

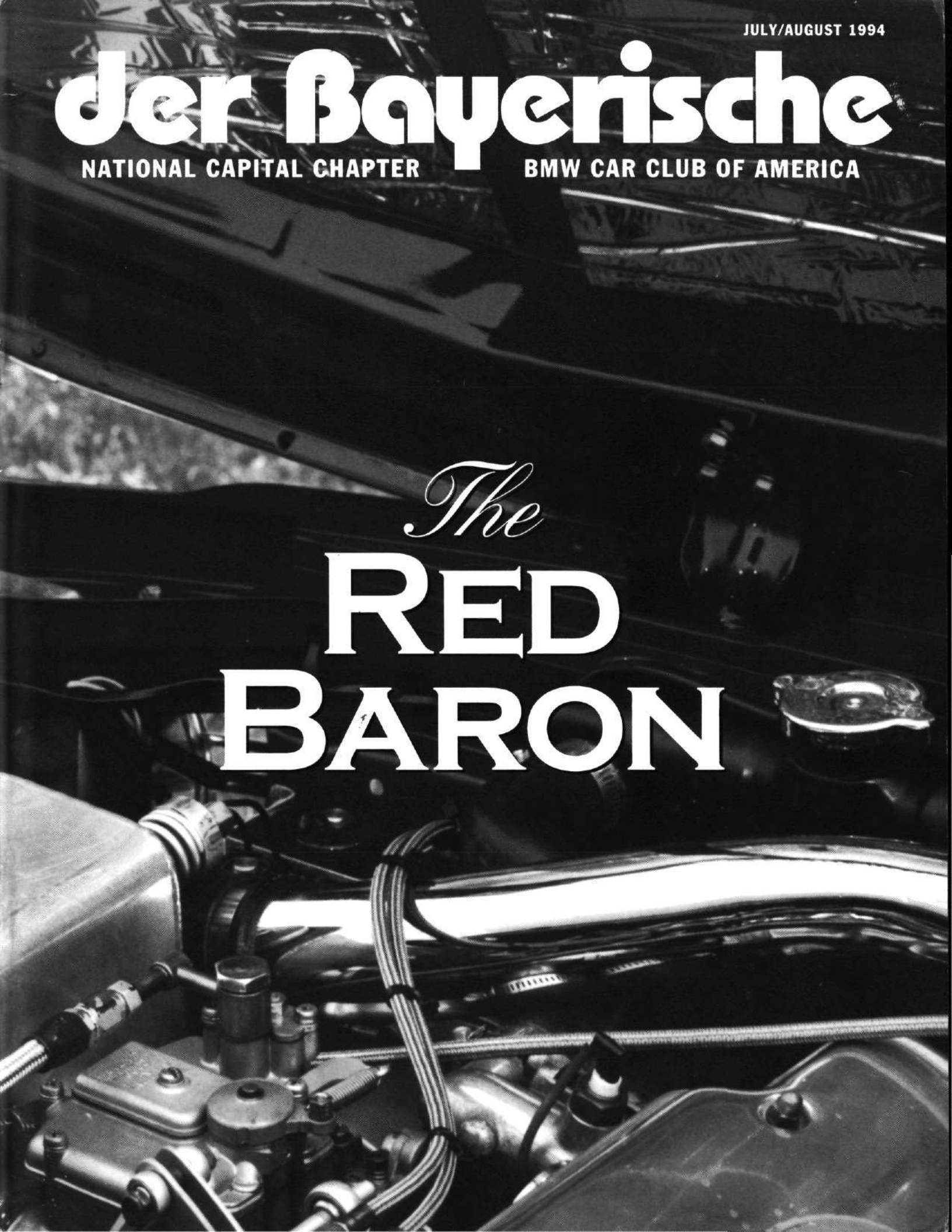
JULY/AUGUST 1994

der Bayerische

NATIONAL CAPITAL CHAPTER

BMW CAR CLUB OF AMERICA

The **RED BARON**



CALENDAR

1994

.....

| | | |
|-----------|-------|--|
| JANUARY | 15 | Holiday Party |
| | 22 | Ed Arnold Tour |
| FEBRUARY | 19 | Tire Tech Session |
| MARCH | 13 | Auto-X |
| | 19 | Highway Safety School |
| | 20 | Frostbite Drivers School |
| APRIL | 2 | General Membership Meeting |
| | 17 | Auto-X |
| | 24 | Do-It-Yourself |
| MAY | 1 | Deutsche Marque Concours |
| | 7-8 | Maifest Drivers Schools |
| | 15 | Vintage Races/Heishman BMW Corral |
| | 16 | Summit Point Club Track Day |
| JUNE | 5 | Swap Meet |
| | 12 | Montreal Gran Prix Trip |
| | 26 | BMW CCA TSD Rally |
| JULY | 11 | Drivers School |
| | 24 | Championship Auto-X |
| AUGUST | 7 | Family Day Picnic/Flying Circus and Air Show |
| | 15-19 | Oktoberfest |
| SEPTEMBER | 11 | Bavarian Inn Tour |
| | 24 | High Speed Auto-X/Concours |
| | 25 | Vintage Races/Corral |
| | 26 | Summit Point Club Track Day |
| OCTOBER | 10 | Drivers School |
| | 10 | Auto-X |
| | 22 | Fall Tour |
| NOVEMBER | 12 | Wild Goose Brewery Tour |
| | 20 | Auto-X |

.....

COMING EVENTS, SEE PAGE 3

der Bayerische

is the official publication of the National Capital Chapter of the BMW Car Club of America, Inc., and is not in any way connected with the Bayerische Motoren Werke AG or BMW of North America, Inc. It is provided by and for the Club membership only. The club assumes no liability for any of the information, opinions or suggestions contained herein. No factory approval is implied unless specifically stated. Modifications within the warranty period of a vehicle may void the warranty. Articles submitted are subject to editing; all copy, photographs and camera-ready advertisements must be received by the editor by the 1st of even numbered months. Contents may not be reproduced without permission in writing except by the BMW CCA and its chapters.

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Newsletter of The National Capital Chapter of the BMW Car Club of America
Vol. 24 No. 4

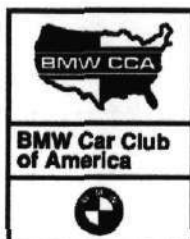


Photo by Chris Leeper

Cover

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President's Message

John "Jack"
Kenworthy

First I want to apologize to anyone that I recently either neglected to return your phone call or responded to your phone call with a short tone. We recently moved and had a very busy schedule. Combined with the unpacking, it made finding the messages difficult. I promise that all is back to normal (normal?).

I am going to make an attempt to thank all of the folks that helped make the spring so successful. The chapter was so busy that I may forget someone. Please don't think I did so on purpose!

Thanks to Mike Early, Dwight Derr and all of you that wrote articles for der Bayerische. The May-June issue was another example of how much work these guys do.

Thanks to Al Zavala, Rob Wooley, David Roach, Mike and Paulette Leeper, and to all of the Corner Workers who made the Maifest Drivers School such a huge success.

Thanks to Paul Moorcones, Radial Tire and Yokohama Tires for their generous support of Maifest. The obvious evidence that we can have fun at any expense was proven at Maifest dinner! We did not allow the torrential downpour to dampen our spirits. The food was great, as well as the wine and cigars.

Thanks to Bonnie Butler for another great Spring Tour. The trip to Fallingwater was fantastic. Lots of new faces with the perfect weather that Bonnie seems to always furnish made for a truly spectacular weekend!

Thanks to Dwight Derr for organizing the Maifest festivities. Dwight also orchestrated the 1994 Drivers School t-shirt design and manufacture (much more difficult than one could ever imagine). Special thanks to Mike McConnell, who designed the Drivers School '94 T-shirt.

Thanks to Paul Vessels for single-handedly hosting our portion of the Deutsche Marque Concours. The countless hours that Paul spent encouraging everyone to polish up their Bavarian Beauties was obvious by the huge turnout. Also thanks to BMW of Fairfax for the prize contribution.

Thanks to Chris Leeper, Alan Parker, Sarah Kenworthy, Richard Bergen, Rich and Jeanne Dumas, Rick Bassett, Shawn Bassett, Mitch Duckworth and family, and all of the other folks that helped out with the Jefferson 500. Brian Redman sends his personal thanks. Also thanks

to Al Zavala for organizing the following people to help with the charity rides: Virgil Acosta, George Berke, Mike Harrell, Cynthia Harrell, Buck Buckner and Vivian Hodo.

Thanks to Scott Heishman and Heishman BMW for their generous support for the pig roast at the Jefferson 500 vintage corral. We were able to raise over \$400 to donate to the Children's Hospital since Heishman BMW paid for the pig roast. Remember Heishman BMW when you make your next purchase!!

One last thank you, and it is on behalf of Sarah. To the many who so gratefully showed Sarah such dignified respect when her biggest hero recently died. You know who you are. You know who he was. We will all miss him on Sunday mornings and at Montreal this June.

I write this on my first day after leaving my office in the Navy. I am honored to be allowed to lead the National Capital Chapter as I was honored to be allowed to serve my great country for 12 years. Looking back over the last 5 years has made me very grateful.

Thank you!
Jack Kenworthy

1994 Calendar of Events

| | | |
|------------------|-------|--|
| JULY | 11 | Drivers School |
| | 24 | Championship Auto-X |
| AUGUST | 7 | Family Day Picnic/Flying Circus and Air Show |
| | 15-19 | Oktoberfest |
| SEPTEMBER | 11 | Bavarian Inn Tour |
| | 25 | Vintage Races/Corral |
| | 26 | Summit Point Club Track Day |
| OCTOBER | 10 | Drivers School |
| | 16 | Auto-X |
| | 22 | Fall Tour |
| NOVEMBER | 12 | Wild Goose Brewery Tour |
| | 20 | Auto-X |

VIDEO CAMERA PERSONS NEEDED

As part of our learning process at the Summit Point Driver Schools, we have instituted a videotape review of students in various turns. If you have a camcorder and are available on Monday, July 11 and/or Monday, October 10, we need you! Call Woody Hair at (703) 243-5796 for details.

FIRECRACKER DRIVERS SCHOOL

Monday, July 11, 1994

Summit Point

Join us once again at Summit Point Raceway on Monday, July 11, for our annual "Firecracker Drivers School." It will have been just over two months since you were last at the track. Put to the test everything you learned at the Highway Safety School and continue to practice your newly developed skills from Maifest! Just think, the thrill of the carousel, the skidpad and the main straight. You know you want to enroll now and reserve a spot, don't you? Please fill out the application on page 15 and send it in now.

BMW CCA/MWCSCC CHAMPIONSHIP AUTOCROSS

Sunday, July 24

National Security Agency, Ft. Meade,
MD

Cost: \$16.00

Coming Events

continued



YOUR NAME

NATIONAL CAPITAL CHAPTER

National Capital Chapter Name Badge Pins

Blue background with white lettering and the old BMW CCA enamel logo.

