



24 HOURS OF LEMONS



Photo: CaliPhoto

Women's Car Control Clinic



Photo: Rachel Mills

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Misc. Car Club Info

San Diego SCCA Auto-X www.sdr-scca.com/solo2

SCCA Club Racing sdr-scca.com/rr

SCCA Cal Club (L.A. region) www.solo2.com

www.sdbmwcca.com



The President's Column

Happy New Year, San Diego Chapter members! I hope you all had a great holiday season and that 2018 will be filled with many good things ahead.

A kind of funny thing happened at our final Board meeting of 2017...somehow, I was nominated and elected to become President of this fine organization. Gulp! But seriously, it's an honor to be named

President of such a great chapter, and I'm hoping we can accomplish some great things throughout the coming year.

We have a good amount of new blood joining me on the board—nearly one-third of the directors are coming aboard for the first time, and another third are taking on new roles or returning after a break in service. We're also fortunate to be retaining experienced directors in the key positions of Autocross, Newsletter, Vice President, Wachsmeister, and Webmeister.

And who am I, you might ask? Well, I do have a bit of an introverted streak, but you've likely seen me around at one of our many events—there are very few that I miss. I've been a CCA member since 2006, and have served on the San Diego board for the last ten years, four of them as Secretary, and six as Newsletter Editor. Autocrossers may have seen me out on course behind a camera, or working the early-morning gate at the stadium for a few years, or more recently in a yellow shirt helping drivers navigate our challenging courses, Car Control exercises, or Street Survival schools. Others may have seen me out at one of our car shows or cruises in either a Boston Green 1995 M3, an Imola Red 2003 330i ZHP, or an Alpine White 2016 M2. I'm sure to recognize many of you, but if I can't quite recall your name, please forgive me!

For 2018, my goal is to work with our new board on some priority issues like identifying a new autocross site, and strategic planning for the future, while continuing to provide great events that enhance the camaraderie of the BMW experience. I'll admit it's a little bit daunting. Please let us know if you have ideas, questions, or suggestions.

Lisa Goehring

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SUBMITTING INFORMATION TO THE EDITOR

Please send us your stories, tech. tips, photos, etc. We welcome and encourage any material you think would be informative or interesting to other members. All information should be submitted to the editor directly by e-mail to sd-newsletter@sdbmwcca.com. The deadline for submitting information to the editor is the 15th of even months.

Calendar

January 9

San Diego Chapter - Board Meeting

January 13

Resolution Autocross
SDCCU Stadium, West Lot

January 27

BMW Performance Center Event
Thermal, California

February 13

San Diego Chapter - Board Meeting

February 24

K1 Speed Challenge
K1 Speed, Downtown San Diego

March 10

Beat the Clock Autocross
SDCCU Stadium, East Lot

March 24-25

High Performance Driver Education
Buttonwillow Raceway

New Club Members

Welcome! We look forward to meeting you at one of our upcoming club events!

Melissa Paris

Tim Gordon

Andrew Correia

Louis Gabbara

John Tschample

Kerri Artz

Jason Everett

Jeremy Zauderer

Guillermo Ramirez

Jeronimo Ramirez

Christian Banzon

Morgan Crawford

Vikram Kumar

Dan Ho

David Tauber

Dean Gale

Nicholas Miyamoto

Jon Russo

Clay Phillips

Stephen Pajari

Cassie Opeia

Alex Schaeffer

Greg Hicks

Eric Walneuski

Josue Padilla

Sean O'Leary

Glenn Wargo

Randy Mize

Social Media

Chapter Website:

sdbmwcca.com



Monthly Meetings

San Diego Chapter monthly Board Meetings are held the 2nd Tuesday of each month at:

Giovanni's Italian Restaurant
9353 Clairemont Mesa Blvd.

5:45 p.m. – Pizza & soft drinks
6:30 p.m. – Board Meeting

Please join us to meet fellow members, be the first to hear about upcoming events and learn how you can contribute to our chapter.

Are you moving?

Update your address with the *National office* at bmwcca.org or call 1.800.878.9292

Chapter Election Results



President Lisa Goehring, **Vice President** Brett Litoff, **Secretary** Paul Silver, **Treasurer** Ryan Moore, **Director Autocross** Kim Schwarz, **Director Driving School** Seth Hanson, **Director Equipment** Grant Kluzak, **Director Newsletter** Greg Uhler, **Director Social** Emily Kluzak, **Director Wachsmeister** Dennis Damon, **Director Web** Thejusvi Ganesh, **Directors at Large** Kim Dais, Ed Havrilla, Jonathan King and Rob Walker.



