

Gesundheit



BMW CAR CLUB OF AMERICA

FALL 2003

ST. LOUIS CHAPTER

Report from
**GOODWOOD
REVIVAL**

Also

Peter Rossato's First Driving School
BMW Tech: Control Arms
Formula 1 Follow Up: Indy 2003

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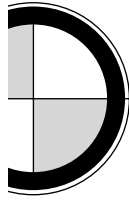
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President's Column

GEOFF TOLSDORF

It is hard to believe the end of 2003 is almost upon us. It seems like yesterday that we were toasting in the New Year and looking forward to the possibilities that it held. Closed our eyes for but a minute and it has passed. Right now magazines and television shows are focusing on their year-in-review pieces trying to capture the essence of the last twelve months. But if you don't mind, I'd like to pass on doing the same for the St. Louis BMW Club. Instead, I'd like to turn my attention forward to 2004 and share some thoughts with you on what the coming year holds for us.

We had some impressive plans in 2003—some came to fruition while others did not. But for 2004 we have some big plans, I mean HUGE. Well, maybe not huge but certainly ambitious for a 700-member car club. And this is by no means a complete list. Consider it an appetizer of the opportunities. For the complete course, check out stlbmwclub.com sometime near the end of January. By then, hopefully, our plans will all be in place.

We will start the year with a club trip to a Blues game. On January 24th, join us as the Blues battles the Stars in what will certainly be a fun evening. Bring a spouse, bring a friend or come alone. I can assure you that you will enjoy the camaraderie of fellow enthusiasts regardless of what happens on the ice.

One of the goals not realized in 2003 was conducting a Street Survival School for those on the road that truly need it—18 to 22 year olds. For more information on this terrific program, check out the BMW CCA Foundations' website at www.streetsurvival.org. The Board is committed to this event in the coming year but we could use your help. We need a suitable facility to conduct the exercises (a lot approximately 600' x 800') and volunteers to help administer and manage the program. If you could help with either, drop me a line at president@stlbmwclub.com.

A full litany of social events will be on the calendar as well. Initiated in 2003, our monthly social meetings were a fun diversion to the busy workweek. For 2004 we will probably add a few twists and see if we can encourage even greater participation and enthusiasm. The club will continue to pick-up the tab for appetizers and food so if you just drink water, it's a free evening.

The Technical Events we held this year were very popular and we intend to have even more in 2004. We're always looking for a project car to tackle. If you have any desire

to learn more about how your car works, please join us—absolutely no experience is necessary. All we ask for is the enthusiasm to learn.

Another exciting technical event will be in February as the club road trip's to Jim Rowe's shop, Metric Mechanic, in Richland, Missouri. Jim is a renowned BMW engine builder and no doubt it will be a very informative and entertaining day. Look for more details on the club calendar or drop a note to event organizer Kris Welhart at tech@stlbmwclub.com.

Other technical events include a seminar on brake maintenance including changing pads and rotors, bleeding your brakes, and tips on what pads and fluids to use. A session on synthetic fluids is also in the works where you can learn everything you wanted to know about motor oil, transmission fluid, and gearbox oil. Great stuff indeed. And again, keep an eye on the calendar for specifics.

Certainly most of us share a passion for driving and 2004 holds some great promise in that arena as well. Our annual driving school at Gateway International Raceway is moving to a new date—June 12th and 13th. Mark your calendars and join us for this ever-popular event. If you have never been, take a look at Peter Rossato's account of his first track experience later in this issue.

In addition to our school at Gateway, the club will be making several road trips to driving schools held with other chapters. Although not an official club event, what better way to try out new tracks than with fellow club members? We will convoy together, pit as a group and share in the fun of the weekend. Right now our plans include an event at Road America in May, Heartland Park Topeka in July, and Putnam Park in September.

And we have other things in mind like Tuesday night drag racing over at the Gateway strip, wine runs, a Tips & Tricks event, and more. We will do our best to put together a fun year of events for all the members. Keep an eye on the official club calendar at www.stlbmwclub.com and get involved.

Now with all of this in mind, I would like to renege on my earlier promise and take a quick look back at 2003. As I mentioned, we had aggressive plans for the year and not all of our planned events happened. Because of this, we received a few complaints from members about events falling through or being cancelled. Please keep in mind

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that this is a volunteer organization and we all have day jobs. The only way an event happens is that someone gets an idea, receives chapter support, and runs with it. And with everything we did do, our small core group of volunteers put in a lot of hours. And due to life commitments, job transfers, weather complications, or other unforeseen complications, events were cancelled.

But rather than complain, how about helping out? Volunteer to help run an event. Propose a drive or a group outing. Develop an idea and pitch it to the Board. This club is run by volunteers and we need all the help we can get. Come to a meeting, a social event or just drop us a line and let us know what you would like to do. Again, all we ask for is enthusiasm.

For those that made 2003 such a successful year for the club; thank you. Your enthusiasm, dedication and commitment are appreciated by all the membership who enjoyed the fruit of your efforts. The St. Louis BMW Club enters the New Year with solid finances, the largest membership base ever, and a great group of volunteers.

Have a safe and joyful holiday season. And Happy New Year!

Cheers,
Geoff

Upcoming Events

FEB 7TH ROAD TRIP TO METRIC MECHANIC

Caravanning from the Eureka area at 8:30am. We will have a tour, lecture and late lunch at the shop and depart for St. Louis around 4pm. RSVP to Kris Welhart.

JAN 24TH NIGHT OF BLUES—Blues vs Dallas

A block of seats have been reserved for the January 24th game against Dallas. The seats are in the Plaza End section where we will see the Blues attack for two periods. We will also get together before the game for drinks and dinner, if you are interested. Tickets are \$40 each. Please contact Peter Rossato by December 31 at: 314 - 317-2275 office (weekdays), 636 - 536-3778 home (evenings), 636 - 399-3302 cell (anytime), rossato@earthlink.net

Welcome New Members

Jim Gallacci	M Roadster	Mandy Sepac		Mark Goran	
Darryll Weil	740i	Mike Wegmann	325iS	Dewayne Tillman	
Jennifer Weil		Steve Reardon		Jim Alabach	530i
Jim Hodges	Z4	John Sieg	M3	Bob Carnett	Z4
W. Plummer	330ipp	Jayne Sieg		Steven Fobian	
Carrie Waller		W. Kemper		Alex King	M3
Heather Rhodes	325	James Fox		Mike Pranka	
Jim Mason		Eric Sand		Cameron Ankele	328is
Chad Casella		Christine Whalen		A Love	540
Robin Casella		Joel McKell		Gary Rainwater	525i
Daron Van Wyk	318ic	David Rogers		John Noce	528i
CJ Embrey		John Palumbo		Laura Noce	
Dan Sokol		Linda Hoge	325i	Linda Buhr	X5
Richard Stoff	528e	Brandon Lamprecht		Brent Green	330i
Michael Rickard	330i	Greg Lamprecht		Steven Krause	530iA
Brian Schafer	M3 Coupe	Erwin H. Peters	330i	Ferdinand Salvacion	M5
Holly Schafer		Bartley Bouchein	325Cic	Julia Ossman	
Leonard Musgray	323	Ron Lakey	323i	William Miller	325Xi
Rajshree Musgray		Mike Greene	325xiT	Derek Watson.	
Jim Long	528i	Shirley Ryan	325Ci		
David Morey		Larry Ryan			



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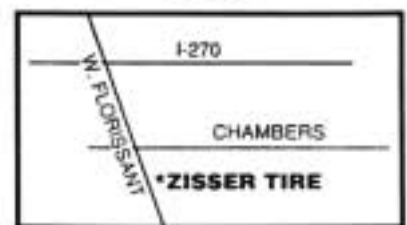
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225/45ZR17 Michelin Pilot Sport	\$165.00	255/50VR19 Michelin 4x4 Diamaris	\$195.00
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The Driving School Experience

Peter Rossato takes his first stab at carving up the track during the "Frost on the Pumpkin" performance driving school

PETER ROSSATO

When I bought my 325i I found out about the BMW CCA driver school program. Friends had done it and spoke in glowing terms about the experience. Yet, for a variety of reasons, it was an experience I had not shared yet. Like so many others, a twisty road is for me an invitation to raise those g-forces and push hard against the side bolsters of the seat. I knew that would be far removed from actually turning laps on an open race track. As I found out at the "Frost on the Pumpkin" school, it was a much greater difference than I had expected.

