

# *derBayerische*

National Capital Chapter

BMW Car Club of America

January/February 2006





## 2006 CALENDAR OF EVENTS



### January

- 7 Funktion Auto Group Private Open House (Dulles, VA)
- 8 Karting League <sup>(2)</sup>
- 14 Holiday Party and Annual Meeting (Mount Vernon Inn, VA)
- 15 Mini Grand Prix <sup>(2)</sup>
- 22 Karting League <sup>(2)</sup>
- 29 Karting League <sup>(2)</sup>

### February

- 5 6th Annual Superbowl Mini Grand Prix <sup>(2)</sup>
- 12 Karting League <sup>(2)</sup>
- 26 Karting League <sup>(2)</sup>

### March

- 5 Mini Grand Prix <sup>(2)</sup>
- 23-26 Gateway Tech (St. Charles, MO) <sup>(1)</sup>

### April

Spring Driving Tour  
Highway Safety School  
Drivers' School

### May

- 7 23rd Annual Deutsche Marque Concours
- 13 BMW Club Day (Performance Center, Spartanburg, SC)
- 21 16th Annual Jefferson 500 and BMW Corral

### June

Drivers' School  
New Members' Party

### July

- Summer Driving Tour
- 23-29 Oktoberfest (Grand Rapids, MI)

### August

Drivers' School

### September

- 9 10th Annual Shenandoah Concours (Edinburg, VA)

### October

Drivers' School

### November

- Fall Driving Tour
- 11 BMW Club Day (Performance Center, Spartanburg, SC)

### December

Check the website for the latest calendar.

<sup>(1)</sup> <http://www.stlbnmwcca.org>

<sup>(2)</sup> <http://www.allsportsgp.com>



**Cover:** The new BMW E90 3 Series on a test drive. Photo by J.C. Chaney, Jr.

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# *derBayerische*



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BY J.C. CHANEY, JR.

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## Letter to The Editor

### Working with Wheels

Dear *der Bayerische*,

I wanted to pass along a positive experience with a long-time *dB* advertiser, Wheel Worx of Millersville, Md. A month ago, I purchased a set of used wheels off a '95 M3, and they all proved to be bent. For a very reasonable price (with a special discount for NCC members) Bruce Preissler's workers at Wheel Worx completely straightened them, healed the curb rash, painted them, and mounted and balanced new tires. When I picked them up, I got a tour of their facility and a lecture on all aspects of wheel care. What they can do is pretty amazing. I'd recommend them to any Chapter member.

Sincerely,  
Roy Morris

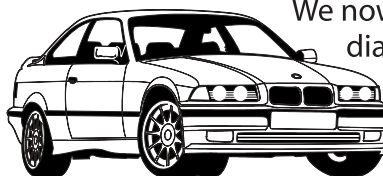
## National BMW CCA elections

Please save the mailing label from your *Roundel* envelope. It is necessary in order to vote. There is a proposed change to the bylaws and a race for Executive Vice President.

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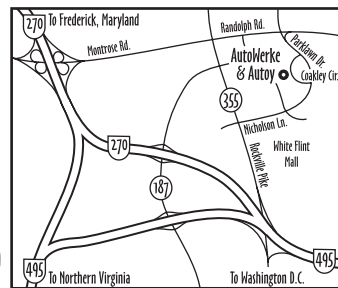
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Gasping in an effort to catch my breath, my ears still ringing from my own hysterical screams, I pulled off the road at the earliest safe opportunity. Once my heart-rate slowed to merely two or three times its normal pace, I retrieved an ice scraper/squeegee from the trunk, cleared the majority of the deer doodie from my windshield, and cautiously continued on my way to work.

Ah, but it appears I've lost you, perhaps I'd better start at the beginning...

As an alternative to the always-clogged major arteries, I take a series of two-lane country roads to work; the route may be longer in mileage, but at least I am able to keep moving and the twisty roads provide a much more interesting drive. This particular mid-November commute was especially interesting; in a way I won't soon forget.

---

**I retrieved an ice scraper/squeegee from the trunk, cleared the majority of the deer doodie from my windshield, and cautiously continued on my way to work.**

---

Hunters will tell you that the late Fall is the rut season for white-tailed deer; this is a great time to hunt, as the hormone-crazed deer are not thinking clearly and tend to lose some of the wariness and timidity that keeps them safe from predators the rest of the year. Those of us who drive on back roads will tell you that this same change of behavior during the rut also

leads more deer into the path of vehicles than at other times of the year, as evidenced by the mangled carcasses littering the roads.

This particular morning, I was rolling through the morning gloom at healthy clip, in fourth gear but not pushing it. I had just come through a set of winding turns, coming into a long straight. I could see probably a mile of road ahead on this flattest, straightest section of my route, with almost clear lines-of-sight into the fields and pastures on both sides of the road, I felt pretty safe and had begun thinking ahead to what my work day might bring.

The serenity of my commute was shattered by the sudden appearance of one of Santa's sleigh-pullers, smack in the middle of my lane. Only, this was not a cute little critter with an adorable red nose, this was a 300lb beast with what appeared to be a rocking chair on his head. Two things happened nearly simultaneously, and at either end of my alimentary canal; at the bottom, there was a rapid clenching of the sphincter muscle, known colloquially as the "pucker factor", meanwhile, at the top, I let out a blood-curdling shriek that would put any little girl to shame. Rudolph's burly big brother also seemed to be alarmed to so suddenly find himself staring cold death in the face, in the form of the twin-kidney grill of my E30. His reaction, however, was slightly different than mine. I couldn't tell if he emitted the deer equivalent of a girly scream, but I know for certain that he did not experience the "pucker

factor" as I had, in fact, quite the opposite.

His head whirled around, his eyes met mine, and he leaped into the air, simultaneously releasing his bowels and unleashing a torrent of poop all over the hood and windshield of my car. I was laying on the brakes hard, obviously, but I would definitely have hit him if he had not taken evasive action. Checking the rear-view mirror, I saw the monster scrambling to get his legs under him and coming up from the ditch at the side of the road

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**This was not a cute little critter with an adorable red nose, this was a 300lb beast with what appeared to be a rocking chair on his head.**

---

with a tangled mass of weeds, twigs, and earth stuck in his antlers. He no sooner got to his feet (or hooves) than he dashed across the road and was almost struck once again by the car behind me. This was clearly a much rougher morning for him than it was for me.

Subsequent analysis of the splatter-pattern showed that he must have leaped over some portion of the hood of my car. While I did not enjoy cleaning up the mess, I never dreamed I could be so happy to have my beloved Ultimate Driving Machine covered with deer droppings.

Have Fun, Be Safe!

Rob



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# COMING EVENTS

## Karting League

Calling all Wanna-be Club Racers!

It is early winter, there are no track events or autocrosses north of Florida, and you are bored out of your mind. What do you do? Come join other Club members for some kart racing! If you road race, autocross, do track events, or just want to improve your driving skills, karting may be just the thing you need to make your winter more exciting. No experience is necessary, you may drive at your own comfort level, and you may even notice an improvement in your car-control skills. From December to March, the BMW Club will gather on weekends for karting events and a kart racing league open to all Club members, families and friends. Please contact Brian Hair, at [brian@ogracing.com](mailto:brian@ogracing.com), if you are interested in participating.

There are two types of events, BMW Club Karting League events, and Mini Grand Prix events. All of these events will be held at Allsports Grand Prix, an indoor karting facility, in Dulles, VA. The league events are meant to be fun, but they are also competitive, so I highly recommend that you sneak out to Allsports on your own once before coming to a league event for the first time. This will give you a chance to learn the track, the feel of the karts, and the rules of the facility. For more information and directions to Allsports Grand Prix, go to: [www.allsportsgp.com](http://www.allsportsgp.com).

A valid driver's license is required to participate. The karts and equipment are provided, but you may use

your own equipment if you prefer. Full-face helmets, in good condition, Snell K, SA, or M rated, or DOT approved helmets are perfectly fine to use. If you have a driving suit, gloves, and shoes, bring them, otherwise, they will be provided, so just wear comfortable athletic clothing to drive. All participants will drive the same 6 hp karts that are maintained to run and handle as equally as possible. Remember we drive faster but cleaner than the general public. The key is to be able to adapt your driving style to the kart you are driving, very quickly, or you will fall behind in the races.