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CHRIS KEEFER

Formerly of La Jolla Independent BMW Service, Chris has been a leading technician in the San Diego BMW community for the last 13 years. Chris started Independent Motorcars in order to continue to deliver a high level of service to his customers and expand those services to the other makes and models his customers have in their garage.



JAY PRZEPADLO

Formerly of La Jolla Independent BMW and Herman Cook VW, Jay has an extensive knowledge of BMW cars and has been factory trained in VW and Audi automobiles during his 15-year career. His main focus is to maintain customer vehicles to a higher-than-factory standard.



ERIK STORER

Formerly of La Jolla Independent BMW, Erik is our resident customer service advocate, in-shop assistant, code enforcer, neat freak and comedian. Erik is the support system of Independent Motorcars in all facets of what we do. Chances are he has picked you up or driven you home without the use of navigation or Google Maps.



*"They give personalized service. With a growing family, we need our cars to be reliable without killing our wallet."
Brad and Sarah V.*

Upcoming Event

Buttonwillow **Driving School**

Saturday & Sunday, March 24–25

Register NOW at sdbmwcca.motorsportreg.com

Learn to drive your BMW as it was designed to be driven! Join the San Diego and Central California BMW Chapters on March 24 & 25 for our High Performance Driving School at Buttonwillow Raceway. As a bonus, you can visit the Norcal vs SoCal Big Euro Event Car Show (www.big-euro.com) on Saturday, also at Buttonwillow Raceway!

Buttonwillow is an accessible and challenging racetrack, making it a great place to learn the art of high-performance driving from a dedicated team of experienced Instructors. These BMW CCA instructors are qualified via an intensive two-day instructor training program to ensure your safety and a consistent, high quality learning experience. Drivers that come through our programs are some of the safest and most capable drivers you will find on the track. This quality is not available through any other programs at a comparable price point.

Our event is focused on driver development, not just an open track day. We emphasize safety, learning and having fun. Students will have an extensive classroom curriculum along with a dedicated in-car instructor. The price for this two day event is \$449¹ for new students, and only \$399¹ for returning students. The price increases \$50 on February 24, so sign up early! All Entrants must be BMW CCA members. To join, go to bmwcca.org and tap Join Today.

Attendees have some exciting new options for the weekend:

First, advanced drivers will be part of the A-Solo group³, driving solo in the instructor run group.

Second, a select group of advanced run group drivers can add the Advanced Data Coaching (ADC) option for an additional \$295. The ADC program is designed to take some of the guesswork out of assessing driving performance. A data acquisition system and video camera will be mounted to your car to capture your driving. After each session, you will meet with your driving coach to review your performance on track. After reviewing your data, your coach will show you opportunities for improvement, and help you set goals for the next session. This allows you to focus on techniques that will have the most impact on your driving.

Third, for the more experienced drivers and instructors, we are offering a Time Trial group that offers a bridge between an HPDE and full wheel-to-wheel racing.

Finally, for those interested in getting their Race License, we are offering a Race School. The cost to participate in the Race Oriented programs will be \$475^{1,2} for two days. The price increases \$50 on February 24. Those with their own transponder will receive a \$25 discount.

Our HPDE and Advanced Coaching programs receive rave reviews from driving enthusiasts every year. You'll go home with new skills and a heightened awareness that you can apply to your daily driving, as well as some great memories of doing laps at this fantastic racetrack.

Reserve your spot when registration opens January 2: www.msreg.com/BWHPDE.

1. All entries include lunch both days and all the water you can drink.
2. Instructors are eligible for a discounted entry (see instructor sign up info)
3. A-Solo will have classroom sessions, but no in-car instruction.



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BMW Car Club
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San Diego Chapter



BMW Car Club
of America
Central California Chapter



Upcoming Event

INTER-CLUB K1 Speed Challenge

Saturday, February 24

RSVP to sd-events@sdbmwcca.com

Join us on Saturday, February 24 for the annual K1 Speed Challenge (K1 Speed, Downtown San Diego) between the Corvette Owners Club of San Diego, San Diego Miata Club, and San Diego BMW CCA. Last year competition was fierce and fun. This year promises to be just as good!