\$10

For more info contact Mike Early at (410) 484-4620

Now also available: **FREE** Club Stickers!!

Please send S.A.S.E. to Mike Early, 908 Windsor Rd.,
Baltimore, MD 21208

Coming Events

continued

Come one, come all to the annual MWCSSC Championship Autocross sponsored by the National Capital Chapter. We have been fortunate in getting the NSA parking lot, which is a large lot with no obstacles and plenty of room for a fun and fast course. When registering for this event please let us know what heats you are willing to help with.

First Heat: 10:00 am
Second Heat: 11:45 am
Third Heat: 1:30 pm
Fourth Heat: 3:15 pm

Directions from Washington: Take the Baltimore Washington Parkway north to Route 32 East. Bear left at the first traffic light and the staging area will be on the right.

Directions from Baltimore: Take the Baltimore Washington Parkway south to the NSA employees entrance. At the first light make a left and the staging area will be on the left.

To register or for further information, call David at (301) 317-1461.

FLYING CIRCUS & AIR SHOW **Sunday, August 7, 1994** **Bealeton, West Virginia**

See page 28 of the last issue of **JB** (May/June '94) for details on this non-driving event for the whole family. Admission is \$7.00 for adults and \$3.00 for youngsters. The show starts at 2:00. This is a "bring-your-own-picnic-basket" affair. Alcoholic beverages are allowed, but it is BYOB. Sunday August 21 is the rain date. If there's rain in the forecast, call Chapter Hotline to find out if the event is being cancelled. For further information, call Chris Leeper at (703) 455-3041 evenings between 7 and 10 pm.

'02 FEST **Sunday, August 14, 1994** **Lime Rock, Connecticut** **8:00 am - 2:00 pm**

This is the third annual East coast gathering of 2002s and 1602s in all their variations. The event is hosted by the Connecticut Valley Chapter at Lime Rock Park. There will be parts

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swapping, t-shirt sales, door prizes, trophies, and food. If you are going to Oktoberfest in Boston, leave a day early and stop by this happening. For information contact Scott Chamberlain (203) 350-4670.

OKTOBERFEST

August 15-19

Andover, Massachusetts

The BMW Club's biggest event of the year is not that far away this year. Over 500 BMW enthusiasts will gather for fun driving events, informative tech sessions, and lots of food and drink. Check a recent **Roundel** for details and registration information. You might want to consider going to the Indy Car race at New Hampshire International Speedway on Sunday, August 21.

It's the same track as the O'Fest driver school. For ticket information call the track at (603) 783-4931. Also, if you are interested in caravanning to Andover with other club members, call John Kenworthy (703) 521-M3M3 or Woody Hair (703) 243-5796.

BAVARIAN INN OKTOBERFEST TOUR

Sunday, September 11, 1994

Shepardstown, WV

Time: 8:45 am

Once again it's time for our annual tour to Shepardstown, WV and the lovely Bavarian Inn, where we'll join in their celebration of Oktoberfest. Traditional food, music, dancing, a wide variety of German wares on display, as well as the great social activity of the festival itself make this a "must do" event. And, of course, our tour will be exciting, too!

Bear in mind that we will be leaving BMW of Fairfax promptly at 8:45 am in order to avail ourselves to some primo reserved parking (otherwise we'll have to park in Maryland!)

Questions? Contact Jack Kenworthy (if he's still in town) evenings at (703) 521-6363 or, better yet, the Chapter Hotline (301) 230-9BMW for the up-to-the-minute info.

BMW of Fairfax is located at 8427 Lee Highway. Take I-495 to US 50 West. Turn right onto Prosperity Ave., then left into BMW Fairfax (at Rt. 29).

COLUMBUS DAY SCHOOL

October 11, 1994

Summit Point

This is your last chance for a National Capital Drivers School! On Monday, October 11, we will once again converge on the pavement of Summit Point for our last school of the year. Remember... it will be a long, cold, snowy winter, so get the Bimmer out there for a few laps before the winter. You will find an application on page 15. 🍂

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B.M.W.C.C.A. - N.C.C. DRIVERS SCHOOL APPLICATION

Please
photocopy
from dB

FIRECRACKER DRIVER'S SCHOOL - JULY 11 COLUMBUS DAY SCHOOL - OCTOBER 11

- First priority given to BMW CCA members
- Licensed drivers only. If under 18, must obtain parental permission.
- All cars must be tech inspected by a qualified service facility prior to the event. It is your responsibility to ensure that your car is safe and insured.
- One driver per car is recommended.
- Snell-rated helmet is required. (Snell '85 or later)
- NO CONVERTIBLES WITHOUT ADEQUATE ROLLBARS MAY ENTER.
- Each applicant must complete a separate application. (Photocopy if necessary.)

DRIVERS SCHOOL ENTRY FEES

MEMBERS: \$100 if application received three weeks BEFORE event. \$115 after that.
NON-MEMBERS: \$130 if application received three weeks BEFORE event. \$145 after that.
NOTE: A \$25.00 administrative fee will be assessed for cancellations less than two weeks before the event.

Please make checks payable to:

NATIONAL CAPITAL CHAPTER, BMW CCA

Mail this application and check with a self-addressed business size envelope with 52 cents postage to:

Rob Woolley
15100 Westbury Rd.
Rockville, MD 20853

QUESTIONS? Call Rob Woolley at (301) 929-3112 eves. before 10 p.m.

(Specify which date. Entry fees are for each day)

- ☐ Firecracker Driver's School - July 11
☐ Columbus Day Driver's School - October 11

TOTAL AMT. \$ _____

Name: _____ Membership #: _____

Street: _____ () Check here if new address

City: _____ State: _____ Zip: _____ Chapter: _____

PHONE #s: Work () _____ Home () _____

Car Make: _____ Yr. _____ Model: _____ Color: _____

List previous driver schools attended: _____

() I have a helmet () I have a spare helmet () I may need a helmet

Workers and crew are welcome . . . however students MAY NOT give rides. If you are bringing someone that can help as a corner worker, please list them. _____

It was a beautiful Spring day with the temperature in the high 60s when Club Auto Cross guru, David Lassalle, put his unique course design on pavement. The Landover Mall lower parking lot, due to its size, demands creativity in course layout, and Dave and his loyal crew came through with a course designed to be run in both directions.

There was a short driver's meeting, as well as an official walk through the course. The first heat started at 10:00 am and entrants were allowed one practice run and then three timed runs. The course was relatively tight and offered a slalom as well as many decreasing radius turns. Four car classes with fifteen cars competed. The final results are as follows:

SUPER STOCK

| | | |
|-----------------|--------|---------------|
| Tom Baruch | 535is | 48.00 seconds |
| Robin LaQui | 325is | 49.38 |
| Charlotte LaQui | M3 | 51.87 |
| Jeff Bander | 635CSi | 56.02 |

MODIFIED

| | | | |
|------------------|--------|-------|------|
| Dwight Derr | 633CSi | 46.78 | FTD* |
| Jennifer Nazarko | 325is | 48.39 | |
| Jim Ruos | 535i | 49.25 | |
| Bob Hausman | 533i | 49.61 | |
| Bill Riblett | 3.0CS | 51.68 | |

* Fastest time of day

STOCK

| | | |
|---------------|------|-------|
| Howard Murphy | 2002 | 55.28 |
|---------------|------|-------|

X-CARS

| | | |
|---------------|--------|-------|
| Dave Lassalle | Acura | 48.29 |
| Gary Toyama | Acura | 50.67 |
| Frank Amodeo | Toyota | 52.22 |
| Gary Lin | Honda | 54.55 |
| Brian Barrow | V.W. | 55.70 |

There was a short break for lunch while the

Past Events

BMW NCC Spring Auto Cross

Jim Ruos

continued

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MERCEDES

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Past Events

BMW NCC Spring Auto Cross

Jim Ruos

course was reset for the afternoon runs. The morning's starting gate became the afternoon's stop box and the morning's stop box became the afternoon's starting line, thus creating a brand new course running counter to the morning's course. What a difference! The tight turns of the morning were now open and, while there were more "off course" runs, times decreased.

AFTERNOON RESULTS

SUPER STOCK

| | | |
|-----------------|--------|---------------|
| Tom Baruch | 535is | 45.58 seconds |
| Robin LaQui | 325is | 46.86 |
| Jeff Sander | 635CSi | 52.51 |
| Charlotte LaQui | M3 | 53.26 |

SUPER STOCK

| | | |
|------------------|--------|------------|
| Dwight Derr | 633CSi | 44.25 *FTD |
| Jennifer Nazarko | 325is | 45.55 |
| Bob Hausman | 533i | 47.61 |
| Bill Riblett | 3.0CS | 49.56 |

X-CARS

| | | |
|---------------|--------|-------|
| Dave Lassalle | Acura | 45.41 |
| Gary Toyama | Acura | 47.37 |
| Frank Amodeo | Toyota | 50.71 |
| Gary Lin | Honda | 51.41 |
| Brian Barrow | V.W. | 53.33 |
| Jeremy Bruok | V.W. | 53.76 |

Club auto crossing is safe and fun. It is conducted in a closed parking lot with the course designed with soft pylons. Speeds rarely exceed 45 mph while offering the driver a multitude of different driving situations. There is always plenty of helpful advice available for the newcomer. Auto crossing are a great way to learn your car's limits in a controlled environment.

Our club is hosting a MWCSCC Championship Auto Cross on Sunday, July 24, 1994. We will be competing against the other car clubs in the area for points and trophies. Please contact Dave Lassalle (301) 317-1461 after 7:00 pm if you would like to sign up to compete and/or help out. 🍀

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DEUTSCHE MARQUE CONCOURS RESULTS

| Ranking | Name | Model |
|---------|------|-------|
|---------|------|-------|

Best of Show: Byron McCauley & Suzann Meskell

Coupe

| | | |
|-----------|---------------|------------|
| 1st place | Doug Dowling | '71 2800cs |
| 2nd | John Bragale | '72 3.0cs |
| 3rd | Victor Montez | '72 3.0cs |

2002

| | | |
|-----------|-----------------|----------|
| 1st place | Carl Staton | '73 2002 |
| 2nd | John McWilliams | '76 2002 |
| 3rd | Jerry Green | '76 2002 |

3 Series

| | | |
|-----------|---------------------------------|-----------|
| 1st place | Byron McCauley & Suzann Meskell | |
| 2nd | Tom & Jane Verba' | 94 325is |
| 3rd | Candy Payne | '88 M3 |
| 4th | Dick Bergan | '93 325is |

6 Series

| | | |
|-----------|------------|------------|
| 1st place | Ron Blaise | '86 635csi |
| 2nd | Bob Payne | '85 635csi |

Display

| | | |
|-----------------|------------------|--------------------|
| Best of Display | Phil Marx | '64 700 Cabriolet |
| 1st place | Bob Warren | '68 1600 Cabriolet |
| 2nd | Lothar Schuetler | 38 327 Cabriolet |
| 3rd | Paul Vessels | '94 M3 |

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Past Events

Alexandria BMW Service Do-It-Yourself Tech Session

Millie Adams

The BMW Do-It-Yourself Tech Session was held on April 16, 1994 from 9 am to 3 pm at Grant Randall's Alexandria BMW Service. Kevin Cowley served as on-site Club officer-of-the-day. Seven Club members worked on their BMWs with the help of Grant Randall, Harrison Kornegy, and Jon Miller.

