last four events due to something called college. After six events our BMWCCA team trails second place SESCA by one point, 184 to 185. Most of SESCA's points have come from BMW members Baruch, Zavala, and Missert!

**CRUNCH**

**Woody Hair**



## Woody's Competition Corner

and Competition  
Calendar

## COMPETITION CORNER CALENDAR

Nov 2	SCCA National Touring Rally, Roanoke, VA
Nov 10	Tri-Chapter Malibu GP Challenge, Mt. Laurel, NJ
Nov 9-10	EMRA Races, Summit Point, WV
Nov 10	Fall Autocross series, Hershey, PA
Nov 23-24	Car Guys School, Summit Point, WV
Nov 24	Fall Autocross series, Hershey, PA
Dec 8	Fall Autocross series, Hershey, PA

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At one time we ran informal time trials at our some of the Summit Point Drivers schools. While we can still do these if the purpose is to test consistency, the lost of track time is felt to be too big of a sacrifice. Below are the results from the October 1983 school. We think the names, cars and times may be of interest.

## October 1983 Driving School — Time Trial Results

John Weaver .....	2002ti	1:37.55
Jeremy Manning-Smith .....	2002 Turbo	1:40.63
David Bryan .....	320i Turbo	1:41.07
Rick Foster .....	Datsun 510	1:42.05
Rick Meltzer .....	2002	1:42.38
Stephen Henriksen .....	2002ti	1:43.02
Peter Klein .....	2002ti	1:43.30
Gary Smith .....	733i	1:45.28
Tom Baruch .....	3.0CS	1:45.45
Larry Masten .....	633 CSI	1:45.62
Bill Loftin .....	Porsche 944	1:45.84
Gary Toyama .....	2002	1:45.91
Gordon Kimpel .....	530i	1:45.98
Stephen Dull .....	2002ti	1:46.26
Dave Johnson .....	2002	1:46.06
Dan Sherron .....	528i	1:47.82
Raine Mantysalo .....	2002	1:48.27
Darryl Barger .....	320i	1:48.87
Phil Marx .....	318i	1:48.93
Stephen White .....	2002	1:49.33
Gary Burdette .....	320i (1.8)	1:49.45
Woody Hair .....	320i	1:49.47
Terry Donohue .....	2002ti	1:49.5
Jon Miller .....	2002	1:49.71
Sue Baruch .....	Sprite	1:49.93
Curtis Andrews .....	MB 450SLC	1:50.66
Susan Stouffer .....	320i (1.8)	1:51.04
Max Rodriguez .....	3.0 CS	1:52.2
Alexander Matini .....	320i (1.8)	1:52.38
George Murnaghan .....	1602	1:52.81
Doug Wachholtz .....	2002	1:53.26
Steve Mayer .....	2002	1:54.28
Paul Cluck .....	320i (1.8)	1:56.94
John Borthwick .....	320i	1:57.17
Kenneth Kelly .....	2002	2:00.43
Robert Fink .....	2002	2:06.03
Diane Marcus .....	320i (1.8)	2:09.55
Charles Galloway .....	320i (1.8)	2:03.57
Ed Donohue .....	2002	2:02.13

## 325i Road Test

I've owned 3 baby bimmers — 2002, 320 and 325 (E30), so as a BMW veteran I was anxious to check-out BMW's 4th generation baby. As a reporter, I was anxious to see how the new 3er compares to the competition. In September, I got my chance—a week in a 5-speed Granite Silver E36. As enthusiasts, I thought you'd like to know how this D.C. area test went.

I put this car to the ultimate test of body rigidity—a drive on the streets of the nation's capital. The dramatically different aero body is very solid. There was no hint of flex or creak or rattle as the 325 zipped along the world's worst road system. Drive aggressively across the broken and patched I-395 Washington Channel bridge or down pot-hole strewn Massachusetts Avenue from Capitol Hill to Dupont Circle and the ride is quite pleasant, quiet and smooth. That's really amazing for a sporty handling car.

The new E36 3-series is larger inside than the old E30. For example, there's more headroom in the front. I know because with the seat adjusted as I used it for normal street driving, I

could wear my helmet without lowering the seat. I haven't been able to do that in other BMWs. You driving school and autocross buffs will like that. Also, with the front seat adjusted for my 5'11" driving comfort, I could sit in the rear seat with plenty of leg room and head room. Not only does the new 3er have more rear room than the older 3's, it seems roomier than my '88 5-series.

