

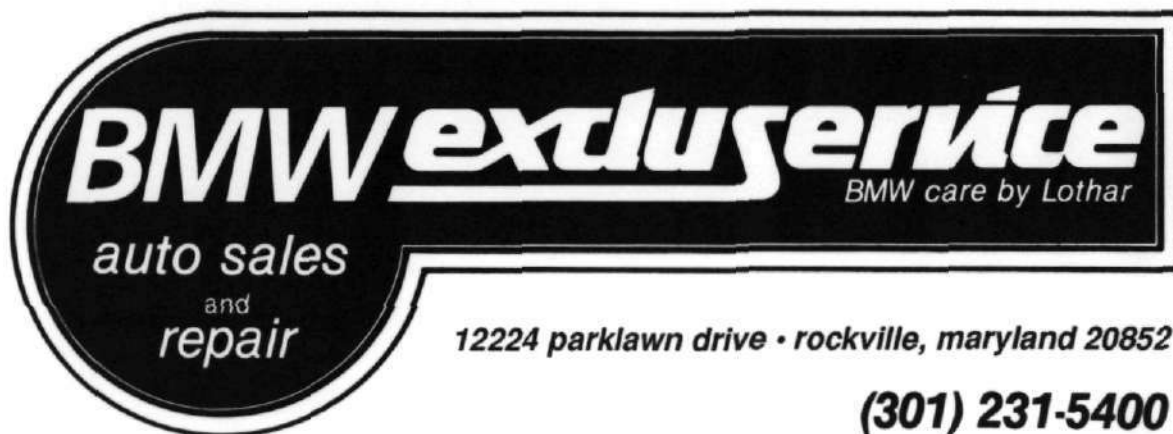
NOVEMBER/DECEMBER 1993

der Bayerische

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Vol. 23 No. 6



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Cover

*Richard Conway's 3.0 CSL
race car at Summit Point.*

Photo by Jack Kenworthy

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President's Message

John "Jack"
Kenworthy

I finally discovered how to get your attention. If the *der Bayerische* goes out late, you will call! I apologize for the tardiness of the last issue. The various reasons that the dB was late have been identified, and I hope that it won't happen again. Mike and I received numerous complaints. Please remember that the entire board consists of volunteers, and we too are very busy. Contrary to popular belief, we work for a living, have homes to take care of, and do in fact have other hobbies that we enjoy. It has been some time since a new person has offered any help in putting together the dB. Before you complain, volunteer to help! One caller had lots of great ideas, but he was not willing to do any of the work himself. IMAGINE THAT!

The Holiday party surveys have been tallied. (All three!) We will be at Passport BMW on January 12. This should allow everyone to attend their office parties in December and the Club party in January.



Photo by Chris Leeper

John Kenworthy (r) with Richard Conway at the Vintage Corral.

The BMW of FAIRFAX Vintage Corral was highlighted by Richard Conway's 3.0 CSL. Richard raced on Sunday morning and then displayed the car in the corral for the remainder of the day. We attended the lobster dinner with Richard on Saturday night hosted by Bill Scott. Richard told Sarah and I that he didn't remember the last time he had so much fun. You should have seen the look on his face Sunday when he saw the number of BMW-CA members in the corral. I counted 57 Bimmers! I want to say thanks to BMW of Fairfax for their continued support and to Richard Conway for bringing my second favorite race car. (Oliver Kuttner's M1 is still my favorite!) We collected over \$400 to give to S.O.M.E. (So Others May Eat). The pig roast was a big hit. Most of the grandstand wished they were in the Club. Some attendees mentioned that we should have the Holiday party at Summit Point since the corrals are our best attended event!

I am preparing this message on the Club's new computer. Due to the fact that we now have some money in the bank, the board decided that we should purchase a computer for the Club Secretary. Sarah can now send professional correspondence to our supporters and correspond with the Editor and Treasurer via modem. The computer will be in the possession of the Secretary. We may consider a fax machine if there seems to be a need for one. In comparison to other car clubs, we have few assets. We intend to remain frugal, but we need to expand. With over 2,000 members and an annual budget of \$80,000, this chapter is like a small business.

You will find a ballot in this issue. Note that Chris Leeper is running for Vice President. Please feel free to write in any nominations. The election is a requirement to maintain our charter. All of the board members look forward to serving another great year.

I hope to see you at the Holiday party. Please have a safe Holiday. Next year promises more great Bimmer fun. Hit those apexes! 🏁

1993-94 CALENDAR

NOVEMBER

Sun 7 BMW Autocross,
Landover Mall, MD

Sun 14 AUTO-X, Frederick, MD

DECEMBER

Rest Period

JANUARY

Tues 12 Holiday Party

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Directions: Take 495 to Landover exit. Go to lower lot behind mall (you can see it from the beltway.)

HOLIDAY PARTY

Jan 12, 1994

7:00 P.M. FREE! FREE! FREE!

Passport BMW/BMW of North America
5050 Auth Way • Marlow Heights, MD.
301-423-8400

continued on page 4

BMW CAR CLUB OF AMERICA NATIONAL CAPITAL CHAPTER 1994 BOARD MEMBERS AND OFFICERS BALLOT

The following people have been nominated for office. Please mark your ballot and bring it with you to the holiday party in January or mail it to: BMW CCA NCC P.O. Box 685, Arlington, VA 22216. You may wish to write in a nominee for any of the listed offices (include membership number).

MUST BE POSTMARKED BY JANUARY 5, 1994.

Nominations for President:

☐

John Kenworthy

☐

Nominations for Vice President:

☐

Christopher Leeper

☐

Nominations for Treasurer:

☐

Jennifer Nazarko

☐

Nominations for Secretary:

☐

Sarah Kenworthy

☐

Coming Events

continued

The Holiday Party is being held in January to allow more people to attend. We are continuing the tradition of having the party at Passport BMW. Each year Passport opens the doors and throws out the red carpet. The entire dealership is open for your inspection. The service area is cleaner than most living rooms! The parts department will be open for a limited time during the party with greater discounts than normally offered, so remember your check book. Last year the line was tremendous!

Food and soft beverages will be served. If you desire "hard" beverage, you must bring your own. The popular choice is a great bottle of red wine to share with the other red winners. Dwight Derr and Jimmy Epting can always be found comparing their favorite vintage. Ripple vs Mad Dawg!!

In keeping with the holiday spirit (and the fact that the food is free) a cash donation of \$10.00 will be requested to donate to the annual charity drive.

The entertainment will be either a band or a DJ. Door prizes will be raffled by BMW of North America. Last year the prizes were worth thousands. This is a perfect opportunity for the new members to meet the other Bimmerphiles of the Club. It is a casual atmosphere to allow everyone the opportunity to mingle with each other. The dress code is casual.

DIRECTIONS: I-95 to the Branch Ave Exit (MD 5) north. Go approx 1/2 mile, turn right onto Auth Way next to the Lincoln Mercury dealership. Passport BMW is up the hill on the left. ☺

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FORMULA 1 FANS. I am pursuing a group tour to the 1994 Montreal race. Sarah and I went this year and had a blast. My travel agent is confident that we can get a small discount if there are enough people. At this point I will maintain a list of interested persons and stay in contact with them as we get closer to June. We would fly out of BWI on Friday morning and stay at the same hotel. You can return on Sunday or Monday morning. If you have never been to a Formula 1 race, Montreal is the most convenient and economical for us to attend. F1 should be more exciting with the new changes. Television does not do these cars justice! You have to see them at 200mph and hear them to fully appreciate them. Please give me a call as soon as possible so I can determine if this tour is feasible. Jack Kenworthy 703-527-8033.