The Karting League events cost \$65 each, and will be held on the following dates:

- Event 1 Dec 11 @ 3:00PM
- Event 2 Dec 18 @ 11:00AM
- Event 3 Dec 31 @ 11:00AM
- Event 4 Jan 8 @ 12:00PM
- Event 5 Jan 22 @ 3:00PM
- Event 6 Jan 29 @ 12:00PM
- Event 7 Feb 12 @ 3:00PM
- Event 8 Feb 26 @ 3:00PM

The Mini Grand Prix events cost \$75 each, and will be held on the following dates:

- Mini GP 1 Jan 15 @ 1:00PM
- Mini GP 2 Feb 5 @ 3:00PM
- Mini GP 3 Mar 5 @ 3:00PM

To participate, just send me an email in advance so I can add you to my email contact list, or show up at

Allsports about 30 minutes prior to the start time listed above. Please check the web site for any changes or updates, <http://www.nccbmwcca.org/index.php?karting>.

I look forward to seeing all of you out there and hopefully passing you!

## Funktion Auto Group

### Private Open House for NCC Members

7 January, 2006

Tech sessions, free food, wide screen TV in lounge. Details on the NCC website: <http://www.funktionauto.com/>

## Holiday Party and Annual Meeting

14 January, 2006

(Mount Vernon Inn, VA)

See [www.nccbmwcca.org](http://www.nccbmwcca.org) for details.

## Gateway Tech

23-26 March, 2006

(St. Charles, MO)

See [www.bmwcca.org](http://www.bmwcca.org) for details.

## Oktoberfest

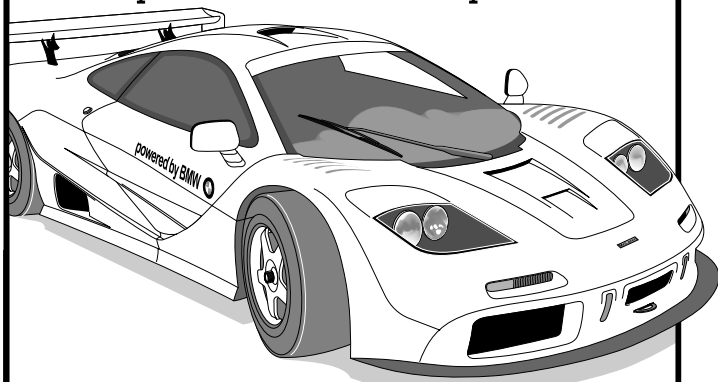
23-29 July, 2006

(Grand Rapids, MI)

See [www.bmwcca.org](http://www.bmwcca.org) for details.

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# Drivers' School News

By Roy Morris, DSSC Chair

## Helmet Standards Updated

The latest helmet safety standard, Snell 2005, was released October 1, 2005. Helmets meeting this standard are now on the market, and Snell 2000 helmets are being put on sale by many vendors. BMW national standards require drivers' helmets to meet the current or immediate previous standard, but there is a one-year grace period. Therefore, Snell 95 helmets will be permitted at NCC drivers' schools until October 1, 2006. In keeping with national standards, we highly recommend a full-face auto racing "SA" helmet, but permit the use of motorcycle "M" helmets.

## Volunteer Corner Worker Credits

In 2006 we will be using SCCA or professional corner workers exclusively. People who have outstanding credits for volunteer corner working will be permitted to redeem those credits on a pro-rated basis next year, at the rate of one school day for each 3 days worked. So, for example, if you have accumulated 2 days, you can use that to cover 2/3 of the cost of a school day.

## Drivers' School Coordinator Assistance Needed

After eight years, Adil Desai will officially retire as Drivers' School Coordinator. He will still be available to assist in some functions but we need one or more people who can serve as day-of-the-event coordinators. The primary job is to make announcements to keep people on schedule. If you are familiar with drivers' school events and can work at least one day in 2006, please contact Adil or any board member. See the masthead of this magazine, or the Chapter website, for contact information.

## Roll Bar Safety Discussion

A frequently asked question from drivers' school enthusiasts:

"I've done several HPDE (high performance drivers' education) events and I'm planning to do many more. I drive an E36 coupe, which I'm told does not provide much rollover protection. Should I install a roll bar?"

David Bryan (NCC chief instructor 1995-1998, Instructor Academy Administrator 1999-2002) responds:

The easy answer is, "Yes, put a roll bar in." It will certainly improve your safety in a rollover.

The more complex answer is, "There are a number of factors that affect your overall safety, and some thought should be given to the order of their implementation." For example, a roll bar will only improve your safety in a rollover. Staying on or switching back to street tires will improve your safety not only in rollovers but also in frontal and side impacts (by reducing the energies of those impacts). The energy required to deform the roof is a function of the square of speed, so reducing cornering speeds from, say, 85 MPH to 75 MPH reduces the potential impact energy by about 30%. Indeed, this is a significant reason as to why I am safer when driving in the rain: any impact will be substantially less destructive.

The attachment of the bar is just as significant. Will the attachments yield? I've seen bars held in essentially by screws into sheet metal. They haven't a prayer of staying upright in an impact, and so the bars themselves might become hazards. Also, a bar in a street car poses a risk to an unhelmeted driver and passenger in case of an impact on the street. Even a padded roll bar can give you a headache or worse if you are rear-ended on the street.

Do you employ the best full-face helmet you can afford? Are you using one with a Snell SA-2005 rating? Are you leaving enough margin for error in your driving? Impacts are not caused by fate; they result from drivers' mistakes which exceed the

margins that they left for error. Is your tech mechanic really going over the car carefully with an eye to the stresses involved, or is he simply doing a standard service check? I've seen impacts "caused" by brake problems, cooling problems, belt problems, etc.

One thing that will significantly increase your danger is to employ four-point harnesses without a roll bar. If the roof crushes flat, the only means of survival is to be pushed out of your seat belt; if you're held rigidly upright, your neck is going to be broken. *[editor's note by Roy Morris: With a CG Lock fitted, stock seat belts can provide most of the holding power of a harness while still allowing upper body movement when you need it.]*

So there's no single easy answer. And yet, the worst thing a driver can do is to believe that, "If you do this long enough, a crash is inevitable." It is not! You can quite drastically alter the likelihood of an impact by the approach you take to driving.

Therefore, my primary safety recommendation is to stay on street tires until your skidpad score is above 3.5. Do that, and your safety probably will improve about three to one, based on the types of impacts I've seen over the years. And while the general thinking is that everyone "needs" to be on track tires, consider that a number of our instructor-candidates stay on street tires until their car-control skills catch up with their potential speeds on the track. Note, too, that the four students who have rolled their cars in the past ten years at our drivers' schools were all of low-experience and on track tires. Going onto track tires early means that, in extremity, you need to have half-second reaction times, but you have developed only three-quarter-second reactions. Take your time and allow your skills to improve. Safety involves a comprehensive approach to driving and is not simply something you buy and install.

Hosted by BMW CCA  
and the St. Louis  
Chapter

25TH ANNIVERSARY

# Gateway Tech

ST. CHARLES CONVENTION CENTER  
ST. LAWRENCE, MO  
MARCH 23 – 26, 2006

TechFest is BMW CCA's national symposium on automotive technical issues relating to the operation, maintenance, modification, restoration, and enjoyment of BMW vehicles. TechFest is an expanded weekend of technical seminars, displays, panels, demonstrations, and social activities. TechFest is the spiritual successor to Gateway Tech, an event originated and conducted for 21 years by the St. Louis Chapter to provide technical updates and service to members who were interested in the technical aspects of owning, operating, and maintaining BMWs. Through the year's, it has grown to be one of the largest technical gatherings of BMW experts in the world.

As Gateway Tech founder and long-time participant Bill Kemper says, "Wow, 25 years, where does the time go? I can remember when I attended the first Gateway Tech. I had long brown hair and was driving a new H&B 323i. Well, now my hair is gray and short (by about 60,000) and I'm still paying on the 323. But one thing that hasn't changed, the annual get-together for all BMW enthusiasts—Gateway Tech.

Join 400 of your closest BMW friends for a weekend of good food, good stories, information on a wide variety of technical topics, and great prices on products located in the vendor area of the St. Charles Convention Center. You'll learn about everything from turbos to tires. BMW NA has always been a big part of the event and will be again in 2006—allowing us a sneak peek of the latest models and bringing the factory technicians for classroom sessions. Where else would you get an opportunity to speak with people like David Hobbs and Steve Dinan on a one-to-one basis?