Woody Hair, Sarah and Jack Kenworthy and myself all piled into the new 325, with picnic and cooler gear, to head from Arlington to Manassas. There Greg Johnson was having a cook-out prior to the Old Dominion Speedway Saturday night races. The trunk had plenty of room for all that gear...and you don't have to lift those heavy coolers very high. The trunk lid opens down to the bumper. We all agreed the 70-mile round trip was very comfortable for us and the new 2.5 liter engine, which didn't seem to notice that the car was fully loaded. By the way, it's fully loaded with 4 passengers, not 5. The middle of the rear seat has a bulge that makes lengthy seating for a 5th person impractical.

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The interior is functional, as I expect of a German car, but (here comes some nit-picking) the materials feel cheap, which I don't expect. The cloth trim in this test car (vinyl and leather are available) felt like industrial grade burlap. The front seat backs are a sheet of cheap plastic. [Ed. BMW NA says new, more comfortable cloth and vinyl interior materials will be used in the 3-series in the near future.] Most of the sweeping modern instrument panel has a good solid padded feel, but the tiny plastic glove box door has a poor fit. Wake up BMW! The Acura Vigor (less expensive) reeks of luxury crumpled leather and wood. Sure, the Japanese use some plastic interior trim, too, but it doesn't feel like plastic. As with the big BMWs, driver and passenger have separate temperature controls for ventilation. That's good, but the dime-sized buttons for the A/C, Air Recirculation and Rear Defroster have only pinhead sized lights that you can't see. The whole button should illuminate when activated. The computer is a bit low on the console, so I would prefer an alternate computer read out under the speedometer as in the new 5-series, or under the tach in place of the fuel economy needle. And one more nit-pick: the antenna inside the rear window produces inferior radio reception.

Now some more positive observations: the 325 driver's position is near-perfect, with a good solid left foot dead pedal. The 5-speed gear shifter is BMW's best yet. It does not have the Getrag's normal notchiness. The shifter's action is precise and very easy with a shorter throw than the older 3 series. The first gear synchro is great—no double-clutching required.

This car uses Teves anti-lock brakes, rather than Bosch ABS. When activated, you can hear the brakes pulsate rapidly, but there's little feedback in the pedal. Panic stops are very well controlled.

On a handling course, I found the new 3er was a ball to drive. Steering is quicker than in the E30, but I would prefer a little more effort. The stock suspension does allow considerable body roll but still the car tracks right along following the precise steering inputs. Popping off the gas pedal in a tight turn does produce a little twitch like it wants to oversteer but instead it goes where it's pointed—no correction required. I did learn that if you clumsily jerk the steering wheel too quickly in a transition from one direction to another you can break the rear end loose, but the new ZI rear suspension is far

more forgiving than the old semi-trailing arm type.

When I was really used to the car's feel, I did the southbound I-395 to eastbound King Street exit ramp. It veers to the right, then dips to the left for a long straight before a tight uphill decreasing radius. The 325 leaned but stuck like it was on rails. (You do judge your cars by their on and off ramp feel, don't you?)

By late next spring or early summer, 325i's should be available in the U.S. with the sport package, which will include a sport suspension, cross-spoke alloy wheels, sport front seats and a leather covered steering wheel. That package should provide flatter, and perhaps quicker, cornering. By the way,



even though the new car's wheelbase is several inches longer, its turning radius is just as tight as the older 3's.

The new car uses the new 2.5 Liter 24 valve power plant introduced in the 1991 525i. It's great—smooth—nice little whine—progressive power. As with most 4 valve head designs, it's noticeably spunkier at higher RPMs. But there's enough pep at lower RPMs that third gear was often adequate poking around those bumpy D.C. streets. First gear (4.23:1) is a real kick, shooting the car off the line. I also took a brief drive in an automatic. It's not very spirited off the line, though passing gear gives you a quick boost. This engine has chain driven cams—don't worry about a broken cam belt. And the oil filter (a cartridge insert) is right up top in the front—easy for us do-it-yourselfers.

*continued on page 16*

## Road Test

*continued from  
page 15*

The EPA rates this new, heavier 325 at 3 MPG better than the old one. My energetic week long test produced a 20 MPG average.