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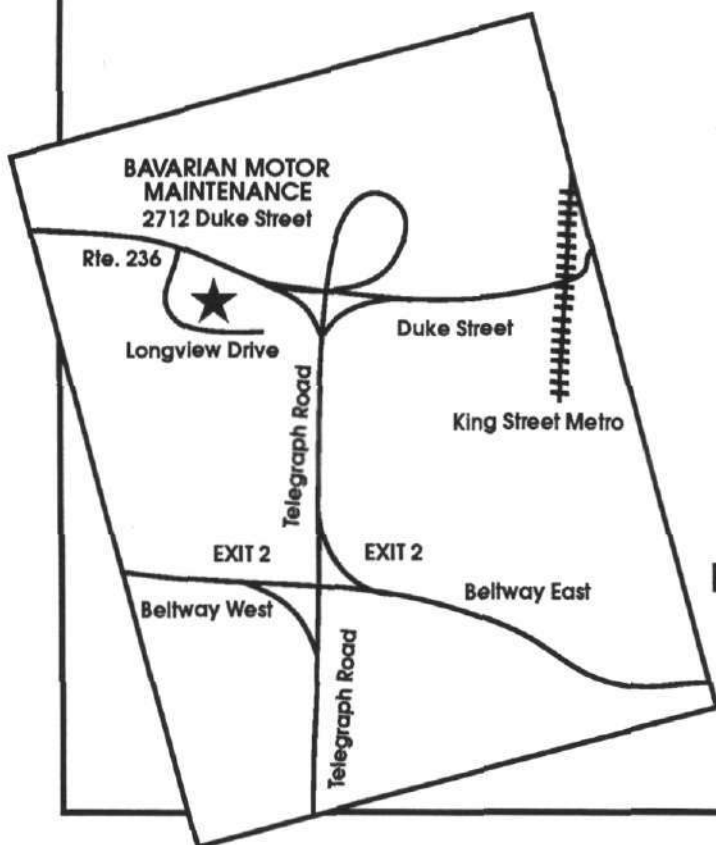
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**BMW Car Club of America
National Capital Chapter
Board Meeting Minutes
Wednesday October 6, 1993**

PRESENT: John (Jack) Kenworth, President; Mike Early, Vice President; Jennifer Nazarko, Treasurer; Sarah Kenworthy, Secretary; Woody Hair, Club Council Representative; Kevin Cowley, Advertising Manager; David Roach, Drivers School Registrar; Dick Bergen, Membership Chairman; Paul Vessels, Concours Chairman; and Dwight Derr.

REVIEW OF PREVIOUS MINUTES: The Board reviewed the minutes from our meeting held 8 September 1993. Minutes were approved as written.

TOPICS OF DISCUSSION

dB: John brought up the subject of last month's late **dB**. He said that both he and Mike had received complaints from several members. Because of the tardiness of the last issue, several events have been affected, not the least of which is the October Drivers School. John asked that those people responsible for articles and advertising copy get the material to Mike by the scheduled deadline.

John told the Board that Bumper Crop Studios will no longer be our **dB** publisher. He said that they had done a great job in the past, but have decided to close the business. **dB** Editor, Mike Early, has found a company in Baltimore, Network Publications, to take over the publishing job. The cost should remain the same but the Board asked Mike to get a written contract for the work stating the cost per issue.

The only change that should occur is a reduction in the Federal Express bills because we will no longer have to shuttle the "copy" between Washington and Baltimore. Mike will continue to do the editing. All other related items remain the same (printing, labeling et cetera). The Board voted to use the recommended publisher.

Upcoming events: John asked that no events be scheduled in December so that event organizers and the Board could take some time off to recharge and re-energize before the new year. He encouraged Board members to ask for help or assistance when they feel overwhelmed by their workload.

Drivers School: Dave Roach stated that he had 47 students and 37 instructors signed up for the October 11th school. There was a suggestion that we invite another marque.

Once again the issue of orientation runs for first time students was discussed. All agreed the school coordinators and the Chief Instructor should keep their opening remarks brief to save time and allow for the track orientation runs with instructors.

No 1994 race schedule or Drivers School dates have been decided for Summit Point Raceway. Woody will call track owner, Bill Scott, to discuss possible dates in the upcoming month.

Fall Tour: Bonnie Butler reported that the tour route is terrific. Scheduled date: October 16. Restaurant is a little pricey. Only dinner will be served (no lunch).

Autocross: Dave Lassalle was not present to give a report. Event is sched-

continued on page 8

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Board Meeting Minutes

continued

uled for November 7 (49 days before Christmas).

Holiday Party: Only three Holiday party surveys were returned. No new locations were suggested so the Board voted to again hold the holiday party and elections dinner January 12, 1994 at Passport BMW in Marlow Heights. John will check on a caterer for the event.

Notice of Elections: John asked the Secretary to prepare an election ballot for the next issue of the *dB*. Only one change to the Board is expected. Chris Leeper is running unopposed for the position of Vice President. The ballot should allow for write-ins.

Membership: There has been a 2% increase in new members. Dick reported that the results of the survey that he designed are mostly positive. As has been known for quite some time, discounts are the number one reason given for joining the BMWCCA. Dick also reported that he is trying to come up with another survey that targets those members whose membership has lapsed.

Treasurers Report: No report given. Jenny stated that she had just returned from Europe and did not have time to prepare a report. (Nor did the President return the checkbook to her.)

Other Business: For the last two board meetings the Board has discussed the possibility of purchasing a computer for the Secretary to use. Dave Roach presented a proposal to the Board. He proposed that we purchase (as a package) his Intel 80386 DX microprocessor, color VGA monitor and NEC Silentwriter LC-890 printer. All the usual accessories would be included. He also suggested that we purchase several software items. The total price of the hardware would be \$1,400 with an additional \$622.00 for total software. The Board agreed to accept the proposal. ☺

Sarah Kenworthy, Secretary

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Letter From The Editor

I just wanted to take a moment to thank Andrew Short of Bumper Crop Studios for the many years of excellent service he has provided the National Capital Chapter. He is personally responsible for the fine publication you are holding in your hands. Through the years our **dB** has grown and evolved to one of the best "newsletters" in the entire club nationwide. We all owe Andrew A GIANT THANKS!!!

As you will read in this issue, there are a few new contributors. Please feel free to send me anything BMW related technical, cleaning tips, unique modifications etc...

Finally a big thanks to the entire board and all the other contributors to the **dB** without all you Bimmer heads, we wouldn't have a publication. A special thanks to Sarah Kenworthy for finding so many "volunteers" for writing articles.

Happy holidays one and all—

See you at the Holiday Party,

Your editor,

Mike Early



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Past Events

Mark Greenberg

It was a beautiful autumn-like day in West Virginia. The umpah band was playing "Mein Leiderhosen," or something like that, and the smell of sauerkraut was everywhere. I guess I didn't see it coming, my guard was down. It was just then, when Sarah Kenworthy asked, "Could you do us a favor?" "Sure," I replied. "Some more beer," I said naively. It was after all, my first outing with the National Chapter and I wanted to make a good impression. "No thanks," Sarah replied, "but would you write an article for der Bayerische about this trip?"

I'd been had! The old spider and the fly. I knew one day it would come to this. An aging wanna be writer thrust by fate into . . . but I digress. Let's start from the beginning.

It was Sunday morning September 19 and my calendar was marked "BMWCCA Octoberfest Trip." I went downstairs and checked the outside thermometer. It wasn't anywhere near 90 degrees. That was a good sign, after all, real 1973 BMWs didn't have air conditioning. I told my wife, Louise, that this was the day. That after owning BMWs off and on since 1972, I was really going to go on one of these Club outings. Little did I know that by the end of the day I would make new friends, find driving Nirvana, eat real good German food and have a close encounter with a strange and hostile life form.

It was only a short drive from our house to Fairfax BMW and when we arrived, we met Jack Kenworthy, his wife Sarah and several other members. Apparently the late mailing of the newsletter was to blame for a turn out of only six vehicles. But what a collection. We had a brace of M3s, a M5, a M6 and an off-the-show-room-floor 525i complete with a family of four, to accompany my tii. Jack handed out detailed directions which were organized by odometer readings. Louise



Bavarian Inn

Photo by Chris Leeper

looked at our copy and commented how we couldn't get lost with such detailed directions. I decided not to tell her that my odometer had stopped at the 119,999.9 mark about three months ago. About a half hour later after some obligatory car talk we were off on Route 50 heading west.

Being new to the area, I was busy taking in the scenery and trading observations of the local fauna with Louise. The weather remained perfect and we were cruising. Somewhere in the back of my mind, though, I was hoping that this nice straight flat road would have a few bends. It wasn't too long after that thought had crossed my mind when the M3 in front of me signaled a right hander and off we went onto what Louise called the "Road of a Thousand Hairpins." I just called it fun. Winding, hilly, bumpy, banked and flat, double S's, triple S's, SSSSSSS's, under trees, through open county side, along the Shenandoah River. I thought I heard Louise say something about stopping to buy a sports bra. I didn't answer. I was in driving Nirvana. I wondered why I hadn't done this before.