PREPARATION AND ANTICIPATION

I took advantage of the free tech inspections the club arranged with Reid Vann Luxury Imports and also had them flush the brake fluid. My E36 coupe has been on a strict synthetic fluid diet since before I owned it, yet I knew fluid that was over a year old was likely to have absorbed moisture and boil under the heat from heavy braking.

While waiting for the school I read through all the material that was available on the club's website and put together a track kit. I had included a tool box, which I fortunately had no reason to dip into other than for the tire gauge and torque wrench that were part of my pre track session routine. The experience is what I think many of us most look forward to when we think of turning laps on a real race track. I was certainly looking forward

to the sense of moving at high speed but, in all honesty, mixed in with the enthusiasm was also a bit of concern. I just didn't want to do anything stupid. Not only is the BMW my daily driver, but I also have a lot of effort and sentiment invested in it. Since the day I test drove it I've pronounced it the best car I've ever owned and I wanted to keep that way. I left my ego at home and settled on one major objective for the event: find out how much I actually didn't know about performance driving and learn.

THESE ARE THE BEST CONDITIONS FOR LEARNING

Saturday dawned overcast and cool, as had been predicted. As we came out of the driver's meeting overcast skies had turned to a steady drizzle. The rain stayed with us all day. No one was really enjoying the weather, but Geoff Tolsdorf, our class room instructor insisted these were ideal school conditions because it would slow us down and we would learn the basics better. I'm not sure if he wasn't just trying to prevent a mass departure, but he was right. The weather certainly slowed us down, but we didn't leave.

As part of the class 4 novice group, we had a 40 minute classroom session followed by a 20 minutes track session with our in-car instructor. The classroom sessions included a discussion of what the basic line was around the track and also an explanation of why that was the best way around the track. Turn in points, late apexes and exit points were identified for every turn. Over the course of the first day we were given the basic principles of what to

do. All the instruction made sense and it seemed easy enough. Practical application is always an entirely different matter.

BOTH FEET IN

The rain just kept on coming and by the time the second session started the track was just soaking wet. Puddles in some corner apexes meant having to adjust the driving line through the turns. I had started well, building speed and confidence with every lap. About halfway in the session I came out of the esses with my rear end farther out than it should have been and I was fighting my way out of "terminal oversteer". Everything moved very quickly and I found myself facing the wrong way,



but still on the track. We drove back to the pits for the mandatory discussion about what led to the spin. It was a classic case of early apexing leading to an over correction at the exit which the slippery track didn't support. This was a valuable couple of minutes to collect my thoughts and learn from the mistake. The remaining Saturday track

An M3 prepares to hit the track



Dave Alender



Brian Mitchell



Jeff Colman



Nick Drum



Anies Humaidh



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FIRST DRIVE



Top left:
Checking out the competition

Center left:
Peter checks his mirror and counts down to launch

Bottom left:
Of course safety is the number one concern in any driving school

Top right:
Some shifty fellas lurking suspiciously close to an M3 lightweight



improving greatly. At the outset the track was still slightly damp, but it would dry quickly and that made for a completely different day. Geoff was right, having worked on the basics at slower speeds the earlier day it was easier to make real progress when we weren't restrained by the weather. The increased traction gave me more confidence and from the first session I was able to work even more on cornering technique. I was clearly having fun now.

I made a point of getting to the track a little early that morning so that I could walk the track. I wonder if the first classroom session shouldn't be held on the track viewing an actual corner rather than a diagram. Standing at the turning in points I had been using for most turns the first day it was clear that I had been turning in too early and wouldn't get to the desired exit point.

By the time our last session was flagged it was practically dark. As I loaded my car for the trip home I knew that I had only scratched the surface of a very difficult skill. I was still braking early and consequently missing apexes. I don't think I ever took two consecutive laps the same way. Consistent execution will be my objective for the next driver school.

WHAT I GOT FROM THE SCHOOL

I came to learn and my first on track experience accomplished that. I now know how the events are run and how both I and my car reacts under this kind of pressure. The sights, sounds and even the smells of the event are now part of my baseline expectations from which I expect to move forward the next time.

Oh yeah, there will be a next time. I knew going in that this would not likely be a one time event for me because as much as the weekend revolved around cars, I think this experience was more than just a mechanical festival. The personal experiences were what made the difference between having a great time and just operating a machine, even if a highly satisfying one like our BMW's.

When I was getting ready for my first track session two instructors came forward when my scheduled instructor didn't show. My instructor shared all of my track time showing great patience for all of my rookie errors. Ron Flier shared both a portion of his track time with me and recollections of Northern Italian landscapes. He also showed me that driving fast is indeed a dance. Perhaps more of a passionate tango than a waltz, but a dance none the less.

I made other acquaintances and hung around with other people who share a passionate enthusiasm for their cars and what they can do with them. I came away from the school with new friendships, and to me that is at least as valuable as what I gained while moving at speed. So the snow tires are on now, but spring is only a few months away.

sessions were challenging as I worked to keep the car from getting tail happy while still moving quickly. When the checkered flag came out for each session it was a welcome relief. By the time I got home I was exhausted and drained, pretty much what had been predicted.

WHAT A DIFFERENCE A DAY MAKES

As I drove to Gateway on Sunday morning, the weather was dry and

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Goodwood, Good Country, Good Lord, That Man's Drifting \$5 Million Worth of Ferrari

Sam Smith travels across one ocean and through
7 decades of racing history in England

The camera points into the face of the man, his eyes twinkling behind small-frame eyeglasses as they squint sharply into the English afternoon sun. His driving suit is a mottled pastel blue, somewhat dirty, but full length, cotton, and resembling a janitor's overalls. The word "Dunlop" is stitched into the fabric in flowing red script just above the left breast. Slightly balding, he grins the grin from a thousand press interviews before, content in the knowledge that, although this is just an act, it's an act worth putting on, a fun one, and one that just might result in some sort of benefits down the line. Who knows. These things are never a bad idea, even if every reporter who approaches seems to have the I.Q. and manners of a turnip. This one doesn't even have his bowtie straight.

"So, tell us, what's it like, driving something as big and definitely American as the Fairlane? Understeer? Oversteer? How does it handle?"

Stirling Moss crosses his arms, grins again, and says the first thing that comes to his mind:

"Handling? Oversteer? Understeer? Well... I wouldn't necessarily say the thing steers at all, now does it? Bloody thing's so marvelously huge, you just kind of point it and light the wick. It goes where it wants to. I'm just along for the ride..." He shrugs, puts his hands up in that What can you do? gesture, smiling sheepishly.

The gathered crowd laughs, the TV reporter grins, makes a slicing gesture across his throat to the cameraman, and shakes hands with Moss,

thanking him. A Spitfire roars overhead, a couple hundred feet off the ground. Moss climbs into the white Ford Fairlane, straps on his crash helmet, and waves across the grid at Jack Brabham, sitting in an identically-liveried Falcon. Engines blip and snort and rip their way through warm-up in the paddock, Cortinas and Minis and 1800 TiSAs and Mercs and Jags and Alfas and everything else under the sun. White-suited mechanics make last-minute tire pressure adjustments, jogging between the pit wall and the false grid in sprinty little half-runs. The English countryside rolls by in the background, uninvolved.

The first flag is thrown, and the cars gradually rasp and spit their way out onto the front straight, snaking around the circuit, searching for grip.



over only moments before, flutters by in the breeze, blissfully unaware. The London Times, it says, paper yellowing underneath the headlines. September 14, 196-, the latter half of the date missing, torn away by someone's errant shoestep.