In June at the 325's Washington press introduction, BMW North America president Karl Gerlinger told me he expects the new car to sell well, "It meets the demands of the customer. It meets the demands of the time...it still keeps up with the BMW spirit. This car takes care of cost of ownership. The car has an excellent price." (Test car sticker: \$28,425) In late summer, BMW spokesman Rob Mitchell said sales of the new 325i were "fantastic."

BMW expects 50-percent of new 3 series sales to come from current BMW owners. That's you! So get down to your local dealer and check one out. You'll probably only be able to find an automatic—5 speeds are in very short supply. Perhaps you'd like to wait for the new 3-series 2-door coupe, which probably won't show up in dealers until next fall, or the new convertible or the new M3, due even farther into the future. Or, maybe you're listening to those J.D. Power owner satisfaction surveys and you're actually

considering one of the competitors from the far east. The Japanese competition offers high quality, attractive, reliable vehicles that will probably continue cutting into European luxury car sales. However, the 325's Japanese competition puts the power to the front wheels. Those cars just don't feel right when driven aggressively. They just don't drive like BMWs.

John Hartge

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## Tennis Anyone?

Taken by John Hartge at Oktoberfest '91 this photo shows Tammy Hull successfully balancing a glass of water as Dwight Derr negotiates the gymkana course.

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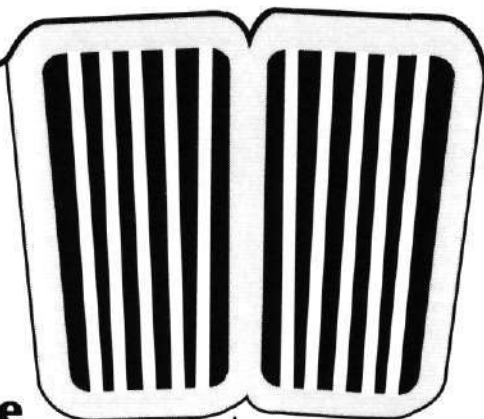
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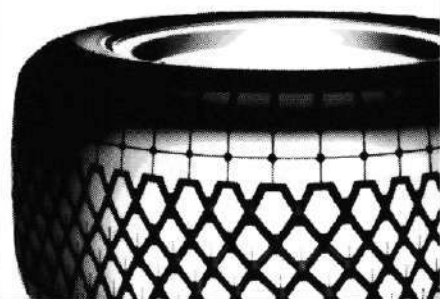
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## Making a Six Handle

### Part One

by Stephen Dull

**N**ot too long after the purchase of a (used) M635 a couple of years ago I felt the need to upgrade the suspension.

Having driven an increasingly modified 2002 for 10 years previously on the street and track, I sought that tight tossable feeling that a well set up 2002 can give. However, the M635 is a much heavier car (3300 lbs) and the appropriate compromise between ultimate track performance and streetability would be more difficult to achieve.

#### First Experiment

The first step was the installation of an Alpina set up. Their reputation and a good deal on the parts pushed me in this direction. Alpina changes just springs and shocks. The ride height was lowered about 1 inch in front, while the rear offered two positions, "stock" and 1 inch lower. For aesthetic reasons, as well as to avoid excessive negative camber, the rear stayed at the stock height. This gave the car a very aggressive nose down attitude that looked great, but was slightly impractical on really

bumpy pavement.

The handling of this set up was a big improvement, and felt tighter and more controllable on the track, but was causing a problem for me because of a very steep driveway. This eventually became such an annoyance that I sought a better solution.

#### Further Investigation

Discussions with all the major after-market manufacturers (Suspension Techniques, Hartge, Dinan, Racing Dynamics) did not provide any clear answers. There was little agreement on the basis for selection of new shock and spring rates, sway bars, etc. In fairness, I have to say that of all of the purveyors, Dinan seemed to have done the most "homework" in engineering their product.

At this point Terry Luxford at Quality Car suggested I look into a Carrera "coil over" racing set up. A discussion with Carrera was a revelation after my earlier efforts. They were very knowledgeable about suspensions, were willing to discuss the pros and cons of their

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product, and give a lifetime guarantee on their products, even when used for racing. The only case where they won't replace a failed part is when you crash. However, they had never done a Six before, so I would be a guinea pig of sorts.

### The Carrera Solution

Carrera makes racing suspension components primarily for Japanese and American cars, and are well known by the circle track folks. Suspensions set-ups for racing are standardized to some degree, most using springs of certain diameters, and similarly sized shocks.

