

CHAPTER INFORMATION

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Das Kummert

January - February 2004

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and
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Rally/Cruising

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and
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BMW Classics Chairman

Steve Waddell
539-1305
swlw88@earthlink.net

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MEMBERSHIP

Tidewater Chapter: 1,279 as of December 20, 2004

ADDRESS CHANGES

Please send your change of address to
ROUNDEL BMW CCA
640 South Main Street - Suite 201
Greenville, SC 29601

This takes care of both the Roundel magazine and the DasKummert chapter newsletter.

NEWSLETTER CONTRIBUTIONS:

Your articles and photos are very welcomed by us. To be included in an issue the materials must be received by the 10th of the month preceding the date of next issue. To spice up the newsletter we always need photos of chapter events. We may also use them on the chapter website. Send your contributions to Editor@tidewaterbmwcca.org. Thanks

Visit our Chapter webpage at:
WWW.TIDEWATERBMWCCA.ORG

CALENDAR OF EVENTS

Tidewater Chapter BMW CCA 2004 Calendar of Events

www.tidewaterbmwcca.org

2004 Club Event Goals:

Provide BMW owners and their families with a wide variety of events, encourage greater participation by spouses and young drivers and schedule "fun" events to relax and unwind from the daily pace at work.

Notes:

Events listed in regular type are Tidewater Chapter events. Events in italics are held by other organizations but members of our Chapter regularly participate in these events. For members interested in High Performance Driving Events (HPDE), racing and additional autocrossing opportunities, please see the "Track Junkies" section of our Web Site – www.tidewaterbmwcca.org.

Charitable Events Committee:

Volunteers wanted to fill out our Charitable Events Committee. This Committee is identifying charitable events that we can make a regular activity of our Chapter. We have several volunteers but need more. For more information contact Bob Eveleigh at president@tidewaterbmwcca.org.

- January** *18 (Sunday) – Tidewater Sports Car Club (TSCC, <http://www.tidewatersportscar.com>) Autocross at Fentress Airfield, 9AM-3PM. Check the TSCC website for final information. Advance registration of participants and guests is required to gain admittance to the base. Contact Bob Brochu at <mailto:z3brochu@aol.com> or 430-8124 for more information.*
- February** *7 (Saturday) – Annual Chapter Banquet this year at the Clarion Hotel, Bonney Road, Virginia Beach. 6:30 p.m. to 10:00 p.m. Contact: Gary Wickstrand at <mailto:secretary@tidewaterbmwcca.org> or 417-6501 (daytime). See page 9 in this newsletter for further details.*
- 22 (Sunday) - Tidewater Sports Car Club (TSCC, <http://www.tidewatersportscar.com>) Autocross at Fentress Airfield, 9AM-3PM. Check the TSCC website for final information. Advance registration of participants and guests is required to gain admittance to the base. Contact Bob Brochu at <mailto:z3brochu@aol.com> or 430-8124 for more information.*
- March** *5-7 (Saturday – Monday) – Tarheel Chapter BMW CCA high performance driving school at Virginia International Raceway. See www.tarheelbmwcca.org for event information.*
- 21 (Sunday) - Tidewater Sports Car Club (TSCC, <http://www.tidewatersportscar.com>) Autocross at Fentress Airfield, 9AM-3PM. Check the TSCC website for final information. Advance registration of participants and guests is required to gain admittance to the base. Contact Bob Brochu at <mailto:z3brochu@aol.com> or 430-8124 for more information.*
- 27 (Saturday) – Virginia Beach area rally, starting at Lynnhaven Mall. 10:00 a.m. to 1:30 p.m. Expect a relaxing drive around some surprisingly curvy roads in Virginia Beach followed by a group lunch. This will not be the same route as run in 2003*
- April** *3 (Saturday) - Club quarterly dinner/meeting at Roger Brown's in Downtown Portsmouth. If you haven't been to Football great Roger Brown's place you need to go. There is plenty of parking near the restaurant on High Street in Portsmouth. Starting at 6:30 p.m. Contact Bob/Cheshire Eveleigh, mailto:cheshire@pinn.net, 491-0955.*

Officer Elected by Slate

The Tidewater Chapter Officers 2004 have been elected. It is good fortune that the incumbent officers are more than willing to continue serving the chapter in it's 33rd year. Please note that a new Member-At-Large nominee has been brought forward and a North Carolina Outer Banks Representative has been put into place to better serve our members on the strand.