Millie Adams ('75 2002) changed rear shocks, oil change, checked front pads, wheel bearings, and adjusted rear brakes

"Mystery Lady" ('83 M3) checked brakes

Kevin Cowley ('74 2002) miscellaneous work

Charles Yeh ('83 320i) installed a fuel filter, installed new muffler hangers

Reggie Trujillo ('72 2002) changed pads

Bill Riblett ('72 3.0 CS) front end check

Woody Hair ('87 325iS) oil change and various other small maintenance

In our discussion with Grant, Harrison and Jon, we found out these interesting bits of information that

you might like to know:

- The desired tool for an oil filter wrench, especially on the tight quarters of a 2002, is a KD No. 2159.

- In making the adjustments to the rear brakes we found that a curved brake adjustment wrench called a HAZET 2921 (made in Germany) was a miracle worker.

- We also found out that there is a good front wheel bearing kit available.

- One of the favored exhaust replacement systems is BOSAL and it replaces the OEM exhaust parts from the header pipe all the way back.

- In the installation of the rear shocks on a 2002 there is a metal sleeve inside the rubber part that fits at the top of the shock tower in the trunk. Take the metal sleeve out, put the rubber piece in the hole and then put the metal sleeve back in. It was quite a sight to see four people with their heads in the trunk of my 2002 trying to get that one little rubber piece back in the hole so that the shocks could be put back on. It took fifteen minutes to figure that out! Fifteen minutes on one side—fifteen seconds on the other side.

All in all, it was a fun time. We got a lot of work done on the cars and found out about a great lit-

tle BMW repair shop that some of us hadn't known about before. Thanks to Alexandria BMW Service, Grant Randall, Harrison Kornegy, and Jon Miller for sharing your space and your knowledge. 🚗



Millie Adams looks for more horsepower on a '75 2002 A.

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The general membership meeting was held April 2nd in beautiful downtown Rosslyn at the home of the club president, Jack Kenworthy. About 20 people were there to hear Trooper Gregory of the Virginia Highway Patrol discuss various aspects of traffic safety and law enforcement in Northern Virginia.

He emphasized that the maximum allowable blood alcohol level was being lowered from .10 to .08. This means you shouldn't have more than one drink before you get behind the wheel. He also reminded us that prescription and over the counter drugs can result in you being charged with a driving under the influence of drugs—with serious penalties. Heed the warning on the bottle and don't drive or operate heavy machinery after taking certain legal drugs.

Trooper Gregory spent the next hour answering questions and provided some interesting insights on a number of issues.

CAR THEFT

LOJACK is a new device, about the size of a pack of cigarettes, that will allow police to home in on your stolen car, a la James Bond movies. If

your car is stolen with LOJACK, you notify the company and they activate the LOJACK device via satellite—your car now broadcasts a homing signal that local police cars can pick up within about 4 miles. Once the police pick up a LOJACK signal, they can begin to home in on the car. It's easier if the car is stopped, but they can locate moving cars as well. Trooper Gregory indicated that it seemed to work fairly well. Call a LOJACK dealer for information.

The Club

If you remember to use it, it is an effective deterrent. It will not stop a determined thief, but it may make him look for easier prey.

Several members mentioned that newer BMW's (post '84) are equipped with deadbolts that will not allow your car doors to be opened—even from the inside—and makes prying the door open more difficult. To activate the deadbolt, continue to turn the key past the point when the central locking solenoid activates. You should hear another softer thunk as the deadbolt kicks in. Remove the key without turning it back to the upright position.

Also, some onboard computers have a feature

Past Events

State Trooper Addresses Open Meeting

Pete Laszoz

continued

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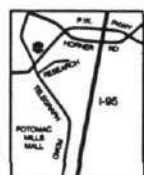
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Past Events

State Trooper Addresses Open Meeting

Pete Laszoz

that will disable the car unless you enter a special code. See your owners manual for details.

All of these theft deterrents have given rise to the carjackings. If they can't steal your car without you—they wait for you and then demand your keys at gunpoint. Prevention tips given included: Park your car in welllighted areas. Avoid going to your car if suspicious people are hanging around. When stopped at a signal, don't stay close to the car in front—give yourself room to maneuver. A rule of thumb is if you can see the bottom of the tires of the car in front, you will have room to turn hard and pull out of your lane.

I have never heard a trooper say they had ticket quotas and Trooper Gregory was no exception. He indicated that he never had trouble finding violators and most were fairly flagrant.

RADAR DETECTORS

They will no longer confiscate radar detectors, but simply give you a ticket.

LASER SPEED DETECTORS

Virginia has a few that were donated, but they have limited application. They can't be used while the patrol car is moving and they can't be used through glass. They are helpful in areas where you must be able to pick out a specific car, because

they can be aimed quite precisely.

TRAFFIC STOP

If you are unfortunate enough to find a cruiser with flashers behind you, pull over at the first opportunity you can safely do so. If there is no shoulder, continue driving until the next exit or a breakdown siding. Maintain the speed limit and stop when safe. If you are alone late at night, you may want to continue driving to a welllighted and populated area. As long as you don't exceed the speed limit or attempt to evade the police, driving to a safe spot is the prudent thing to do. If the trooper is in an unmarked car, he should still be in uniform. If you feel uncomfortable, ask the trooper if he could call a marked car backup and don't roll down your window any further than needed to slip your license and registration through the window. Trooper Gregory requested that you remain in your car, keep your hands in view on the steering wheel and turn off your radio. Be polite.

After about an hour of interesting questions and answers, the Domino Pizza man arrived with his arms full and we all enjoyed some delicious hot pizza and cold soda. It was an enjoyable evening and educational to boot, and it never hurts to meet a Virginia State Trooper on friendly terms. ☘

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Suckered! I was suckered by the oldest trick in the book! But more about that later. Joyce and I have been members of BMW-CCA for a couple of years, ever since we bought our 1991 318is, but the Fallingwater tour was our first ever real event. I've always wanted to visit Fallingwater. When we saw the notice about the tour in the dB we could not resist. I called up Bonnie Butler and signed up.

The day started out badly; there was a huge accident on I-66, and we got to Manassas half an hour late. However, there was still a gaggle of double-kidneyed cars in the Shoneys parking lot, so we figured not everyone had left. We were right: Bonnie was still there, as well as President Jack Kenworthy. Sunshine, blue skies, a little spring nip to the air, and a bunch of beautiful German cars—what more could anyone want?

Soon after Winchester, we fell way behind the other cars. I looked over at Joyce and asked, "Why are you slowing down?" She said, "I'm not! I'm still going 60 by the speedometer gauge." Oh-oh... Both Joyce and I are fairly slow drivers. I like to putter along secondary roads and block traffic while I sniff the air for

smells of flowers and manure. Joyce isn't quite as bad, but won't go faster than 60 on a secondary road. Naturally, we assume none of the other club members were speeding, so we'll have to get the speedometer repaired sometime soon.

Meanwhile, I've made a mental note that when the speedometer shows "60" we're really going 40 or less.

Lunch in Romney at the Pioneer restaurant was quite good, and the price was right. Unfortunately, we weren't able to sample the yeast rolls that Bonnie recommended.

We left Romney before most of the other cars—big mistake! That problem with the speedometer came up again and we were passed by a number of club members. Again, all I can do is plead electrical failure somewhere in the dashboard.

Bonnie's route turned interesting some time after Romney, when we left 50 for secondary roads like 72, and bounced over railroad tracks, through forests, along rivers, past old factories and mines... Up and down, around sharp curves, we tested that firm German suspension to its limits. Great choice of roads, and we were disappointed when it all ended on Route 40 in Pennsylvania.

Past Events

Fallingwater Tour

John Acton

continued



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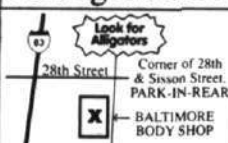
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Past Events

Fallingwater Tour

continued

We were told that dinner would be at the Watering Trough, and decided to get there before the rest of the group in order to park the car properly. Joyce subscribes to the famous "End-Spot" theory, i.e., you reduce your chances of door dings by parking at the end of a row or along a building. We wandered around the parking lot for a solid ten minutes before finding the ideal end-spot—a space alongside the restaurant plate-glass window.

Dinner was fun! We felt a little intimidated by the BMW experts in the crowd, Jack and Sarah with their M3 and 528i, Mark with his two Porsches as well as a BMW, Larry with his 850i... At first we felt a little isolated, but eventually we warmed up to the crowd. Also the food was excellent.

Next morning, we met for breakfast on the balcony at Chalk Hill Lodge, and discussed the weather, the roads, Pennsylvania, and (naturally) our cars. Then we headed for Fallingwater.

Fallingwater was an experience not to be missed. Joyce was unimpressed by the house (she dislikes "modern" architecture). I liked it, but was not carried away by the enthusiasm of our tour guide,

who treated the house as a precious work of art. I just thought of it as a beautiful house in remarkable surroundings.

After the tour, we all congregated in the Ohiopyle parking lot, and Jack Kenworthy organized the group photo probably included elsewhere in this issue. Then we said fond farewells and dispersed. And that's all I have to say!

Except—I did promise to explain how I got suckered. There I was, an innocent rookie BMW-CA member at the Watering Trough, with no real experience in writing anything other than stale Government memorandums (memoranda?). I was simply enjoying myself, drinking deeply from the pitcher Jack Kenworthy ordered and placed in front of me. Most likely I was a little distracted by that beautiful sunset when Jack said, cunningly, "You will write an article about this trip, John, won't you?" and I responded, uncomprehendingly, "Yes."

Thanks, Jack. ☺

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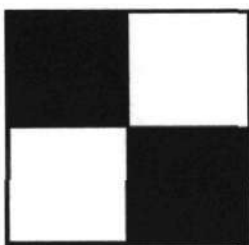
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Woody's Competition Corner

Your National Capital Chapter is hosting a big autocross on Sunday, July 24 at Fort Meade, MD. This is the 6th event in a championship series sponsored by various clubs in the Metropolitan Washington Council of Sports Car Clubs. Drivers compete in one of twenty-some classes based on the car's potential performance and level of modifications. There are also special classes for women, novices and vintage cars. Prior autocross experience is not required (there are firsttimers at every event), and loaner helmets are provided.