Each club will drive a qualifying race to set lap times. Racers are then divided into three inter-club classes, so fun and competitive racing can be had at all racing levels. The final GP event is lap and position-based, like a traditional race. Cost is \$44 per racer (\$5 off). An awards ceremony and lunch will follow the race.

We are looking for a minimum of 10 racers to participate. Please RSVP to sd-events@sdbmwcca.com.



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Upcoming Event

BEAT THE CLOCK Autocross

Saturday, March 10

Registration opens Jan 7 at sdbmwcca.motorsportreg.com



Before you spring forward, join us for another exciting autocross in the SE lot of SDCCU Stadium. We set up fast, fun, long courses in the SE lot making the best use of every square foot. You'll have a blast as you whip around the course trying to beat the clock!

Onsite registration costs \$10 extra, so register online & early!

IMPORTANT:

- **Only Snell 2010 and 2015 helmets are allowed**
- **All cars MUST be under a 91 dB noise level and we'll be checking! Over 91 dB = no autocross.**
- We do run if it's raining—you'll learn more and your tires will wear less!
- **You must be a BMW CCA member to participate.**
Join online at www.bmwcca.org in advance. Bring your membership card or print your membership confirmation if you have not yet received your membership card.
- We usually fill all the spots prior to the event, so register online early.
- If you choose to register onsite, bring cash or check and arrive by 7:30 am.
- The entry fee of \$65 includes breakfast items, lunch and beverages. Additional lunches for guests can be purchased for \$8 at Registration. **Onsite registration costs \$10 extra, so register online and early!**

Schedule:

- 6:30 am – Gates Open
 - 7:00 am – Registration and Tech Inspection Open
 - 8:00 am – Tech Inspection Closes
(no inspection = no autocross)
 - 8:20 am – Driver Meeting (mandatory)
 - 9:00 am – Course Opens
- The day typically ends between 4 – 4:30 pm.

Newcomers:

We've all had a first time and we're all still learning, so relax, have fun and enjoy your time with us. You will have an



Photo: Travis Sterne

instructor take you around the course for one lap in your car showing you turn-in points, braking zones and so on. Your instructor will then ride with you for your next three laps helping you learn the course. In your next session, and during the timed runs, you can have an instructor with you or you can go solo if your instructor feels you're ready. These events are what you make them; you can push for good lap times and enjoy the friendly competition or you can have more of a social event where running laps is just another part of a fun-filled day.

Check out the Autocross pages at <http://www.sdbmwcca.com/> for more info on this wonderfully addictive sport.

If you have registration questions, contact Jim Patterson at sd-autocross@sdbmwcca.com.

See you at SDCCU Stadium!

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Star Warts Racing at the 24 Hours of Lemons



Photos: CaliPhotography

IT'S THE WEDNESDAY EVENING FOLLOWING

my first 24 Hours of Lemons race weekend—a weekend that was the culmination of nine months of bad decisions, near fatal mistakes, late nights, lost weekends, crushed phalanges, minor burns, and sore muscles. I'm thinking back to what it felt like at the end of Saturday, after our first eight hours of racing and crewing. I find my cheeks are getting sore. I've been grinning like an idiot for half an hour, lost in a daydream about a weekend that, after all the work and anticipation, I'm having trouble internalizing is over.

If you haven't heard of the 24 Hours of Lemons series of races, you owe it to yourself to look it up. Besides being one of the cheapest ways to go racing, it's a great community, a huge party (where a race breaks out), and a cultural phenomenon. My friend Satakal instigated the formation of our team in late 2016 with a race date target of September 2017 (Button Turrible). Our (most humble) goal was merely to have fun and survive the race. We only needed to buy a car, build it, theme it, drive it, and crew it. Simple, right?

We had no idea what we'd bitten off.

The Car (formerly known as Frog Sandwich)

We formed our team with an “acquire car by” target of Summer 2017, but by the first week of January we were eyes deep in Craigslist ads for BMWs. Lots of really great options presented, but our preferred car—a 5-speed 1995 E34 525i—didn't materialize until after we'd “settled” for an E36 after only two weeks of searching. Patient we're not.