Elected Officers (Board of Governors):

President	Bob Eveleigh
Vice Pres.	Curt Kiser
Secretary	Gary Wickstrand
Treasurer	Rusty Barton
Member-At-Large	(NEW) Kempton Shields

<u>Driving School /Certification Chairman:</u>	Bob Brochu
<u>Ralley/Cruising Chairman:</u>	Joe Bivens and Jim Waldeck
<u>Tidewater BMW Classics Chairman:</u>	Steve Waddell
<u>Peninsula Representative</u>	Mark Hall and Jim Waldeck
<u>Outer Banks NC Representative:</u>	(NEW) Jack Robey

Appointed positions are:

Activities Chairman:	Bob Parsons
Social Chairperson:	Joe Bivens
Communications Director:	Curt Kiser
Newsletter Editor:	Peter Florance
Tech session Chairman:	Peter Florance and Doug Harold
Autocross Chairman:	Bob Brochu

<u>BMW Dealer activities Chairman:</u>	
a. Casey BMW:	Jim Waldeck
b. Checkered Flag BMW:	Doug Rauch
c. Independent dealers:	(NEW) Victor Holman
<u>Membership Chairman:</u>	Bob Parsons
<u>Club equipment Chairman:</u>	Bob Parsons
<u>Club Banquet Chairman:</u>	Gary Wickstrand

We would like to thank the movers and shakers and the many volunteers who have made our events possible this year. As always feel free to contact those listed above if you can help.

Street Survival 2003 Report

The 2003 season of Street Survival schools has drawn to a close and even as we waive the checkered flag on our first full season, we are already looking forward to our 2004 season. As expected, the 2003 season was a real learning experience and the lessons we learned in 2003 will be used to improve the Street Survival program for 2004. Dean Killian, our program manager, has tendered his resignation effective December 1. From the inception of Street Survival, Dean has assumed responsibility for every aspect of creating, promoting, operating and managing the Street Survival program. We are genuinely indebted to Dean for his selfless dedication in bringing this program from a rough concept to a functioning school providing valuable training to teenage drivers.



To manage the Street Survival program efficiently, we are dividing job responsibilities among a number of people whose skills sets are matched to specific tasks. We are currently searching for a Chief Instructor to enhance our curriculum, to work with BMW CCA chapters to schedule schools and to

manage the execution of the schools as they occur. Administrative support for the schools, including program accounting, negotiating required contractual agreements, program promotion and sponsorship solicitation will all be handled by our administrative office.

The support received by the Foundation in 2003 from BMW CCA and its chapters was absolutely essential to our success and was very greatly appreciated. To those of you who followed our progress in 2003 or participated in our program, we openly solicit your comments, criticism and recommendations for adjustments

we might make to improve the Street Survival program. To those chapters interested in conducting a Street Survival school in 2004 or those just looking for more information, please contact me by email or by phone at 1-866- 4BMWCCA. I will be happy to answer any questions you might have, provide you with the materials you would need to conduct a school and work with you to get your chapter on our 2004 calendar.

Thank you in advance for your support,
Reid Douglas
Chairman, BMW CCA Foundation

E36 Toe Bushings - You May NEED Them and Don't Know It!

by Ron Katona

Those shiny new E36s, once the hottest new kid on the block, are now more and more in need of regular maintenance in order to maintain safety and performance. One of the main maintenance areas to watch on older or higher mileage cars is rear suspension bushings. Failure to keep certain bushings fresh can cause poor handling, unusual tire wear, and even serious damage to the chassis itself. This article focuses on the rear trailing arm toe bushing. This bushing connects the trailing arm to the chassis and has a significant role in how your E36 handles.

Pressed into a hole in the front of the rear trailing arm, the toe bushing is bolted through a bracket that is connected to the chassis just ahead of the rear wheel well. The toe bushing transmits the forward motion of the trailing arm to the chassis - it's what pushes your car forward when you step on the gas. The toe bushing also helps locate the trailing arm laterally, thus maintaining proper toe adjustment. Toe adjustment is accomplished by loosening the bracket and moving it left or right. Failure of the bushing creates poor toe control and increases stress on the chassis during acceleration. The ultimate

failure mode occurs when a neglected toe bushing is so far gone that all the loads of acceleration are transmitted directly to the bracket and chassis. The bracket can actually rip out of the chassis requiring professional welding repair (read: big bucks). When is it time to replace the toe bushing? There's no set number to be sure. Cars that are regularly driven hard, perhaps frequently autocrossed or tracked, may need annual servicing. In fact, inspection of this bushing should be a mandatory item before track days for any E36. Less harshly driven cars may exceed 100,000 miles or more before the bushings really need to be replaced.