**REGISTER TODAY WITH THE FORM ON THE REVERSE OF THIS PAGE, OR BY VISITING [WWW.BMWCCA.ORG](http://WWW.BMWCCA.ORG).**



In 1981 the St. Louis Chapter gathered all the experts in the BMW field to discuss performance and maintenance for all the BMW models.



The St. Charles Convention Center.

# Gateway Tech 2006 Reg

MARCH 23-26 ST. CHARLES, MISSOURI

FOR DETAILS, VISIT [WWW.BMWCCA.ORG](http://WWW.BMWCCA.ORG)

Primary Registrant (Adult #1) ★★★★★

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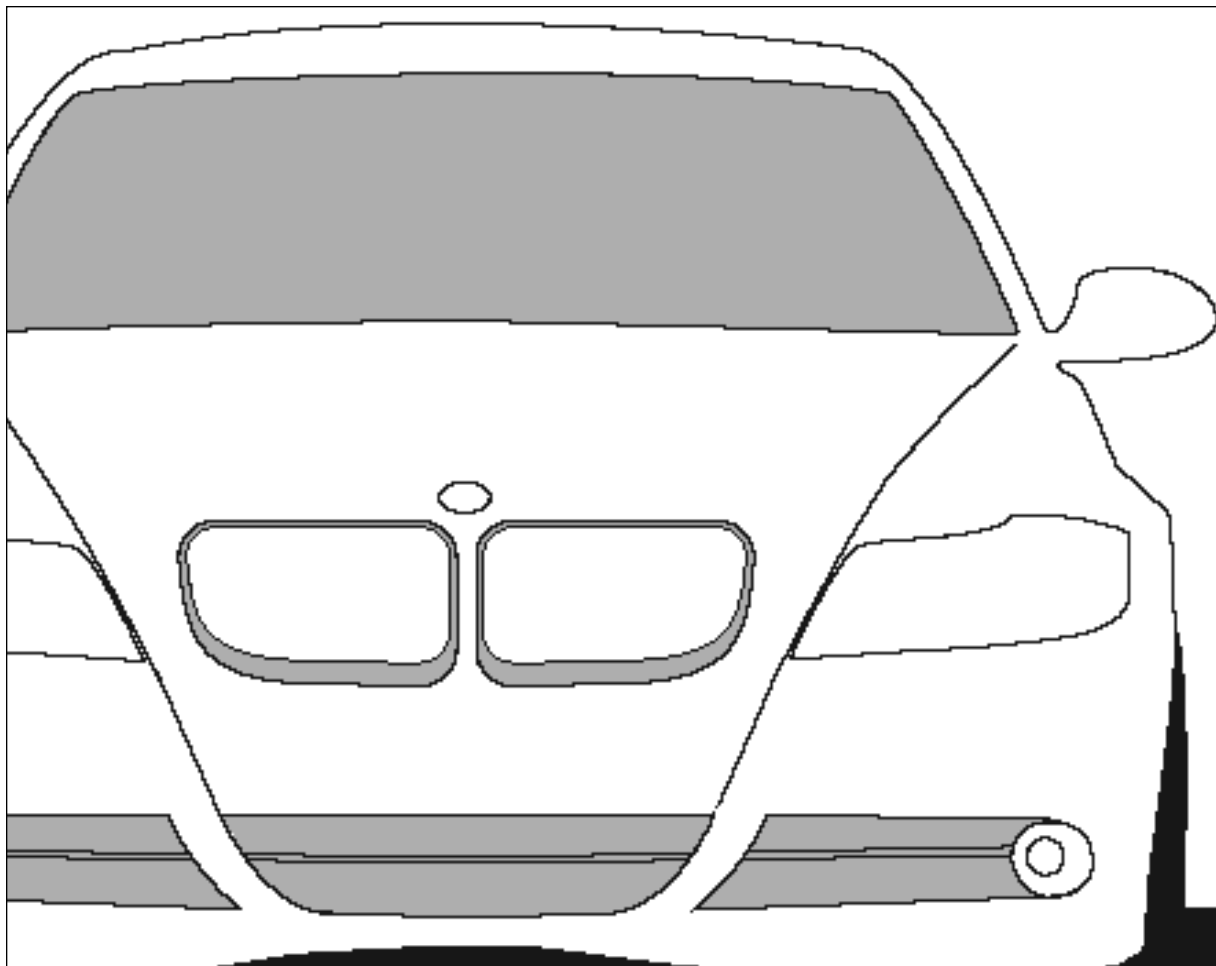
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Questions: 864 250-0022; [www.bmwcca.org](http://www.bmwcca.org)



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# Deutsche Marque Concours

October 2, 2005 ■ Nottoway Park & Hunter House ■ Vienna, Virginia



**By Richard Pineda, photos by Bob Stern**

**W**hat do you get when you have volunteers like John Bragale, Ed Yumping, Ben Thongsai (from the Windy City Chapter BMW CCA), and long-time participants like John Estep, Anita Patton, Lewis Baskerville, Doug Dolan and a host of others; all with their immaculate Ultimate Driving Machines, at one event?

I'll tell you what you get! You get another successful year of the NCC BMW CCA Deutsche Marque Concours. Over 50

BMW's, ranging in age from a 1972 3.0CS to a 2005 750i, were in attendance for the annual gathering of garage queens and triple purpose (daily-driver/track duty/concours) cars.

The Nottoway Park & Hunter House in Vienna, VA was the perfect venue for the brisk October Sunday. The sun was out and the weather was unlike the postponed rainy day in May. The many Deutsche Marques such as Mercedes-Benz, Porsche, and Audi

along with the BMW works of art arrayed upon the manicured lawn as spectators appreciated the view.

There were many competitive classes from this year's event. Early 3-Series, Early Coupes, and Late Coupes all battled it out within their respective classes. After two hours of registration, four hours of judging, and a festive wine & cheese reception, John McWilliams' 1974 tii was victorious, taking home the coveted "Best of Marque" Trophy.

*For additional photos, see our NCC website at: <http://www.nccbmwcca.org/gallery/showgallery.php?cat=518>*





## 22ND ANNUAL DEUTSCHE MARQUE CONCOURS RESULTS

### "2002" Class Winners

First Place John McWilliams 1974 2002 tii  
Second Place John Estep Sr. 1976 2002

### "Early 3 Series" Class Winners

First Place Willy Lutz 1991 M3  
Second Place Wes Goode 1991 M3  
Third Place Wes Goode 1984 323i

### "Late 3 Series" Class Winners

First Place Bob Stern 2003 330ic  
Second Place Richard Strimple 2002 325 Touring  
Third Place Nahim Ramia 1984 318is

### "Early Coupe" Class Winners

First Place John P. Bragale 1972 3.0 CS  
Second Place Doug Dolan 1972 M 3.0CSi  
Third Place Lewis Baskerville 1974 3.0 CS

### "Late Coupe" Class Winners

First Place Anita Patton 1983 Alpina B9  
Second Place Doug Dolan 2002 Z8  
Third Place Susan & Ken Bell 1991 850i

### "Z & M Coupe" Class Winners

First Place Doug Verner 1999 M Coupe  
Second Place Jim Webster 1998 M Coupe  
Third Place Dan Dazzo 2002 M Roadster/  
Nicholas Garito 2000 Z-3\*

*(Note: Post audit of judges sheets showed  
Nicholas Garito deserving of 3rd Place)*

### "Sedan/X5" Class Winners

First Place Rod Paine 1983 528e  
Second Place David Dolan 2001 X5  
Third Place John Estep 1992 525iT

### "Display" Group Winners

First Place Doug Dolan 2002 Z8  
Second Place Anita Patton 1983 Alpina B9  
Third Place Ed Yumping 1983 320i

### "Judge's Choice"

Rod Paine 1983 528e

### "Best of Marque"

John McWilliams 1974 2002 tii





# Learning to Strip

## Blasting and Powder Coating Tech Session at American Stripping

**Text and photos by Robert Williams**

American Stripping Company's receptionist Kelly greeted the 15 or so NCC members who came to the Blasting and Powder Coating Tech session in Manassas on November 7th. We mingled around the lobby and were soon joined by Jeff Atwell, who was to conduct the tour in place of James Sejd, who was down at VIR racing in his Spec Miata.

While ASCo does plenty of work of a non-automotive nature, they have a soft spot for us gear-heads as they share our interest in things automotive. Most of the guys who work there have hot-rod or race car projects; our tour guide, Jeff, used to race motorcycles competitively. We shared tales of our various exploits over a few donuts while we

waited for the stragglers to arrive, and then we headed out to the shop floor.