We bought that 1993 BMW 325i for \$800. It came with an oddly professional, oddly amateurish single-stage respray of white (which had gone chalky) over the original Lagoon Green. It had a bad rear wheel bearing and completely blown rear shocks. What's white on the outside, green on the inside, and hops? A frog sandwich!

We fixed the bearing and the shocks for our first shakedown of the car, at a Porsche Club of America autocross. Things were going great until every one of the driveline mounts failed. Thusly unmoored, the engine crashed into the radiator fan-first, then tore the flange for the top hose right off the radiator, ending our day.

After a cooling system overhaul, new driveline mounts, and a new engine (long story), the car was brilliant. There are very few cars that are as sublimely balanced, imperturbable, and toss-able as the E36. Of course, that's a bit of a problem: it meant the Lemons folks weren't going to like it.

The Spirit of Lemons

Lemons wants you to bring an absolute crapcan. They want to see cars that shouldn't work *at all* running in an endurance race. They want a spectacle. It's perverse, but the formula works, as evidenced by the popularity of the series. To maintain this spectacle, cars that are deemed worth more than \$500 or are otherwise too fast (cheatery) are given penalty laps, where you take the green flag with a negative lap balance. Lemons organizers are well versed in the virtues of BMW's E36 chassis; it's a cheater car out of the box. To avoid starting too far in arrears, we really needed an awesome theme.

We spent months batting around ideas, good and bad. The hardest thing about choosing a theme is that over the years, pretty much everything has already been done, sometimes really well. If you want to revisit a theme, you really need to knock it out of the park. Gauging from the reception we got at the Lemons BS inspection, we knocked it out of the park with...

Star Wars

The anchor for the theme was decorating the car to look like BB-8. The goal was for people to instantly recognize what the car was from any on-track action shot. Visually, BB-8 came to life with the help of a roof-mounted sphere-izing carapace, with a beach ball-sized BB-8 head cast in fiberglass on top of that. With some not too careful application of rattle can, house paint, and a lot of Sharpies, we'd made a seriously viable caricature in just one day. Completing the look was a Star Wars-style opening credits scroll on the hood.

The car's costume included an articulating head that leaned into the corners and rotated to match the angle of driver's head, a-la the real BB-8.

Satakal designed the counterweight system for the head that fit completely under the detachable roof. And Mark Baysinger put together a hella-sweet computer vision-based head tracking system for rotation. Incredibly, it all held together (well mostly) for the entire 14 hour race!

To get the crew and drivers in theme, Kim made absolutely amazing Old Luke, Han Solo, Rey, and Ewok costumes. The rest of the crew dressed up as Jawas to corral our errant droid.

Besides driving in the race, the best part of the weekend was our pre-race parade to tech and BS inspection. We all donned our costumes and took the long route down the paddock to tech, with the Cantina Song blaring from our speakers. Every garage we passed disgorged gawkers with their phones, snapping pictures, ooh-ing, and ah-ing. Even the judges were absolutely in love with our theme. As a result, we received *zero* penalty laps. We didn't even have to offer a bribe!

Stay tuned for the next installment covering the race itself. Spoiler alert: We actually finished!

Rob Walker



Women's Car Control Clinic



Photos: Rachel Mills

ON NOVEMBER 11, OVER 30 WOMEN attended our Women's Car Control Clinic sponsored by BMW and MINI of Escondido, Flying Pig Pub & Kitchen, and Lady Driven. The day-long event consisted of a classroom session, driving exercises, a catered lunch, a Q&A session and course practice. Judging by the positive feedback, the women not only enjoyed the day and learned a lot, but they also had a ton of fun driving the course and making some new friends.

To begin the day, each car went through a quick technical inspection to ensure the car was safe for the day's activities. In the classroom, we discussed proper seating and hand position, late-apexing, understeer and oversteer, weight transfer, and various methods of braking.

Attendees were then split into four groups. Each group cycled through the four driving exercises: a decreasing-radius turn, threshold braking, a simulated emergency lane-change, and a slalom. At the decreasing-radius corner, drivers approached 45 mph as they entered the exercise. Then they would smoothly apply the brake, find the correct cornering speed and accelerate out. The exercise taught trail braking, corner balance, traction management, and the

importance of looking far ahead. For the braking exercise, drivers would approach 40 mph and then fully apply the brakes. For the first few runs, drivers would brake hard to learn what it feels like when ABS engages. The goal for subsequent runs was to work on threshold braking without engaging ABS. At the emergency lane change exercise, drivers would again approach at 40 mph and at the last second, their coach would call out a direction for the lane change. The exercise taught split-second decision making, fast and smooth inputs and looking where the driver wants the car to go. The final exercise was the slalom which taught fast inputs, throttle balance and brake management.