The true tests of the rear toe bushing are not mileage or age, but to keep an eye on rear tire wear, note any unusual handling traits under acceleration, and inspection of the bushings. A tendency to yaw under acceleration is a sure sign of a single rear toe bushing failure: the car yaws to one side under heavy power, and straightens when the gas is reduced. Unusual tire wear such as one rear tire wearing much faster than another, is also an indicator of a single bad bushing. If both bushings are failing, tire wear or handling problems are not as easily diagnosed because the symptoms will be symmetric, and will manifest themselves gradually. Although the bushings can't be

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Vintage at the Vineyards

A gathering of 1980 and
older BMW motorcars
May 8, 2004 , 11:00-6:00

Westbend Vineyards, Lewisville, NC
Hosted by the
Tarheel BMWCCA Chapter

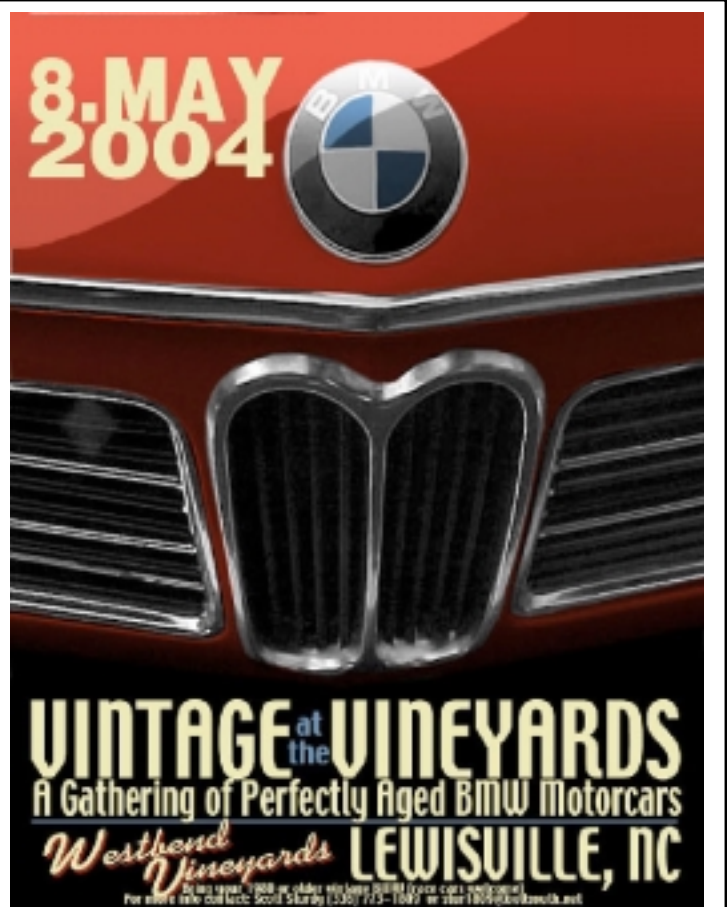
Whether your BMW is a frame off restoration, or sports faded paint and a few rust bubbles, this event is for you. The display area will be reserved for BMW's of 1980 vintage and older.

- Free registration for cars and spectators
- Free bottle of wine for the first 40 cars
- Rally through beautiful country roads
- Lunch and dinner available
- Awards for longest distance and best 'Patina'


For more information please contact:

Scott Sturdy
(336) 773-1809

stur1809@bellsouth.net



8-MAY
2004



VINTAGE at the VINEYARDS
A Gathering of Perfectly Aged BMW Motorcars
Westbend Vineyards LEWISVILLE, NC

By car year, 1980 or older only (no 1981 race cars permitted)
For more info call Scott Sturdy (336) 773-1809 or stur1809@bellsouth.net