In keeping with ASCo tradition (they did a similar tour for us two years ago) they were well-prepared to show us the ins and outs of metal preparation and finishing. Last time we were there, they had a roll bar that they

the piece hung; the leads introduced a negative charge to the piece, which attracted the positively-charged powder from the gun. The powder flowed from the nozzle like a fine mist and was drawn to the metal, settling in a fine coat. Once it was fully coated, Patrick pushed the whole rack into a giant oven that would bake the piece at 450 degrees Fahrenheit for about 30 minutes. Meanwhile, we continued the tour.

Jeff took us to the blasting bays, where we discussed the various media, from olivine, to glass beads, to plastic beads, that are used to strip various types of metals. The type of material, and its intended use, are critical in determining how a piece should best be stripped. The blasting technician can not only



*Jeff Atwell and Rob Williams are entertained by Patrick DeCosta's presentation on powder coating.*

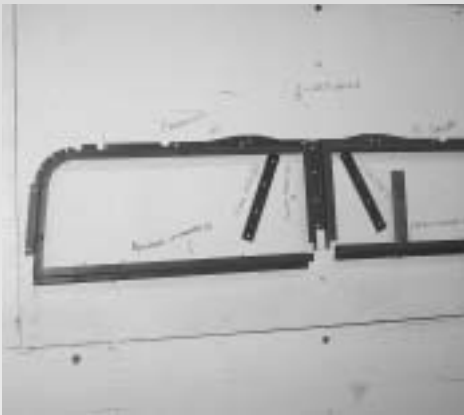
*Jeff shows the differences between the different blast media.*

used to demonstrate powder-coating on, this year, they have a contract with Uncle Sam to coat parts for Humvees and a mine-sweeping vehicle called a Buffalo, so our demonstration piece was the windshield-frame of a Humvee.

Since the piece was new, it did not need to be blasted, and it had already been carefully cleaned prior to our arrival. Powder-Coating Technician Patrick DeCosta hooked up some electrical leads to the rack on which

*ASCo's office entrance on Vassau Ct in Manassas.*





*A mock-up of the Humvee windshield frame.*



*Patrick applying the powder.*



*The finished windshield frames (top right).  
A stack of Humvee side window frames (above).*

adjust the blast media, but the velocity with which it is projected at the surface, the intent being to strip the piece clean using the least-aggressive method possible.

We also took a look at the ceramakote machine. Once coated with the ceramic compound, parts are placed in a vibratory mill polisher that contains thousands of small beads and a soap/water mixture. The vibrating action buffs the metal parts to a shiny luster over a period of time. Jeff had an old motorcycle carburetor in it, and we got to see how smooth and shiny it had become after tumbling in the beads for a few hours.

We explored some other areas of the facility and eventually ended up back at the oven where we retrieved the Humvee windshield-frame and rolled it out to cool. It was cool to the touch in only about 15 minutes and the smooth, durable finish looked fantastic, even in the tight corners and inside edges that would be very difficult to paint.

We had a terrific time, once again, at American Stripping. They are excellent hosts. We'd like to especially thank Jeff,

Patrick, and Kelly for their hospitality. One of our members dropped some parts off while we were there, and many others (including your truly) have also used ASCo with great success.

American Stripping is a diversified company performing commercial coatings application and removal since 1979. Please see their web-site at [www.ascoweb.com](http://www.ascoweb.com) or call 703-368-9922.



*A motorcycle carburetor in the vibratory mill polisher (left). Jeff showing different blast media (lower left). Club members listening intently (below).*



# The 2006 BMW 3 Series

## The Evolution of an Icon

Text and photos by J.C. Chaney, Jr.  
BMW CCA# 291080



Ed Note: *dB* would like to thank NCC member J.C. Chaney, Jr. for submitting the following article for publication. As a member of the Motor Press Guild, J.C. had early access to the new E90 3 Series; below are his impressions, beginning with his submission for the *Roundel* contest to join the press launch.

*I should be among the first in North America to see and drive the 2006 BMW 3 Series and tell my fellow members about it because I "get it."*

*The less-enlightened may view the 3 Series as an entry-level car, aimed at the first-time BMW buyer. It's not. The 3 Series is the soul of BMW.*

*The direct descendent of the 2002, the 3 Series is the car that stirs the soul of all BMW enthusiasts. BMW offers other great vehicles, each of which provides a unique variation of the ultimate driving experience. But there's something about the 3 that's different. It's the one car that puts a smile on the face of the car enthusiast during and after they drive it.*

*For that reason, the 2006 3 Series is not an entry-level car for the first-time BMW owner. It's the car that confirms what BMW stands for and it sets the tone, not just for the*

*other cars in the BMW stable, but for any sports sedan, made by any manufacturer, for the next decade. It's the car that we'll race. It's the car that we'll tune. Whether it's the 325i or the M3, it's the car that will find us seeking the longest, most interesting road to our destination. It's what defines BMW and defines us as BMW enthusiasts.*

*I get that. That's why I should be the one.*

I submitted this for the *Roundel* competition. No, I wasn't selected to represent the BMW CCA, but I did manage to participate in the U.S. 3 Series Launch in Pittsburgh, PA. Sometimes it's not what you know, but who you know.

There have been very few vehicles whose introduction has generated such great anticipation; however, the frenzy surrounding the E90 launch is understandable when one considers that this is the latest iteration of a vehicle that first set, and then has maintained the standard for affordable sports sedans since the original 1600 and 2002. Over the course of nearly 40 years, the competition has launched no less than 120 vehicle models designed to knock the 3 from its perch, and yet the 3 Series remains the king of the hill.

The 3 Series has remained the benchmark for this market segment partly because of its wonderfully balanced and dynamically stiff chassis. The other elements of this equation are its compact size, near-perfect 50-50 weight distribution, a smooth in-line six driving the rear wheels, responsive four wheel disc brakes, smooth shifting manual or automatic transmissions, excellent interior design, outstanding driver's "cockpit", and responsive, crisp steering have made the 3 Series an elusive, moving target for the competition. Adding to the frustration for the competition is the versatility of its chassis; the 3 Series is a competent sport sedan with a 4-cylinder engine, but it can also be an autobahn intimidator when fitted with a Motorsport 6-cylinder.

And the target market agrees that BMW is doing something right with the 3 Series. Since its introduction in the 1980s, global 3 Series sales have topped three million. It's been named one of *Car and Driver's* "Top Ten" cars thirteen years in a row. According to BMW, more manufacturers benchmark the 3 Series than any other BMW.

Because of its market success, the 3 Series also represents a major portion of BMW's business. The 3 Series represents

der Bayerische



*The cockpit (above) and engine bay (above right) of the new 3 Series.*



*The spacious trunk of the E90 (above).*

40% of the vehicles BMW sells, accounting for 30% of their revenue. So Dr. Wolfgang Eppel, Director for the new 3 Series, had quite a challenge as he lead the new 3 Series team – to improve the vehicle the “BMW way” and grow the market.

The 2006 3 Series again raises the bar. Returning to their design roots of using technology to increase and enhance the driving experience, not simply for the sake of gimmickry, the 3 Series has grown in interior size and increased chassis stiffness while lowering the overall weight. BMW also improved driver and passenger comfort and improved the driving dynamics of the vehicle, while tastefully evolving the “taut” exterior design that has distinguished the 3 from the competition. Advanced manufacturing techniques such as laser welding, which was used to create the uniquely-shaped trunk lid, have been integrated into the BMW assembly line.

Featuring a magnesium engine block and variable intake and exhaust valve timing, the new 3-liter in-line six continues BMW's tradition of smooth, powerful, and responsive engines. This remarkably flexible engine comes in two states of tune; the 325i version produces 215 hp and 185 ft-lbs of torque, while the 330i version boasts 255 hp and 220 ft-lbs of torque.

The windy Pennsylvania roads and the BeaveRun racetrack proved that the 2006 3 Series is the benchmark sports sedan that we will buy as a daily-driver and a weekend race-car. Both the 325i with a steptronic automatic and the 330i with the six-speed manual shifter allowed us to push the dynamics of the new chassis.

The new interior is much warmer and more convenient than the previous model. The increased room is noticeable and the “little things” such as the tactile feel of the controls and surfaces has noticeably



*Re-engineered cup-holders pop out from the dash.*

improved. Even the cup holder design has improved. And having recently spilled two cups of coffee in my E39, I really appreciate a new cup holder design!