Carrera's product appealed to me because it allows virtually infinite adjustment of ride height and a wide range of spring and shock rates (springs are available in 30 lb increments, shocks in 5 to 12 stiffnesses, depending on application). This would entail some development work, but would allow me to select the combination that would perform best for me. Furthermore, the easy adjustability of

ride height would allow the car to run at the same height on the street, while really kissing the pavement at Summit Point (with the Carrera gear installed changing ride height is only about a 15 minute operation). Finally the cost of the components was no more than the Dinan kit (A Carrera set up costs about \$1,100 for shocks and springs, with all required parts to make the front struts adjustable and adjustable camber plates).

### The Sway Bar Question

Carrera does not make sway bars, so I had to look elsewhere for solutions. There is reasonably good agreement that big sway bars on Six's require beefed up mounting points. For example the Dinan kit comes with strengtheners that need to be welded on to the existing front brackets. There is also the question of size. Six's are big, heavy cars, and it wasn't clear that the usual 25 mm size upgrade would do the trick. Furthermore there is a significant faction of BMW racers (I talked

*continued on page 20*

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## Making a Six Handle

continued from  
page 19

to several) that feel that these cars need lots of bar in the front and little (or none!) on the rear.

Once again, Terry Luxford had a potential solution. He suggested using a Stock Car Products bar, originally designed for stock cars, i.e. heavy coupes/sedans with big engines. The use of this bar would require modification, but so do the other aftermarket bars. However, looking at the bar I saw that it is a piece of art compared to the usual piece of bent rod. It is a chrome moly bar, splined at both end to accept 3/4 in thick arms, flame cut from solid stock. The mountings look like they were lifted from a John Deere tractor. The bars are available in different lengths and thicknesses to vary roll stiffness. This is especially important as it is difficult to build in much adjustability in the linkage pick-up points (hence roll stiffness) in front bars due to the range of movement required at the wheels. Best of all the whole kit is only about \$150-less than most alternatives.

## Engineering and Installation

Knowing where to begin was the biggest question in the initial selection of shocks and springs. Carrera had agreed to work with me, providing as many combinations of rates necessary to get the car to handle correctly. However, I wanted to start reasonably near the final solution to minimize the number of changes required (although once installed, a front spring change takes only about 35 minutes, less for the rear).

I supplied Carrera with samples of the original M shocks and all the pertinent data on the car. They use a computer program and their judgement to select an appropriate combination of rates. However, I was not prepared for the incredible difference in the values selected from the stock settings.

Most after-market firms will tell you that they bump up the shock and spring rates by about 20% from stock. No one seems to be willing to reveal the actual values. Based on Carrera's calculations, the stock spring rates and new values are as follows:

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### M635 Spring Rates (lbs/in)

	Stock	Carrera (1st cut)
Front	170	375
Rear	160	275

The shock rate went down in the front from stock (at the time this was the stiffest Carrera shock that would fit), and up in the rear. The sway bars employed were 28.5 mm in the front, stock (16mm) in the rear. Judging from the numbers one might expect a virtually unstretable ride, but this was not the case.

### First Outing At Summit

In true racer tradition, the car was completed the day before driving school. The only major problem was that the front spring length was too long and the lowest ride height was a bit higher than stock in the front. None the less, the car handled quite well. Most importantly it did not have a rock hard ride, in fact it seemed as compliant as the stock set up - probably due to the soft shocks up front. Roll was very well controlled, and the car exhibited slight

understeer. Before I was really able to evaluate the car's handling the day's driving was ended when one of the front way bar links (OEM BMW) folded in half and pooped off its mount. The new BMW replacements turned out to be the thicker (9mm vs. 7) indicating that the problem was encountered even with the smaller stock bars.

The development process is now underway, with some softer front springs already in test, and harder front shocks under consideration. The initial results suggest that this suspension will allow me to "have my cake and eat it too" by allowing rates to be selected that are acceptable on the street, and make the most of the track, as well as giving me flexibility in choosing ride height. This process will require two or three more schools with judicious use of a tire pyrometer. A G-Analyst would also probably be a help. Once the car is "dialed in" a future article will describe the process and the values that are finally selected.

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## Choosing a Good Motor Oil

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the Texas Chapter's  
**Tejas Trax**

This article was originally posted on "usenet", an electronic discussion group carried worldwide. Some of the discussion groups are the "rec.auto" and "rec.motorcycle" groups (recreational discussions about cars and cycles, respectively).