WELCOME TO OUR NEW CCA MEMBERS

Name	Car	Year	Name	Car	Year	Name	Car	Year
Abbott, Matthew	3 Series	2003	Durr, Donald	745Li	2003	Loss, Gary	Z3	2001
Adsit, Chuck	Z4 Roadster	2003	Eddins, Robert	Z4	2003	MacMasson, Robert	Z4	2003
Ahn, Amelia	X5	2003	Edgeington, Deborah	Z4	2004	Mahoney, Melisa		
Aleman, Alison	323i	00	Emmerson, Tabor	735i	1988	Martin, Joseph	Z3	2002
Ananthram, Vasudev			Enlow, Nathan			McBride, Michael	525i	92
Andrews, Timothy	633CSi	1980	Maria, Dorothy	Z4	2003	Mellon, Aleta	X5	2003
Aoyama, Tsuyako	318iS	1997	Figueroa, Jorge	3 Series	2003	Moore, Douglas	325e	1986
Baker, Terry	328is	97	Foster, Raquel			Mowlazadeh, Behzad		
Behning, Nancy			Goland, Justine	X5	2002	Noh, Byungil	X5	2003
Behning, William			Gray, Doug			Owens, Kristy		
Bell, Vera	325	2003	Gray, Jennifer			Owens, Kristy		
Blaney, Boxx			Hardy, Bonnie			Pack, Christina		
Brauer, Bill	Z4 Roadster	2003	Harrison, William			Pallister, Dane	325i	2003
Brauer, Colin			Hayden, Nancy			Patel, Dhananjay	X5	2004
Brazzi, Al	Z3	1997	Hemingway, James			Richards, James		
Brewer, Alan			Hughes, Andy	325it	2003	Rollins, Marsha		
Brown, Kathryn	325i	2003	Humphries, Joshua			Rose, Ronald		
Carey, Brian	Z4	2003	Hunt, Doris	325Xit	2003	Sapienza, John	3 Series	2004
Church, Hebron			Jones, Ernest	525i	2004	Sapp, Lester		
Citino, Christina			Jones, Lori			Saunders, Bakefresh	7 Series	2003
Clark, David	328	1997	Jordan, Nicholas			Savage, Catherine	540iA	2003
Clash, Gwendolyn			Kelley, Lyman	745i	2003	Shilby, Richard	325i	2003
Crouse, John	540i	97	Kelly, John	325Cic	2002	Shop, The Coffee		
Cruz, Mignel			Kennedy, Kevin	330Ci	2004	Simons, Richard		
Curry, Tiffany	323i	1999	Kim, Young	3 Series	2003	Steele, Timothy	740iL	01
Curtis, Caldon	528i	98	Kirkpatrick, John			Taglis, Georgios		
Curtis, Loretta		Custer,	Kiser, Colin			Taylor, David	Z4	2003
Michael			Langley, Alan	5 Series	2004	Torres, Esther		
Datts, Russell	323i	1999	Laugerman, Robert	635CSi	88	Vermillion, Terry	M3	1995
Davis, Christopher	Z4	2003	Lawson, John			Waddill, Samuel	525iA	2004
Decoursey, Gus	Z4	2003	Lawson, Richard			Walker, Steven	740iL	2000
DiMattia, Ralph	3 Series	2003	Long, Chin	325i	2003	Ward, Joanne	325i	93
						Ward, Derrick		
						White, William	5 Series	2004
						Wich, Rob	M3	2003
						Wilkins, Gerald	Z4	03
						Williams, Ron	325i	1993
						Wilson, Jacquelin		
						Wolters, Antonius	Z4	2003

For the same cost as ground shipping we offer

1-2-3

Express Ordering™. Place your order by 1 pm Eastern time; we'll process it in 2 hours and ship it via FedEx 3-day Express Service. (Eastern U.S. customers usually see their parts in 1-2 days!) Some restrictions apply. See our catalog, visit our web site or give us a call.

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autosport
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800.535.2002 • www.bavauto.com

M3 Toe Bushings - Continued from page 6

seen as installed, there is a way to inspect them. To inspect the bushings, support the car on jack stands or a lift and attempt to move the front of the trailing arm (the part that is bolted through the bracket in front of the wheel well) from side to side with a medium sized pry bar. Fresh bushings will yield very little - a couple millimeters. Worn bushings may allow up to 5mm of movement or more. If one side of the car has much more slop than the other, replace both bushings.