Even with all these improvements, BMW has maintained the pricing levels of the 3 Series. The 325i is \$150 more than the previous generation, but the 330i is \$100 less. With BMW paying for the maintenance of all

new vehicles for four years or 50,000 miles, it's no wonder the 2006 3 Series maintains its benchmark as the best value in its market segment.

The 3 Series' main competitive edge is that the consumer knows that a BMW is not a more-equipped Toyota, Nissan, Honda, or Volkswagen. And they also know a 3 Series is not a de-contented version of one of the bigger cars, a la Mercedes C-Class. The market knows the 3 Series is a BMW, born in the tradition of an “Ultimate Driving Machine”, equally at home on the road or on the track.

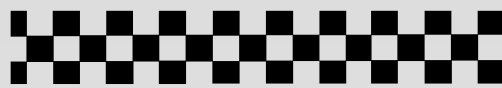
*E90s lined-up for the press launch in Pittsburgh, PA (below).*





BY WOODY HAIR

# Woody's Competition



C O R N E R

Tom Milner's **Prototype Technology Group** will be returning to the **American Le Mans Series** after one year in the Speed GT World Challenge and the last two years in the Rolex Grand-American series. They will enter two E46 M3s in the new GT2S class, and their first race will be the Sebring 12-Hour on March 18. Anybody up for a road trip to Florida? PTG was quite successful in the Grand-Am series winning 17 of 26 events and sweeping the drivers, manufacturers, and team championships in 2004. The PTG Team of BMW M3s took seven wins in 2005, finishing 2nd in the manufacturers battle despite skipping the final race in Mexico. Their last race was at VIR in October and Tom Milner Jr. and Bill Auberlen took the win even though they had to start at the back of the grid due to an administrative error.

After such success some might wonder why they would make this move. I see several good reasons. From an economic standpoint the ALMS will have 10 races spread over eight months (events in Utah and Oregon are back-to-back). The 2006 Grand-Am schedule has 13 races spread over just six months (not counting this month's Daytona 24-Hour). One of them is all the way in Mexico City. Running the ALMS will enable PTG to reunite with Yokohama Tires and the substantial sponsorship money they had provided going back to 1995. In 2003, the Speed World Challenge had Toyo as the specified tire and the Grand-Am requires Hoosier tires. Five of the ALMS races will be on CBS TV and all events are televised in Europe giving the BMW brand much greater exposure.

From a competitive standpoint, the Grand-Am is now allowing tube-framed cars with bolt on body panels in the GT class (think NASCAR Nextel Cup cars). In addition to the Porsche 911 GT3Rs and Pontiac GTO-Rs, Mazda has announced a team of RX-8s with 3-rotor engines and Infiniti will enter a pair of G35s with V8 engines for the coming season. For 2006 the ALMS added the GT2S class, a "subcategory" of GT2. Created to encourage sedans, the GT2S cars will be completing for GT2 points with the Porsche 911 GT3Rs and

Panoz Esperantes (Ford V8 engines). GT2S cars are not eligible for the Le Mans 24-Hour race in France, presumably because they are really sedans, not sports cars.

PTG's driver line-up for this season will have "some familiar faces", but with four cars last season and two this season, some will have to go. In 2005 Bill Auberlen drove for Panoz in ALMS and PTG in Grand-Am. He has been considered a BMW "factory" driver and it will be interesting to see what seat he occupies this year.

The closest ALMS races to our area will be Mid-Ohio on May 21 and Lime Rock on July 1. The 10-hour Petit Le Mans race at Road Atlanta is September 30.

The **Rolex Grand-Am** series saw continued growth and spectator popularity in 2005. Four teams ran their Daytona Prototypes with BMW M5 engines and two were amongst the top runners all season. The Findley Motorsports Riley BMW driven by Michael McDowell and Memo Gidley was finally rewarded with a win in the final race of the season in Mexico City. The Synergy Racing Doren-BMW driven by brothers Brian and Burt Frisselle made the top three during many races, but always seemed to be plagued by bad luck before the checkered flag. Unfortunately, neither of these teams will be returning with BMW power in 2006. Findley Motorsports will switch to Ford-powered Crawfords and Synergy will run a new purpose-built Porsche engine. It seems obvious the BMW M5 engine is competitive with the Lexus, Pontiac and Ford V8s but the number of teams running BMWs in 2006 is unknown at this time.

The **PTG Team** BMW had their last Grand-Am GT class race at VIR in October, and Tom Milner Jr and Bill Auberlen took the win even though they had to start at the back of the grid due to an administrative error. PTG has sold two of their M3s to Matt Connelly Motorsports of Bethlehem, Pennsylvania and two to Gene Sigal of Los Angeles. PTG will provide technical support for these privateer teams. The driver line-up for 2006 has not been announced. Connelly campaigned the BMW 330Ci that young Tom Milner co-drove

in many Grand-Am Cup races this past season.

The Grand-Am schedule for 2006 has some significant changes from previous years. The Rolex 24-hour at Daytona will be January 28, Mexico City will be in early March, they'll support the IRL race in the streets of Long Beach (first street race ever for Grand-Am) in early April, and the VIR race weekend will be April 22-23. The Grand-Am Cup series also will return to VIR in early October for a season-ending 12-hour race.

The final round of the 2005 **Grand-Am Cup** season at VIR was a wild and woolly race. Sixty-five cars started the rainy event. Unfortunately the Turner Motorsports M3 that was to be driven by Justin Marks and Bill Auberlen was a non-starter. During the morning qualifying session the car ran over some debris that cut an oil system belt and the engine failed before the problem was noticed. There was no time for an engine-change. This cost them a chance for the GS class driver's championship and BMW's best shot at overtaking the Ford Mustang for the manufacturers' championship. The pair of Turner Motorsports 330s had qualified 1st and 2nd in the ST class and chose to start on treadless Hoosiers in hopes the lull in the rain would be a permanent thing. Despite wet conditions they were able to run away from the pack early on. It was the eleventh lap when the Pfeffer/Pappas 330 spun, was collected by a Porsche, and had to retire from the race. Several GS class M3s ran near the top at one time or another during the race, but at the end three Mustangs and three Porsches were ahead of the Nick Longi/Jeff Segal BMW. Meanwhile the ST class saw the Will Turner/Don Salama 330 pit an extra time for wet weather tires during a mid-race down-pour. They were never able to get higher than third after that stop and that is where they finished. After a full season of driving in the Formula BMW series, Daniel Herrington from the Tarheel chapter was driving a Z3 Coupe in his first Grand-Am Cup race. He took over the car in 19th place with an hour and 45 minutes to go and gradually worked his way toward the front of the ST class. It wasn't until there were 17 minutes left in the race that the TV coverage

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showed or mentioned this car. Herrington overtook the leading Mazda RX8 with a spectacular pass at the end of the back straight. The two cars were side-by-side through the left kink and sharp right at the top of the Rollercoaster. This Z3 had been driven by others all season and its previous best finish was 7th in class.

A number of locals finished well in the ST class at VIR. Neal Sapp was 6th in a TC Kline Z4. Alan Himes, Rick Ellinger, and Mitch Piper were 10th in a 330i. Paul Moorcones of Radial Tire fame was 12th in his Integra and Tom Steward 15th in his Acura TSX. Look for more local entries in the Grand-Am Cup this season. Ed York and Ted Giovanis are building a GAC 330i and Road Race Technology's Barry Battle is considering entering some races with a BMW.

The new **BMW-Sauber Formula One** car will be introduced to the world on January 17. At this writing the driving partner for German Nick Heidfeld is not known. Canadian Jacques Villeneuve thinks his existing contract with Sauber will keep him in the driver's seat. Other drivers thought to have been approached include Finland's GP2 runner-up Heikki Kovalainen, Britain's Indy Racing League champion Dan Wheldon, France's Champ Car champion Sebastien Bourdais, and Britain's World Touring Car champion Andy Priaulx.