Despite the requirement for helmets, autocrossing is a very safe activity. The site for our autocross is a large parking lot at the National Security Agency facility on the north end of Fort Meade, just off the Washington-Baltimore Parkway. One at a time, cars run through a 1/2 mile course marked by traffic cones. Typical speeds will range from 20 to 50 mph, so a premium is placed on car handling and driver skill. The \$15 entry fee gives car competitor three official timed runs. Entrants get their three runs in one of four heats with a maximum of 30 cars per heat. There are

no practice runs. A two-second penalty is assessed for each pylon knocked over and the fastest of the three runs is the one that counts.

If this sounds like something you would like to try, put down this magazine as soon as you finish this paragraph and call David Lassalle at 301-317-1461 to pre-register. These autocrosses are very popular and all 120 openings may be taken a week before the event. The first heat will start no earlier than 10:00 am, with the second no earlier than 11:30, 3rd 1:30 and 4th 3:30.

Incidentally, the SCCA is hosting a championship autocross on July 17 at the baseball stadium in Frederick, MD. You could attend that event and get in some practice. David Lassalle can give you the phone number for pre-registration for that event, too.

An opportunity to walk the course is provided before each heat, this walk-thru is absolutely necessary for a successful first run. It is suggested you arrive at the site at least one hour before your scheduled heat so you will have time to sign-in and pay your \$15 fee, unload your car and have it inspected for safety, watch other competitors (if

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you're not in the first heat), and do the walk-thru.

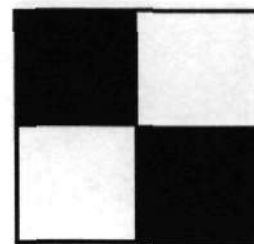
Even if you don't want to drive, come out and spectate or volunteer to help work during one of the heats. Grid marshalls and course marshalls are always in demand. Several national class autocrossers such as Dean and Neal Sapp, Jeff Altenberg, and Bob Matthews should be there. Interesting cars will include Formula race cars, Lotus Super Sevens, and modified Corvettes. PLEASE REMEMBER—THE EVENT WILL BE RUN RAIN OR SHINE!

See the chart at the end of this article for the results that BMWs have attained so far in the first two Championship autocrosses,

In local SCCA Regional racing, BMW 2002s continue to dominate the Improved Touring B class. The first race at Summit Point saw 14 Bimmers take the green flag. An unfortunate multi-car incident on the first lap totaled Mike Richards' 2002 and Alan Green's 02 was seriously damaged. Ed York led all but one lap and finished just ahead of John Weaver, Steve Hammonds and Leah Epting, all in 2002s. The

second MARRS race was "out-of-region" at Nelson Ledges in Ohio. A small field of eight rain soaked cars took the green flag and two Volvos led Ed York and Steve Hammonds to the finish.

SPEED SHIFTS: When BMWs failed to finish on top of the first couple of British Touring Car races, the factory immediately developed larger rear wings and front spoilers. These items have to be on production models, so a run of several hundred street cars fitted with these aerodynamic aids is being produced. This special model will be known as the 328iS4... Alan Himes, long time club member and owner of Craftsman Automotive in Falls Church, is preparing a 1987 325is for the MARRS series where it will run in Improved Touring S. The black car may see action in the '95 Nelson Ledges 24 Hour, too. The 325is with which Allan Fried dominated ITS last year was wrecked badly last September and was not at Summit Point for the first MARRS... Ed York is preparing a special IT-B 2002 for this year's 24 Hour at Nelson. Pete Cage, Al Bell and Eric Bucher will share the driving... not to be outdone, Kermit Upton III,



Woody's Competition Corner

continued

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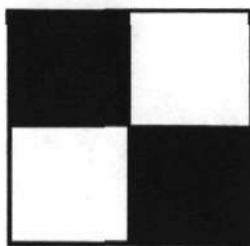
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Woody's Competition Corner

owner of Mountain Auto Sport Racing in Ludlow, Vermont, should have taken delivery recently of a new 1994 BMW M3 race car for the SCCA World Challenge Series. The car was specially built for Upton by BMW M Sport. I do not know if it has the European type intake system, but the engine is supposed to be developing 310 horsepower. The car will compete in class B against Camaros, Firebirds and the new version of the Eagle Talons. The closest World Challenge Races are all in August: Trois Rivières, Quebec on August 6; Mosport near Toronto on August 21; and Road Atlanta on August 27. CRUNCH.

LATE NEWS FLASH!!! BMW NA is planning to jump into the IMSA World Sports Car fray later this year with a new V8-powered entry being developed with the aid of Hendrick Motorsports of Charlotte, N.C.. Hendrick is well known in NASCAR circles (ovals?) as well as being a Charlotte-based BMW dealer. No word as of yet on drivers... stay tuned.

REVERSE. CRUNCH.

The following are the results that BMWs have attained so far in the first two Championship autocrosses:

April 10:

| Name | Car | Position/Class | Best Run |
|----------------|--------|-------------------|----------|
| David Lassalle | 325is | 2nd C Stock | 47.504 |
| Ed Bernard | 325i | 5th C Street Prep | 48.094 |
| Woody Hair | 325is | 7th C SP | 48.466 |
| Dwight Derr | 633CSi | 3rd E SP | 48.717 |
| Tom Baruch | 535is | 3rd G S | 49.714 |
| Bob Hausmann | 533i | 5th E SP | 49.764 |
| Robin LaQui | 325is | 6th Novice | 50.458 |
| Jenny Nazarko | 325is | 5th Ladies | 53.288 |

April 24:

| | | | |
|-----------------|---------|------------|--------|
| David Lassalle | 325is | 2nd C S | 53.793 |
| Dwight Derr | 633 CSi | 3rd E SP | 53.827 |
| Woody Hair | 325is | 5th C SP | 54.082 |
| Ed Bernard | 325i | 6th C SP | 54.561 |
| Tom Baruch | 535is | 1st G S | 54.746 |
| Jenny Nazarko | 325is | 2nd Ladies | 56.888 |
| Robin LaQui | 325is | 11th C S | 57.929 |
| Charlotte LaQui | M3 | 5th Ladies | 64.251 |

COMPETITION CORNER CALENDAR

| | |
|------------------|--|
| July 10 | SCCA MARRS Races, Summit Point, WV |
| July 9-10 | Indy Cars/SCCA Trans Am/World Challenge, Cleveland, OH |
| July 17 | SCCA Champ Autocross, Frederick, MD |
| July 17 | Wash Rally Club Rally, DC area |
| July 17 | NASCAR Winston Cup, Pocono, PA |
| July 24 | BMWCCA Champ Autocross, Ft. Meade, MD |
| Aug 6 | SCCA Champ Autocross, Frederick, MD |
| Aug 14 | SCCA MARRS Races, Summit Point, WV |
| Aug 13-14 | NASCAR Winston Cup, SCCA Trans-Am, Watkins Glen, NY |
| Aug 13-14 | Indy Cars/Toy. Atlantic/Barber Saab, Mid-Ohio |
| Aug 15-19 | BMWCCA Oktoberfest, Andover, MA |
| Aug 21 | Indy Cars, New Hampshire International, NH |
| Aug 21 | Volvo Club Autocross, DC or Baltimore area |
| Aug 28 | SCCA Champ Autocross, Frederick, MD |
| Aug 28 | Branded Club Autocross, DC Area |
| Sept 4-5 | SCCA MARRS Races, Summit Point, WV |
| Sept 11 | PCA Champ Autocross, Ft. Meade, MD |
| Sept 11 | NASCAR Winston Cup, Richmond, VA |
| Sept 18 | Z-Car Club Champ Autocross, Ft. Meade, MD |
| Sept 18 | Wash Rally Club Rally, DC area |
| Sept 18 | NASCAR Winston Cup, Dover, DE |

Tech Tips: Sway Bar Reinforcement

Dwight Derr

continued

Owners of '82-'88 5ers (E28) or '82-'89 6ers (E24) take note: If you upgrade to bigger sway bars and/or sticky tires for autocrossing or track driving (people do THAT with those cars?!?!?!), you should seriously consider reinforcing the stabilizer link attachment brackets on the front strut tubes—they WILL break, most likely giving you much more to think about while cresting "Madness" at Mid Ohio. Sideways...

These attachment points (fig. 1) are probably sufficient on Granny's eta 5er but are woefully inadequate when these cars are flung through esses or around pylons. Failure rates are high. Any type of reinforcement would help. Boxing one side of the bracket would provide some minimal reinforcement.

A strong brace connecting the bracket to the spring cup can be easily fabricated at cheap-skate prices. First, go to your local hardware store and purchase a large (10-12") Stanley strap hinge (fig. 2). Cut as indicated. In a vise, bend the wide end of the strap into a semi-circu-

lar shape. It should conform to the bottom of the spring cup. Line up the hole at the narrow end of the strap with the hole in the link bracket. This is accomplished by grinding down the wide end of the strap until they mate up (the hole in the strap must be enlarged slightly for the stabilizer link stud). When finished, 1) the holes should line up, and 2) the wide end should butt squarely against the bottom of the spring cup with no gaps. Next, sand or grind off the zinc plating at the wide end (both sides, about an inch from the end), and at the narrow end where it contacts the bracket. Also, grind off the paint on the corresponding mating surfaces of the spring cup and also at the bracket.