E36 owners have choices when replacing the toe bushing. Originally, all E36s including the 1995 M3, came with part number 33 32 1 097 009 installed. 1996 and up M3s received an updated part: 33 32 2 228 153. The stiffness of the rubber was increased making the bushing more durable for these later M cars. The later part will fit all E36s and I recommend using it as a replacement in all cases. Additionally, the aftermarket has responded to this weakness in the

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ANNUAL BANQUET

February 7, 2004

This years annual Chapter banquet will be held at the Clarion Hotel Town Center [Bonney Road] of Virginia Beach on Saturday, **February 7, 2004.**

A cash bar social hour begins at 6:30p.m. with a buffet dinner at 7:30p.m. After dinner we will have a review of the past years activities and future events planned. Door prizes provided by BMW North America, some Roundel advertisers, and local independant merchants will be included in the evenings activities.

This year the costs will be \$22.00 per person to be paid in advance and \$25.00 *per-person after the cut-off date of Feb 4.* (The Club is subsidizing the balance of the food costs!)

Menu

Salad Bar, assorted rolls and breads, desserts, coffee and tea

Roast Sirloin of Beef

Seafood Newburg

Parisian Chicken

Cash Bar Service 6:30p.m. through 10:00p.m.

Feel free to call Gary with questions: 417-6501-W, 496-1089-H, e-mail: gwickstrand@wans.net

The Hotel has also offered a *special room rate* of \$49.00 +taxes for anyone needing to stay over night. Just make sure you tell the hotel you are with "BMW CAR CLUB" to get the rate.

*******IMPORTANT*******

RSVP BY Tuesday , February 4, 2004 to:

Rusty Barton, Ph# 427-0315 or email to: r-w.barton@worldnet.att.net

Mail checks made out to "Bey Em Vey" for \$22.00 per person and send along the form below to:

Rusty Barton, 3205 Twinflower Lane, Va. Beach, VA 23456

DIRECTIONS: From Norfolk International Airport: Take I-64 East to I-264 East to Exit 17B Independence Blvd. [Pembroke]. Get off the exit ramp and make a right at first traffic light - Bonney Road. The Clarion Hotel is located 1/2 mile on the right hand side.

Must be received before 4 February, 2004

Member Name: _____

Membership Number: _____

Guest(s): _____, _____
_____, _____

TOTAL ENCLOSED (\$22 per person): \$ _____

It's a Mod World..

By Robert J. Avery

One good mod leads to another... (Part 2)

In our last installment we learned about how a meek, mild-mannered Clark Kent 540i was transformed into a Dinan Signature Vehicle S, but as the title of this article suggests, one good mod definitely leads to another! If something is good, then more must be better – right? Well, I started thinking about things and realized that having a top speed approaching 200 mph was utterly useless for the pothole strewn public roads of this great commonwealth. What I really wanted was acceleration!

After chatting with some knowledgeable gurus on the internet I learned that the 3.15 differential comes as original equipment on the automatic transmission equipped 540i sport was a relatively easy swap for the 2.81 unit that comes with the 6 speed sport. The only complexity is that the output shaft mounting flanges need to be switched between the units. This called for drastic action, so I picked up the phone and called Theo at Checkered Flag once again. Within a few days he had obtained the new differential at the modest cost of \$465 plus a \$100 core charge. This would allow me to keep my stock differential as a spare. Sadly, since that time BMW NA has realized that this was a popular hot-rod trick, and they have subsequently raised the price of the 3.15 differential to roughly double the amount I paid.

I scheduled the car for service and Dave twirled the magic wrenches once again. The next day, I picked up the car, and I must say that the performance bang for the buck was absolutely amazing. The final drive ratio of a car acts as a “torque multiplier”. Doing a little quick math, there is roughly an 11% difference in the ratio between the 2.81 and the 3.15 differential units. Essentially I had just bolted on a torque monster. It was now a simple matter to ignite the rear tires off the line, and even “catch rubber” in 2nd gear. Suddenly Clark Kent was beginning to feel like a muscle car from the 1960s, only with all of the modern amenities and safety features of a modern automobile. Certainly none of the 60s era muscle cars could boast of a suspension like the E39, nor the anti-lock brakes, and front and side airbags. (The 6 disk CD changer is a marked improvement over the 8 track tape player!) One of the first rules of modifying cars is to realize that everything one does to increase performance carries some sort of a trade off. That 11% difference in axle

ratio not only means massive increases in acceleration; as a consequence the top speed of the car had effectively been lowered as well. Now it could only spin the dyno drum at about 180mph in 6th gear near the red-line. Fuel efficiency had also been decreased. Before this modification I was getting approximately 17mpg city and 27mpg highway; now the figures had dropped to about 24 on the highway and 15 around town... with an admittedly heavy right foot. Another factor to consider was that the traction available from the stock 235 width rear tires just didn't seem capable of handling all of the available torque now being delivered to them.