Choosing the best motor oil is a topic that appears frequently in the rec.motorcycles and rec. autos.tech news groups and in the various mailing lists read by the motoheads on the net. The following article is about how to do just that.

Oil companies provide data on their oils most often referred to as "typical inspection data". This is an average of the actual physical and chemical properties of their oils. This information is available to the public through their distributors or by writing or calling the company directly. I have compiled a list of the most popular, premium oils so that a ready comparison can be made. If your favorite oil is not on the list get

the data from the distributor and use what I have as a data base. The AMSOIL data showed some independent tests against the oil sold by Honda, Yamaha, Kawasaki, Harley, Castrol, and Valvoline. In all cases the oil packaged by the motorcycle manufacturer was equaled or beaten by the other oils. There is no need to pursue them further. They seem to be packaged for profit rather than performance.

This article is going to look at the six most important properties of a motor oil readily available to the public: viscosity, viscosity index (VI), flash point, pour point, % sulfated ash, and % zinc.

Viscosity is the measure of how thick an oil is. This is the most important property for an engine. An oil with too low a viscosity can shear and lose film strength at high temperatures. An oil with too high a viscosity may not pump to the proper parts at cold starts

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### So what's the best oil?

All of the oils have meet current SG/CD ratings and all vehicle manufacture's warrantee requirements in the proper viscosity. All are "good enough", but those with the better numbers are icing on the cake. The old adage, you get what you pay for, holds true for motor oil also. The more expensive synthetics; AMSOIL, Mobil 1, and Spectro offer the only truly significant differences, due to their superior high temperature oxidation resistance, stable viscosity base, and low temperature flow characteristics. At up to \$6.00 a quart and the 3000 mile oil change intervals that most of our driving dictates, the benefits may not be realized. The AMSOIL, Castrol, Havoline, Pennzoil, and Quaker State also advertise that they meet the more stringent European CCMC requirements.

The best oil is really one that is actually in your engine, is clean, and you feel good about using.

Oil additives should not be used. The oil companies have gone to great lengths to develop an additive package that meets the vehicles requirements. Some of these additives are synergistic, that is the effect of two additives is greater than the effect of both separately. If you add any thing to the oil you may upset this balance and prevent the oil from performing to specification. Slick 50? Well it contains PTFE or more commonly, Teflon, a name they had to stop using because it was not an approved use by Dupont. My chemical dictionary says that it will not stick to anything, so how they get something that won't stick to anything to bond to an oil surface is beyond me. I'm not saying it can't be done but it does cause the skeptic in this chemist to come out. Since it is an oil additive I would stay away from it. Sure, the FAA has certified it for use in aircraft, they just certify that it won't do any harm, not that it does what it claims. I'll save

*continued on next page*

## Choosing a Good Motor Oil

*continued*

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## Choosing a Good Motor Oil

*continued*

my 30 bucks for a few extra oil changes.

The extended oil drain intervals given by the makers of synthetic oils are for what is called normal service. Normal service is defined as the engine at normal operating temperature, at highway speeds, and in a dust free environment. Any stop and go, city driving, tips of less than 10 miles, extreme heat or cold puts the oil change interval into the severe service category, which is 3000 miles for most vehicles. AMSOIL, which says their oils can be used for up to 25,000 miles

under normal conditions says that unless you are using oil analysis, you should follow your vehicle's severe service oil drain interval.

Hope this helps.

**Ed Hackett**

The Desert Research Institute; Reno, Nevada  
(702) 673-7380

[I'm not really a chemist, I'm just one of them motosicle sonabitches.]



Don't be misled by those Infinity ads. If you want to know THE TRUTH about zen-full driving, check out the parking lot of this Buddhist Temple. M6, as seen by a Chapter member Anthony Mueller while touring Japan.