The silence becomes its own cliché: it's unbearable.

The portly little man on the starter's station, nearly covered by his huge checkered sportcoat, winces. A hair-second later, he jumps up into the air, madly waving a green flag with both hands; simultaneously, thirty cars leap off the line in a haze of smoking bias-ply Dunlop. England sighs, starts breathing again, and the grandstands angle their heads towards turn one, barely visible through the smoke. Smells permeate the air. Clutch lining. Burned oil.

The cars. The clothes. The food. The stands. The drivers. To hell with the newspaper - it could be any one of a number of years. '50. '61. '48. '66.

It's not.

It's September, 2003, and West Sussex, England, is bone-shakingly, earth-thumpingly alive with the Goodwood Revival.

The cars tear their way through the chicane, a few of them just touching the haybales on the corner exit. It's ok; over half the field got paid to drive in Formula 1 at some point—they can probably handle it. There is no catch fencing, just shrubbery.

I am standing at the exit of the chicane, on a wall made of dirt-filled tires, about fifteen feet away and five feet higher than the pavement, camera slung around my neck. Clear line of sight. I can feel the force of combustion on every piston in every engine in the field; the sound filters through my brain and runs down my spine, collecting in angry little puddles at my feet.

Right now, there is no better place to be alive.

This Goodwood, the racer's Goodwood, is an enigma, but one that's paradoxically easy to find and define. Essentially a private motor racing house party that's open to the public, the Revival is put on every year at Goodwood Motor Circuit—a fantastically preserved 1960s-era racetrack two hours south of London that, in its heyday, played host to everything from door-banging British sedan racing to the rip and scream of Formula 1. Near-legendary in motorsport circles, the track itself served as the stage for some of the greatest battles in international road racing from its construction in the late 1940s until its closure in 1966. Built around the remains of an old RAF airfield—some of the hangars are still present, and a grass airstrip serves the current Goodwood Flying Club—the track and its atmosphere are the very embodiment of the near-idyllic cliché that is British motorsport.

Closed to both active racing and the public in the mid-1960s due to encroaching government safety and noise legislation and a lack of funding to meet it, Goodwood is unique among racetracks—especially internationally famous ones—in that it never had a chance to make the jump into modernity. Shutting its doors in 1966, it just barely missed being swallowed up by the lawyer, safety, and sponsor-driven fanaticism that characterized the next three decades of motorsport. Shrubby still lines the main straight, and crowd control measures consist of a bunch of simple chest-high wooden fences. Sight lines are clear, unobstructed by catch fencing or



Above:
Derek Bell and
Stirling Moss
weave their
way through
pedestrian
traffic

Right:
Sam and his
father, Dan, don
classic duds
and find an
event worthy of
a bow tie

Warmth. Oil temperature. They form up, roughly two minutes later, in a grid on the front straight, just aft of the starting line, and come to a halt. Thousands of people in the paddock, almost all of them dressed in suits and ties, sunday finery, flatcaps and tweed suits, stop. The grandstands, filled to bursting with Ladies in Dresses and impeccably-clad English Gentlemen, grow silent. Corner workers glance down the straights from their stations, straining to see.

Flags flutter in the breeze over the narrow pits, each printed with a single word. LUCAS. DUNLOP. CHAMPION. SHELL. A solitary newspaper page, grease-stained from the bacon roll it had been wrapped



huge billboards. Trees grow thick and deep, often in places remarkably close to the track's pavement.

Goodwood stands as one of the few living examples of racing the way it was, gloriously unmolested and undeniably pure. Its heyday was the time of factory-backed sportscar racing, skinny crossply tires, and post-wartime England, and when that period ended, Goodwood essentially did as well.

Yet, that statement isn't a hundred percent true. Although the circuit and its grounds have laid largely dormant since their "official" closing,

for one weekend every September, Goodwood comes alive. Gloriously, gut-rattlingly alive. The woods in the surrounding hills echo with the tear and cry of high-octane being burned. Racing machines from the past eight decades spit and roar, memories float through a haze of methanol, and if you're lucky enough to be there, you stand and gape, open-mouthed, at the glory of it all. The senses are assaulted, and the effect does more than simply linger; it bores holes into your brain that take weeks to heal.

For one weekend, coats and ties are required to enter the garages, Mustangs and Spitfires roar

overhead, and thanks to "in-period" dress requirements, tweed again becomes a viable fashion statement. Women float by in elegant Sunday dresses, mechanics wear white overalls, collared oxfords, and ties, and off-duty GIs roll by in wartime-liveried Jeeps. Vendors hawk their wares from vintage panel vans, and mobs of leather-clad Rockers roll by on packs of vintage Harleys, Triumphs, and Nortons – white-scarved women perched on the bikes' backs, hair blowing in the breeze.

In the space of those three days, the rest of the world ceases to matter, and for once, Time seemingly

Clockwise: Jackie Oliver and Marc Surer's 1800 TiSA. Brabham mechanic in parc fermé. The Holy Trinity of Ferrari sportracers: a 330, 250 GTO, and a 250 GT SWB. RAF Flying School—part of the original airfield.

humors the romantic in you and looks the other way. Glancing around the paddock, for all you see, it could be 1934. Turn a different way, 1952. Or '58. Or '62. Exhausts wuffle and snort, liquid-colored sportscars drift by, and your mental clock shuts itself off. This chunk of England, however small, has become a surreal sort of gearhead's heaven, an acid trip of a falling into the biggest pool of cool since the Can-Am was killed off and Senna went to that great qualifying grid in the sky.

Vintage racing is no longer new. Around in both Europe and the United States since the late 1970s, it provides spectators a chance to see and hear vintage racecars used the way they were originally intended to be used – at speed and in anger, albeit at modern facilities. What sets Goodwood apart isn't just the racetrack's unchanged nature, but the nature of the weekend itself.

A revival in every sense of the word, the event was begun in 1998 after the track's owner, the Earl of March (a distant descendant of Henry VIII) decided Goodwood should live again, regardless of cost. People, he believed, would want to attend an event that revived racing as it had really been, and what better place to do that than Goodwood, an essentially unchanged relic? Grandstands were repainted and refurbished, landscaping renewed, and period signs repainted. The track was repaved, and grass re-grown.

After obtaining permission from the British government to waive the necessary modern regulations on safety and noise for the weekend, he opened the gates. Seventy thousand people flooded in, over half of them in the period dress required to gain entrance to the inner section of the track. Seventy thousand people walked through the track's long-quiet turnstiles, simply reaffirming the Earl's initial belief: if you refurbish it, work at it, time-warp it, and throw open the doors, they will come.

Were its sole attraction simply the period atmosphere, people, and cars, the Revival would be nothing short of impressive. Yet, what edges these three days over into the realm of mind-blowing is which people and cars happen to show up. An invitation-only event for competitors, the race weekend itself is limited to cars from 1920-1966 with historical provenance and known history. This, for example, means that the BRM P261 Formula 1 car that just flashed by is the car world champion Jackie Stewart won with in '65, and life-threateningly crashed at Spa the same year. The Ford GT40 blasting down the back straight just happened to have won the LeMans 24 hours at the hands of Dan Gurney. The Maserati 250F screaming through Woodcote corner? An ex-Fangio car, and one of the single most successful Formula 1 vehicles ever to take to a racetrack. The list goes on, seemingly endlessly. In all, some two hundred

cars make the cut. All of them aren't just representatives of racing history, they are that history.

Fittingly, the personalities and faces are present too. Strolling through the paddock, you bump elbows with the glory names of a racing freak's childhood. Stirling Moss. Dan Gurney. Phil Hill. Brabham. Bell. Oliver. Mass. Attwood. Fifteen minutes later, they're helmeted and harnessed, pulling out on the grid. Racing.