After the exercises, attendees and volunteers refueled on a delicious pulled pork and roasted veggie lunch. During lunch, we had a Q&A session followed by a short drivers meeting. Then the fun began—it was finally time for big course practice! Each attendee had over 30 minutes on course, with an in-car coach, to put to use all the knowledge and experience gained from the classroom session and exercises.

While we did have the timing clock set up for the driver to see, we didn't count cones and we didn't record times as this wasn't a competitive

autocross; instead, we focused on steady improvements, having fun, and being safe. Everything that the attendees experienced during the day—the classroom session, the exercises and the autocross—all contained concepts and skills which are applicable to daily driving.

This was our second women-only car control clinic and our desire to continue this event in the future was reinforced by feedback from the participants. The attendees find the environment event to be very comforting and supportive.

We are very fortunate to have volunteers who understand the importance of events such as this and are willing to give of their time and

energy. Most of our volunteers worked both this event and the autocross on the following day. And we were extremely fortunate to have received generous sponsorship from BMW and MINI of Escondido, Flying Pig Pub & Kitchen, and Lady Driven. Without our sponsors and dedicated volunteers, these events wouldn't be possible. And, of course, we would like to thank the participants who showed up with wonderful, positive attitudes and an eagerness to learn!

We will hold a Car Control Clinic on April 21, open to anyone with a valid driver's license, and hope to repeat the women's event in the fall.

Kim Schwarz



OKTOBERFAST AUTOCROSS



Photo: Rachel Mills

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Our sincerest thanks to BMW of El Cajon for their continued support of our Autocross Program!

SPECIAL AWARDS

Fastest BMW!

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Novice 1st Place

RESULTS

G - GOLD CLASS

Connor B.	1999	Miata	93.974
Gary M.	1990	Miata	97.454
William W.	2004	Miata	98.864
Andrew S.	2003	S2000	99.074
Satakai K.	1990	323iT	100.811
Geoff S.	2017	Focus	101.293
Donald A.	2007	Cayman	102.682
Lisa G.	1995	M3	102.915
Neil D.	1900	lucy	104.120
Rob W.	1993	325i	107.480

LC - LEGACY

Grant K.	1997	318ti	112.076
Grayson M.	1998	318ti	112.221
Garret F.	1986	325es	113.735
Carley A.	1992	318	115.082
JP H.	1982	320i	116.207
Niklas L.	1982	320i	122.537

MC - MINI

Ingram O.	2014	Countryman	122.621
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MM - ///M MODIFIED

Jonathan K.	1998	M3	101.226
Evan F.	1998	M3	101.567
Daniel L.	1988	M3	106.150
AJ Y.	1999	M3	107.808
Charles E.	2004	M3	108.537
Alfred R.	1999	M3	109.691
Mervin F.	1995	M3	109.952
Josephine B.	2000	Z3M	110.440

MPM - ///M MODIFIED OVER 400 STOCK HP

Rob J.	2013	M3	103.446
Ryan M.	2015	M3	107.349
Ashley A.	2008	M3	110.486

MPS - ///M STOCK OVER 400 STOCK HP

Vinh L.	2015	M3	101.822
Jan G.	2015	M3	103.178
Chris W.	2011	M3	109.309
Stephen H.	2011	M3	110.086
Rick N.	2011	M3	115.118
Suresh C.	2011	M3	119.374

MS - ///M STOCK

Shawn F.	2011	1M	99.930
Greg U.	2016	M2	99.942
Ari C.	1997	M3	108.918
Wilson L.	1998	M3	109.678
Koray K.	2003	M3	109.965
Tim G.	2002	M5	113.688

NAM - NATURALLY ASPIRATED MODIFIED

Ryan K.	2001	330ci	103.555
Peter O.	2001	330 ci	104.118
Simon R.	2004	325ci	107.411
Danko K.	1995	325is	117.847