# Choosing a Good Motor Oil

*continued*

Brand	VI	Flash	Pour	%ash	%zinc
Castrol Multi-Grade	110	440	-15	.85	.12
Quaker State	121	415	-15	.9	—
15W-50					
Chevron	204	415	-18	.96	.11
Mobil 1	180	430	-55	—	—
Mystic JT8	144	420	-20	1.7	.15
15W-40					
Castrol	134	415	-15	1.3	.14
Chevron Delo 400	136	421	-27	1.0	—
Exxon XD3	—	417	-11	.9	.14
Exxon XD3 Extra	135	399	-11	.95	.13
Kendall GT-1	135	410	-25	1.0	.16
Mystic JT8	142	440	-20	1.7	.15
Shell Rotella w/XLA	146	410	-25	1.0	.13
Valvoline All Fleet	140	—	-10	1.0	.15
Valvoline Turbo	140	420	-10	.99	.13
10W-30					
AMSOIL	142	480	-70	—	—
Castrol GTX	140	415	-33	.85	.12
Chevron Supreme	150	401	-26	.96	.11
Exxon Superflow Hi Perf	135	392	-22	.70	.11
Exxon Superflo Supreme	133	400	-31	.85	.13
Havoline Formula 3	139	430	-30	1.0	—
Kendall GT-1	139	390	-25	1.0	.16
Mobil 1	no data				
Pennzoil PLZ Turbo	140	410	-27	1.0	—
Quaker State	156	410	-30	.9	—
Shell Fire and Ice	155	410	-35	.9	.12
Shell Super 2000	155	410	-35	1.0	.13
Shell Truck Guard	155	405	-35	1.0	.15
Spectro Golden M.G.	175	405	-40	—	—
Unocal Super	153	428	-33	.92	.12
Valvoline All Climate	130	410	-26	1.0	.11
Valvoline Turbo	135	410	-26	.99	.13
Valvoline Race	130	410	-26	1.2	.20
5W-30					
Castrol GTX	156	400	-35	.80	.12
Chevron Supreme	202?	354	-46	.96	.11
Exxon Superflow HP	148	392	-22	.70	.11
Havoline Formula 3	158	420	-40	1.0	—
Mobil 1	150	430	-65	—	—
Mystic JT8	161	390	-25	.95	.1
Quaker State	165	405	-35	.9	—
Shell Fire and Ice	167	405	-35	.9	.12
Unocal	151	414	-33	.81	.12
Valvoline All Climate	135	405	-40	1.0	.11
Valvoline Turbo	158	405	-40	.99	.13

**W**hen Woody Hair asked me if I would write an article summarizing our effort in this year's IMSA Firehawk season, I said, "Sure, no problem." However, there was one, where to begin?

The past seven months has been a whirlwind collage of images: airplanes, high rise hotels, fancy restaurants, glitz, glamour, power, beauty, grace, elegance, trust, knowledge, creativity, massive destruction, Bates motels, sleeze joints, slum bums, short nights, blood, anger, sweat, fear, egos, disappointments, grit, grime, thundering noise, noxious fumes, track dogs and pit burgers (regrettably, not in that order!).

The season started out very promising considering the given factors against us; poor power to weight ratio, aerodynamics of a herd of elephants, a new car, new crew and a handful of new drivers. From the word go, our BMWs were out-handling most of the competition in our class plus many in the Sports class. If we only had the sleek

silhouette of the new 3 series and some more dyno-time and ... a lot of ifs.

The pinnacle of hope was at Mid-Ohio where we were running in 2nd place for much of the race only to run out of fuel with 2 laps remaining and end up 3rd. Our luck was to change for worse at the one race we expected to do so well at, the 24-hours of Watkins Glen. Our cars were much tougher and more reliable than the Hondas, but it's hard to win when both cars are up to their firewalls in armco.

The long break before the West coast events was spent reconstructing and playing catch-up instead of further R&D. The beautiful Laguna Seca course was witness to yet another devastating crash. To my and our competitors' disbelief, we purchased a new car and spent the next 3 days building a new race car from the ground up at Steve Dinan's shop in Mt. View, Ca. Completely dead, we drove up to Portland and landed a top ten finish.



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The accident at the next race at the Glen took the wind out of the sails for the year, even though we managed to start all of the races. For me, in looking back at all of the hard work and disappointments, the feelings of accomplishment and the winning spirit shine through. Working with Leo Franchi was an honor and a joy. I think he enjoyed driving his Kenworth even more than the BMWs, though.

To say that it was worth doing would be a great understatement. The lessons learned and the friendships made will be the legacy of this season and inspiration for the next. I'd better stop writing now, I'm starting to believe this stuff myself! Seriously though, I was very lucky to have the opportunity to go racing (especially with someone else's money).

The biggest thing I learned is that the drivers play the smallest role in the racing scheme, although most of them think otherwise. There is no substitute for machinery, preparation and team work. Hmmmm.... I wonder what kind of machinery that new 325 has?!