There are those who say that vintage racing in the United States is impressive. Indeed, on many levels, it is, and they are right. Racecars from the past seventy years' of history are driven and raced on a regular basis on some of the greatest tracks this country has to offer. It's worlds away from modern racing, easily accessible, and arguably more entertaining. For those raised on sterilized oval-track and cordoned-off circuit road-racing, it's a nice reprieve.

There are also those who say that racing in Europe, in any of its myriad forms, is a totally different world from that which we know, awash in constant development, incredible levels of driving talent, and a totally different attitude towards motorsport and competition in general. A sharper, more focused one. It's eye-opening, they claim, the first time you witness it.

A Goodwood employee cast as an American GI

A couple takes a reading brake in the paddock near a Ferrari transport



They're right. To hell with eye-opening: it's great.

So great, in fact, that you start to think you're hallucinating. People, you think, don't do these sort of things with these sort of cars. Ferchrissakes. Come on. Racing is racing, and should be all out, but jeezus – shouldn't you take it a little bit easy with cars worth more than most people will ever see outside of a winning Powerball ticket?

Is that really a Ferrari GTO sliding, tail-out, through that corner, skinny crossplies scrabbling for grip? (No, actually, it's two. Ex-works cars. Side by side.)

What...what the hell are those? What's that ripyowling catwail of a noise? (Oh. Wait. D-Types. Jags. Six of them. Nose to tail under braking, separated by mere inches. One, a LeMans winner. Pssh. D-Types. Commonplace. Jaded? Nooooo...)

How many Aston DBR1s were constructed as works cars? Two. How many challenged the Ferrari Testarossas in the hands of Moss and Salvadori? Two. How many are there, speeding by on the front straight? (Two, in case you hadn't guessed.)

If you were Derek Bell, would you hang the ass end of your borrowed Jag MkI out on the exit of the chicane, every single lap during qualifying, just for the applause it generates from the crowd?

There, in the 1800TiSA, the BMW, is that – yeah, it is. Jackie Oliver. Inches from the tail of two Alan Mann Lotus Cortinas, one of which is an ex-works Jim Clark car. Clark and Oliver. Heroes, both. The TiSA comes around again, in front of both Cortinas, nose slightly wrinkled where it brushed against the first Cortina's rear taillight under braking on the back straight.

You open up the program, standing in front of the chicane, and notice a picture that matches your viewpoint



exactly. Track. Shrubbery. Red and white fencing. Couple of Lotus 11s sliding through the corners. Promo shot, huh? Taken recently? Nothing's changed. The only difference? The picture's dated at the bottom: 1958.

Jack Brabham, all eighty-some-odd years of him, on the phenomenon that is Goodwood: "I really do enjoy this event, there's just something about it."

Lord March, organizer of the whole shebang (and the Goodwood Festival of Speed hillclimb as well, which takes place on his driveway), on the Revival: "We really do try very hard to put on an event that's the best in the world. I do hope you're enjoying yourself."

Goodwood, if properly described and given its due in words, would take up far more space than I have here. A literal timewarp full of no-holds-barred all-out racing and drivers of astonishing talent in equally astonishing cars, the Revival stands as possibly the most impressive modern-day race I've ever seen. Three hundred and twenty mostly ex-works racecars. Seventy thousand people. Two hundred and twenty period service vehicles, tow trucks,

and vans, brought in simply for the atmosphere. A vintage car park for spectators, pre-1965 only, with something like 500 sportscars and sedans, just sitting there, an event unto itself.

Goodwood. The word suddenly becomes a feeling.

Get yourself there, watch the coverage on SPEED channel, read the magazines, something.

You won't regret it. I promise.

Note: The author had the privilege of going to the 2003 Goodwood Revival with press credentials on assignment for Automobile Quarterly. Through some incredible stroke of luck, he was able to meet Lord March, Jack Brabham, Nick Mason, and Stirling Moss all in one day, and was able to brush elbows with Phil Hill, Jackie Oliver, and Derek Bell. He's still walking around in a state of physical shock, so if you see him, smack him out of it.

BMW mechanics prep one of the factory-entered 1800 TiSAs

Ecurie Ecosse transporter carrying a La Mans-winning C-type Jaguar

Ferraris in the paddock

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3 SERIES			Interior	Stock #	Mileage	VIN	Price	
1999	323i	Auto.	4 door	black w/grey leather	(1235)	61k mi.	WBAAM3330XCA81087	\$ 19,500
2000	323i	5 speed	4 door	blue w/beige leather	(1125)	61k mi.	WBAAM3342YKC71280 (IL-T3107911008)	\$ 20,500
2000	323i	Auto.	4 door	silver w/black leather	(1165)	30k mi.	WBAAM3342YFP80436 (MO-QR126936)	\$ 22,100
1999	323ic	5 speed	2 door	red w/tan leather	(1118)	49k mi.	WBABJ7334XEA19622 (KS-K0116451)	\$ 21,000
1999	323is	5 speed	2 door	red w/tan leather	(1229)	65k mi.	WBABF733XXEH44059	\$ 18,000
1987	325i	5 speed	4 door	white w/red leather	(1173)	163k mi.	WBAAD130XH8831705	\$ 4,500
1987	325i	Auto.	4 door	grey w/blue leather	(1211)	228k mi.	WBAAD2306H8841265 (MO-CB429011)	\$ 3,500
1987	325is	5 speed	2 door	red w/tan leather	(1177)	156k mi.	WBAAA1302H2323529	\$ 4,750
1989	325is	Auto.	2 door	bronzit w/dark tan leather	(1168)	177k mi.	WBAAA2301KEC49860	\$ 4,900
1996	328i	Auto.	4 door	green w/tan leather	(0159)	83k mi.	4USCD232XTLB30457 (SC-29287037)	\$ 12,900
1998	328i	Auto.	4 door	silver w/grey leather	(1195)	83k mi.	WBACD4329WAV58435 (MO-AV58435)	\$ 14,250
1996	328ic	Auto.	2 door	black w/tan leather	(0141)	86k mi.	WBABK8325TET94565 (MO-AY356627)	\$ 15,900
1997	328ic	Auto.	2 door	green w/tan leather	(1155)	62k mi.	WBABK8321VET97840 (NM-01337121A618385)	\$ 19,500
1998	328ic	Auto.	2 door	purple w/tan leather	(1119)	78k mi.	WBABK8328WEY89492 (MO-CA538162)	\$ 19,500
2001	330i	Auto.	4 door	black w/tan leather	(1223)	44k mi.	WBAAV53461JS90464	\$ 28,500
2001	330i	Auto.	4 door	blue w/tan leather	(1216)	49k mi.	WBAAV534X1FJ69472 (CT-026121335)	\$ 27,500
2001	Z3	5 speed	4 door	black w/black leather	(1238)	25k mi.	WBACN53411LJ55759 (KS-L0310267)	\$ 27,900
2001	Z3	5 speed	2 door	yellow w/black leather	(1215)	45k mi.	WBACN53441LJ56825 (MO-PC131131)	\$ 25,900
5 SERIES								
1999	528i	Auto.	4 door	white w/tan leather	(1193)	70k mi.	WBADM6333XBY33141 (MO-CB093020)	\$ 21,500
1999	528i	Auto.	4 door	blue w/grey leather	(1128)	73k mi.	WBADM6332XBY24799 (MO-CB583750)	\$ 20,900
1998	528i	Auto.	4 door	silver w/grey leather	(1217)	99k mi.	WBADD6320WGT90861 (MO-PD026816)	\$ 19,000
2000	528i	Auto.	4 door	silver w/grey leather	(1160)	70k mi.	WBADM6348YGU24727 (MO-CE010444)	\$ 23,500
1995	530i	Auto.	4 door	black w/tan leather	(0082)	129k mi.	WBAHE2323SGE93681	\$ 9,500
1997	540i	Auto.	4 door	arctic silver w/black leather	(1208)	82k mi.	WBADE632XVBW56010 (MO-QG082093)	\$ 18,250
1999	540i	Auto.	4 door	white w/tan leather	(1161)	130k mi.	WBADN6331XGM62769 (MO-CB139198)	\$ 18,900
2000	540i	Auto.	4 door	silver w/grey leather (Dinan S1)	(1231)	83k mi.	WBADN6345YGM66639 (MO-PG424467)	\$ 26,000
2002	X5 4.6is	Auto.	4 door	titanium silver w/black leather	(1222)	17k mi.	5UXFB93562LN79088 (MO-PC759198)	\$ 58,500
6 SERIES								
1989	635csi	Auto.	2 door	Grey w/grey leather	(1234)	99k mi.	WBAEC8412K3268562 (MO-CB237237)	\$ 9,000
7 SERIES								
1993	740iL	Auto.	4 door	silver w/grey leather	(0092)	115k mi.	WBAGD8324PDE84921 (IL-T9291349005)	\$ 10,500
1994	740iL	Auto.	4 door	white w/beige leather	(0085)	134k mi.	WBAGD8326RDE92473 (MO-UL647958)	\$ 8,000
1997	740iL	Auto.	4 door	black w/grey leather	(0125)	110k mi.	WBAGJ8329VDM00417 (MO-PF262314)	\$ 17,900
1998	740iL	Auto.	4 door	black w/tan leather (certified)	(1240)	79k mi.	WBAGJ8323WDM23449	\$ 23,500
2001	740iL	Auto.	4 door	black w/tan leather	(1181)	54k mi.	WBAGH83451DP24486 (IL-T0336007008)	\$ 34,900
2001	740iL	Auto.	4 door	blue w/tan leather	(1187)	60k mi.	WBAGH83441DP22342 (MO-CC880168)	\$ 34,500
M SERIES								
1997	M3	5 speed	2 door	daytona violet w/grey suede	(0149)	40k mi.	WBSBG9321VEY74219	\$ 23,500
1998	M3	5 speed	2 door	dakar yellow w/black leather	(1239)	40k mi.	WBSBG9324WEY79089	\$ 22,500
1998	M3	5 speed	2 door	yellow w/brown leather	(1191)	75k mi.	WBSBG9335WEY80003	\$ 21,600
1999	M3	5 speed	2 door	black w/tan leather	(1192)	43k mi.	WBSBG9334XEY83895 (MO-PD393510)	\$ 25,000
2002	M3	6 speed	2 door	grey w/red leather (Dinan)	(1202)	14k mi.	WBSBL93482JR18457	\$ 49,000
1998	M3c	Auto.	2 door	silver w/grey leather	(1175)	39k mi.	WBSBK0334WEC39311	\$ 30,950
2000	M5	6 speed	4 door	silver w/black and grey leather	(1230)	39k mi.	WBSDE9349YBZ96588 (IL-T3329123020)	\$ 46,900
2002	M5	6 speed	4 door	black w/black leather	(1233)	16k mi.	WBSDE93462CF90661 (MO-PG218765)	\$ 64,900