The strut should be disassembled for this, although it can be done on the car; the rubber

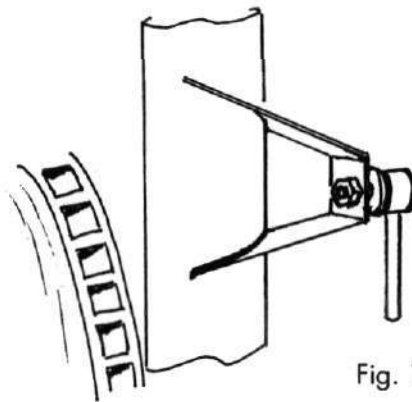


Fig. 1

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Tech Tips: Sway Bar Reinforcement

Dwight Derr

spring pads will get singed, however. Finally, give everything a coat of paint and reassemble. This method of reinforcement should dissipate the loading forces away from the weak bracket and directly into the spring cup. ⚡

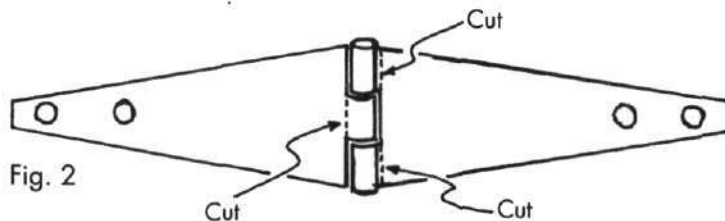


Fig. 2

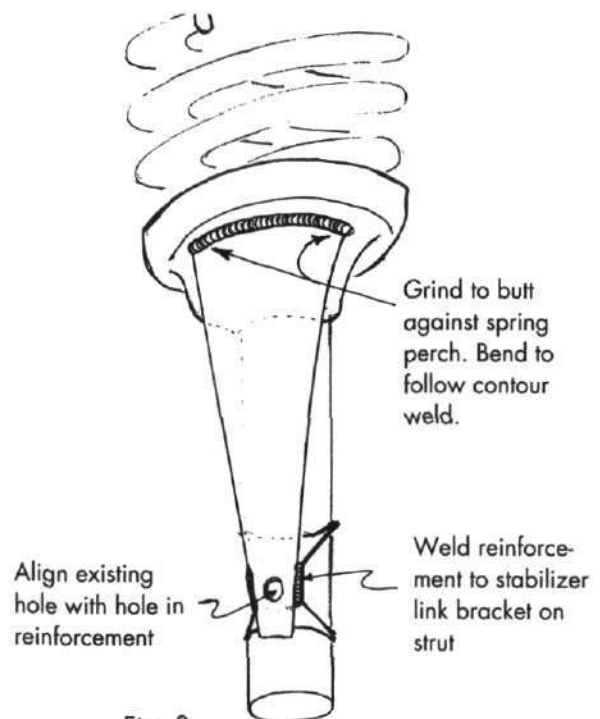


Fig. 3

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The most common repairs concern oil leaks.

1. Front engine radial oil seals

There are three front oil seals behind the timing belt. Leakage from these seals may soak the timing belts with oil, resulting in premature belt failure and extensive engine damage. The lower seal requires the removal of the crankshaft cover plate and care must be taken not to damage the oil pan gasket. A new timing belt is required whenever it is loosened.

2. Cylinder head gaskets

Cylinder head gaskets supplied by BMW have been revised to include a Teflon® perimeter, preventing oil seepage down the side of the block. All pre-'86 engines should be upgraded with the newest style Torx® head bolts. During any inspection, any 1986-90 cylinder head with old style headbolts should have them replaced. Usual replacement cost is \$60.00, while the cylinder head valve cover is already removed. Headbolt failures have been occurring and result in extensive damage, if not total engine failure. Headbolts also require angle torquing to achieve proper bolt stretch and do not require re-torquing.

3. Oil filter housing seals

New seal kits are available from BMW for minimal cost.

4. Rear transmission output seals and selector shaft seal—manual transmission

Transmission failures have resulted from a lack of oil which has leaked by these seals. This repair requires a deep, 32mm thin-wall, impact socket (the same used on 4-cylinder crankshaft pulleys), and a special seal installer for the selector shaft seal. [A suitably-sized deep socket (15mm?) works equally well. Ed.] Serious consideration of a repair is suggested when evidence of a leak is present, especially considering the limited amount of transmission fluid versus the cost of a transmission repair!!

5. Engine valve cover gasket

When a valve cover gasket is removed, it should be replaced. A gasket facilitates sealing in the same manner a cork seals a wine bottle. Once a gasket has absorbed oil, it will no longer form an expansion seal, nor will sealants properly adhere to the gasket. Another common leak can be avoided by replacing the four rubber cam plug seals while replacing the gasket. Leakage at the front of the cylinder head may also oil-soak and deteriorate the timing belt, or

be mistaken for a front seal leak.

6. Thermostat housing

A fitted nipple for the bypass hose to the throttle housing has a tendency to loosen and leak coolant. Evidence of initial seepage can be seen under the thermostat housing and down the block beneath it. If left unattended, the nipple can pop out under the pressure resulting in a rapid loss of coolant!

7. Receiver drier fuse plugs

This plug is located at the top of the receiver drier. Its function is to allow its solder center to push out, similar to toothpaste out of a tube, if excessive pressures are exerted in the A/C system. A high pressure switch in the A/C system cuts out the compressor. However, continual high pressure will eventually push out the fuse plug. If this plug has begun to move out it is suggested that the auxiliary electric fan be checked, as well as the capability of the fan clutch. A frequent area of repair for the electric fan is the ballast resistor attached to the fan. Earlier models may have new resistors soldered in as opposed to replacing a complete fan assembly for \$350. ⚡

Tech Tips: 325 & 528E Tips

by Kevin, BMW
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Tech Tips: More on Transfer Pumps

Phil Street

from the Street's
Corner Column

Whispering Bomb,
Vol. XXIV, No. 11

November, 1993

Last month, I wrote about that extra little fuel pump that's buried inside your BMW's fuel tank. The transfer pump provides fuel at a low (3 to 4 psi) pressure to the main pump. The main pump then provides the working fuel pressure (over 100 psi on a closed line) to the engine. The main pump is not normally suited to suction, thus the need for the transfer or auxiliary pump.

Both pumps normally run off the same fuel pump relay, and operate when the engine is running. During the START mode, both pumps run until the control unit will shut off the fuel pump relay after a few seconds to prevent engine flooding.

The transfer pump is accessible through the top of the fuel tank; it is usually integrated with the fuel gauge sending unit. In some models, you can get at it from the trunk, while other models require removing the back seat cushion.

Symptoms of a transfer pump failure might be no audible hum when you connect the voltage to the pump connector, noise from the main

pump due to fuel starvation, engine stalling at road speed even with plenty of fuel in the tank, poor warm and/or cold starting, and a decrease in performance on hills, in corners, or when the fuel level is low.

The simplest test for the transfer pump is to listen with a stethoscope—press it against the fuel tank with the engine running. You should hear a steady hum. Many troubleshooters like to use a jumper wire between pins 30 and 87 in the fuel pump relay socket. This, however, will cause both pumps to run with the ignition turned off.

The transfer pump is non-sparking, and designed to operate safely while immersed in gasoline. It has a fine-screen filter in the fuel pickup that can become clogged. It can be cleaned with a dry toothbrush. Use caution when connecting hoses and replacing crimp-type clamps with standard hose clamps that may be too big for the clearance around the hose. A rubber seal around the top of the sending unit needs to be carefully placed during

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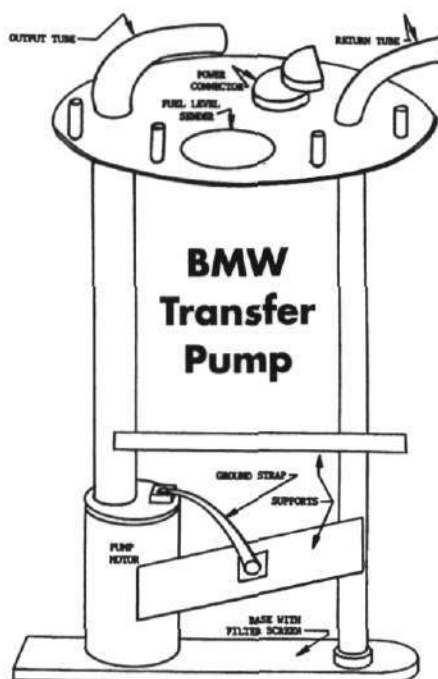
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installation. If it is out of place, dirt can enter the fuel tank. The supply line is usually larger than the return line and should be checked for leakage after installation.

Normally, the transfer pump cannot be repaired. The fuel gauge sending unit can be reinstalled with a new pump. The transfer pump is relatively simple, but its failure can lead to perplexing driving problems. ⚡



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Impressions of M3

Dave Bookman

Back in 1988 when I saw my first M3, I made a pact that if I ever saw a used one on a dealership lot I'd take it for a test drive. Five years and a couple of hundred thousand miles later I had my chance. It was a Saturday morning in December and I was on my way to Passport BMW to buy some Bimmer essentials when I spotted a white one sitting on the grass strip overlooking the lot. It was raining pretty hard but I knew if I didn't jump at the chance it could be another long spell before I got this opportunity again. After all, these cars don't sit around for long!

A salesman approached me just as they always do in a place like this, and I asked him if I could take it for a ride. The answer was yes, but I would have to wait until Monday because the last person who had it out on the road forgot the anti-theft code he keyed into the computer. No problem, I thought. I can solve this. All I need to do is disconnect the battery, allow the computer to zeroize, reconnect and go for it. No dice. He didn't believe it could be done. Did he know

something that I didn't? Is this on-board computer any different than the one in my 318i? No, but I was still consigned to wait for the technician to come in on Monday. But then I found out that Paul Vessels was in. According to the salesman he wasn't a technician, but he might be able to reset the code. So we set out to track him down.

Eventually we tracked him down, and I found out that Paul is also the Concours Coordinator for the National Capital Chapter of the BMWCA. That is, of course, when he's not working at his new job on the Passport sales staff. What sets him apart from the others is his technical background in BMWs that could rival just about anyone else in our club. Naturally he got it running. A little finessing here and there, and he had it over the curb and ready for a test drive. From then on, Paul was my salesman.

Hmm, it seemed to be running a little rough. And I noticed he had to flutter the throttle a bit to keep it going. That's not normal with a fuel injected vehicle. But I thought that maybe these M-cars are different. So what the heck, let's do it. Next

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Impressions of M3

Dave Bookman

continued

thing I know I'm pulling out of the lot and noodling down the road. Then at the first major intersection, the car dies. I figure I'll apply some 318i logic to this and try to solve the dilemma. Maybe it's an idle air stabilizer valve. So I pop the hood and rap on the valve. Nothing. Well, maybe all I have to do is flutter the pedal like Paul. It wants to start, but I can't keep it going. So I keep trying. I don't want to walk back. Eventually... cough, cough, cough and I get it going.

I manage to keep the revs up and realize that all I have to do is get it up over the next hill. If worst comes to worst, I can roll it onto the lot from there. Fortunately, I didn't need to endure the embarrassment. I kept rewing the engine all the way back, and it was only when I was finally ready to park it that I took my foot off the gas. It idles perfectly. Now I've got a dilemma. If I go inside and tell them there's a problem they'll probably think I'm demented. On the other hand, I've been waiting nearly five years for this chance and if I don't take it now who knows

when the next opportunity will be. So I go for it. And it wasn't until an hour later that I returned.

The first thing I really noticed was the exhaust note. It was a kind of a low bass rumble, not unlike what you might expect from an Italian V-twin motorcycle. And like these venerable machines, this thing really poured on the torque! I remembered when I upgraded the suspension on my 318 that I had to be a little more careful with the off ramps in the rain. I set it up with just a little bit of oversteer and the M3 felt somewhat similar. I dreamed about what it might be like to become a good enough driver someday to slide the back end through the corner and boot it onto the beltway, but today I'm just a pup and I ease it in. The funniest thing about this car was that in every imaginable way it was more capable than any other performance car I have driven, and doubly more capable than the 318, yet it made me feel right at home from the first moment that I left the lot.