Yes, dear friends, one good mod definitely leads to another! I could see that more drastic action was required. Stick around to see what happens next in part 3, and in the meanwhile try to keep that shiny side pointed skyward.

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M3 Toe Bushings - Continued from page 7

E36 design with parts to replace or enhance the stock bushings. Ground Control, Turner Motorsport, and conjunction with the 96+ M3 bushings for two seasons of autocross competition and can report that the bushings are still like new. BMWbushings.com offers a replacement bushing of polyurethane. T.C. Kline Racing offers a metal heim joint replacement part suitable for race cars, but probably too harsh for street use.

Replacement of the toe bushing can be a DIY job, but it is not an easy one. Ideally, an alignment should be performed after replacement of these bushings. Access to a lift makes the job much easier. Because the bushing is pressed into the trailing arm, a special BMW tool is needed for removal. The tool can be rented from Koala Motorsport: www.koalamotorsport.com, and BimmerWorld: www.bimmerworld.com. A substitute tool can be purchased from Victory Product designs: www.victoryproductdesign.com. Bob Tunnell, national autocross champion and proprietor of Bimmerhaus Performance, has a nice write-up on his web site of the replacement steps for these bushings using an alternative to the BMW tools and requiring no alignment: www.bimmerhaus.com/tech/trailbush.html. Expect to pay the dealer about \$40-\$50 in parts and 3-4 hours labor should you decide to go that route. Remember, your E36 is not getting any younger. Keeping an eye on the rear trailing arm bushings and replacing worn bushings will help keep your car feeling like new and prevent more expensive repairs down the road.

CLASSIFIED ADS

Classified Ads are for Tidewater chapter members only...see ad rules on page 15. Ads for the newsletter and/or website can be emailed to:

Editor@tidewaterbmwcca.org

CARS FOR SALE

1998 528i VIN WBADD6329WBW32074 Artic Silver Metallic/Gray Leather, 56k miles, Sport Package, CD Changer, Garaged, 3rd Owner, New Tires, Excellent Condition. \$24,475, obo, SellVIN.com/32074 (VA) David Hancock 757-286-5704 (Entered 26 Dec. 03) Also selling:

1990 525i VIN WBAHC2314LGB22575 Sterling Silver/Black Leather, 215k miles, In Dash CD, Garaged, 2nd Owner, 5 New Tires, Excellent Condition, perfect Leather \$7,375 SellVIN.com/22575 (VA) David Hancock 757-286-5704 (Entered 26 Dec. 03)

2002 540i Sport 6-speed - Call Al Bristow at 804-771-3794 during the day and 804-360-9410 in the evening for details. (Entered 26 Dec. 03)

2003 530i Alpine White with cream interior 530i. Only 2,900 miles. Sports package, premium package, cold weather package, Steptronic shift, 6 disc changer, Xenon headlights, adjustable thigh support, tinted 35% all the way around, has Commodore (from dealership) protective coating. MSRP 49,400. Retail 46,400. Blackbook (dealer trade) 41,500. My price 44,000 FIRM. I'm the one and only owner. Has been garage kept. 1 yr oil change due in March, 2004. Contact Dave Sohn at gbuasdmg61@cox.net. Or call me at 872-9525. (Entered 20 Dec. 03)

1987 BMW 635CSiA - Red over black interior. No dash cracks, 221K miles, runs good, recent upper suspension rods with machined 750 bushings, front wheel bearings, drive shaft and bearing. \$5100. Willie Wright 757.482.4680 or email (Entered 10 Dec. 03)