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Concluding Convulsing Control Arms

Regular maintenance to keep you on the straight and narrow

ROBERT PHELAN

SYMPTOMS: VIBRATION IN THE FRONT WHEELS, HEAVY MECHANICAL RATTLE, AND A CAR THAT “HUNTS” ALL OVER THE ROAD

PROGNOSIS: WORN OUT CONTROL-ARM BALL-JOINTS

SOLUTION: NEW CONTROL ARM(S).

Recently, I took my 89 325is to get its state safety inspection. When I came back to pick it up, I got a bit of a surprise. The car failed to pass! I was told I had a leaking steering rack and that my right outer ball-joint was too worn to pass. “Ahhh, so that would explain the odd vibration and rattle any time I hit a bump in the road. Guess it’s time to get that fixed!”

Ball-joints are usually built into a suspension component, so a loose or worn one means you have to replace that part to fix the problem. In the case of an E30 like mine, that part is the front control arm. There’s one on each side of the car and they’re one of

the primary components that support your front wheels. So, needless to say if something on this part is loose, it will adversely affect the car’s handling characteristics.

E30 control arms and ball-joints usually last about 100,000 miles. If you’ve got more than that on the original arms, it’s probably time to get new ones. Since my car was at 160,000 on its original right arm, this was a well-overdue project.

Because this is a common problem on E30s, I decided to document the process for any adventurous shade-tree mechanics that might want to save a little money and do the swap themselves.

Step 1: Jack up the car

Jack up the front end of the car and remove the front wheels. (Always make sure to use jackstands to properly secure the car before going under it.)

Step 2: Remove the swaybar links (E30 M3 owners, skip this step)

The front swaybar attaches to the control arm via a bracket that bolts through the arm itself. Get under the arm and locate the 17mm nut that secures the bracket to the arm. Try to loosen the nut. If it doesn’t want to go, hit it with some spray-lube and come back to this step later.

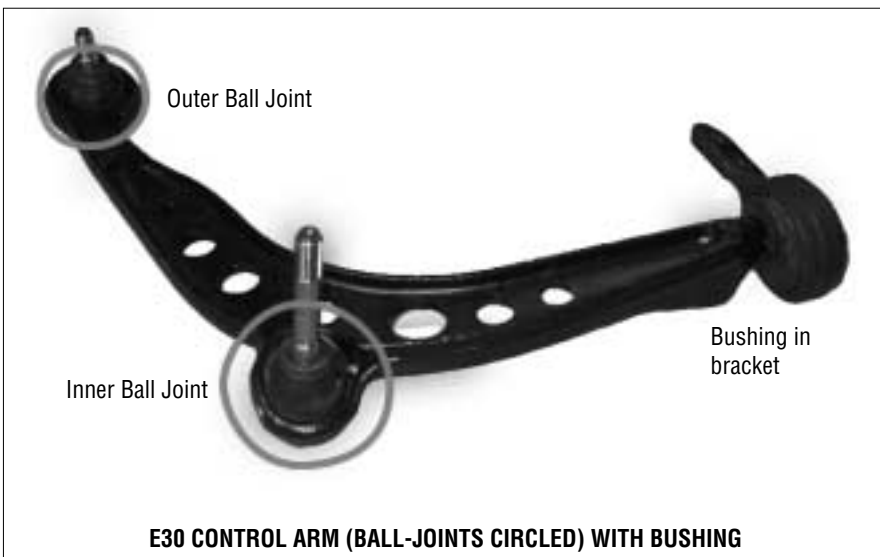
Note: If you try to force this nut off, you can shear off the threaded rod that is part of the bracket, and you’ll find yourself scrambling for a new part that no one in St. Louis seems to carry. In fact, it probably wouldn’t hurt to have an extra on hand to keep from waiting for a replacement.

Step 3: Release the outer ball-joint

The ball-joint is attached to the strut housing (the big black thing with a spring attached to the wheel) with a 19mm nut. Use a box or open-end wrench (not a socket) to try to turn the nut. If the threaded shaft spins with the nut, you will need to use a jack to put pressure on the control arm directly beneath the ball-joint you’re working on. This added pressure “pinches” the joint to keep it from spinning. Once you can see that the shaft is no longer spinning, switch to a socket for quick removal.

The nut you just removed isn’t the only thing holding that joint to the strut housing. The joint is also stuck in with friction which can be difficult to overcome. The best tool for the job is a ball-joint separator (otherwise known as a pickle-fork or bonking stick). You can pick one up at your local auto-parts store for about 10 bucks.

Use of this tool is pretty self-explanatory, but the skinny goes something like this: Put the two prongs of the separator on either side of the ball-joint





**1. CONTROL ARM BUSHING IN BRACKET 2. INNER BALL JOINT
3. SWAY-BAR LINK AND NUT 4. OUTER BALL-JOINT**

shaft in between the control arm and the strut housing (just above the rubber boot) and beat the crap of it with the biggest hammer you can find. Eventually, it should pop loose. If it doesn't come off, spray it with lube, and get a bigger hammer. If it still doesn't come off, it's probably been way too long since that ball-joint was removed. (Again, bigger hammer, and possibly a separator attached to an air-hammer if it's being stubborn)

Step 4: Remove the control-arm bushing bracket

The rear-most end of the control arm presses into a rubber bushing which is surrounded by a metal bracket. This allows the control arm a small amount of motion to make the ride more comfortable. This bushing is a lot easier to pull off of the arm once it's outside the car, so for now, just remove the two 17mm bolts that thread through the bracket and into the frame. Once the bolts are loose, jiggle the bracket and arm until it is free of the frame.