Congratulations to the following drivers who finish at or near the top of their class in the SCCA's 10-race regional **MARRS** series:

Bill Ranford	BMW 2002	1st ITB
Marshall Lytle	BMW 325is	1st ITS
Ted Geovanis	BMW 325is	2nd ITS
Matt Polk	Spec Racer Ford	2nd SRF

A total of nineteen drivers entered at least one race in **NASA's Spec E30** class this past year. These slightly-modified 325s are cheap to build and race and I expect further growth in 2006. The series had seven weekends with two races each (3 at Summit Point, 1 on the Shenandoah, 2 at VIR, and 1 at Carolina Motorsports Park). Final standings after the fourteen races:

Carter Hunt (North Carolina)  
Chris Cobetto (Richmond)  
Stephen Kapuschansky (Annapolis)  
Vic Hall (Chevy Chase)

Many club members participated in the DC Region **SCCA autocross series** at FedEx Field this past season. Some classes had over two-dozen entries at some events. Final standings after seven events:

John Vitamvas	Mazda RX8	1st B Stock
Clyde Caplan	Mazda RX8	2nd B Stock
Nick Rubenstein	04 M3	1st A Street Prepared
Ken Kammerer	04 M3	2nd A Street Prepared
Brendon Bengermينو	04 M3	3rd A Street Prepared
Matt Williams	95 M3	1st B Street Prepared
Glenn Ty	98 M3	2nd B Street Prepared
James Sheridan	98 323is	1st D Street Prepared
Kevin Henry	90 325i	2nd D Street Prepared
Eric Wong	95 M3	1st F Prepared
Gary Lin	98 318ti	1st E Modified
Greg Olsen	93 325is	1st Street Touring X
Larry Olsen	93 325is	2nd Street Touring X
Mike Neary	95 M3	1st Street Touring Ultra
Brian Hair	98 M3	1st Street Modified
John Doby	98 M3	2nd Street Modified
Mike Kline	Mazda Miata	1st Street Modified 2
Neil Simon	99 M Coupe	2nd Street Modified 2

The Gelles Racing team from Front Royal, Virginia completed its **Formula BMW** season in 5th place among teams. Their drivers' standings were Maxine Soulet 7th, Justin Moon 11th, Darin Marcus 20th and Ryan Campbell 24th. Gelles is searching for new drivers for the 2006 FBMW season and will also be fielding cars in the Champ Car Formula Atlantic series. Tarheel chapter's Daniel Herrington was 12th in the driver standings. Herrington's performance in this series and his Grand-Am Cup debut mentioned earlier earned him try outs with Star Mazda (formula cars) and Daytona Prototype teams. He had impressive results in both.

The SCCA's **13-Hour Charge of the Headlight Brigade** race at VIR in early November. There were four BMWs in the top six with the winners being James Clay, Seth Thomas and Shane Kleinpeter in an ITS class 325is.

A bunch of car nuts known collectively as **Team WTF?** put on the chapter's seven-event autocross series this year and did a great job. Final point standings in the various classes are not available yet – gee, I just said they did a great job too. The guys have put together a short 3-minute video of the 2005 season and it is available on their website [www.teamwtf.org](http://www.teamwtf.org). Be warned that some of the language used in the heat of battle is not suitable for sensitive ears.

BMW AUTOCROSS RESULTS							
SCCA ROUND 6, FedEx Field, October 9, 2005							
James Sheridan	98 323is	1st DSP	57.466	Bob Hausmann	95 325is	5th SM	60.688
Brian Hair	04 M3	1st SM	57.878	Larry Olsen	03 325is	2nd STX	61.217
Matt Williams	95 M3	1st BSP	58.046	John Nicolaysen	95 M3	3rd BSP	62.404
Nick Rubenstein	04 M3	2nd ASP	58.105	Bobbie Boykin	05 M3 Conv	6th ASP	63.33
Brendon Bengermينو	04 M3	3rd ASP	58.147	Wayne Rubain	91 M5	5th FS	64.94
Glenn Ty	98 M3	2nd BSP	58.299	Christopher Potter	97 M3	5th STU	65.045
Kevin Henry	98 323is	2nd DSP	58.676	Stefan Nagey	02 330Ci	10th DS	65.928
John Doby	01 M Coupe	2nd SM2	59.995	Todd Pantezzi	73 3.0CS	10th SM	66.261
Greg Olsen	93 325is	1st STX	60.339	Scott Blair	95 M3	6th STU	68.36
Neil Simon	99 M Coupe	3rd SM2	60.367	Floyd Justin	04 330i	14th STX	68.372
Mike Neary	95 M3	1st STU	60.642	Kevin Bousman	02 M5	12th SM	69.682

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**C A R O F T H E Y E A R**

Our 2005 Car of the Year goes to John Hartge and his 1988 M5 with 14.8% of the 121 votes cast on our message board. For John we will have a collection of car care products provided by Griot's Garage.

For John's car see the classifieds section to have this Car of the Year for your very own.



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## January

Owner: Wes Goode  
 Year: 1984  
 Model: E30 323i (Euro version)  
 Color: Polaris Silver Exterior with Anthracite Interior

### Synopsis:

This month's *dB* Car of the Month recipient goes to Wes Goode. Wes is a huge BMW 3 Series fan. In fact, Wes owns two E30s and an E46. His car featured this month is a 72k-miler that he has owned since new in 1984. This car has been spotted at a few of our NCC Concours events. It is not only rare to find an E30 323i in the U.S., but also one that is in such fine a condition as Wes'. In 1984, his 323i was delivered from the factory with a limited slip differential and a "sport" tuned suspension (lower springs and stiffer shock settings, which was THE big deal from the factory). The 323i also included a smaller diameter steering wheel, "shorter/euro" bumpers, a small black trunk mounted spoiler, and front fog lights integrated into the front spoiler. The only other option added was air conditioning.



Through the years, Wes has added aftermarket Recaro front seats, a custom stainless steel exhaust from the manifolds back, converted the full suspension and brakes over to the same as those on the E30 M3, including H&R springs, Bilstein Shocks/struts, and offset control arm bushings. Mod fans, if you think that's not enough, most of the brake and suspension pieces were either new or completely rebuilt and in the case of the brake calipers, those were acid dipped and re-plated. Last but not least, Wes also added the 16x7.5 evolution wheels from the E30 M3 to keep with the E30 M3 spirit.

When I asked Wes for a quote to describe this 323i, he responded with: "A true sleeper that has the additional benefit of being a rare car in the US!" Bravo, Wes! Thanks for sharing and let's see your E30M3 and E46 M3 in future 2006 CoMs.

## February

Owner: Douglas Bonner  
 Year: 2001  
 Model: E39 M5  
 Color: Titanium Silver Exterior with Black Interior

### Synopsis:

The February Car of the Month is another Silber beauty. Douglas appropriately describes his E39 M5 as "Beauty and the Beast." Doug is the second owner of this ultimate BMW machine since 2002. Doug has been the Student Representative to the DSSC over the past year. Doug's M5 can be referred to as a hybrid, not because it gets good mileage and can use the HOV lanes, but rather because it doubles as a "Concours" car and a "Touring" (read: Track Duty) car. This Beauty placed 2nd in class at a Concours two years ago and this same Beast has been skillfully navigated in about 25 track days at venues like VIR, Watkins Glen, and Summit Point. The attached picture is a rather dramatic photo taken at VIR running in the wet.

For the ultimate spirited driving experience, Doug has refined the already great factory car with



aftermarket modifications. These modifications include Team Dynamics Pro Race 1.2 wheels shod with 275/35x18 Toyo Proxes RA-1 tires, Schroth harnesses, brake vents, and CarboTech XP-10 pads.

I asked Doug what he likes most about the car. He promptly replied with: "The engine in this car is incredible. The variable valve timing is flawless. The M5 was made for throttle steering and high-speed turns. The M5 is a rare blend of racecar and luxury car in its price range; a 400-hp V8 with exceptional torque and handling combined with a roomy four-door luxury car's amenities and comfort. And since I'm tall, I fit in it!" Now is this a man enthusiastic about his BMW or what?! Congratulations on securing the Feb 2006- Car of the Month, Doug!



## NEW MEMBERS LIST



Our membership is now at 5384 members and growing. We also have 725 associate members who share all of the benefits of being a Car Club member. Plus an additional 83 members that belong to the NCC as dual members.

Special thanks to Kyle Baca, Ragnar Borgh, Gerald Chan, Rafael L. Garces, Ted Giovanis, Peter Hahn, Stephen Hassel, Colin Kimpel, Kevin Mellett, Richard Joseph Montoni, Roy Morris, Charles Park, Mary Priddynash, Richard Pineda, George Stiles, William Schofield, Eugene Walters for referring members to the BMW CCA.