Someone finally had the good sense to stop alongside the river. This act of humanity did



not go unnoticed by the local populace or some of our kidneys, I suspect. It did, however, allow Chris Leeper, resident Chapter photographer, to pose the Graphite M3, M5 and M6 together for a couple of shots. He even took a couple of our little group. During the break, the driver behind me complimented me for my driving skills, duly noting that neither I nor the M3 in front of me were using our brakes before entering the turns. I mentioned all the modifications I had made to my car's suspension, thanked him and then excused myself. Inside my trunk, I saw that a box containing a recently replaced brake caliper had lodged against the taillight assembly shorting out the brake lights. I secured the box and smiled to myself.

Within the hour, we were at our destination, the Bavarian Inn, in Shepardstown, West Virginia. A throng of people were arriving and we made our way directly to the beer and food concessions. Louise and I took our leave of the group to do the "Chicken Dance" (flap flap, cluck cluck, wiggle wiggle), hear

the cow bell ringer, sing those zuppa, zuppa beer drinking songs and so on. Back at the table we enjoyed the comradery of our little group and were joined by other Chapter members who had made their own way to the Inn. It was also about that time when a yellow jacket decided that the food in my mouth looked better than the food on my plate. This was quickly followed by what I can only guess was the bee saying "Who turned out the lights." I suppose he was only trying to find the light switch on my tongue and cheek. I just wished it would have used its antennae rather than its tail. OUCH.

Louise sometimes says I talk too much, so she was treated to a quiet ride back to Virginia, what with my mouth full of ice. All in all it was a great day with fun loving people and great driving machines. If you haven't ventured out to a chapter activity yet, come out to the next one. Maybe I'll see you there. I'll be the one with the '73 tii and a can of Yard Guard. ☺

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Fall Vintage Corral 93

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David Apker
David Appel

THE PC MONSTER.

Here I sit in front of my pc wondering just how Sarah M-Worthy harangued Dave Apker and moi into writing the shakedown article for the Fall Vintage Corral at Summit Point.

Perhaps the lesson lies in not hanging around the track like some star struck teenag-

er until every last race car has trailed up. Nonetheless, Dave and myself struggled to bring sanity from confusion for your reading pleasure. After all this is a member-participant Club!

Unfortunately, I could not get to the track until lunchtime as a previous engagement with a down comforter had my full attention. Dave Apker however was trackside very early indeed and as such related some his impressions of the A.M. half of the day.

Dave's View A.M.:

The morning warmups started at 9:00 with the open wheel formulas. The crowd trackside was light as early showers had dissuaded race fans.

Bumped into *El Presidente* (not *al dente*) Jack Kenworthy at the traditional BMW Corral site by the Turn 7 Grandstand. He enthusiastically told me that Richard Conway with his awe-



Photo by Chris Leeper

Left: Nice hats. The Vintage Corral, courtesy of BMW of Fairfax.

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some 3.0 CSL of 1973 LeMans fame would make a showing. This is the same Coupe that you may remember from the Roundel feature of BMW Motorsports' 20 year Anniversary.

Richard's CSL was 1st in class and 11th overall at the LeMans Race in 1973.

Having seen the Coupe at Oktoberfest '92 in Florida, I was most anxious to see it again. It's not often that BMWs are seen at anything except the IT series and I was spoiling for our marque to stomp some tucas in the Vintage series.

By mid-morning the various corrals began drifting in as the weather had improved. As always, the BMW Corral swelled to overflowing.

Warmups continued and I was pleased to see Richard's Coupe sparring with the likes of Shelby GTs, Lotuses, Corvettes, Lolas, and Elva Sports Racers. This was promising to be a real showdown, especially when the Coupe turned

a fastest qualifying lap of 1 min. 31.677 sec.

Despite the Coupe's deep, robust racer noise, it looked as though the corners were presenting some difficulty. I later found out why:

Apparently the Dunlop treaded vintage tires can only be ordered once a year at the beginning of the season, and the ones that Richard had available were eight years old.



Right: The Vintage Corral

Photo by Chris Leeper

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Fall Vintage Corral 93

continued

Nevertheless, our valiant champion muscled the Coupe to do his will and ultimately took second in Group Seven (Match #4 on Sunday), six seconds behind a very aggressive Corvette.

Overheard in a conversation with Woody Hair, Richard was heard to have said, "Can't remember the last time I had so much fun!"



Photo by Chris Leeper

Super job Richard! The Club cheers your effort (read, want to see more of that bad boy Coupe at the Point). Thanks again for the display!

Racing continued throughout the morning but I must admit that I was too caught up to have noticed any other races. Yes, I was far too busy ogling hot BMWs and arguing the merits of traction control in conjunction with limited-slip differentials.

Thanks to the continued sponsorship of BMW of Fairfax, we were all able to once again pig out at a pig out as well. Our dealerships support us and we support our dealerships; relationship as well engineered as a BMW.

Of particular note during my tour through the Corral was Phil Marx and his ultra rare BMW 700 convertible—complete with sport engine! (Pictured left.)

Phil also conveyed to me that the M3 that has been "tagged" for the US is actually an

Left: Phil Marx's Vintage 700 Cabriolet



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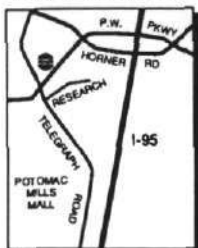
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M325is. Some of you may have seen advertising for this vehicle in *Autoweek*. It looks like an M3, has M3 suspension and is apparently going to be available for \$38k. No specs on the engine yet. Only 150 will be offered so you boy-racers better get your checkbooks tuned up!

Dave's View P.M.:

Got to the track a little late due to a previous engagement as already explained. I did have an opportunity to inhale a delicious pork bar-b-que provided by BMW of Fairfax's continued support prior to my race-fanatic significant other dragging me off to all points of the course.

The Paddock was like a museum. Everything and then some was represented. Lolas, Jags, Morgans, Formula Fords, Chevrons—you name it and it was being raced. There was even a three-wheeled, inline 4 Morgan!

Group 3 started right after lunch and what a

sight it was. I saw an abundance of rookie strips in this race. It's heartening to see so many people involved in open-wheel racing again. Perhaps we will see a comeback in this group. Of particular note were several Formula Vs racing with the Fords. Alas when racing was affordable.

We hopped down to Turn One just in time to see the Morgans come out of the start/finish. The three-wheeled Morgan was a big crowd pleaser. The driver was actually leaning his body out of the cockpit in an attempt to navigate through the turns! The fans were in a frenzy as the little Morgan drifted through.

Drove out to Turn Five for the Group 6 series. The Boss Mustang took an early lead and never looked back. Several Mustangs gave an impressive showing in this race as well as a '68 Camaro. The Jags were surprisingly unimpressive.

We half-heartedly watched the "exhibition" as
continued on page 16

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we made our way back to the Corral. Man, that Mello Yello car is loud! The Shelby GT was out with him and although there was no direct competition, the Shelby wasn't far behind for the most part.

Couldn't help but notice that our Corral was where the party was, as the sidebar photographs shot from Chris Leeper's lens testifies. The Porsche, Nissan, MGB, Triumph, and Corvette Clubs were out in force, but as always the BMW Club Corral was where all the action was! I didn't even see any people at the Porsche Corral. Did they crash (no pun intended) our Corral or something? It seems as if the only other club that had a showing that included people were the vintage farm tractors. Perhaps the continued trend in BMW Club participation will finally silence the stereotype of the BMW owner and we can all see an end to the use of that rather undignified "Y" word.

Richard Conway brought his '73 3.0 CSL Coupe over to the Corral. Just having the wild Coupe in our Corral was a show stopper and I'm sure the other marques were green with envy. Richard himself was on hand to chat with the crowd. Thanks Richard, the Coupe is awesome and we appreciate the fine display with which you represented our marque.

That about wraps it up for the Vintage Races '93. Kudos to BMW of Fairfax for their continued sponsorship of this event and the most yummy roasted pig. Thanks as well to Dick Chichester, representing BMW of Fairfax, for having made it to the track.

Turnout this year was great with 137 members in attendance, and a field of some fifty plus vehicles. ☺

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LE GRANDE PREMIO DE PORTUGAL, OR MY FIRST TIME

So they all thought I was nuts at work. You're going to do what? Car racing in a beautiful (later to be discovered "scrubby") country?? And you're wasting your vacation time on that???