Step 5: Release the inner ball-joint

Here comes the rough part folks. The inner ball-joint removal procedure is just a repeat of the outer joint removal with one catch: You've got a lot less room. It's a really tight

fit and you'll have to wriggle around to find the best angle at the nut. The inner ball-joint is secured by a 22mm nut, which takes some serious grunt (or an extra long torque-arm) to get free. Once you get the nut spinning, get ready for some very tedious work with a box-end wrench as you can't fit an average socket wrench into the nut's crowded neighborhood. Put the wrench on the nut, turn 10 degrees, and repeat... a lot. As mentioned in step 3, you may have to use a jack on the bottom of the ball-joint to keep the shaft from spinning while you work.

Repeat the process outlined in the last paragraph in step 3. Be extra careful at this point, because when that joint finally comes loose, 20 lbs of control arm is going to be surrendered to gravity. Make sure no arms, legs, or heads are underneath it.

Step 6: Remove/Replace the bushing

If you've made it this far you've successfully separated the old arm from the car and you can work on removing the bushing. A good thing to do before you start is to label the metal bushing carrier as to what side it comes from, and which direction it's facing. This will be important during re-assembly.

Actually getting the bushing off of the arm can be very simple, or extraordinarily difficult depending on your selection of tools. I've found the best tool for the job is actually the same one you used to get the arm off in the first place: the ball-joint separator. The cheap, generic one that I have ended up being a perfect fit for the bushing shaft. All you have to do is jam the prongs between the bushing and collar, and pry the bushing right off the end. If you can't do that, well, you're going to have to be creative. A very large gear-puller is another option. The bushing will eventually have to come off, so if you can't get it yourself, bring the arm and bushing to your favorite mechanic, and have them slide it off (read the next paragraph first though).

Now that it's free of the control-arm, thoroughly inspect the bushing for cracks and tears. Chances are that if you've got over 100k on the clock, it's time to get them replaced.

Your average shade-tree mechanic lacks the tools to get the bushing itself out of the metal carrier. So this is the one part of the project that requires some outside help. Take the bracket/bushing assemblies (along with two fresh bushings) down to your favorite mechanic and ask them to swap in the fresh ones.

TOOL LIST

- 17mm Box or open-end wrench
- 19mm Box or open-end
- 22mm Box or open-end
- 17mm Socket
- 19mm Socket
- Ball-joint separator
- Hammer
- Torque wrench

PARTS LIST

- New control arms (~\$74 each)
- New control arm bushings (~\$40 each for standard E30, ~\$80 each for E30 M3)
- 2x nylon-topped locking outer control arm nuts (~\$5 for the pair)
- 2x nylon-topped locking inner control arm nuts (~\$5 for the pair)

Note: E30 M3 Owners, your bushing has an offset hole unlike the centered hole in the standard E30 bushing. This has advantages for both series of cars, but it's beyond the scope of this article. However, M3 owners want to make very sure that the mechanic puts the new bushing back in the same way the old one came out. It's an easy thing to get backwards, so make sure the hole in the bushing is closer to the arm on the bracket than to the outside. (For the record, in the example pictures, the offset bushings are used.)

Installation, as they say, is the reverse of removal, but this time you only have 30 minutes to do it.

Step 7: Put it all back together

Ok, you're at the half-way point so lets review. You now have the old arms off and free of the car, you have the bushings (new if needed) properly pressed in their brackets, and you have the replacement control arms. Everybody still on track? Great, now comes the part where we start putting things back together. Installation, as they say, is the reverse of removal, but this time you only have 30 minutes to do it.

BMW outlines a special procedure for fitting the control arm bushings on the new arms. This is not the procedure I followed as I didn't know of BMW's method until the holiday party where BMW Service guru Rick Ramsey told me about it. I think BMW's method, while (slightly) more difficult, is the best one to follow in this instance, so I'm going to stick to it in this article.

According to BMW specs, everything that follows this line should be completed within 30 minutes.

Coat the control-arm shaft and the inside of the bushing with mineral spirits. You can get this at the paint department of your favorite store. Check the marks you made (you did remember your marks didn't you?) for proper fitment, and press the

bushing on so that the arm on the bushing bracket faces the outer ball-joint. (It may be tough, but I promise you can slide the bushing on by hand)

With the bushings back on the arms, the next task is to fit the arms back in place. It will take a bit of work to line them up, but you should eventually be able to slot both ball-joints shafts into their respective holes. Using new nylon-topped locking nuts, finger-tighten them to hold the arm in place. While you still have some mobility in the arm, line up the bushing bracket with the holes in the frame and get those bolts finger tight.

Now that the arm is tacked into place, push the threaded shaft of the sway-bar bracket through the hole in the control arm and tighten down the nut. At this point you can pretty much tighten everything down to the torque specs listed in the table below. Again, you may have to use a jack to keep the ball-joints from spinning as you tighten the nuts.

**Outer Ball-joint nut torque:
65Nm (47 ft. lb.)**

**Inner Ball-joint nut torque:
85Nm (61 ft. lb.)**

**Swaybar Bracket nut torque:
42Nm (30 ft. lb.)**

**Bushing bracket bolt torque:
42Nm (30 ft. lb.)**

Once everything is tight, put your wheels back on and let the car down. From the top of the car, carefully push down on your hood, bumper or fender to help the car settle down to its normal ride-height. BMW suggests rolling it back and forth a bit to achieve this. I think in the future I will take a run down the block and back as my car takes a bit to get back to its proper height after being jacked up.

You completed all of this in 30 minutes or less right? Good, now you have to let the car sit for a couple of hours. The reason for the deadline

is that the bushings need to be "pre-loaded" a term which makes no sense to me because I would think that "pre-loading" would require me to do something before I put the bushings back in.

The mineral spirits you put on the shaft and bushing before installing it allowed the bushing to rotate on the shaft given enough effort. Once the mineral spirits evaporate the bushing will be "set" on the shaft and should no longer rotate. That's why it's important to have the car at the proper loaded ride height as the mineral spirits evaporate.

If you were to allow the spirits to evaporate with the car in the air, when you let the car down again, the bushing would be twisting and binding against the rotation of the shaft as the car was pressed back down on the wheels. This could damage the bushing and would give you an additional sort of spring effect.

(If you must know, my mistake was to use regular grease on the bushing, allowing it to rotate perpetually until the grease finally wears thin. It's not as bad as having the bushings set at the wrong angle, but it's certainly not ideal to have something moving that wasn't designed to be.)

All in all, this is not an incredibly difficult process, but it does take some time and patience. I would estimate 3-5+ hours of work for a first-timer assuming there are no hang-ups with stuck ball-joints or the like.

Now that I'm finished with the control-arm and steering rack replacement (there's another article for that one), my E0 feels very solid again and the handling is spot-on. Replacing the worn ball-joints made a huge difference.



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Down to The Wire

Ryan Weis and Crew at the penultimate race of
Formula One's 2003 season



Formula 1 rule changes—love them or hate them, it's hard to complain about the results. The 2003 season ended with Michael Schumacher becoming the first six-times world champion by two points at the last race. As we sat shoulder-to-shoulder during the race in Indianapolis this September, the excitement of it all made us giddy.

We arrived for 2003 in our biggest RV yet: a 33' Winnebago Sightseer. I took the honors of beginning the trip before handing over the reins in frustration when we got off course heading North through Illinois instead of East to Indy. In my defense, when steering something that large at 65mph I tend not to concern myself with where I'm going as much as keeping centered in the lane. Guess my navigator was enjoying the view.