Do you know someone who owns a BMW and is missing out on the rewards of the belonging to the BMW CCA? Parts discounts at local BMW dealerships and

select independent service centers. The national monthly publication of the *Roundel*. The Membership Rewards Program from BMW NA. Not to mention all of our local activities.

If the spelling of your name is incorrect please use the form at <http://www.bmwcca.org>. For those who have memberships expiring, it's easy to renew online at the BMW CCA website located at <http://www.bmwcca.org>.

To our newest members, you joined the Club, now join the fun. Check the website at <http://www.nccbmwcca.org> for the latest details.

Donald E. Adcock	2006 530i	Chris Dawson	2002 M3	Timothy Joseph Jackson	2002 325i
James Amyot	2003 330xi	Ramon Delgado De La Rosa	2000 740i	Z. Melodee & Craig O. Jackson	
Joel Anderson	2002 M3	Refugio Delgado	1996 M3	John Jarboe	1987 M6
Charles H. Andrews	2002 M5	Orvell Deonarain	2002 745i	Derek Jardieu	
Barry E. Arabia	2006 325i	Keith & Cheryl DeVincos		David Jaspán	1995 525i
Andre Arnold	2001 M3	Joan K. Dinneen	2002 X5	Mary Jefferson	
Fraud Arsan-Jani	2004 X3	Justin Doescher	1995 325i	Nickolas Kyle Jenkins	2002 325i
Paul L. Auger	2005 330xi	R Donald & Christina M. Doherty	2006 530xiT	Camille Nicole Jones	
Charles B. Baker	1985 535i	Vicky Duong		Stuart Jones	1998 528
Monica L. Barbara	1999 323i	Martin Durant	2002 325i	Eugene Jones	1999 323i
William B. Barham	2006 325i	Bonnie B. Dybalski	1999 528	John Jumper	1998 750iL
Mort Baron & Jake Ryan Baron	2002 325i	Katherine Eason	1990 525i	Danae Kamara	1994 325i
George Eric Bearden	1998 528i	Robert Edson	2006 325i	Kevin Keelty	
Anwar Belayachi	1999 740iL	Ann Eleanore		Timothy & Mary Keller	2000 528
Sam Bell	1995 525i	Richard J. & Michelle A. Eshehnan		Siamak Khodaei	
Armando Benavides	2006 325i	Jeffrey Exter	2005 545i	Miheer Khona	2002 745i
Tom Benjaminson	2004 325Ci	Peter Michael Farley	2003 325xi	Bob Kifney	2000 M5
Roger Bensenhaver		Philip J. Ferro	2002 330xi	Richard Klima	1999 328ic
George Bibaz	2003 530i	Robert & Rebecca Fisher	2005 X3	David Andrew Koren	2003 M3
Jeff Birrell	1997 328is	Michare A. Forde	2006 X5	Marina Korobov	1998 318ti
Matthew Black	2006 X5	Kirk A. Foster	2005 Z4	Poweide Koroye	2000 323i
Roger Dale Boatwright	2006 750li	Mick Frankel		David Krebs	
David M. Bonnichsen	2005 Mini Cooper S	Bridget Garback		David C. Lain	2001 740iL
Willson G. Bosiack	2004 330Ci	Sharon M. & Duane Gautier	2004 M3	Marc H. Langer	
Douglas V. Brandley	2006 325i	Allison Gay		Clarence Gilbert Lawson	2006 X5
Kevin Brennan	2004 Z4	BJ Ghassemieh	2002 M3	Travis LeBlanc	2004 330Ci
William Weldon Bruner	1999 540i	J C. Giampietro	1997 328i	Gerald J. Lee	1988 325is
Dennis Burke		Jonathan Tyler Gilday	1992 M5	Scott S. Lee	2001 740i
Todd A. Burner	2000 323Ci	Mark Giuliani	2002 540i	Chung Lee	2001 325i
Wesley & Dawn Butler	2006 530i	Josef Gohring		Tim Lee	2000 M5
Jeremy Butz	2006 330i	Michael Gray	2004 M3	Al Lepeau	2006 550i
Edward A. Callaway	2003 325i	Joel Greenfield	1972 2002tii	David Leslie & Kevin Leslie	2001 M3
Joseph Cammarata	2001 330Ci	Steven Hahn	2004 M3	David L. Lewis	1999 528i
Nicholas Wade Caprrola	1991 318i	Kurt Henry Hailstock	2005 Z4	Frank Lopez	2005 645ci
Edwin N. Carter	2003 760Li	Raja Hannush		John Lopresti	1999 740iL
Carl Casalino	2002 330Ci	Alexandra Hanson		Garrett Lucas	1995 M3
Winston Casey	2003 540i	Russ Hawthorne	2001 325xi	Garrett Alan Luckel	2003 Mini Cooper S
Emmet & Eileen Cavanagh	2006 M5	Ronald S. Hebden	1999 528i	Scott Luttrell	1999 323i
Angelita A. & Sonny Cedo	2005 X5	Kevin B. Helm		William Macon	2006 325xi
Yi-Fu & Kuei-Fang Chang	2004 330xi	Mark Helms	1999 M3	Michael Eric & Tora Ain Mahoney	2004 M3
Katherine Cheung		Jason W. Henderson	2006 330i	Ray Maloney	1992 535i
F. Franklin Chisley	1989 325is	Darryl D. Henry		Mike Manzo	2006 330i
Scott Allen Clapper	1997 740i	Cathy Hernandez		Amanda Mason	
Eric Clark	1994 530i	Donald B. Hiatt		Gerald E. Mayers	2004 745i
Donald Cook	1991 325	Robert L. Hill	2003 X5	John McCarrick	2001 330CiC
Nancy Corsiglia		Kim Hoang	2006 330i	Roger & Olivia McDaniel	2004 530i
Jorge Oscar Curbera	2003 325i	Andrew P. Holtermann	1997 328ic	Joseph McGowan	1999 540i
Don Curtis		David Hopton	2006 X5	Anthony McMullan	1984 318i
Patrick A. Cyphert	1990 325i	Marc V. Hunter	1995 525i	Derry McNeil	2001 X5
Steven D'Alessio		John E. Ingold	2002 330i	Don Menner	2002 330Ci
Ryan Danner	2001 M Coupe	Gary David Ingram	2000 528i	Matthew Mero	1994 325is



## NEW MEMBERS LIST



David S. Meyers	2003 330ci
Gregory Miller	2001 X5
Camille L. Moore	
Armando F. Morales	1982 320i
Robert E. Mothershead	
George Mulley	1995 740iL
Jonathan Mummolo	2002 Mini Cooper S
Seibert & Cynthia Murphy	1990 325i
Navy Federal Credit Union	
Harry Needleman	1994 325ic
Debra Nelson	2002 325i
Shelia Neumann	2003 24
Robert C. Nolden & William Nolden	
Kathleen O'Rourke Busch	2006 X3
Seth L. Ocloo	2001 525i
Brayan Oliva	2004 M3
Gordon W. Oliver	2004 745li
Neil Jonathan Orlins	
Vivian Ottenberg	1999 328
Christopher Wayne Painter	
James J. Pak	2003 745Li
Christopher Parent	1997 M3
Pamela & Thomas Parks	2006 330i
Kaveh Parsee	
Jef Pavlat	
Michael Joseph Payne	1993 325is
Antonia A. Peabody	1999 323i
Charles C. Peavey	1975 2002
Bobby Perry	1989 535i
Matt Pfeiffer	1999 M3
Joshua Phipps & George Phipps	1987 M6
Dallas Pope	1997 328i

John W. Pruitt	2000 323Ci
John Pydyn	
Jon Queitzsch	2002 325
Robert A. Rademacher	2002 745iL
Robert Radin	2005 M3
Yigal Rappaport	
Michael Renner	1995 M3
Sally Brown Richardson	2001 525i
Kurt Gregory Rodney	2001 330xi
Ramon & Gail Rodriguez	1996 318is
Rudolph L. Rose	2006 530xi
Craig F. Rosendale	2003 525i
James Saint-Rossy	1998 325i
John F. Sampson	1997 528i
Howard Schmeltzer	2004 330CiC
Byron Sexton	2000 528
Maurice Shane	2002 M5
Noel S. Sheard	2003 330xi
Arshad Sheikh	2003 530i
Charles Shelton	1994 540i
Ben Shuster	
Tom & Lynn Simpson	2006 325i
Joseph Michael Siragusano	1998 750iL
Brian D. St. Andre	2000 323i
Daniel Holt Stauffer	1993 325is
Mitchell A. Stearn	2001 330i
Timothy Sullivan	2001 M5
Michael Svilar	2006 525xi
John Sylvester	1980 323i Alpina
Matthew R. Szymczak	2001 750iL
Tyler Tate	2006 325i
John Tattersall	