Tough. I told Ed a long time ago that if his business trip to Portugal was at the same time as the Formula One race I was going, no ifs, ands, or buts. The details would be worked out later. Which they were. Using frequent flyer miles I winged my way to London, in at 6 a.m., spent the day wandering around downtown (did you know that Samuel Smith's Brewery outlet is within blocks of Parliament?) and then back on a flight at 6:30 p.m. to Lisboa. In at 11 p.m., met Ed, and then on to the hotel at Estoril.

The sun was shining bright Friday for practice and the first set of qualifying 21trg0_____ly (sorry, the cat jumped on the keyboard, Milo, if you must know) rounds. Our tickets were for the grandstands at the start-finish line, which also happened to be directly across the pits from the Williams Team, then McLaren, then Benetton, and then Ferrari. Even though the

cars went so fast down the front straight you could hardly see them (estimated speeds of 180-200 mph), watching the pits was engrossing. Frank Williams smiles a bit more during qualifying than during the race (binoculars are a wonderful invention). Watching the leader boards told us everything that we needed to know as they posted fastest times to beat and the driver's own time. Senna's name never came up as one to beat, but Damon Hill in the Williams' number constantly did as well as Michael Schumacher's Benetton Number 5.

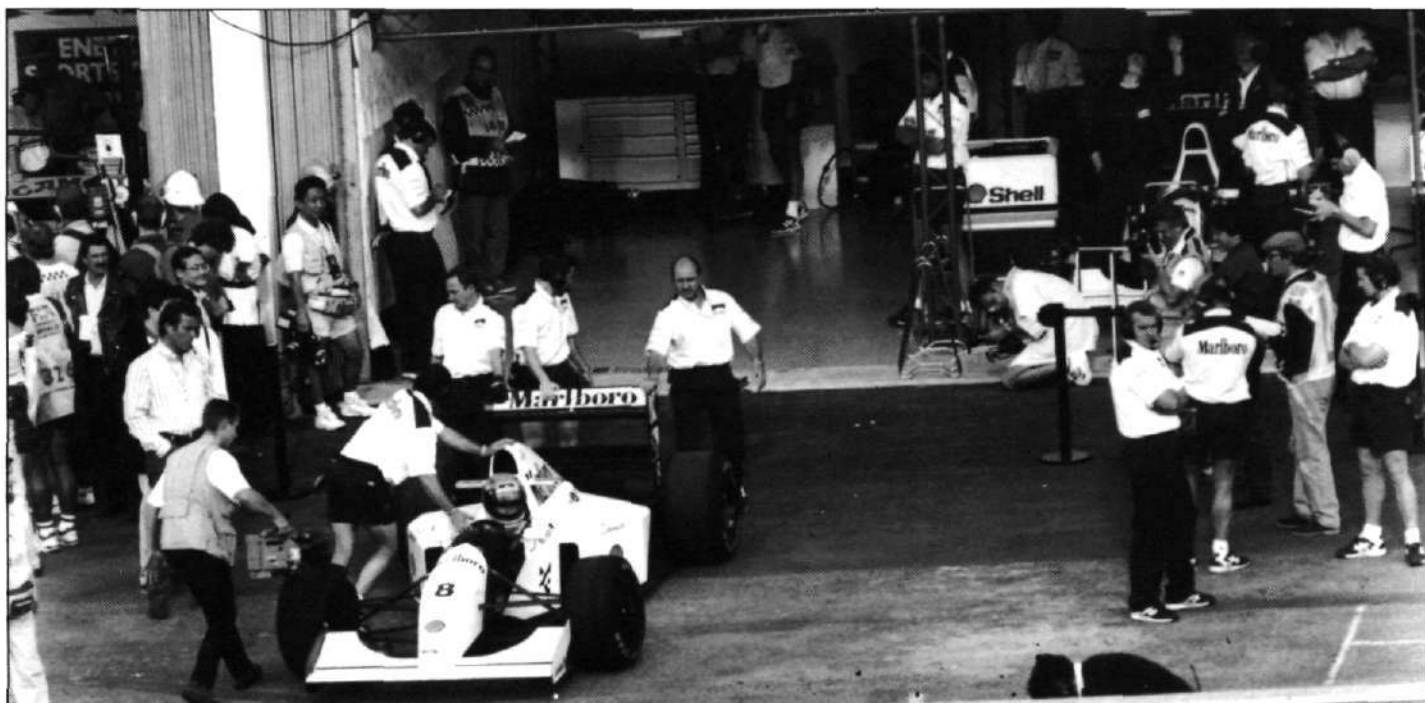
Ed had business to attend to Friday afternoon, so I went back alone. And then we went back again early Saturday morning. Times got faster and faster, with Hill qualifying for the pole at 1.114 I believe. We had really wanted to stay to watch the Formula Ford and Superkarts races that afternoon, but the weather forced us out. How many of you recall Bob Varsha saying that the track had recorded gale force winds on Saturday? . . . it was certainly true.

Race Day, Sunday, was again a beautiful, cool, sunny day in Estoril. Watched practice/warm-ups, and then the parade of high school girls in short-shorts carrying flags down the front straight. They managed to flip the

continued on page 18

Le Grande Premio de Portugal

Jenny Nazarko



McLaren pits Ayrton Senna packs it in for the day.

Photo by Jenny Nazarko

Le Grande Premio de Portugal

continued

American flag upside down but we knew it was ours anyway. (Since Michael Andretti had just dropped out two weeks before they didn't have a chance to change all the programs and planned events. This was disappointing as we couldn't find one thing to commemorate Mika Hakannin's drive for the Williams' team). And then they had a parade of all the drivers in antique cars. Talk about some serious clowning around as they waved and cheered the crowd on. My personal favorite, Michael Schumacher, certainly had a good time.

And then the tenseness as the start neared. . . the track was solid people and starter batteries. There was an audible wave of disbelief through the crowd when Hill's car stalled on the warm-up lap. I couldn't believe how nervous I was actually watching the start. It's always been a hand clencher for me because it seems to wipe out so many cars and really determine how the rest of the race will go. So imagine my relief and delight when no one crashed and Alesi snuck past everyone to take the lead for several laps! The Ferrari cra-

zies went berserk with their flags and yells, but quieted down once he lost the lead. For the most part we simply watched the cars whiz by, and I learned how the race was going through the leader boards and eventual realization that a certain car hadn't come by in awhile. Portuguese is not my native language and the English narrator had a heavy British accent which was hard to understand through ear plugs. The information on the leader boards was more terse during the race, however, and took a bit more deciphering than during practice.

I couldn't believe how Schumacher held Proust off during the last several laps for the win. And believe me, if the race had been ten laps longer, Hill would have won. The celebration made me smile, and I was able to come back to work saying that that little model car on my desk was the one that won.

Tidbits of impressions: the tickets had a gold embossing of Senna on them . . . Pedro Lamy, the first Portuguese driver in a long while was

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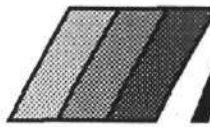
Photo by Jenny Nazarko

cheered wildly, and you could always tell his car by the bright pink helmet flying by . . . the only souvenirs you could get were for the top four teams, Nigel Mansell, and Sauber, which had their own booth . . . the Spanish beer sold

in the stands was worse than the proverbial m—p— stuff. . . Senna is truly an intent man when it comes to watching the telemetry. . . I wish I could change my tires in five seconds; heck, I'd settle for 150 times five sec-

continued on page 20

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Le Grande Premio de Portugal

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onds . . . I realized Proust looks just like all his pictures when I saw him in the lobby of my hotel Monday morning, and to my eternal bewilderment, I don't know why I didn't say congratulations to him. ☺



Euro M3 spotted in Portugal.

Photo by Jenny Nazarko

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A WARNING ABOUT CYLINDER HEAD BOLT FAILURES

The *Bombe* received this letter from Brian Philpott: In the November 1992 issue of the *Roundel*, a mechanic member said he "has seen a number of cylinder head bolt failures in early 325i/525i engines. The hex heads sometimes shear off and wedge beneath a camshaft lobe resulting in serious damage. Torx style bolts were phased into production in April 1989."