The parking was further back from the track than before, and at first we thought it was due to the flooding at the track just weeks prior to the race. But, as we came to suspect during the weekend, it was another sign of IMS giving the fans less for more. The trackside lot was for parking cars, which fit six in the space of one RV. Squeezing every last dollar per ft².

Many of the great infield attractions were missing this year. The Vintage F1 cars were absent and Teams and sponsors sent a skeleton crew in lieu of the more extravagant displays we've seen in the past. Signs of the economy to be sure. Honda had perhaps the largest display with a range of cars and even lawn mowers and generators in their booth.

Car clubs had been scheduled to park in the grass infield that weekend, but the wet ground moved them to the back side of the Indy oval. Porsche, Miata, Jaguar, Viper and, of course, BMW were among those represented. And this would not be the only chance to set foot on the famous racetrack. When the track was not in use, a small passage was opened on the infield straight for pedestrian traffic, and it was a great chance to get some shots without the catch fencing in the way.

The five of us were anxious to try out our new seats in Section J and spent much of our time there watching the supporting races and practice across six magnificent corners. Turn one always puts a few people in the grass, so one large HSBC advertisement was removed after Friday's runnings

brought a couple cars too close. And you thought advertising dollars made the wheels turn!

For the race, the weather was about as unusual as you could imagine. Wind, rain, sun, more rain—not surprising the teams bring their own weather experts with them. But their cloudy crystal balls caused quite a few errors in tire decisions, most notably causing Ralf to retire early. Juan Pablo didn't fair any better that Sunday and left the Speedway immediately after returning to the garage. M. Schumacher took the top step, followed by Kimi and Heinz-Harald Frentzen, who we haven't seen on the podium since Indy 2000.

The drivers were not the only celebrities on hand. While watching a Porsche Cup race from a grass viewing hill overlooking turn eight, Former *Sex Pistols* and *Public Image Limited* front-man, Johnny Rotten (Lydon) strolled by disguised in red hair and a *Sex Pistols* button down with the song title "Pretty Vacant" across the shirt tail. Nathan and I guarded the beer and scanners while Steve, John, and Steve ran off to get pictures with the quintessential punk rocker.

Trackside? No, on track, looking toward turn eight during a brief pause in the action

**From top:
The resurrected
Ford GT**

**(left to right)
Steve Simmons,
Steve Mackey,
John Gassel and
Nathan Andrews
appraise their
seats in Section J
while the author
captures their
enthusiasm**

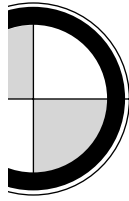
**The BMW club
represents on
the backside of
the Indy oval**

A future star was also in attendance and we considered ourselves lucky to be so close to the forty-inch wonder. Not Gary Coleman, but the new Ford GT. A beautiful reintroduction of a timeless, and race-winning, design. It even made the rounds at the hands of Jackie Stewart, though we all wish Ford had let the car speak for itself instead of taking a leisurely stroll along the track, test mule/ concept car or not.

Geoff, Terry and Trish stopped by our mobile abode one afternoon, lounged in its immense comfort and sampled its bountiful cache of beer. Terry left a baseball cap behind when returning to the track, and it was no trouble finding the three of them among 100,000 fans in the track to return it.

The contract for the USGP at Indy comes up in 2004 with the race on June 20. Speculation abounds that the venue may change with some rumors of a return to Watkins Glen or a West Coast race—or both! I wouldn't be surprised as IMS didn't seem to have their heart in it this year, and there is no denying that facilities and accommodations around the track are nowhere near the expectations of the International circus that is Formula 1. Besides already announced rule changes, the '04 season has seen an endless reshuffling of host countries. Bahrain, France, Belgium, China, England and Canada have all been mentioned, (or snubbed depending on the month) with future talk of Russia and other suitors in the wings. As Bernie Ecclestone chases the fleeting tobacco money to whichever country will alter its National health policies to please him, the old guard of Formula One tracks is dwindling. If Montreal can hold on for two more years, I hope to be trackside there in 2005.





Classifieds

Classifieds

For Sale

1985 635csi

Kevin Amberg
St. Louis, MO
314-524-0829
Miles: 139,000
\$5900 o.b.o.

1995 318tiA

Randall
Collinsville, IL
618-345-5507
Miles: 80k
\$7800

1991 E34 525i Automatic

Robert Phelan
Rolla, MO
573-364-0960
Miles: 199,500
VIN: WBAHD6313MBJ67135
\$3500 (neg)

CPO 2000 E46 328Ci

Grant Hollis
Cincinnati, OH
513-745-9401 x.24
Miles: 54,500
\$26,500

2000 M Roadster

John Sroka
St Louis MO
314-504-0038
Miles: 14250
Listed on Ebay at
<http://cgi.ebay.com/ebaymotors/ws/eBayISAPI.dll?ViewItem&category=6131&item=2445836763>

98 M3 coupe

Barry Rosenblum
Clayton, Mo.
314-862-8387
Miles: 40,500
\$24,500

1991 850i

Steve Fehr
St. Louis City
314-367-5335 (day)/
314-367-5578 (night)
Miles: 119,xxx
\$25,000

318i Sedan

Mike Pranka
Saint Louis
314-454-9966
Miles: 64,100
\$10,500

Vintage Club Racer—

1977 320

Rick Coffin
Indianapolis
317-861-0680
Miles: N/A
\$28,000

1976 2002

Keith
Ballwin
636-227-6051
Miles: unknown
Stored for almost a decade. It is complete and pretty rust free. I will Wondering how much interest there might be in this car

2002 325Ci

Jan Fasse
Muscatine, Iowa
563-264-0392
dfasse@machlink.com
Miles: 25,500
\$26,000

93 740iL

Raymond Hickey
South St. Louis County
314-846-7198

1998 Dark Purple Z.3, 2.8L

Nancy
St Louis
636-458-1915
Miles: 31,000
\$21,000

1998 Z3 2.8

Don Meyer
OFallon, MO
636-978-8349
don@sgsw.com
Miles: 71k
VIN: 4USCJ333XWLG20683
\$17,200

1986 Porsche 944 turbo

Jeff Mcdonald
St. Louis
618-624-2007
Miles: 112,650
Best offer thank you!

1979 323i

Bill Kemper
314-843-2310
Miles: 150000
\$1850

1992 325i

Patrick O'Brien
Chesterfield
Miles: 113k
\$9,000 o.b.o.

1988 325is parts car

James Bates
Elsberry, MO
73-898-3502
Miles: 135000
Best offer over 500 dollars

1999 M3

Pavel Zeldin
Chicago, IL
847-338-0456
nidlezp@yahoo.com
Miles: 43,000
VIN: WBSBG9336XEY81839
\$27,800

2000 Z3 2.3

Mary
St. Louis
314-852-1194
Miles: 34000

1994 530i

Matt Yarbrough
St Louis
314-520-4583
Miles: 162,650
\$8000

1999 M3 Coupe

David G
St. Louis, MO
636.458.1591
Miles: 52,000
\$25,900 o.b.o.

1975 2002

John Kirby
Columbia, MO
573-446-4877
Miles: Unknown
\$3,500

1998 M3 Coupe

Joe Bynum
Chesterfield
636-798-2179
Miles: 46991
\$30,500

1991 325i convertible

Stew Persky
St. Louis
314-514-8860/
314-997-6688
Miles: 139500
\$5,000

For a complete listing of vehicles and parts with pictures and additional information go to
WWW.STLBMWCLUB.COM/CLASSIFIEDS

2002 (running) for parts

Ralph Stauber
St. Louis
314-602-4549

1974 2002

Name: Sharon Ackerman
Location: Champaign, IL
Phone: 217-598-2905
Miles: 150,000
\$1,250 o.b.o.