It wasn't since I drove my college roommate's 66 Corvette that I experienced this kind of accelera-

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Impressions of M3

Dave Bookman

tion. Just not having to downshift when I wanted to pass was enough to make this thing addictive. The torque really started to come on around 4,000 RPM and peaked at about 6,500. The hardest thing for me to remember was keeping the tach needle below the dead zone. Soon, the beltway became boring and off I went to find a curvy back road. Each time I got it up to an adrenaline level, however, I found myself swooping down on another car. I wished I was driving in Howard County. But the roads I traveled were enough to tell me that the M3 would get me a whole lot more bang for the buck than a Porsche 944. That was the other car I was considering, and if it weren't for the fact that the normally aspirated 944 accelerates like a dog and maintenance is outrageous (yes, even more than an M3—I didn't relish paying \$3,000 at some point for a clutch job), I might be driving one today. So the M3 had my attention, but I was still concerned about the idling problem.

Paul allayed my concerns. He let me take it out to J&F Motors in Arlington for a pre-purchase inspection. J&F has what is undoubtedly THE

most comprehensive inspection that I have ever seen. They even let me watch the work being done. One of their mechanics, well-versed in M-cars, immediately found the source of the poor idling problem—a blown intake manifold gasket. This is a fairly common problem on M-cars and I learned that although the repair can be somewhat expensive, it's not serious. In fact, the mechanic tallied up some \$730 worth of PREVENTIVE as well as corrective maintenance that needed to be done. This included things like completely flushing the brake system and re-torquing the head. And when I brought back the "bad news" to Paul, he went back to check with his boss. When he returned he simply asked, "If we take care of the repairs, would you still want the car?"

Well, of course I did, and to make a long story come to an end, I bought it. It was probably the best decision on an automobile I have ever made. Yes, there are quirks. But the car is a hoot to drive. This one is definitely a keeper. All I need to do now is add a chip, a Motorsport exhaust cam gear and air box, a K&N filter...

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What to Expect at a Championship Autocross

David Lassalle

Champion: 1. one who fights for another or for a cause. 2. a winner at a first place competition. 3. excelling all others.

Autocross: a competition for automobiles that tests drivers' skill and speed.

I don't know how many times I have been asked this question: "What's an autocross?" In order to find a definition I looked it up in trusty old Webster's. It did take another to find the autocross definition. What's missing in the above definitions are: fun, camaraderie, club effort, improving driving skills, personal best and A BLAST.

Below you will find some information that may help you at an Autocross.

Championship Autocross

This type of autocross is sponsored by clubs of the Metropolitan Washington Council of Sports Car Clubs. They usually have anywhere between 90 to 130 cars participating at each event where 20% to 30% of the participants being novices. Cars are put in three major classes: Stock, Street Prepared and Modified. There is a Ladies Class where women are grouped and indexed by the type of car driven, but this is not a mandatory grouping. There are normally 4-30 car heats to register in. Each heat has a specific starting time. You will get three runs and no practice run.

Registration

Call the Council Hotline at (202) 726-2289 for the sponsoring club's phone number or call David Lassalle at (301) 317-1461. When you call to register for a Championship Event they will ask you for your driver's and your car's ID number. If it is your first event you will be asked to pick a four digit permanent number.

Preparing Your Car

Remove all moving objects from the car. If your driver's side mat has a tendency to move a lot, remove it.

The car battery should be bolted down securely.

All lug bolts should be secure.

Wheel center caps should be removed.

Tire pressure should be inflated to 35 to 45 psi, depending on the type of tire and/or car.

Brakes should be in good working order. You should be able to brake in a straight line.

Depending on your car balance, you can remove your spare tire, tire jack, and have your tank low

on gas.

Driver's Position

Seating position: Elbows should be slightly bent with your hands between 10 and 2 and 9 and 3 on the wheel.

All accessories (air conditioning, radio, fans, etc.) should be off.

Windows should be open.

Rear mirror and side mirrors should not be used when on the course.

Your left foot should be well-planted on the floor when not using the clutch.

The best driver position is when your buttocks and your back are firmly in your seat.

Seat belts should be tight and snug.

The Event

Arrive at least an hour before your first heat so you can register your car and have it tested.

If you have never participated in a Championship event, do not sign up for the first heat. Instead, watch the heat before yours so you can be prepared.

When watching other cars go through the course, look for their braking points (brake lights on) and for areas in which people are having trouble with the course.

Walk-Through

Walk through the course as if you're sitting in your car.

Clear your head of daily routines.

Draw the course map on the palm of your hand while visualizing the course.

The Runs

Stay on the course the first run; don not worry about speed.

Try not to spin your wheels at the starting line.

Try to stay in a gear you feel comfortable with (usually 2nd).

Keep a smooth transmission of weight when going through the course.

Last, but not least, GO FAST! 🏁

Note: In order to put on a quality event we need your help! Whether you are planning to participate or just coming out to watch, please call and sign up to help out. It takes approximately 10 people per heat.

W.A.T.T. Women at the Track

Miriam Schottland

Because of its continuing success, the highly innovative and rewarding high-performance driving program "Women at the Track" (W.A.T.T.) is being offered for the fourth time on August 4th and 5th, 1994.

The event will be held at Summit Point Raceway, a challenging two mile, ten turn road racing course near historic Winchester, Virginia, about a 1-1/2 hour drive from Washington, D.C.

This course in high-performance driving, designed, administrated and taught solely by women, was created to instill confidence and to impart the skills necessary to participate in the demanding and almost exclusively male dominated sport of racing.

The \$175 course includes an evening of informal, easy-to-understand talks on safety, car control and vehicle dynamics, along with the basics every driver should know—changing a tire, checking the brakes and checking the oil. The relationship between high-performance driving and street driving is emphasized throughout the course, since they are two sides of the same coin!

The following morning, after tech inspection, the drivers will try out the state-of-the-art skid pad, learn advanced braking techniques and many other highly sophisticated driving skills. The remainder of the day will be spent in the participants' cars on the full track with an in-car instructor.

All the instructors are highly skilled women, experienced in racing, high performance driving, and autocrossing, and have years of in-car instruction experience.

Gas, oil, lunch, cold drinks and a wonderful t-shirt are included in the price, although motel accommodations are not. However, rates at nearby motels are extremely reasonable.

The course is fun, non-intimidating and highly informative, and develops a sense of camaraderie between all the women, instructors and

students alike. This introduction to this highly demanding sport will motivate women to advance further into the world of high performance driving as well as hone their driving skills to become better and safer drivers on the street!

All women over 16 should be encouraged to come out and participate. All that is needed is a valid driver's license and a car—any make or model!

For more information, please contact BSR at (304) 725-6512 at Summit Point Raceway. ♣

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Red Baron

Kevin Cowley

Then nickname "Red Baron" was given to a 1973 BMW 2002. The car was transformed from a stock 98 HP to a true 175 HP "Pocket Rocket." The car was originally bought from Manhattan BMW, currently BMW of Fairfax, in 1973 and is only on its second owner, Mike Campbell. Mike did a ground-up restoration, doing all the body work while employed at J&F Motors. Wayne Anderson did

all the mechanical and custom work.

The engine bay now houses a 2.0 liter blue-printed and balanced turbo motor (see front cover picture). The intake has twin Mikunis which helps the turbo with reduced lag along with a Shrick 292 cam for better low end response. Compression used is 7.1:1 so boost could be run at 20 lbs. The problem with 20 lbs. of boost then resulted in blowing the clutch and guibo. An



adjustable boost switch was installed in the cockpit with boost now running at 10-12 lbs...

To keep the engine running cooler, which is a major concern on turbo engines, both an intercooler, along with water injection, were added. To help oil temperatures, a custom oil pan was made to hold 8 quarts of oil. The exhaust was made from a set of stainless steel M6 headers

and 3" pipe for the rear muffler.

The whole process of transformation took 3 years with over \$20,000 in parts, not including countless hours of labor. Overall driveability was improved by using a 320i five-speed transmission and 3:90 limited slip differential for highway cruising. With the final touch, the car was painted with Silken's acrylic in Porsche "Guard's Red," thus giving it its true nickname "Red Baron." Currently the "Red Baron" is on the market. For more information contact Carl Stanton at J&F Motors, (703) 671-7757.



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Life With A 528i

Mark C. Saunders

The first generation of BMW's 5 series seems to have a special place in the National Capital Chapter. Four of our last six presidents, Gordon Kimpel, Cory Laws, Dwight Derr, and John Kenworthy used either 530i or 528i versions of the E12 as their primary means of transportation and driving fun. Our driver school chief instructor, Bob Gammache, drives one every day. They have been rallied by David Roach and Mike Leeper, and won MWCSCC autocross championships for Cory and Klaus Hirtes. At our driver schools you are sure to see several from bone stock to special versions such as JoElla John's Alpina B8 and Jenny Nazarko's M535i that was featured in EUROPEAN CAR Magazine last year.

The following article by Mark Saunders about his pride and (sometimes) joy is the first of what we hope to be a regular feature of der Bayerische: stories and descriptions about your cars. What we need is for you to take the initiative and start writing. If you don't want to write the article yourself, call the Editors or a Board member and we will find someone to author your story. Is your car rare, modified or just real old? There are 2,000 other members waiting to hear about it.

Woody

I've owned BMWs since 1970 and have some great memories of a fast 2002, a good Bavaria and a valiant 2800iA. In 1980, when the 528i added the five speed transmission, I came to believe that this was one fine BMW. Fast, modern, reliable, and with good creature comforts.

In January, 1981, with Ronald Reagan newly sworn into office, interest rates about 20%, cold and grey weather, and slow auto sales, I approached Dick Chichester at Heishmans and drove his demo 528i for about a 14 hour period of time.

I had to have it. The \$25,000 sticker price was marked down to \$17,000 and the car had about 11,000 miles on it. I had the leather seats replaced with the vinyl ones, and for \$16,000 had the car. Safari beige.

I was also familiar with driving a 1976 Porsche 911S and thought the 528i handled about the same. Of course, the Porsche was faster and had a 143 mph top end vs. the 528i top end of about 122 mph. But, finally, a BMW with electric windows and air conditioning that worked. I was very happy with this car.

Early on I added the 140 MPH speedometer, a Kamei spoiler, and Epsilon 15" wheels. At about 48,000 miles, I replaced the stock shock absorbers with Bilstein Heavy Duty shocks, figuring the Sports would be too stiff for normal driving. In March, 1983 I added a NOS system.