I have a 1988 325iS which has done 75,000 miles. It has just encountered the "serious damage" problem described above. One of the hex heads broke off and wedged under the camshaft lobe. This caused a large hole in the cylinder head. Repairs to replace the cylinder head, exhaust valves, intake valves, etc. cost me \$3,000.

I think it may be a good idea to have the head bolt replacement recommendation listed in the *Bombe* so that other members can get theirs replaced. The parts only cost about \$32. Two

other mechanics have said that they have seen this same problem with BMWs of my vintage.

I have written to BMW NA regarding this issue as I think they should have done a recall, or at least some sort of advisory, for these faulty head bolts.

Brian, here's the tech tip for everyone to learn from, from the November 1992 *Roundel*, page 75:

"The bolts should be replaced one at a time, reusing the old washers. Torque the bolt being replaced to 22 foot pounds, then tighten the bolt again by moving the torque wrench 90 degrees, then tighten it again another 90 degrees. Owners of modified 'eta' engines might do well to consider this update also."

Gene Ritacco.

Reprinted Courtesy of *Die Flüsternde Bombe*, August 1993, Vol. 22 #6.



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THE ART OF ENGINEERING

To practice the art of design engineering is to practice the art of compromise. To gain better tire adhesion, a tire designer will sacrifice tire life, ride quality, or both. To gain more engine power, the engine designer may sacrifice fuel economy. Theoretically, each automobile has an underlying design philosophy that guided the design of that particular car. For example, when Buick produced the Grand National, they set out to make an impact at the mainstreet drag racing scene. The engine in this car was a screamer, propelling the car quickly in a straight line. Going around a corner quickly was not in the design philosophy and hence was not something the production car did particularly well.

BMW's strive for balance. If you pick any singular performance category, there will be dozens of cars that will outperform a BMW in that category. The magic of BMW is that not many cars can outperform a BMW in all categories simultaneously.

When you need to replace parts on your BMW, most of the time you are better off using

original equipment manufacturer (OEM) parts. These parts preserve the balance that you paid for. Also, the rigors of mass production and the cost of warranty repairs usually guarantee that OEM parts will fit and will last.

Whenever you do work that is not OEM, you are either re-engineering the car or performing a kluge (aka hack job). The difference between these two is subtle and not often understood. To tell the difference, apply the following rules. If the most retentive mechanic you know would approve of how the modification was done, this is re-engineering. If you would be embarrassed to show the work to that same mechanic, this is a kluge and you are a hack mechanic.

The main motivator for kluges is economy. Sometimes, it is a false economy thereby reinforcing the axiom, "you get what you pay for." Every once in a while, re-engineering can also be thrifty.

The shifter on my 533i had been getting progressively sloppier. When I finally mustered enough motivation to jack the car up and crawl underneath, I discovered that the first

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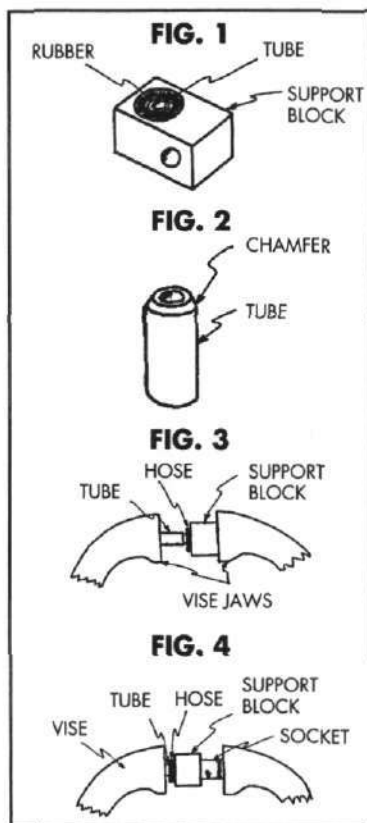
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movement that the shifter made went directly into moving the shift support that attaches to the tail of the transmission housing. Ah ha! The mounting bolts were loose! But the bolts were tight. The movement came from deteriorated rubber in the shift support mounting bushings. Rather than buy the OEM part, I practiced the aforementioned reengineering.

I removed the shifter support from the can and removed the bushings. The complete bushings are shown in Figure 1.

Re-engineering was as follows:

- Remove the tube with a pair of pliers and judicious application of force.
- Scrape off all remaining rubber.
- File a chamfer on one end of the tube (see Figure II).
- Cut a 1" long piece of 7/16 heater hose.
- Insert the hose into the support block.

continued on page 24

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Tech Tips

continued

- Select a socket size into which the tube will just fit. The socket will be needed later.
- Apply turpentine to both the tube and the inside of the hose.
- Press the tube into the inside of the hose using an ordinary vise (see Figure III).
- Open the vise and set up the socket as shown in Figure IV.
- Continue to press the tube with the vise until the tube is completely inserted.
- Trim off any excess hose.

The end result of this effort is a rebuilt bushing that is stiffer, less expensive and more durable than the original. I performed this operation on my 2002 almost ten years ago (the support block is the same size), and have enjoyed crisper shifting ever since. I guess you might call this a poor man's Alpina part.

Gregory Lane, Reprinted courtesy of *Bavarian Motor Notes* July/August 1993

YOKOHAMA TIRE QUESTIONS?

Kevin Rogers, High Performance Marketing Associate for the Yokohama Tire Corporation, is ready, willing, and able to answer questions concerning fitment and use of Yokohama tires. Being an avid autocrosser himself, Kevin easily answered my questions concerning use of Yokohama's A008RS autocross tires on my 325 iX. Kevin works in Fullerton, California and can be reached at (800) 423-4544 ext. 3862.

Todd A. Arbogast, Reprinted courtesy of *The Ultimate Times*, July/August 1993 Vol. 1 No. 4

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AT THE APEX

More on A/C

I received a call recently from a club member who'd read all my rantings about R-134a refrigerant. He had talked to a friend of his, and felt I was wrong about the R-12 to R-134a conversion. According to the friend, Dupont has developed a refrigerant called SUVA that is a direct replacement for R-12. All you have to do is drain the old mineral oil out of the system and put in the SUVA-compatible oil.

This got my attention, so I did some investigating. What I found out is that his friend is right, and also wrong. Dupont is marketing a refrigerant called SUVA. But it's not some new magic elixir, it's R-134a. It comes in two containers, one labeled MP Cool, and the other labeled Trans A/C.

The MP Cool container has fittings that will bolt right up to an R-12 system. It is intended for use in stationary air conditioning systems, such as homes and office buildings. Stationary sys-

tems don't normally have flexible lines, so there's less chance of deterioration and leakage. So he's right, you can replace the oil in the system, put in the SUVA refrigerant, and you're back in business.

The Trans A/C container has the larger fittings that are used on automobiles equipped with R-134a systems. It is intended for mobile A/C. The conversion problems I detailed last month still apply.

Yes, you could get a container of MP Cool and the right oil, plug them in your car's A/C system, and be converted to R-134a. But the performance would probably deteriorate and the refrigerant would probably leak out in a short period of time.

Oh well. The search goes on.

Jim Tulk, Reprinted courtesy of *Whispering Bomb*, September 1993, Vol. XXIV, #9.

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Tech Tips

continued

PROTECTING YOUR ELECTRICAL SYSTEM

Do you ever lay awake at night like I do worrying about a potential "China Syndrome" in your older BMW's electrical system? While individual circuits are protected by fuses, the system as a whole lacks protection against a total meltdown. An easy, inexpensive way to bring your older car's electrical system into the Nineties is to install a fusible link on the accessory wire from the battery and on the main alternator wire. The tools required are wire cutters and pliers. The skills are elementary.

The parts are low cost at Kragen, NAPA, Pep Boys et al. If you have a typical number of 2002 appliances in your car, you will need two fusible line assemblies of about 14 gauge or a length of 14 gauge fusible line wire. Crimp on, in-line connectors are also required. The part numbers are Dorman 644-144 or JT&T 202H. The Dorman parts include connectors and fusible link marker tag on the wire. Expect to pay about \$3.00 for the link wire and less than a dollar for the connectors.