1999 323 Convert w/ Hard Top & some Dinan

Rich Phillips
Ballwin, MO
314-308-4024
Miles: 45,000

1985 BMW 635 CSI

Kevin Shen
Saint Louis, MO (Clayton)
314-922-8169
Miles: 159,XXX
VIN: WBAEC8407F0610070
\$3,000 o.b.o. / Negotiable

1995 325iC

Melanie
New York
718-358-0009
onyx528@aol.com
Miles: 60,100

1987 325i

Shawn
St. Louis
314-832-2090
Miles: 230,000
I would love to hear from anyone that would have input on the value of the car

1998 Z3

Dale Rupp
Des Moines, Iowa
515-238-9118
Miles: 44000mi

2001 X-5 3.0

Larry Richardson
Chesterfield
636 519-0625/
314 308-4508(cell)
Miles: 47,XXX
\$ 37,000

1983 633CSI for parts

Butch Weirich
Godfrey, IL
618-466-6750
Miles: 175000
Make offer

2000 323Ci

John Wilfred
St Louis, MO
314-494-7432
pwilfred@hotmail.com
Miles: 37000
\$22,995 but will entertain any offers.

1984 633CSI

Scott Bennett
Algonquin, IL
847-253-4874
Miles: 157,000
\$600 takes it!

1999 M3 Coupe

David
St. Louis, MO
636-458-1591
Miles: 48,500

1997 M3 Coupe

Ralph Mertz
St. Louis, MO
314-725-9020
ralph@ralph-mertz.com
Miles: 68,000
\$23,900 OBO

1996 BMW Z3

Ryan Simmons
Kansas City
913-652-9645
ryansz3@kc.rr.com
Miles: 3,500

1988 M5

Tom
NY State
tmoore3us@yahoo.com
Year: 1988
Miles: 160k
\$13500 firm

2001 Z3 3.0 Coupe

Victor Bell
Orland Park, IL
630-774-8770
Miles: 4220
\$ 34,650

1988 E30 M3

Chris Craig
Charlotte, NC
704 541 8441
Xcntric1@aol.com
Miles: 91,000
VIN: WSBK0303J2195150

1994 525i

Thomas
Saint Charles
636-300-1184
Miles: 93,005
\$13,800

1999 M3, Dinan Stage 4

Andrew Sabin
St. Louis
314-993-5991
Miles: 41,000
\$31,999

Wanted

Reliable Automatic-trans Beater

Tom Shifrin
St. Louis
Phone: 314 993-4628
Less than \$1k, and ready to go.

1992 - 93 318i

Peter
Webster Groves
314-961-2467
Miles: below 150k

1988 - 91 E30 M3

Max Newman
Indianapolis, IN
317-523-4736
Miles: 50,000-100,000

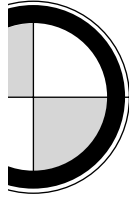
1997 - 99 M3

Tom
Belleville, IL
618-235-0779
Miles: below 70k
Manual coupe. Want to pay low under \$25k

2000 - 01 M5

Greg Stroud
St. Louis
Phone: 314-393-0621
Miles: 36000 or less

For a complete listing of vehicles and parts with pictures and additional information go to
WWW.STLBMWCLUB.COM/CLASSIFIEDS



News from National

OKTOBERFEST 2004

Beginning with a 4th of July family picnic on the grounds of the Huntington Ritz-Carlton complete with fireworks, Oktoberfest activities will fill the days with driving activities and social events. Not to be overlooked is the largest Vendor Exhibit Hall in our 34 year history of the BMW CCA Oktoberfest as we take over the entire Exhibition Building at the Pasadena Conference Center. Twenty-five foot ceilings and the capacity to permit entire 18 wheeler displays into the Exhibit Hall will make this event unlike any before. There should be no reason why any BMW specialty part or accessory item should not be available in this display. Event sponsors and exhibitors will provide an on-going series of Technical presentations.

Our headquarters hotel for Oktoberfest 2004 will be the Hilton Pasadena. Our satellite housing facilities will include the Huntington Ritz-Carlton, the Pasadena Westin, and the Sheraton Pasadena. Excellent housing value is always a goal of our Oktoberfest planners and this event will truly demonstrate our success at creating a great vacation deal, with the three downtown hotels surrounding the Conference Center offering exceptional rates at \$109 – \$115 per night double occupancy. If you want to truly pamper yourself or your family, the Huntington Spa and Resort at the Ritz-Carlton will offer superior deluxe guest rooms at only \$180 per night. The dates are July 4th through the 9th of 2004. Now is the time to start making your plans to be there. You may now book your hotel reservations at any of our four fine facilities. Watch the *Roundel* for detailed event registration information. Please call or email with any questions: 864 250-0022 or BMWCCCLUB@aol.com

TECH FEST!

Looks like we will be gathering at the Hyatt Reston Town Center May 13 – 16. The National Capital Team is mobilized and planning is under way for what promises to be an outstanding technical event. Watch *Roundel* for ads and registration forms.

ELECTION 2004

Effective governance requires a clear understanding of the respective roles of the board and of club management and their relationship with others in the organizational structure. The relationship of the current board of directors of the BMW Car Club of America, in my opinion, has been characterized by candor; their relationship with this staff has been fair; their relationships with their regions and chapters has been characterized by good citizenship; and they have been committed to the ethical and consistent administration of the organization's bylaws. I am pleased, therefore, that all of the individuals running for office have either held the respective office, or have served in a like capacity on the current board and are now running unopposed, since it will provide this organization with another term of excellent strategic planning, risk management and financial reporting.

President
Scott Blazey

Executive Vice President
Mark Jon Calabrese

North Atlantic Regional VP
Reid Douglas

South Central Regional VP
Fred Iacino

MEMBERSHIP STATS AS OF 11/20/2003

	FULL	ASSOCIATE	TOTAL
	66,434	8,091	74,525
Last Month's Membership	66,267	7,998	74,265
Monthly Net Gain (Loss)	167	93	260
Monthly % Change	0.25%	1.16%	0.35%
Last Year's Membership	63,651	7,324	70,975
Annual Net Gain (Loss)	2,783	767	3,550
Annual % Change	4.37%	10.47%	5.00%
New Members, 11/03	1,237		
Renewals 11/03	63.6%		
Roundels Mailed	67,100		

Even the most thoughtful and well-drafted policies are destined to fail if directors and management are not committed to enforcing them in practice, while reviewing them to ensure that they address all aspects of governance appropriately. With that in mind, there will be two bylaw additions offered for your review and acceptance during the upcoming election.

BOARD MEETING JANUARY, 2004

The first quarter 2004 meeting of the BMW CCA Board of Directors will be held in Phoenix, Arizona. If there are topics you'd like your Regional Vice President to present, please contact him to make sure your topic appears on the agenda. As always, those of you wishing to observe the open sessions of any board meeting are welcome to do so. Please call the national office 864 250-0022 to let us know you'd like to attend, or send me an email: wynne_smith@roundel.org.

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SALES- 8455 Maryland- 314/ 727-8870

BODY - 3015 S. Hanley- 314/646-7755

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of Clayton

8455 Maryland Ave. • 2 Blks E. of I-170 on Ladue Rd.

General Membership Meetings

The General Membership meeting is held the first Tuesday of each month, beginning at 6:30pm.

All members are welcome and we encourage you to come and share your ideas.

We couldn't have this club without you!

Directions to Chapter Meetings—Lin Capri Condominiums

From Hwy 270 East on Olive to Lindbergh, North on Lindbergh to next light (Schuetz), Left on Schuetz to next light (Guelbreth), Left on Guelbreth a few blocks to Forest Brook. Left on Forest Brook to Clubhouse—up the hill on the left by pool. Enter by door in alley.

From Hwy 70 South on Lindbergh, pass Page, Pass the light at Schuetz. Take second right onto Forest Brook. Clubhouse next to pool. Enter by door in alley.

With so much to plan for 2004,
visit the club calendar for upcoming events at
WWW.STLBMWCLUB.COM/CALENDAR

**ST. LOUIS BMW CLUB
BMW CCA
P.O. BOX 11823
ST. LOUIS, MO 63105**



Your **Gesundheit** is here!