Chris Cohen



Midwest Motorsport 318is at Dinan's shop. Korman's M3 in the background on the dyno.  
Photo by Chris Cohen.

### Membership Contest

Members, Members, Members - The life and blood of our organization and the focus of a super contest that begins December 1st. Yes, current members, this contest is for you and the pay off is ( in best BMW tradition) fantastic..... and simple..... read on..... The prize(s)..... two \$100 bills (cash!) for two lucky (ie you!) Club members. One bill goes to the member (you!) who signs up the most new members between Dec. 1, 1991 and March 31, 1992.

Anyone (ie you) who signs up even one new member will have their name "put in a hat" for a drawing (at Magfest 92). If your name is drawn (chances are it will be!) you win the other \$100.

Membership forms (conveniently found in the *Roundel*, *dB*, or from John Kenworthy) should be filled out with your name and membership #. Give out as many as possible to increase your chances of winning.....Good luck..... \$\$\$\$\$.

### T-SHIRTS FOR SALE

Just wanted to let all you Club members know that our FABULOUS drivers school T-shirts are available for sale.

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## A Dog Day at the Races

Photo by Nina Early.

Styling by  
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*We apologize for not having a listing of your cars or sponsors. Ed.*

## New Members

*We would like to welcome these new members to our Chapter.*

*We hope to see all of the new members at any or all of the upcoming events.*

*Keep recruiting new members, Folks! If you need applications, give me a call.*

**JOHN KENWORTHY**  
**703/527.8033**



## Marketplace

### Cars For Sale

**'81-83 220i.** Excellent cond., original owner, non-smoker, garaged, less than 50,000 miles, 5 speed, sunroof. Call Peter 202/331.0541 days.

**'77 320i.** 4 spd., sport susp., and +1 wheels, P600, loaded. Fjourn blue, new interior. \$3,000/OBO. Call Alan 703/768.9528.

**'76 2002.** Parts car, sold as complete car, good engine, trans, differential, exc. dash-make offer. Call Chet 703/742.4781 days, 703/442.7942 eves.

**'74 3.0 CS.** 4spd., PW, PS, PB, A/C. white with tan leather. Restored to near show condition. No-rust. 72 K original miles. Gorgeous and dependable. \$15,900/OBO. Can be financed. Call 202/362.4615.

**'72 Bavaria.** Silver/blue interior, auto, Webers, very good condition overall, but needs tranmission work, \$900. Call Don 202/686.0313 eves, 703/685.0800 days.

**'88 M5** VIN WBSDC9308J2791594, Black, Natural leather, 48,000 Highway miles on Motoreport Engine, Dinall Power Chip, New Pirelli P700Z tires, Sport Seats. No dents or dings, garaged & covered. \$26,000 OBO, Leave message 301/472.2156.

**'74 3.0CS,** Silver, blue leather, sunroof, twin Weber conversion, stored inside last seven years; 44,000 original miles. \$14,000, Call Bill 301/576.4884 days.

**'72 2002,** Blue/Black int, rebuilt engine, new shocks, tires, BBS alloys, sunroof, 4spd. Good condition, \$2,995 OBO. Call 301/552.7282.

**'68 2000 CS,** White/blue int, concourse condition, see what a CS looked like when it rolled off the showroom floor. 4spd., new Bilsteins. \$9,800 OBO. Call 301/552.7282.

**'80 320i** VIN7155194, Ascot grey with black interior, 94k miles, 5spd, alloy wheels, sunroof, new brakes, tires (Michelins), A.C., clutch, tie rods and c-arm bushings. Denon pull-out stereo. Extra set of alloys mounted with snow tires. Non smoker. Excellent condition in and out. \$6,000 OBO. Call Darren at 202/686.9025 or 301/530.0502.

**'73 2002.** VIN 258349. Malaga w/ tan interior. 140K miles, 6K on new engine; new 4-sp trans. and clutch; weber carb; new radiator, shocks, battery, front calipers, and much else. Sunroof; minimal rust; complete records. \$4000 OBO. Must sell. Call Simon 202/363.8118.

**'37 BMW model 326** four door sedan. Underwent a full restoration in '84-85. Paint job is milk chocolate colored fenders and top, creme body. Interior is beige and 30's style felt

checker (choc. and creme) available for interior door panels. Less than 100 miles on new motor. Offers over \$18,000. Owner can finance. FAX Robert at 703/278.8460.