NAS - NATURALLY ASPIRATED STOCK

Brian N.	2003	Z4	104.599
Kenny B.	2006	325i	108.407
Michael B.	2002	330i	110.017
Dawson H.	2007	328	122.314

TM - TURBO MODIFIED

Neema M.	2016	340i	103.809
Daryll H.	2007	335i	112.369

TS - 6/8/12 TURBO STOCK

Richard L.	2015	m235i	107.023
Paul H.	2004	M3	108.681
Kurt M.	2010	535i	109.556
Michael O.	2014	328i	116.101

X - NON-BMW

Robert J.	2012	Miata	98.281
Scott S.	2005	Elise	98.360
Carl L.	2006	Miata	98.553
Andreas K.	2006	Exige	98.818
Ric S.	2008	STI	99.655
Rick G.	2003	Lancer Evo	100.056
Thomas F.	2016	MX5	100.320
David R.	2007	Corvette Z06	100.970
Sean D.	1981	Ferrari 308	101.525
Andrew H.	1998	Impreza	102.480
Patrick D.	2012	Audi TT	102.858
Rachel M.	1995	Miata	103.124
Caleb D.	2007	350Z	103.587
Mark W.	2000	Miata	103.610
Suolong D.	2003	S2000	103.973
Ajay D.	2003	S2000	104.290
Eiman R.	2017	Golf R	105.507
Jason W.	2016	Miata	105.779
Alisha W.	2017	911	105.802
Doug M.	1993	Miata	107.560
Edward F.	2009	Corvette	108.359
Bruno S.	2016	FR-S	108.524
Daniel R.	2007	RX-8	108.961
Trevor H.	2003	Protege 5	109.306
Melissa P.	2018	WRX	109.730
Jim A.	0	FRS	110.281
Roland G.	2013	Focus ST	111.346
Zhenyu H.	2016	Camaro	111.378
Dino B.	1975	Dino 308	112.229
Jarred H.	2014	WRX	112.526
Greg H.	1980	911sc	113.110
Karen C.	2000	RX8	113.756
Mitchell O.	2016	Golf R	114.455
Juan H.	2000	Mustang	116.917
Morgan P.	1970	914	123.075
Alisa B.	2015	Impreza	135.439

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RESULTS

G - GOLD CLASS

Austin B.	2010	Viper	70.882
Brian G.	2016	Miata	73.332
Mark M.	1990	RF90	73.621
Rob W.	2017	M2	74.267
Peter E.	2016	M4	74.489
Andrew S.	2003	S2000	74.644
Gary M.	1990	Miata	74.717
Sean T.	1992	Miata	75.121
Matt K.	1990	325	75.390
William W.	2004	Miata	76.139
Geoff T.	2001	M3	77.454
Lisa G.	1995	M3	78.902
Greg D.	1993	325i	79.293
Shelby C.	1992	325is	79.423
Mark F.	1998	M3	79.456
Jonathan F.	1995	M3	79.879
Geneva M.	1990	Miata	82.299
Satakak K.	2000	323iT	82.347

LC - LEGACY

Grayson M.	1998	318Ti	83.505
Grant K.	1997	318ti	84.671
Paul M.	1999	318i	86.507
Kandin T.	1971	2002tii	92.056

MC - MINI

Charles E.	2006	Cooper S	80.567
Phil L.	2016	Cooper	84.648

MM - ///M MODIFIED

Stephen Y.	1995	M3	75.363
Murat E.	2017	M2	75.893
Evan F.	1998	M3	76.114
Daniel L.	1988	M3	76.828
Jonathan K.	1998	M3	77.176
Sal A B.	1997	M3	79.463
Ramin M.	1999	M3	80.444
Steve P.	1999	M Coupe	80.670
Josephine B.	2000	Z3M	82.234
Sal J B.	1997	M3	83.244

MPM - ///M MODIFIED OVER 400 STOCK HP

Bill L.	2015	M3	76.156
Ludovico V.	2016	M4	78.864
Daniel W.	2018	M4	81.013
Ashley A.	2008	M3	82.608

MPS - ///M STOCK OVER 400 STOCK HP

Stephen H.	2011	M3	77.428
Andrew C.	2011	M3	79.089
Steven A.	2015	M3	84.527
Sean A.	2015	M3	88.678