Tony Tavaraz	1998 540i
Thomas Todd	1987 325
David E. Treworgy	
Dorothy Tsow	2006 330i
Herb Tyson	2001 740iL
Douglas L. Upperman	
Scott Vernon	
Clayton Vieg	2002 525i
Tim Vigotsky	1999 740iL
Wayne Philip Villeneuve	2005 X5
Jeffrey Voit & Evan Voit	1997 M3
Louise M. Wager	
Bruce Wallick	2006 525i
Mary Warnock	
James F. Weaver	2003 X5
Terri & Charles Weddell	2004 325
Paul Weisner	1998 740i
Allan Wendt	2000 328i
Gregory Wester	2006 325i
Heyward White	2002 530i
TJ Williams	
Kathleen Williams	
Andrew Wu	
Stephen Yam	
Yue-Ling Yang	
Phillip & Amanda Yates	1993 525i
Tonya Yeldell	
David Yi	2005 330i
Thomas A. Yorty	1998 328i
Ed Yumping	1983 320i
Raul Zambrano	1997 740iL

## 2006 CAR OF THE MONTH

### Is your BMW worthy of being a Car of the Month?

If you'd like to see your pride and joy in an upcoming issue of *dB*, send a brief description with photos to Concours Chairman Richard Pineda for consideration. If you are selected, Richard will contact you for details and additional information. Richard can be reached by email at [Rypineda1@cox.net](mailto:Rypineda1@cox.net) or by phone at 703.625.7416.

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**Cost:** Ads are free to current club members. Membership numbers must be included.

**Important Change: Classified Ads will no longer be accepted by email.**

Please see the chapter web-site at [www.nccbmwcca.org](http://www.nccbmwcca.org) and click on "der Bayerische" and then "Classifieds" to submit an ad. Ads for coming issues of *der Bayerische* will be pulled from the web-site on the first day of even-numbered months to appear in the subsequent issue of *der Bayerische* (e.g. ads for the Jan/Feb issue will be pulled on Dec 1st, ads for Mar/Apr issue will be pulled on Feb 1st, etc).

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## CARS FOR SALE

### BMW 1993 525i

Good overall condition. Can provide pics. 106K. Very reliable. Runs excellent, auto trans is strong. Good tires & great interior. Green w/tan int. I am the second owner. Car has clean Carfax report. Passed MD inspection about 3 months ago. Paint is faded but still shines. Has some scratches in trunk where a tree limb fell on it. Also has a moderate vibration when braking. Car is average for the year with good mileage. Clean title. Only selling because insurance is killing me on three BMW's! \$3000.00 obo. Will also trade for 4WD vehicle in like condition. Contact Phil Yates [fudgelunch@comcast.net](mailto:fudgelunch@comcast.net)

### BMW 2000 528i

WBADM6345YGU16570 CPO, 100,000 or 3/06 warranty. Black/grey leather. 74k miles Sport and Premium pkg. Inspection II just performed. New Tires. Heated seats, Xenons, 6-disc CD w/ cassette, Moonroof, Retractable rear sunshade, K&N Air Filter. Will include one year old Bridgestone Blizzaks on 1000 Miglia rims. Excellent condition. Like new. Pictures available \$17,500 obo; MUST SELL. Contact James Chew 540-907-2867 or [jameschew@mac.com](mailto:jameschew@mac.com)

### BMW 1983 633Csi

WBAEB7405D6725502, Graphite/pearl leather, 67k miles, 5-speed, looks and drives great, body and interior in excellent condition, no rust, always garaged, minimal winter miles, sunroof, front end bra, original booklets and sticker, non-smoker. Barry 301-652-6380 or 301-299-4771 (MD)

### BMW 1989 750iL

Champagne colored 1989 BMW 750iL located in Fort Washington, MD, VIN WBAGC8314KDC74211, 165,000 miles. Car is loaded and was originally owned by Virginia governor Mark Warner (have records to demonstrate this). This car has been well maintained over the years (we have owned it since 1997). Too many things to list. Asking \$3,750. Serious inquiries may call 703-862-4065 or email [gpohren@yahoo.com](mailto:gpohren@yahoo.com).

### BMW 1988 M5

WBSDC9303J2875354 Black/tan, 154k miles, Original Owner, very clean, well-maintained, Dinan suspension, chip, E32 brakes, recent years: clutch, exhaust, E32 bushings, diff mount, oil pan gasket, all fuel lines, hoses, belts, brake & clutch master cylinders, \$11,500, John 703-549-6445, [jhx@verizon.net](mailto:jhx@verizon.net) (VA)



## CARS FOR SALE

### BMW 1988 M3

VIN WBSAK0304J2197523; White ext/Stripped int; 2.5L "stroker" engine; adjustable GC suspension; custom 8 pt welded cage; details/pics at <http://members.cox.net/mfox>. Michael 703-903-2515 or [mcofox@usa.com](mailto:mcofox@usa.com) . (VA)

### BMW 1986 L6

WBAFG241XG1090974, Auto/selectable shift. Dark Grey, Hand Stitched Leather Light Grey. Every option. Car is in unbelievable shape. Only 81,000 miles, been babied since new. This car has been kept in superior condition. No damage or wear. \$12,000. Mike 703-644-5331 [dianmike@erols.com](mailto:dianmike@erols.com) (VA)

## PARTS FOR SALE

**SPRINGS** front and rear (for SLS) stock '88 M5 (44k miles) \$50.

**BRAKE** Calipers - used, rebuildable or core parts.

E32 fronts, calipers only, no carrier brackets -- \$20

E28 rear, calipers with carrier brackets (takeoffs from M5) -- \$30

John 703-549-6445

Pick up in Alexandria, VA or add shipping to price.

### (2) BMW 2001 325 Wheels

Two (2) BMW factory alloy rims in excellent to brand new shape. In boxes. Part # 1094498 Perfect for snow tires. \$275/pair. Steve 301-512-9801, [selden@umd.edu](mailto:selden@umd.edu) (MD)

### E36 15x7 10-spoke alloys

Wheels - still got 'em!. Factory 15x7 10-spoke alloys from 1997 318ti Sport. BMW p/n 118 2 608 2. Perfect for snows for your E36. Cheaper - \$100 for 4! See <http://www.buycarwheels.com/03BMW03/CarWheels/318ti/> (BCWALY59225U10) for picture. With ContiTouring tires: 2 shot, 2 with 30% tread left. Gary 410-740-2051; [gary.ketner@gmail.com](mailto:gary.ketner@gmail.com) (MD)

### Thule Bike Rack

Fits E46 3-series (1999-2005). Thule roof mount system (base) \$100. One fork-mount bike carrier \$50. Whole system bolts direct into roof lugs - nothing touches the paint. Good condition. Dan 703-307-4814, [dano150@aol.com](mailto:dano150@aol.com) (VA)

### Winter Tires and Rubber Mats 2001 325i

2 Vredestein Wintrac H-rated Snow Tires without rims for a 2001 325i. The size of the tires is 20555R16. The tires were used for 3 winters in Northern Virginia. The tread is still very good. The rubber mat set (front and rear) is grey. \$150.00 obo John 703-435-7672 [jffarmer1@hotmail.com](mailto:jffarmer1@hotmail.com) (VA)

**E36 Wheels and Snow Tires** - Borbet Type T 15 x 7 with Michelin Pilot Alpin snow tires. Wheels in very good shape, tires have 4-5 mm left. \$300 plus shipping. DC area pickup preferred. 703-675-2212 [marc@plante.com](mailto:marc@plante.com) (VA)

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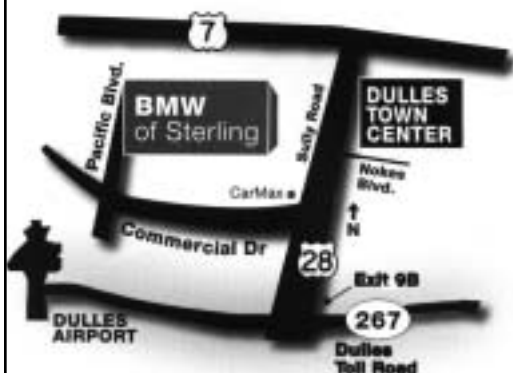


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