1998 M3 Sedan - VIN WBSCD932XWEE07477 Cosmos Black with Black leather. I am the second owner. 69k miles, 5-speed with all factory options except heated seats. Modifications: Turner sway bars, Underdrive pulleys, Ground Control rear shock mounts, Brake cooling kit, Brake caliper steel guides, Steel brake lines, Conforti Chip, Conforti CAI, Frozen Euro rotors, and 8 X 17" wheels. Always garaged. Makes driving a true sporting pleasure. \$22000 Call Doug Rauch at (757) 573-7361. (19 Nov. 03)

1998 BMW 328is VIN: WBABG2329WET37255; Automatic; Titanium Silver Metallic with gray leather; Sports package with heated seats and sunroof; Great condition inside and out. Parked at home in Norfolk. 75K miles, asking \$16k. Call Douglas Thiry at 757.582.1266 or email to: douglas@thiry.com (Entered Nov 03)

1992 BMW R100RS Motorcycle: VIN WB104660XN6247655 1000 cc, 4 stroke, 2 cylinder touring bike in excellent condition, blue and silver with tank cover, hard saddle bags, radar detector, Corbin seat, full fairing, engine guards, ABS, and 22,800 pampered miles. \$4,995 or B/O Call Glenn Martin at home 757-479-0456 or at work 757-836-9809. (Entered 30 Sept. 03)

1985 BMW 325e in good shape. 265K miles (highway miles mostly), 3rd owner, complete records from 1999... has Bilsteins and HR springs, Turner Motorsports chip, upgraded exhaust, conical air filter, sports rear lip wing, interior in great shape except for two small cracks in driver's seat, Sport seats, Rockford Fosgate CD/MP3 player, Infinity speakers and Clarion Component speakers, almost new tires, new slave cylinder, oil changed on a normal rotation, paint in good shape. \$2500 Contact Brent Harris at Classic2002@netzero.net or 757 405 3344 (Entered 26 July 03)

1995 M3 99k miles, runs great, adult owned, I am the second owner. This Boston Green M3 has every option available, it has the special order Sport/Luxury package with walnut grain trim, and nicer Leather. Motor Sport rims, and heated seats \$18,500 OBO Please call Mike Daniels at 757-827-0172 or email to Rolex262001@yahoo.com (Entered 21 July 03)

95 325i: VIN WBACB4327SFM06169 calypso red/tan leather, auto, 117k miles, sport pkg., sunroof, 6-disc changer, ASC+T, heated seats, new Michelins, rear shocks, brakes. all receipts, non-smoker, great condition, asking \$11,250 obo. Contact T.P. Jones (757)410-3705; totalpkgjones@juno.com (Chesapeake) (Entered 15 May 03)

NON BMW'S FOR SALE:

1995 Saturn runs great, very clean, rebuilt head, new plugs, wires, brakes. Reduced from \$3,300 to \$2,200. Call Victor Holman at 757-886-2674 or email to Vxholm@aol.com. (Entered 19 Oct 03)

1980 MGB Carmen with white racing stripes. New leather top with zip-out rear window. Chrome luggage rack, low mileage. \$5,500 OBO. Call Chris at 757-478-4678 or email to cbrew1@msn.com (Entered Nov 03)

PARTS FOR SALE

2004 330ci Sport Package wheels & tires - Wheels are M double spoke 68, 7.5 X17 and 8.5 X17; tires are Dunlop SP Sport 8080, 225/45ZR17 and 245/40ZR17; factory mounted and balanced. Perfect condition. \$2,200. Contact Joe Lo Prete 757-412-0071. (Entered 26 Dec. 03)

Dunlop SP 9000 tires - size 245/45/18. Three of the tires are brand new, one has minor tread wear (85-95% remaining & a small nail repair). Call Jeremy at 757-435-8573. (Entered Nov. 03)

325e Parts - Dismantling a 1987 325e, has approximately 146,000 mi. Parting out due to electrical problems. Call me for more info. Jay Neal at 757-289-6341 or email to jneal@hrci.com. Also dismantling a 1984 733i, Still have some parts left. (Entered 12 Dec. 03)

Lots of E36 & M3 parts must go - 5 Yokohama A032H (R compound) 235x40x17 tires mounted on 5 Kosei 17x8.5 wheels - brand new heat cycled set, never used \$1700, 1 M3 front set Performance Friction 01 pads - never used \$190, 1 M3 rear set Performance Friction 97 pads - never used \$150, 1 M3 rear set BMW OEM rotors - never used \$120, 1 M3 front set Frozen Euro 2-piece rotors - slightly used and cleaned by Diversified Cryogenics \$300, 1 E36 Noah car cover - brand new \$150, 1 set Turner M3 Sway Bars (27mm front/24mm rear)- less than one year old \$300, 1 Conforti CAI - new \$300. All are sold as is and I will entertain offers. Please call Doug Rauch (757) 573-7361 or email to dlr265-email@yahoo.com (Entered 19 Oct. 03)