The nitrous oxide dramatically improved acceleration from a stop and I had some good fun with the system. I also tried using the NOS for high speed acceleration, e.g., starting at about 70 MPH. This was a disaster. The exhaust valves didn't like this strain and one broke. Being a slow learner, I replaced the faulty valve only to have the same thing happen again. Each time, the broken piece of valve neatly exited the tail pipe, leaving the engine unscathed. So I disconnected the NOS system while I was "ahead".

In 1984 I had a wreck on Route 301 about where 301 and Route 5 join. A car in the right lane abruptly started a U-turn in front of me as I traveled the left lane. I locked the brakes, lost steering, and hit his left rear with my right front. The court in Upper Marlboro agreed that I was not at fault but let the charge against the other driver stand.

This incident changed my outlook on driving. I felt that I needed help to handle emergencies properly. So I went to my first Chapter BMW driver school at Summit Point. I discovered that the rear wheels locked prematurely upon braking. I also discovered that it is a no-no to downshift to second going into turn one while still traveling at about 80 MPH. Fortunately, the clutch is the only thing that broke. The car was flatbedded to J&F motors for repair. J&F also replaced the brake balance "thing" using one from a 1978 530i. This solved the premature lockup of the rear brakes.

Later, at the Skip Barber BMW school in Sebring, I practiced a braking maneuver that would have allowed me to completely avoid the wreck I had on Route 301; without wrecking with something else either, I might add. The Spring Highway Safety School also used this technique of accident avoidance. I recommend that everyone practice this particular move. It involves maximum braking while avoiding an object "thrown" directly in your path without lockup of the brakes from a speed of about 45 MPH to a complete stop.

Maintenance cost on the 528i for the first four years was about 6 cents a mile. This does not

Mark C. Saunders

continued

include insurance or gas and oil however. Maximum gas mileage for me was 21.5 MPG and normal was about 20 MPG highway and 18 MPG "hard" driving around town.

The odometer had broken again. In October, 1985, I rebuilt the head. J&F Motors did it. So I also increased the compression ratio to 9:1, added a "mild" cam, reworked the exhaust system and had a faster car for about \$2,000. I estimated the mileage to be 90,000. Operating cost through the first six years was now about 7.7 cents a mile, including the engine rebuild.

Went to Yokohama AVS tires to try to improve performance at Summit Point. Still getting my doors blown off. Being out driven is a humbling experience.

I planned to get another BMW in 1991.

Circumstances would not allow this to happen however.

Meantime, between the engine work in 1985 and early 1993 I just toiled around in the 528i, accepting the fact

that just about all new model cars, domestic and foreign, had technically bypassed the 528i. I couldn't stand it.

In April, 1993, I added Racing Dynamic's progressive rate springs and refreshed the Bilstein Heavy Duty shocks with another set of the same type.

Then at Summit Point in May, 1993, (now using Yokohama A008Rs) the head cracked, caused overheating, back pressure forced the fluids out of the overflow. The location of the overflow behind the left front wheel became evident to me when I was hard on it going down the "chute" at SP and the car did a snap right turn when the fluids leaked into the path of the "loaded" left rear tire. Sliding down the hill with the fronts on the dirt and the rears on the pavement, driver window down, did cause me to remember to hang on

dearly to the steering wheel in case I started to go over sideways. I remembered to lock em up, and keep the clutch in while taking this ride. So when the dust cleared, I was able to drive back to the pits; shiny side still up.

What to do. A new head was about \$1,500. Couldn't find one from a junker.

So, with the advice from a friend who chooses to remain anonymous; I began the search for a 3.5 engine from a wreck. Found one in Grover, NC, a 1987 3.5 with transmission and all electronics for \$2,500. (Although there was debate as to whether the original deal included the electronics at this price) Chris Keeter proved to be a most honorable person to deal with, however.



Mark Saunders' 528i

The engine was delivered and thoroughly inspected by competent people and adjudged to be OK.

Installation into the 1980 528i proved a problem in certain areas. The speedometer connection required special modifications. The

throttle linkage required a new design. The Motronics had to be installed to relate to the older electronics. All of this was done.

The engine was fired up and it ran terribly. After some head scratching and work at adjusting the suspected electrics; it was discovered that the head of the replacement 3.5 engine was cracked. It was just one of those things that happen in life; but I was back at square one.

Chris Keeter found another head from a 735 and it was shipped. It didn't look so good, so I had it rebuilt for about \$1,200. The transmission from the 3.5 would not fit without replacing the driveshaft. Instead, I bartered the transmission and half the cost of the head rebuild for a limited slip differential from a 633CSi, installed. Then added the performance chip from Autothority. Total cost for the "new" engine and limited slip differential was

Life With A 528i

Mark C. Saunders

about \$6,300.

At SP in Fall of 1993, brakes were a problem. Steering became a problem too because the exhaust system heated up and fell down on the idler arm. A brace was designed, built and installed to solve this problem.

Back to SP in Spring, 1994 car faster because of the 3.5 motor but I couldn't stop the sucker due to brake overheating. Still losing time in every right hander too, even with positraction. Very disappointing. Talked to Dwight Derr and some people I met at Kormans from Ft. Lauderdale who loved the old 5 series BMWs. I needed Suspension Techniques sway bars, Cool Carbon brake pads and some ducts for cooling. Decided to not do new cross drilled rotors. Installed the new sway bars and brake pads (which squeal a lot). Also modified the spoiler to allow air to go into the front brakes. Added steel braided brake lines. Added a Racing Dynamics stress bar. Brakes are now great, and I feel that I can easily predict lockup and feel good control with brake modulation. Also changed wheels so that Epsilon wheels will be used at SP, further adding air flow for the front brakes. Using wheels from a 750iL

for everyday use.

Total cost per mile, including the new engines, is about 14 cents. Estimate there is over 182,000 miles on the car. By the way, because of the 15" wheels, the speedometer is pessimistic by about 8%, e.g. at 100 MPH, speedometer shows 92 MPH. A problem when driving in Radartapville, USA. 65 MPH on speedo really 71 MPH.

Car feels like it is new. Some rust spots need to be repaired, again. Suspension seems to keep the right rear wheel better planted on right handers; engine running good (although had to replace the Motronic brain), predictable stopping power. I'm ready for SP again (Maifest).

Should I have saved all this aggravation and gone for a good used 1989-1990 BMW?. Of course not. I like the idea of having a Q-ship that may be less subject to vandalism, theft or car jacking. And is relatively safe in a parking lot.

Overall, I think the 1980 & 1981 528i was one of the best models ever built by BMW for the US market. Basically bulletproof cars.

Cheers! ☺



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Cups, Coins and Chrome

John Hartge

Many would say BMW is finally catching on. At long last in 1994, here's a BMW with good cup holders, a coin dispenser and shiny interior chrome door handles. There's lots of wood trim. This *really* is a luxury car.

Some of the rest of us wouldn't notice *those* items in *this* car. But, we might notice the neck-snapping 372 horsepower and 402 pound feet of torque, power put to the road with fat 235/45 tires up front, 265/40s in back. We might recognize the 850 CSi for what it really is—an M8.

This car weighs more than 2 tons. But you wouldn't think so, the way the CSi sticks like glue on cloverleafs and twisting country roads. The quick-ratio steering gives good feedback. The muscle is flexed evenly over the broad torque curve of the V12, so you don't have to work the 6-speed shifter very often. Hey, you can even start off in 3rd. Where you'd downshift to 3rd or 2nd in your other car, you can leave this one in 4th.

For those who haven't read about the 850 CSi, this is the model of the big coupe the Motorsport guys attacked. Over the years, these race-oriented workers have provided us with several exciting driving machines. In this case, they ripped into the 5.0 V-12 and stroked it to 5.6-liters. They took the calmness and gentility out of the luxury V12. They made it fun, responsive and turbolike. The car buff magazines clocked 0 to 60 runs from 5.3 to 5.9 seconds.

The power isn't free. The heavy, high performance 8-series is a gas guzzler. A lead-footed round trip from the D.C. area to Summit Point

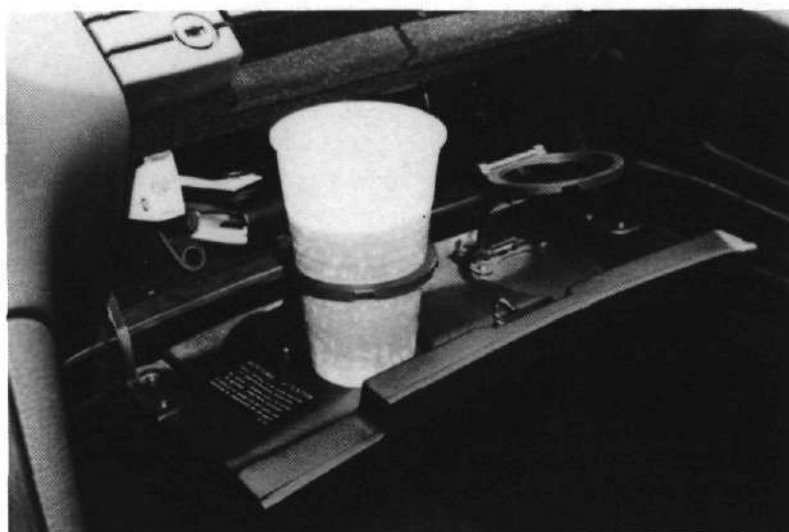
Raceway consumed a gallon every 16 miles. Overall, driving in and around D.C. and Baltimore, the mileage averaged 15.

The suspension comes one way—serious. It's quite firm. It's quite pleasing, **WHEN DRIVEN**. Gadgets like ASC+T all-season traction control are included on this M-stroked car, but there is an off switch so you can let your foot be the traction control, like the old days. Aero trim makes this coupe look like the racy muscle car it is. A cell phone is standard, perhaps to give you instant access to your bail bondsmen should you try to test the speedometer all the way around to 190.

The M-blessed 850 CSi costs... well, it costs... uh... well, it's hard to put the price into words. Let's just say it's a bit much for working folks. Well, alright... it costs \$101,500, including guzzler tax. Have your accountant calculate the luxury tax. What? You don't have an accountant on your payroll? Why are you reading about this car? ☹



A popopen change dispenser is located in the driver's door, under the electric window controls and the chrome-plated door handle.



Cup holders, finally, in a BMW. They fold out of the glove box lid.

[If I had this car, I'd probably be havin' too much fun to even think about being thirsty! Ed.]