Do not under protect your electrical system with a wire gauge heavier than about 12 gauge. The heavier wire allows a greater current to flow before melting and protecting the electrical system. This could leave your system vulnerable to the overload you are trying to protect against. Conversely, resist the temptation to over protect your electrical system with wire thinner than about 16 gauge. Yes, it might work just fine for a while during a cool day without air conditioning or other major power consuming accessories running. But, IT WILL FAIL during a hot night with the high beams on and the air conditioning cranking out the ice cubes. In any event, if your fusible lines feels warm when running all of your major accessories, replace it with the next heavier gauge of link wire. On my 2002, sixteen gauge wire ran a little warm. There is no need to place a fusible line on the main fat wire from the positive battery terminal other than the starter.

If your air conditioning condenser blower (in front of the radiator, if installed) and compressor wire is not protected with a fuse, now is a

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good time to do it. The same auto parts store will have a fuse holder and a 30 amp fuse. These parts are also inexpensive and the extra crimp on the connectors work well for this job too. On my 2002 at least, anything smaller than 30 amps gets warm and eventually fails. There should be one wire to the blower and one wire to the compressor. Place a fuse on both of them. The compressor should run a 15 amp fuse.

Before we start any cutting of wires on your car, REMOVE OR DISCONNECT THE BATTERY!

This will prevent frying the alternator or the electrical system you are trying to protect. It is a simple matter to find the thinner wire of the two or possible three wires coming from the positive battery terminal. Find the wire that runs back toward the firewall and not toward the right side of the car, if this wire exists at all. Cut into the wire running toward the firewall. Strip the insulation from both ends of the wire you just cut. Place a connector on both ends of the exposed wire and squeeze the ends with your pliers. Leave the other end of the connector

unsqueezed for now. Cut your self a short (2-3 inches) length of fusible link wire. Or get your fusible link assembly. Strip the insulation from this wire as well. Place its ends into the connectors and squeeze it just like before. If it appears that you will have too much loose wire under the hood after this, cut away some of the excess wiring harness before squeezing the last connector. For the alternator, cut into the wire that is connected to the 10 mm nut on the back of the alternator. Repeat the same for this wire as above. Reconnect the wire to the alternator.

Following the advice about concerning warmth of the links, start your car and test the links running all your accessories. If this is all ok and nothing warms up, you are finished.

Does your air conditioner blower and compressor run during the engine start? If so, stay tuned as we will discuss air conditioner electrical relay installation in a future issue.

Rick Westerfield, Golden Gate Chapter
Reprinted from the *Intermountain Bimmer*,
July/Sept. 1993

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continued

LOOSE OILER BAR BOLTS

No, I'm not talking about floozy bolts at a greaser bar. I'm talking about one or two small bolts that serve an important function in the lubrication of your engine. And as most people know, proper lubrication is essential for the long life of your engine.

Oil is pumped from the bottom of the engine to the top by a chain driven pump via holes in the engine block. Because the engine block is filled with other important things like pistons and coolant, these holes can't be drilled just anywhere. At the top of the engine is a valve train where the cam shaft, valves, springs and rocker arms are all in contact and in need of oil. In order to provide the entire valve train with lubrication, an oiler bar runs across the top of the cam and sprays oil at all the critical locations, kind of like one of those leaker hoses for the garden. Oil gets from the block to the oiler bar via one bolt in a four cylinder engine and two bolts on a six cylinder engine. These bolts are hollow up the center of the bolt and then goes out the side into the oiler bar. If the flow of oil is interrupted or redirected, bad things happen to your expensive valve train. Here is where the problem lies.

Several members have recently discovered, some in time, some not, that their 3.5 liter engines had these bolts back out on their own. When the bolt backs out, oil flow can be cut to sections of the valve train. If the bolt falls out, like mine did, I imagine that oil just sprays straight up. I got lucky, no damage. Fortunately this is easy to check and could save other expensive repairs, like a new cam shaft, if corrected in time.

To check these bolts, the valve cover must be removed. Of course depending on what type of car you drive this can vary as to what needs to be removed first. Old four bangers are pretty accessible the way they are, but new 3.5 liter engines must have the air intake system removed (two nuts with washers, a hose clamp, a vacuum line and the air box control wire), about five minutes worth of work. There are a few things to keep in mind when doing this. If spark plug wires are removed, label them. Also, most of the nuts holding on the valve cover have small spring washers behind them. If these fall off they will disappear to wherever it

is that lost gloves and socks go. If the valve cover leaks oil, replace the gasket (clean the old gasket off the cover and head thoroughly). After the valve cover is off, look at the bolt(s) holding the brown colored bar in place on top of the cam. If the bolt(s) are not there, look on top of the head. Finger tighten the bolts, then use a torque wrench to put 8 ft-lb of torque on them. If you know how or if someone is doing this work for you, now is a good time to adjust the valves if it hasn't been done in awhile. To button up the operation, place the gasket on the head and then place the valve cover on top of the gasket. Place the spring washers back on, then finger tighten the nuts and bolt that hold that hold the cover on. Follow the pattern below to tighten each nut to 8 ft-lb of torque. Replace air cleaners, air boxes, spark plug wires, manifold braces etc. as required.

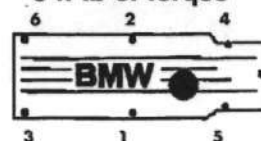
After several members with 535s experienced this problem, I made a call to Robert Berry of Prestige Performance to see which six cylinder engines have this problem. According to Robert it's all of them. Because the 2002 head sitting on the bench in the basement has a similar arrangement, I imagine it's possible in the four cylinder engines also. Thirty minutes of easy corrective action can save expensive future repairs.

Reprinted courtesy of *Smoky Bimmer*, Sept. '93.

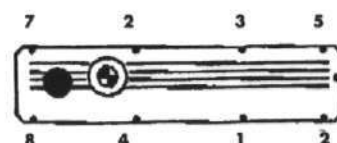
ETA ENGINE OIL LEAKS

The 2.5-liter engine that BMW introduced into the US in the 325i in 1987 is turning out to

Valve Cover Tightening Pattern 8 ft-lb of torque



FOUR CYLINDER



SIX CYLINDER

have a problem with a leak from the oil filter housing. Your first clue is a small puddle of oil under the front of the car just to the right of center. It appears intermittently, usually after the engine has been shut down after having been run warm. Correcting this problem is easy. Remove the oil filter housing by taking out four bolts, and take the assembly over to your workbench. Remove the "C" snap ring to take it all apart.

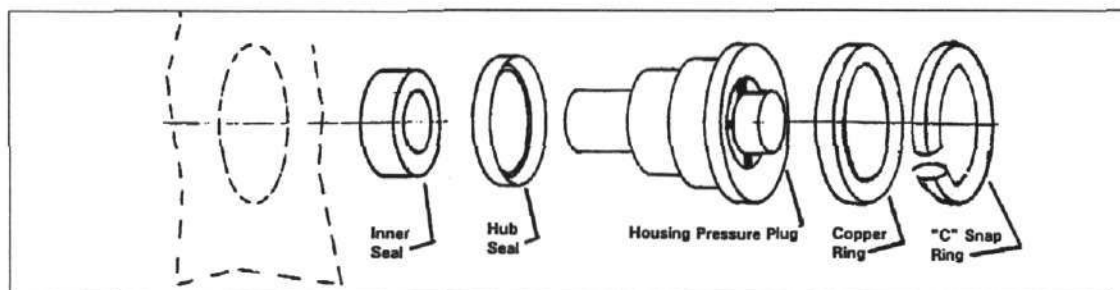
The replacement seal kit, BMW part number 1142059338, has a different snap ring and hub seal, and an improved housing lug. The hub seal appears to be the culprit; it has been replaced by what looks like a standard O-ring.

The kit costs under \$10.

Install the pieces in the kit and install the assembly back on the car. The labor, depending on your dexterity, should be one or two hours.

Some people are trying to do this replacement without removing the assembly from the car. But removal of the snap ring can be tricky, requiring the use of needle-nosed, vise-grip pliers.

Phil Street, Los Angeles Region, BMW Automobile Club of America, Reprinted with permission from *Whispering Bomb*.



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A Euro 5 series atop Mount Perone in Elba, Italy.

Photo by Wendy Early



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BUILDING AN INTOLERANCE FOR SPEEDERS

Drunk drivers, who used to be tolerated as free-spirited rogues, are now generally regarded as ranking just below Josef Stalin and just above Bobby Knight on the scale of human nastiness. That's progress. Once you could get laughs joking about piloting a car through a Jack Daniels fog. Today you'd be better off admitting you had sold weapons-grade plutonium to Saddam Hussein than confessing a conviction for DWI.