325 Series car cover by BMW. VG condition. Paid 200.00, sell for \$65.00. Email Tim Barry at timothy.barry@ams.com or phone at 533-5006 work, 363-9348 home, 575-7960 cell. (Entered 19 Oct. 03)

E30 M3 wheels & tires (4 ea) Kosei K1 wheels 15x8J with heat-cycled, full tread Kumho Victoracers 225/50-ZR15 for E30 M3. I only drove around the block with them, never tracked. \$900 obo. These are \$1100+ new from Tirerack.com. Also have (4 ea) Mille Miglia MM11 5-spoke wheels 16x7.5J Good condition but have a few scratches. \$300 obo Contact David Russell at itb242@cox.net or 757.692.0555 (Entered 5 Oct 03)

2000 323i ORIGINAL SPORT PACKAGE BMW WHEELS & DUNLOP SP5000 TIRES: 2000 E46, 16x7, five spoke pattern, 5 bolt pattern. Complete set of 4 wheels with mounted SP 5000 Tires 225/50-16, no dings or dents. Used only 20,000 miles, excellent condition. Asking \$800.00/OBO For the items above please call Zachary Pullins at (757) 495-1388 or , if no answer please leave a message. Reason for sale is a wheel and tire upgrade to 18". (Entered 2 Sept. 03)

E36 UUC Swaybarbarian 23.8-mm rear swaybar with highest quality adjustable links & poly bushings. This is a new & never-installed bar. Fits all E36 chassis except Z3 & ti - \$185. For E36 M3 only, a 24-mm BMW OEM front bar with ~0.75-inch shorter arms for a nice increase in front roll stiffness (original is 23-mm dia for '96-'99, 22.5-mm for '95). USED - \$50 or \$25 with purchase of rear UUC bar. Will ship. Jim Craig, 703-331-3779 or craigs3@erols.com. (Entered 8 Sept 03)

NOTICE TO ALL CLASSIFIED AD POSTERS: It is imperative that you notify the Editor when your ad changes, needs to be removed, or needs to be renewed (three issue period enforced). Thank you.



Tidewater Chapter BMW CCA
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CLUB TOOLBOX

The following tools are available for members use. A deposit may be required and will be refunded upon return of the tool in working condition.

- Service Light Resetting Tools
- Tie Rod Separator - Pickle Forks
- Fuel Pressure Guages and fittings
- Remote Starter Switch
- Clutch Alignment Tool
- Pilot Bearing Puller
- Fan Clutch Wrench & Bar
- Electric Impact Wrench
- Lockstrip Tool
- 17mm Trans. Drain Socket
- Advance Timing light
- Brake Bleed System
- Freon Leak Detector
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Old logo White Polo Shirts (L ,XL)	\$ 18
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Chapter Logo Decals	\$ 2
Various BMW CCA Decals	\$ Call

Contact Bob Parsons at (757) 587-7423 or
activities@tidewaterbmwcca.org

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Commercial ads are available to members and non-members. Such ads must be accompanied by payment in full. Rates shown below are per year (approximately 6 issues). All ads must be submitted in a usable digital format or as camera ready. "das Kummet" reserves the right to edit or reject any ad submitted.

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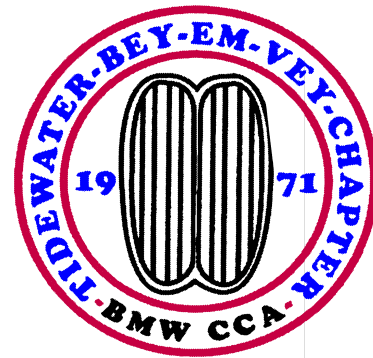
In this issue....

- ❖ Club Dinner/Meeting in February
- ❖ 2004 Calendar of Events
- ❖ Election Results
- ❖ Street Survival Report for 2003
- ❖ It's a Mod Mod World
- ❖ E36 Toe Bushing Maintenance

Car of the Month - John Eggleston's Euro M6

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