New Members

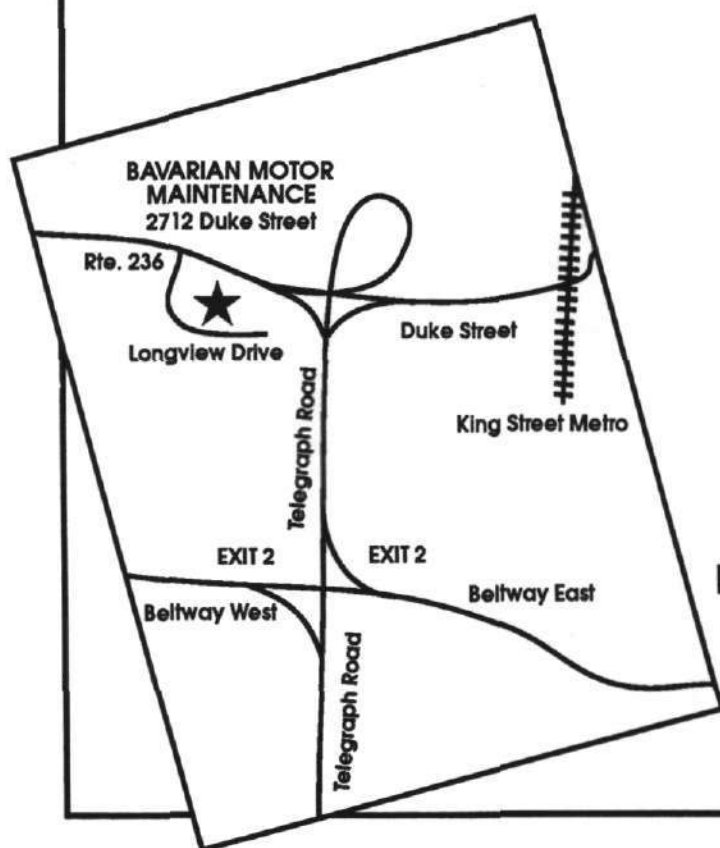
| NEW MEMBER | YEAR/MODEL | SPONSOR |
|--------------------------------|------------------------------|------------------|
| Alvarez, Roberto | '92 525i | |
| Amico, Donna & Paul | '94 M3 | Anthony Muller |
| Bensen, Dennis | | |
| Berke, George | | |
| Birnbaum, Mark | | |
| Boudreau, Paul | | |
| Brown, Vincent | | |
| Browning, Espey | '94 525i | |
| Burgess, Brian | '81 320i | |
| Clark, David | '83 320is | |
| Clark, Dorothy | '88 528e | |
| Chirico, Anthony | '79 320i | |
| Dorfman, Robert | '94 530i | |
| Dubin, Alan | '93 325i | Mark Katz |
| Eddings, Richard | '88 535is | Keith Parker |
| Ellis, Jay | | |
| Fann, Lorraine | '94 325i | |
| Ghorbani, Mehdi & Rachel | | |
| Goldstein, Bart | | |
| Gula, David | '87 325i Cabriolet | |
| Hanson, Tonya-Marie | '87 325i Cabriolet | |
| Headen, Janice | '87 325, '89 535i | |
| Hill, Fay | '92 318is, '92 325is | |
| Howard, Reginald | '84 318i | |
| Ireland, Oliver | | |
| Jeffrey, John | '94 318is | Bavarian Motors |
| Jones, L.A. | '87 528e | Dan Martin |
| King, John | | |
| Kleiman, Steve | | |
| Ko, Michael | | |
| Lam, Mario | '90 735i | |
| Lee, Jun | | |
| Levin, Larry | '90 M3 | Bert Silker |
| Levin, Steven | '93 318i | |
| Lin, Vincent | '94 325is | |
| Martin, Adam | '93 325is | |
| Martin, Walter | 325i Cabriolet | Paul Vessels |
| Mascone, Patricia | | |
| Maybaum, Lee | '91 750iL | |
| McRae, William | | |
| Meyer, William | '92 325i | |
| Mitchell, Henderson | '76 2002 | |
| Nixdorff, Stuart | '84 325e | |
| Paup, Michael | | Terry Paup |
| Petersen, Roger | | |
| Pollard, Carole | | |
| Porto, Frank | '88 M3 | |
| Post, Alan | '78 633 Csi | Dick Bergen |
| Preissler, Bruce (Wheel Works) | | |
| Pureza, Pablo | | |
| Quinn, Ellen | '92 318i | Mark Byrnes |
| Ramsey, Charles | '88 M3 | J&F Motors |
| Richards, Kevin | '82 633 Csi | |
| Ricker, H. Morse | '88 M5 | |
| Ripic, Jennifer | '90 325i Cabriolet | Andy Paraha |
| Sander, Jeff | '87 528e, '88 635 Csi | |
| Schloss, David | '73 2002, '77 320i, '80 320i | Kenneth Weir |
| Schroer, James | '84 318i | |
| Shabaz, Vladimir | | |
| Simmons, John | | |
| Squier, Alan | '94 318i | |
| Tompkins, Hugh | '94 530i | |
| Troxell, Bruce | | |
| Vauls, Bryan | '73 2002 | |
| Verahroni, Farhad | '85 325e | |
| Watkins, Richard | '91 325i Cabriolet | |
| Weisz, Bernie | '94 740i | Mike Mills |
| Wilcox, James | '92 318i | James Edmiston |
| Williams, La Verne | '93 525i | |
| Wilson, Derrick | '90 325i Cabriolet | |
| Wilson, Walter | | |
| Woodward, Marc Xavier | '94 325is | |
| Yip, Matthew | '66 Thunderbird | Jennifer Nazarko |
| Zhou, Quingmin | | |
| Zuppas, Peter | '81 528i | |

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1993 325is, VIN

WBAFBF3317PEF41458, Alpine white with black leather; 5 speed. Sports package (leather sports seats, sport suspension, ZR rated tires, etc.); weather package (lid slip, heated seats, etc.); onboard computer. BBS Moda alloy wheels. 8,000 miles. Garaged. Oil and filter every 1500 miles. Perfect condition. \$27,500. Dick, home (703) 938-4680; work (202) 267-6245.

1978 633 CSI, VIN 5525004, Reseda (light green metallic) and saddle leather, 4 speed, new paint, one owner, garaged, immaculate, 66,000 original miles, call weekdays, Tom Lawrence (202) 287-2432 (DC) or evenings 7-9 pm (410) 433-4614 (Baltimore).

1983 320iS, Black/Black Recaro interior, 5 spd., A/C, BBS/Mahle wheels, Limited slip, needs work. 86k, \$1,200 B/O. Call (202) 544-1123 eves.

1977 320i, Green/Tan interior, 4 spd., sunroof, A/C, Alloys, Bilstein sport suspension, Stahl header, 111k, \$1,950 B/O. Call Kurt (301) 776-7089 eves.

1976 2002A, Blue/Tan interior, completely restored Concours condition. Best offer. Call Issay (301) 871-6871 eves.

1973 3.0CS, Blue/Tan interior, 4 spd., A/C, Completely restored. \$15,000 B/O. Call David (301) 417-9259 eves.

1984 BMW 733i, Arctic Blue/Blue interior, 5 speed, 75,000 miles, Alpine CD player with oversized speakers, equalizer, garage kept, body like new, includes "like new" set of 4

snow tires and rims. \$9,000. (703) 759-9085.

1992 BMW 325i, LOADED, 4-door, 5-spd, Metallic Blue paint, on-board computer, 15,400 miles, \$23,500. Call Richard at (703) 695-2184 or 680-3612.

SELL OR SWAP 71 BAVARIA, 2.8 litre, dual Weber carbs, new brakes, tires, battery, rechromed and painted 4 years ago (tan), auto, air, sunroof, body, paint, interior good condition. Not running. \$500/offer. Jim Laughlin (703) 920-0467. See at 804 South Ode St. (rear apt.) Arlington, VA. Off of Columbia Pike near Pentagon/Navy Annex/Henderson Hall.

1967 BMW 1600, sunroof, good cond., 12 V w/2002 engine, have original 1600 motor and parts. \$2,650. Steve, (410) 823-3993.

Parts For Sale

Wheels: two 14-inch BMW steel rims from 1976 530i. Mounted with Michelin 175-14 snow tires (with studs) \$60.00 for pair. Call (703) 481-3141.

BBS Suspension System for E30 ('83-'91 318/325). BBS progressive rate sport springs—\$150. Bilstein Sport struts/shocks precisely valved to BBS's specifications—\$150. Woody (703) 243-5796.

Factory Anti-Sway Bars from an '87 325is. 19mm front/15mm rear. Includes bushings and end links—\$100. Woody (703) 243-5796.

BBS RZ Wheels, 14 x 6.5. Gold with polished lip. Center caps included. These are the same size as the E30 325is and are a perfect fit for any 2002 or '83 to '91 318 or 325. Good condition. Set of four—\$390. Woody (703) 243-5796.

Set of four 14" Steel Wheels with center caps, chrome trim rings and lugs from 1978 530i (taken off 10 years ago and stored). Good condition with worn rubber (195 70 R14). \$60 for set; you pick up.

Greg (Baltimore); (410) 323-8137 evenings.

BBS Wheels, Complete set of (4), 15" M3 wheels with new Yokohama AVS Intermediate 215/60/15, includes (1) spare wheel, fits 5,6,7 series. \$750 B/O. **Complete set of BBS wheels** 13", Good Rubber, \$250 B/O. Call Kevin (202) 544-1123 eves.

Recaro Seats, Black cloth, excellent condition, \$400. Call Kevin (202) 544-1123.

Cylinder Heads, 77-79 2.0 E21 Head, just rebuilt, no cracks, \$250. **83-84 E-30 323i Head**, used 80k, \$200. Call Grant (703) 836-2002 days.

Flofit Seats, Blue cloth, includes 2002 brackets, good cond., \$400/pair. Call Grant (703) 836-2002 days.

14" OEM Alloys, 83-85 14" alloy wheels from 735i, good cond., \$200/set. Call Grant (703) 836-2002 days.

Lost & Found

Lost: red cap w/Marlboro Penske Racing logo, at Maifest, possibly in an instructor's car? Sentimental value. Gary (703) 569-1668.

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MEMBERSHIP CONTEST

Members are the lifeblood of our organization—and the focus of a new membership contest that begins May 1st and ends July 1st. The prizes are two \$100 bills. One goes to the National Capital Chapter member who signs up the most new members during the contest, and the other will go to a member picked in a random drawing from all those who sign up at least one member during the drive.

Anyone interested can get membership applications by calling Dick Bergen (work: (202) 267-6245; home: (703) 938-4680). Or, you should be able to pick up some at your closest BMW dealer or independent service shop. The application has a space for filling in your name as the "sponsor" of the new member—that way you'll be sure to get credit. Give the applications to friends and co-workers who own a BMW but aren't members of the club. Or, stuff one behind the windshield wiper of every parked BMW you see. You'd be amazed at how many new members we get this way. We did a survey recently and found that the single largest source of new members in our chapter was from referrals by other members.

Winners of the membership contest will be announced August 7th at the Family Day Picnic at the Flying Circus Air Show, Bealeton, VA.

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