**'90 M3.** Diamond black w/ silver grey interior. Garaged, 23K miles. Includes phone and 7 year BMW warranty. 3K oil changes, records available. \$26,900. Call Tim 301/356.3258 (h) 301/525.2244 (w).

### Parts For Sale

**2 Recaro KRX Seats.** Black cloth, adjustable sides. Complete mounting hardware fits any 320i/323i E21 chassis. \$550 + shipping, OBO. Call Mark 703/556.7348.

**323i Parts.** Schrick 292° camshaft, new, in box \$200. Factory Service manual (2 volumes) \$25. Fuel filter, tail lenses, misc. Call Mark 703/556.7348.

**Parting Out a '74 2002tii.** Inquire about part availability. Call Andrew 301/441.2142 eves.

**Power Brake Booster & Master cly.** '74 2002 tii. \$100. Call Andrew 301/441.2142 eves.

**Doors.** '69-74 complete with glass. \$75 each. Call Andrew 301/441.2142 eves.

**TRX BBS Alloys,** 1 set, Gold Basket weave. Worn Michelin tires. Make offer. Call Walter 703/442.0552.

**2002 parts,** many & varied, some 320i parts, engines in boxes; front ends; rear ends. If you need it, I may have it. Best to come see. Call Harold 301/252.0161

**320is** Sport steering wheel \$75, 2002 steering box \$75, New Style Rotary airconditioner compress or w/bracket for 320/2002 \$125, 2002 22mm sway bars, front & rear \$150, 528e Alloy \$75, (2) Eagle NCT tires \$25/ea. Call 301/552.7282.

**Sheepskin seat covers,** excellent condition, 2 sets, one creme color, the other grey, both plush, reasonable price, will fit 5 series, Bavaria. Call Jonathan or Alice 301/984.0588.

**1 Recaro seat.** Black \$175. 2 each 320i seats. Black excellent cond. \$150/set. Call Jon 703/739-0656.

**Garage recovery program!** BMW oil cooler w/ lines \$125; 3.5 liter crank (Euro) \$180; 02 Early 6 bolt flywheel & Pres. Pl. \$80; 325 flywheel & Pres. Pl. \$60; new 3.0, 3.3, 3.5 pressure plates \$50ea; new Bosch 530i alternators \$100ea; used but good 6 series 65 amp. alt.\$50; 530i 3.64 to 1 open diff. \$100; new Tii front engine cover w/pulley \$100; new Tii oil filter head \$40; 533i fuel injectors & fuel rail \$100; new pre '74 2002 center grill \$20;



pre '77 530i center grill \$20; new Jacobs compusensor kit \$75; pair of '75 530i struts \$40ea; pair of '75 530 front calipers \$100; blue '75 530 int. panels \$80; 530 headlight buckets \$25ea; 530 taillight assembs '75-76 \$20ea; susp. tech. 23mm rear bar for 5 & 6 to '82 \$80; 4 Enkei 13X6 basket weave wheels \$200; O.E. 318-325is rear spoiler \$75; early 008 distr. for Big 6 \$75; a/c system for early 530i, Call; 2 rear doors 530i no rust \$90ea; all door glass '75-76 530, Call; 530 switches & instruments, Call; 530i injection system \$100; Shrick 290 Big 6 cam, 4K miles \$300; 320i black seats-vinyl no tears (front & back) \$200; 2002 exhaust manifold \$10; late 320i head complete \$200; late 530i/528i front bumper & shocks \$100; late 530i/528i rear bumper & shocks \$80. Call Doug 703/450.9175.

**WANTED:** April 1991 Issue of the *Roundel*. Needed to complete collection. Call Woody 703/243.5796 eves.

**'82 320i.** 5 spd. transmission. Excellent condition. \$375. Call Andrew 301/441.2142 eves.

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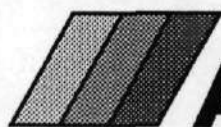
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You many have noticed that the list of dealer liasons has disappeared from the *der Bayerische*. This was not an accident, it was just not working. We need dealer liasons for an area as large as our Chapter with as many shops and dealers as we have. All that is required is to initially introduce yourself to the dealer, deliver a supply of Club applications and keep in touch periodically with the shop. Easy stuff! So if you want to help out, give me a call.

Please note that if you were previously a liason, call me to re-volunteer as we are starting from scratch.

John Kenworthy 703/527.8033

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