MS - ///M STOCK

Greg U.	2016	M2	75.864
Jack R.	1999	M3	77.905
Zubin P.	2017	M2	81.055
Steve Y.	1995	M3	81.664
Jon A.	1988	M3	82.285
Kelley C.	2002	M3	84.790

NAM - NATURALLY ASPIRATED MODIFIED

Ryan K.	2001	330ci	78.182
Justin P.	1989	325is	79.423
Peter O.	2001	330ci	81.077
Malcolm H.	2009	328i	86.260
Michael D.	2004	330i	88.980

NAS - NATURALLY ASPIRATED STOCK

Sidney C.	2003	Z4	80.531
Harry W.	2000	Z3	81.321
Brett C.	2006	650i	82.939
Kenny B.	2006	325i	83.485
Kris K.	2017	i3	93.015
Rainy W.	2003	330ci	96.175

TM - TURBO MODIFIED

Scott S.	2012	135i	79.578
Roberto R.	2012	335is	82.464
Evan D.	2007	335is	84.784
Brian D.	2007	335is	90.148

TS - 6/8/12 TURBO STOCK

Paul H.	2014	235i	80.422
Kurt M.	2010	535i	84.174
Emily K.	2011	335d	86.160
Shahryar A.	2012	135i	90.058
Christy S.	2012	135i	94.616

X - NON-BMW

Robert D.	2009	Corvette	74.786
David R.	2007	Corvette Z06	75.421
Andreas K.	2006	Exige	76.007
Paul C.	1999	Civic	76.321
Scott S.	2005	Elise	77.293
Michael B.	2016	Mustang GT	77.906
Mathieu H.	2000	Miata	78.009
Rachel M.	1999	Miata	78.631
Ajay D.	2003	S2000	78.660
Caleb D.	2007	350z	79.153
Pelton B.	2015	BRZ	79.296
Alan L.	2007	RX-8	80.824
Alisha W.	2017	911	81.066
Ed P.	2003	Miata	81.084
Daniel R.	2007	RX-8	81.331
Mark M.	2017	Miata	81.466
Mike J.	1995	Corvette	82.253
Paul H.	2006	Miata	82.931
Jason L.	2000	Focus ZX3	83.115
Zhenyu H.	2016	Camaro	83.152
Mark B.	2007	RX-8	83.177
Peter C.	2012	Golf R	83.703
Lori S.	1992	Miata	84.229
Stephen P.	2016	Fiesta ST	84.310
Clay P.	1996	Miata	84.405
Karen C.	2007	RX-8	84.425
Tim H.	2010	Cobra	85.191
Troy S.	2005	Elise	86.727
Ericson P.	2012	Civic	87.049
Jon R.	1984	celica	88.897
James C.	1984	Celica	89.097
Aaron L.	1984	Celica	89.339
Vikram K.	1999	Miata	90.158
Jeremy Z.	2012	Mustang GT	91.877
Alisa B.	2015	Impreza	100.589



Resurrecting an E30: Part 3



Photos: Alexander Tock

BUILD SHEET & RESOURCES

Last issue, I covered some of my findings relating to the history of my 1985 325e. For this last installment, I'd like to discuss the build sheet for my car along with a few resources I use along the way to navigate through purchasing and maintaining used BMWs.

One thing I love about BMW is the part number system and resources that surround it. Aside from the individual elements that comprise pre-assembled multi-piece components, the vast majority of BMW parts have a unique part number that corresponds directly to that item. This part number makes it very easy to locate the exact part you need for the best price. Find, confirm and cross-check the part number, and you're well on your way to ensuring you got the best deal available.

For years, I've been using resources like realOEM.com and etk.cc for their detailed diagrams, which do a lot to show how a BMW is pieced together. Simply enter the last 7 digits of your BMW's Vehicle Identification Number (VIN), and you'll be brought to a page like the one pictured below.

It's pretty neat. As you can see, your build month and year are visible, as is the transmission type, body type and engine code. Clicking the "browse parts" button then takes you to a screen where you can select the system you'd like to browse, and then you can select the precise diagram you're interested in viewing, complete with part numbers and quantities.

RealOEM is excellent when it comes to determining which parts and how many need to be ordered, and how things fit together. However, my research doesn't stop there. As mentioned above, the last 7 digits of your BMW's VIN can tell you quite a bit about the car. Entering those same digits at bimmer.work or BMWVIN.com will allow you to see your factory build sheet, which displays the options on the vehicle in addition to its production date and other original equipment.