How come we got so intolerant all of a sudden? Simple. A lot of people made a crusade of reminding us all that drunken drivers kill innocent people.

But we haven't applied the same logic to drivers addicted to another drug: speed. Not the kind that comes in pills, but the kind that comes in turbocharged engines. Fast driving is just as deadly as drunken driving, but it's as accepted a part of American life as Fourth of July parades.

Budweiser wouldn't put out an advertisement

featuring a carload of blotto fraternity guys weaving down the road throwing beer cans out the window. Drinking may still be glamorous and funny and macho, but drunken driving isn't. Groups like Mothers Against Drunk Driving, with their bleak accounts of pointless deaths and grieving parents, managed to take the fun out of it.

But corpses don't seem to bother automakers, many of whom make a habit of running ads that practically beg you to get in their cars, put the pedal to the metal and watch the speedometer climb into the three-digit zone.

There are 51 standard model cars sold in the United States that will reach 120 mph. That's 55 mph faster than they may be driven legally on any public venue in the country. Nineteen can hit 160 mph. This is not a sensible margin of safety for highway emergencies. This is lavish, gluttonous excess, designed for people who think speed limits are for wimps.

The results are lethal. Chuck Hurley of the Insurance Institute for Highway Safety explains that higher speeds modestly increase the fre-

continued on page 32

Building an Intolerance for Speeders

NEW PRODUCT RELEASE!

AutoThORITY Performance Engineering is proud to announce the introduction of the

MASS FLOW SENSOR CONVERSION KIT FOR THE BMW M3!

By replacing the existing airflow meter and air box assembly with a more accurate and much lower restriction "hot wire"-style mass flow sensor, this new package produces gains of up to 18% on an otherwise stock engine! In addition, the more accurate input from the mass flow sensor allows superior throttle response for increased driving enjoyment.

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MFS kits also available for BMW 535i/635CSi/735i, Porsche 911 3.2L, Porsche Carrera 2/4 3.6L, and coming soon for the BMW M5 (E28) and M6 (E24). Addition information can be obtained by contacting:

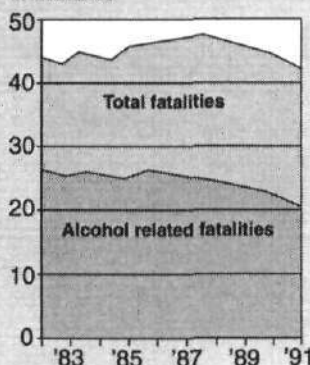
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Building an Intolerance for Speeders

continued

Traffic deaths

Traffic fatalities, 1982-1991:
in thousands



SOURCE: Boston Globe, National Highway Safety Administration

quency of accidents but greatly increase the severity of accidents. Most of us, hearing the National Rifle Association protest a proposed ban on assault rifles, are inclined to ask why we should allow a weapon whose only imaginable purpose is to do something illegal, namely kill people. Few of us are inclined to ask why we should tolerate cars whose speed capacity has no function except to do something illegal, namely violate the speed limit.

Why not? One reason is social attitudes: We simply refuse to regard speeding with the seriousness it deserves. It's fun; we've all done it; don't be such a party pooper. That's the litany. Try to think of a surer way to get laughed out of a barroom than to suggest there's something wrong with ignoring the speed limit.

Another reason is that we don't realize there's an alternative. If you want a car that is quick and responsive at normal

speeds, we assume, it has to have the power to attain abnormal speeds.

Wrong. Thanks to the electronics used in today's vehicles, it's possible to take a car that goes from zero to 65 faster than you can say "Porsche 944S2 Cabriolet" and, without affecting its acceleration, render it incapable of going faster than, say, 65. Some high-performance cars already have factory-installed speed governors, though they're set at preposterously high speeds.

The nation spends a lot of money each year trying to enforce speed limits, with the admirable purpose of preventing death and destruction. It would be smarter to substitute a reliable form of prevention for this ineffectual cure.

The remedy is to simply require that all new and late-model cars be equipped with electronic governors that prevent them from going faster than the highest posted speed limit in the country—or, if you want to be generous, 5 or 10 mph faster. That wouldn't eliminate all

continued on page 36



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As this is being written in early October, the season champions in most series have already been settled. Of interest to many local BMW owners, the Improved Touring/B class in the SCCA Regional MARRS saw 2002s take ten of the top eleven spots. The season final standings were: 1st-Ed York, 2nd-Alan Green, 3rd-Leah Epting, 4th-Steve Hammond, 5th-Chuck Allard, 6th-John Weaver, 7th-Mike Richards, 9th-Henry Brillinger, 10th-Dave Baker, and 11th-Brian Brillinger. Many of these drivers were improving race-by-race, so look for great competition next year. The only BMW competing on a regular basis in another class in the MARRS series was the '87 325is of Alan Freed. This Korman-built car was able to win most of its races against a horde of Datsun 240Zs in the Improved Touring/S Class. The car was badly damaged in a non-MARRS race in late September and its prospects for '94 are questionable. The Bimmer's success may prompt others to prepare 325s for IT/S, but this is a well sorted car and Alan had driven for years in Firehawk races. Others may not do so well.

The last weekend in September has normally been the last event in the MARRS series. This year, the DC Region of SCCA decided to hold a four-hour endurance race in the tradition of the six and twelve hour races that used to be run at the old course in Upper Marlboro. The race was open to Showroom Stock, American Sedan and Improved Touring class cars. A performance index for each class was established and each car had to make a mandatory five minute pit stop. First place both overall and on index was an A Sedan Camaro Z28 driven by Vince Meyers and Grant Carter. Second on index were club members Al Bell and Pete Cage in Al's ITC Datsun 510 and third were Dave Baker and Ed York in Dave's ITB 2002.

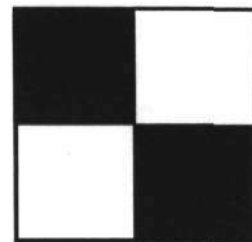
Moving on to the various professional series, if you follow motorsports at all, you probably know that Michael Andretti has left (is fired a better word?) the McLaren Formula One team and is returning to Indy Car racing. His McLaren teammate, Ayrton Senna, has left to replace the retiring champion Alain Prost on the Williams-Renault team. As this is being written, it is not known who will replace Senna at McLaren, but it has been announced that McLaren has dropped the Ford V8 engine in favor of a Peugeot V10.

IMSA's GTP series has died a slow death and is being replaced with a "World Sports Car" class. Unfortunately, instead of expanding their popular Bridgestone Supercar series with streetable

exotics cars such as the Ferrari F40, McLaren F1, or Jaguar XK220, we will see non-descript tubs with relatively underpowered engines. Little, if any, factory support is expected, although Ferrari may build a few cars for some unknown customers. I cannot see there being much spectator interest in this series. The BMW M5s running in the '93 Supercar series showed themselves to be quite competitive with the specially-built Porsche 911 Turbos, Lotus Esprit Turbos, Nissan 300 ZX Turbos, and Corvettes. Early in the Portland race, an M5 was running in 4th place, ahead of all the Loti. A member of the Ed Arnold team told me that in '94 IMSA is adding a four-door class which should help the BMWs and, get this, the Arnold team will be running E-36 M3s in the regular Supercar class.

The October 11 issue of Autoweek reports that the first race in a new European Touring Car Challenge was to take place October 17 at Monza, Italy. BMW and nine other manufacturers are said to be providing factory support. Mercedes was notably missing from the list. Several former Formula One drivers were entered. There was no mention of preparation rules, engine size and/or weight restrictions, etc.

SPEED SHIFTS: David Lassalle has been running his 325is in all of the MWCSCC championship autocrosses this year and, until the next-to-last event of the year, was undefeated in C Stock. At the next-to-last event, an all-day rain was predicted. Shortly before the event started, the NSA lot at Fort Meade was damp from an earlier shower, but it was not raining. David elected to switch from an afternoon heat to the first. So, he ran in the damp, the rain never came, the course dried out, and he was beaten by a Honda Prelude. This may have cost our autocross event chairman the DC council's "Best Overall" trophy . . . Local publications are still reporting on the Old Town Group that is trying to bring a Formula One race to the streets of Washington. They are also reporting on the possibility of a new "Grand Prix" course being built north of Culpepper, Virginia by Benton Ventures of Bethesda. It would only be 90 minutes from DC but may run into permit approval problems due to concerns about the proximity to the Civil War Battle of Brandy Station. I say the idea of a new track so close to home is great, but someone should provide the funds to bring Formula One to an established road course such as Road Atlanta, Watkins Glen, or Mid-Ohio. CRUNCH. 5



Woody's Competition Corner

New Members

NEW MEMBER	YEAR/MODEL	SPONSOR
Amundson, Steven		
Arthur, William	'71 2002	J. Nazarko
Bacon, Kevin	'78 530i	Alan Bolden
Bash, Edward	'93 325is	
Beck, Lawrence		
Beckett, Dan		
Budzisz, John	'82 320i	J. Nazarko
Carter, Richard	'92 325is	
Cichocki, Robert	'93 325is	
Cotter, Michael		M. Goldberg
Crow, Ray	'84 318i	Excluservice
Dandeker, Anand	'92 525i	
Danelski, David		
Dassler, Matt	'72 2002 tii, '74 Bavaria	Don Fartheny
Davis, Elmer	'88 735i	BMW of Fairfax
DeCamp, Louis		
Dechristoforo, Robert	'88 325i Cabriolet	L. Hazel
Dodmead, James	'86 535i	
Donnelly, Christopher	'86 325e	
Dumitru, Dan	'72 2002 tii, '79 635Csi	Dick Bergen
Early, Jack		
Executive Auto Services	'87 535is	Edward Loomis
Flinn, Mason		
Funk, Jaqueline	'92 325i	John Casson
Gardner, Ed		
Galyle, Michael	'93 318is	
Hartman, Michael	'84 325e	Dick Bergen
Hill, Kenderson		
Houck, Daniel	'73 2002 tii	
Houser, Jack	'88 735i	Casey BMW
Houston, Caroline	'84 318i	
Jarrell, Donna & Allen		T. Gordon
Johnson, Ivan	'92 325is	
Kasun, Michael	'71 2002	
Kfoury, Jorge	'89 535i	Chris Leeper
Kianni, Keven	'89 325i	
Kilinski, Andrew	'81 320i	
Laurie, Frank	'77 320i	
Lawrence, Bob	'93 325i Cabriolet	Chester Clark
Lee, Rory	'84 528e, '87 535is	Excluservice
Lu, Peter		
McCallum, Charles	'89 535i	J & F Motors

NEW MEMBER	YEAR/MODEL	SPONSOR
McMenemin, Tom	'74 2002, '86 325es, '87 635Csi	
Middleton, Bernard	'70 2800 CS	
Nabong, Arnold	'86 325e DeWayne Blacketer	
Natwick, Barry	'88 M3	
Nicolas, Ken	'73 2002, '76 2002, '88 M3	J. Nazarko
Nuzzi, Daniel		
O'Donnell, Keven	'82 633	Mike Early
Ogg, Daniel	'87 325is	Andrew Cheney
O'Neill, Douglas	'74 2002A	Duane Gary
Ong, John		
Pearce, J. R.	'71 2800 CS	Dick Bergen
Perkinson, Paul	'93 325is	Jim Graham
Phan, Huy		
Preiss, Beth	'87 325	
Rapp, Brian	'93 325i	Mike Mills
Roberts, Walter	'82 528e, '89 535i	
Rodriguez, Pacifico	'88 325is	
Rosenberg, Julian		
Siedlecki, Robert	'85 325e	Stanley Siedlecki
Schwam, Jason	'93 525i	David Nelson
Simpson, John	'72 2002	
Sikes, Jeffrey	'72 2002	
Sofronas, Chris	'89 M3	
Spencer, Shauna	'76 2002 and Ruffin, Nicholas	
Sugg, Irvin	'84 528e	
Tate, Reginald	'87 528e	Timothy Mallory
Tate, Tyrone	'89 525i	James Edwards
Taylor, David		
Thomas, DeWayne	'87 325is	
Thompson, Silva		
Wallace, John	'72 2002	J. Nazarko
Wanzer, Roger	'83 528e	Ernest Dobson
and Frazier, Lena		
Washington, Ronald	'86 325es	
Wassel, Dr. Jerold		
Weir, Kenny	'72 2002, '73 2002, '75 2002	
and Weitzman, Amy		
Williams, Lawrence	'92 325i	
Wingate, Mathew	'70 2002	

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1971 2002 automatic, \$550, call (410) 836-2780.

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As is or for parts '76 530i BMW, brand new brakes (absolutely), rebuilt transmission just a few months old. The body is in excellent condition. B.O. Need an engine. Please leave message on answering service (301) 891-3110.

1973 2002 fresh interior, fresh paint, suspension techniques sway bars and progressive rate springs, camber plates, Bilsteins, Yokohama intermediates, 292 shrink cam, weber 32/36 carb, stahl header, ansa exhaust, mallory dual point, new water pump, control arm bushings, sunroof cables, output shaft bearing, windshield and gasket, u-joints and center bearing, and guibo. Car is rust free, runs strong and reliable. \$3,002.00 will break my heart. David Appel (703) 591-6007 or after 5:00 (703) 385-3619.

1987 BMW L6, rare, all power, all leather, trip/diag computer, ABS, rear cooler, Silver/Silver combination, very good original condition, must sell, 703-222-5613.

'73 2002 Silver/Blue, 4 spd., 120m, no rust, needs paint. New brakes and blower motor, 320i Alloys. \$1,500.00/B.O. Call Woody (703) 594-3136 (eves.)

'71 Bavaria Tan/Brown, Automatic, Sunroof, A/C Good condition. \$950.00/B.O. or swap. Call Jim (703) 892-2713 (eves.)

'93 530i Black/Gray Leather interior, 5 spd., 3.0 liter V8, Sunroof, all options. Call Lloyd (703) 759-6034

1981 323i Black/Black 4 spd., recaros, BBS, 3.64/75% LSD, 168K Km, New Valve job, timing belt, water pump etc. clean, straight and fast!!! \$4,200.00 Jon Miller (703) 739-0656.

'73 2002tii roller, no drive train or interior. Sunroof, tinted glass, nos. early style nose panel in excellent shape. Project with much potential. Full restoration or perfect start for ITA. Save me before I become auto Art! \$400.00/Offers? Call Jon Miller (703) 739-0656 (eves.)

Parts for Sale

1974 2002 parts doors & lids & lights in excellent shape; eng & trans good, some miscel-lany; everything must go by the time the house is sold (it's on the market now). Marc (202) 547-1611. Or buy the house and get the parts free.

2002 parts 2 barrel intake manifold \$75, custom propellor (drive) shaft, super heavy duty with rebuildable Spicer U-joints, excellent condition \$125, pre-'74 wheel covers \$75/set, 1600 grilles \$25/ea., please call Chris at (410) 267-6242 mornings and weekends.

M3 Owners. Before spending BIG money on OEM spark plug wires, contact me for a cheaper alternative. The original wires go bad after 30-40k miles. I don't have the exact price, but it should be approx. \$125. (new ones are \$550) Jack 703-527-8033

BMW Motorsport window graphic decal. White letters, fits inside the windshield. \$30.00 Jack 703-527-8033

'74 2002 Complete Behr A/C system, new lines. Call Freeman (703) 836-3860 (eves.)

'74 2002 tii engine, 80m Good condition \$1,000/B.O. Front struts w/brakes \$250/B.O. Call Kevin (301) 953-2902 (eves.)

'73 2002tii Complete engine rebuilt, new 10:1 mahle pistons, 300 cam \$1,500/B.O. Call Kevin (301) 953-2902 (eves.)

Bavaria windshield as new \$75.00. Behr A/C for 2002. Early 2002/1600 bits, heads, trim, reflectors/lights, interior PCs, also seatbelts 69-73. Differentials, sub-frames (F&R) struts etc. set of 5 each. 6"x14". Factory mags for early 5Ser. 2 ea. KYB rear gas shocks plus things I don't even know I have. Everything must go! Call Jon Miller (703) 739-0656.

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speeding, all reckless driving or all traffic fatalities, but it would eliminate a lot.

Of course it would also infringe on a hallowed American freedom—the right to use a two-ton assemblage of metal to endanger other people for one's own amusement. Like drunk driving, that's a lethal habit we should no longer indulge.

Reprinted from *Indianapolis Star*, August 8, 1993.

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