These resources allow me to take the guesswork out of figuring out a car's particular color if I can't see the strut tower label. A car's production date is also very important when determining which part is correct for a specific car. It's also nice to see the records for the car when it rolled off the assembly line.

PART NR APPLICATION SEARCH:

Product:	Series:	Body:	Model:	Market:	Prod Month:	Engine:	Transmission:
Car	Isetta (1955 — 1962)	Coupe	316	EUR	1983	M20	Manual
Motorcycle	700 (1959 — 1965)	Sedan	316i	JAP	07/1983		Automatic
	1502-2002tii (1966 — 1977)	Convertible	318i	USA	09/1983		
	3' E21 (1975 — 1983)	Touring	318is		10/1983		
Catalog:	3' E30 (1981 — 1994)		320i		11/1983		
Current	3' E36 (1989 — 2000)		320is		12/1983		
Classic	1500-2000CS (1962 — 1972)		323i		1984		
	5' E12 (1972 — 1981)		325e		01/1984		
	5' E28 (1980 — 1990)		325i		02/1984		
	5' E34 (1987 — 1996)		325ix		03/1984		
	2.5CS-3.0CSL (1968 — 1975)		M3		04/1984		
	6' E24 (1975 — 1989)				05/1984		
	V8 (1952 — 1965)				07/1984		
	2500-3.3Li (1968 — 1977)				08/1984		
	7' E23 (1976 — 1989)				09/1984		

You Have Selected: 3' E30 BMW 325e. Type Code: 1254

As I've done with every BMW I own (and countless more that I've looked at and considered), I pulled the build sheet for my 325e. Boy, have things changed! The build sheet for my 2012 135i stretches four pages, five if you count the rendered images of the interior and exterior, which I love. The E30 on the other hand, is effectively summarized in a single page, which doesn't leave much open to interpretation.

A snippet of my build sheet is included below, but I wanted to discuss a few of the details. First off, the build date for my 325e is July 3, 1985, which means the car is now 32 years old. Original equipment includes S286 Light Alloy Wheel Styling that corresponds to the bottle cap wheels which remain mounted, and S551 for the Onboard Computer (OBC) II, which is controllable through the turn signal stalk. S530 Air Conditioning and S540 Cruise Control round out the rest of the options, though both of those are currently inoperative on my vehicle.

As far as colors are concerned, Alpinweiss (Alpine White) is clearly listed. As you saw in the photos from past installments, the car remains this color sans the hood which was replaced after it suffered a large dent. Interestingly enough, the interior upholstery is listed as 0204, which corresponds to Pearl Beige, a very common choice for the E30 and its stablemates like the E28 and E24. However, my car has Black leather interior, which includes the seating upholstery, carpeting, door panels and center console. I also have front sport seats, which aren't listed in the build sheet either.

My only guess is that one of the previous owners took it upon themselves to swap the Pearl Beige interior with Black. Considering the fact that just about everything fits correctly and seems to match, this doesn't bother me one bit, as I greatly prefer the Black. Interior swap aside, my interior is quite worn and I have plans for a revitalization – more to come on that later.

To summarize, the tools and resources outlined above further assist in my ongoing deciphering of the history of my 325e. But as some of my readers will surmise, there's more to the process than what I've listed. As these cars continue to age, more and more parts are becoming NLA (no longer available). Countless other parts have been redesigned or altered and now bear a superseding part number. Figuring out the history behind these changes is very

Vehicle information	
VIN	WBAAB5405F9629647
Type code	1254
Type	325E (USA)
E series	E30 D
Series	3
Type	LIM
Steering	LL
Doors	2
Engine	M20
Displacement	2.70
Power	125
Drive	HECK
Transmission	MECH
Colour	ALPINWEISS (146)
Upholstery	(0206)
Prod.date	1985-07-03

important. The best breakdown of part applicability and history that I've found is BMWFans.info. They even provide Start-of-Production (SOP) and End-of-Production (EOP) dates for most parts. I believe the more information, the better!

I've always been a details guy, so while these facts may be seen as extraneous to some, I consider them to be an integral part of learning about a specific BMW. Going through a project car is most often a lengthy process, but the more you learn before diving in, the higher the likelihood of things going according to plan.

Alexander Tock



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