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National Capital Chapter

BMW Car Club of America

March/April 2006



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**Cover:** BMW Z4 M Coupe  
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# derBayerische

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## President's Message

My wife, Marie, and I were driving South through Alexandria in the darkness on our way to the Chapter holiday party, in my clean and shiny dark blue '95 M3. I stopped at a light, and up beside me pulled a bright red, gleaming '89 325i, looking entirely clean and correct. The couple inside were total strangers to me, but something told me I might know where they were headed. We each rolled-down our windows, exchanged pleasantries, and proceeded to the next light. Again, down came the windows, and continued more cheerful conversation and laughter.

Out of Alexandria and down the GW parkway, we paced each other down to the Mount Vernon Inn. I was already in the foyer when I walked my new old friends, we introduced ourselves to each other by name; and I found out that they were Al and Denise Walker. And this was one of their first Chapter events.

How cool is that, making instant friends with perfect strangers? While driving in your car? People from every background, of every race and religion and nationality, sharing only an irrational attachment to rolling boxes of steel and glass made by Germans.

The marketing profile does not say that the typical BMW owner is friendly, welcoming, generous, and loves to laugh, but that is my experience with CCA members. I've been to autocrosses, tours, concours, and driving schools, and in each activity I have been welcomed and accepted. It's not about the cars, it's about the people. And, for whatever reason, CCA members embrace new friends.

If you are one of our many inactive members, consider making 2006 the year in which you experience the welcome that you will find at Chapter activities. Me, I'm hoping I have a chance to show Al around the autocross circuit. I'll even loan him a helmet. After all, he's a new old friend I met while driving down the street one Saturday evening. That happens all the time, right?

Roy Morris



### Detroit Rock City

Some friends and I decided to take a trip to Detroit in January to see the North American International Auto Show. None of us had ever been to Detroit, so we didn't quite know what to expect, but we were up for an adventure. I'd say we got our money's worth.

Our prime consideration being location, we booked rooms at the Hotel Ponchartrain, which is adjacent to Cobo Center. Their slogan is "One of Detroit's Finest Traditions", based on that, I'm guessing that Detroit's traditions include peeling paint in the bathrooms, stained carpeting throughout, and strung-out hookers hawking their wares in the elevators. Besides all that it was a really nice place!

You couldn't beat the old Pontch's convenience, though, as we were able to walk right across the street to the show. If you've never

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**I'm guessing that Detroit's traditions include peeling paint in the bathrooms, stained carpeting throughout, and strung-out hookers hawking their wares in the elevators.**

---

been, I recommend putting the Detroit auto show on your once-before-I-die list. The displays were fantastic, the cars were beautiful, and the car models were...very knowledgeable (my wife might just read this). I know the official car of the show was the Honda Civic,

but I think most would agree that the popular hit of the show was the Dodge Challenger concept. There was a huge throng of mouth-breathers around the turntable the Challenger was on, all listening intently to the spiel from the car model as though she were giving instructions on how to lose 10 lbs a day on a diet of corn dogs and ice cream.

I suppose the hit of the BMW display, in lieu of the 1 Series, was the Z4 Coupe concept. For my money, the coupe-ization of the roadster transforms a car I really didn't care for into a pretty sweet-looking ride. Maybe it's just me, though, since I felt the same way about the Z3; I thought the roadster version looked a little girly and preferred the tougher, more purposeful look of the coupe.

Another interesting nugget from the show, that I haven't seen elsewhere, is that the E46 M3 they had on display was a Competition Package car; identified by the special Interlagos Blue paint and the awesome 19" M Cross Spoke wheels that are special to this model. This car looked even better in person than in pictures, and that color suits it very well.

Coming back to the Pontch that evening after the show, there was a disturbance in the lobby; something you don't see every day, either. A group of guys wearing cowboy hats and boots were checking-in from Boulder, Colorado. Apparently one of the guys and his "partner" got into an altercation over a belt

buckle. From what we could gather, one of the guys used to be an entertainer in some kind of rodeo and his special friend had spotted one of his prized buckles being worn by one of the other fellas. He recognized it immediately as the infamous "Brokeback Mountain Buckalo Man of the Year" buckle.

I'm guessing such a buckle represents a romantic commitment between the wearer and the owner because, as soon as he saw it, the first guy shrieked at the top of his lungs and

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**For my money, the coupe-ization of the Z4 roadster transforms a car I really didn't care for into a pretty sweet-looking ride.**

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began to beat the other guy over the head with his man purse. The Buckalo owner tried to intervene and was summarily clocked on the noggin himself. We watched the action from a safe distance and, luckily, the hotel staff was there to break it up before anyone was seriously hurt.

NAIAS Detroit 2006...it was quite a show, both inside and outside of the Cobo Center. I'm not sure if we'll go back, but we certainly had a lot of fun and will remember it for many years to come.

Have Fun, Be Safe  
Rob Williams

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# CALENDAR OF EVENTS

## January

- 7 FunkTion Auto Group Private Open House (Dulles, VA)
- 8 Karting League <sup>(3)</sup>
- 14 Holiday Party and Annual Meeting (Mount Vernon Inn, VA)
- 15 Mini Grand Prix <sup>(3)</sup>
- 22 Karting League <sup>(3)</sup>
- 29 Karting League <sup>(3)</sup>

## February

- 5 6th Annual Superbowl Mini Grand Prix <sup>(2)</sup>
- 12 Karting League <sup>(3)</sup>
- 16 Get-together (On the Border, Rockville, MD)
- 26 Karting League <sup>(3)</sup>

## March

- 5 Mini Grand Prix <sup>(3)</sup>
- 23-26 Gateway Tech (St. Charles, MO) <sup>(2)</sup>

## April

- 1 Highway Safety School (Jefferson Circuit, Summit Point, WV)
- 2 Drivers' School (Jefferson Circuit, Summit Point, WV)
- 9 Spring Driving Tour to Bleu Rock Inn (Washington, VA)
- 15 Autocross #1 (Bowie, MD)
- 20 Get-together (Fairfax, VA)

## May

- 7 23rd Annual Deutsche Marque Concours
- 13 BMW Club Day (Performance Center, Spartanburg, SC)
- 20-21 Driver's School (Shenandoah Circuit, Summit Point, WV)
- 21 16th Annual Jefferson 500 and BMW Corral (Summit Point, WV)

## June

- New Members' Party (TBD)
- 15 Get-together (On the Border, Rockville, MD)
- 15-16 Marque Madness II with Audi and Mercedes Benz @ VIR (Danville, VA)

## July

- 16 Autocross #4 (Bowie, MD)
- Summer Driving Tour (TBD)
- 23-29 Oktoberfest (Grand Rapids, MI) <sup>(1)</sup>

## August

- 5 BMW CCA Club Race @ Summit Point (Summit Point, WV)
- 5 Autocross #5 (Bowie, MD)

## September

- 9 10th Annual Shenandoah Concours (Edinburg, VA)
- 23-24 Drivers' School (Summit Point Raceway, Summit Point, WV)

## October

- 19 Get-together (Fairfax, VA)

## November

- Fall Driving Tour (TBD)
- 11 BMW Club Day (Performance Center, Spartanburg, SC)
- 11-12 Drivers' School (Jefferson Circuit, Summit Point, WV)

## December

Check the website for the latest calendar.

<sup>(1)</sup> <http://www.bmwcca.org/members/ofest/>

<sup>(2)</sup> <http://www.stlbmwcca.org>

<sup>(3)</sup> <http://www.allsportsgp.com>

For the latest info, check out the Chapter website: [www.nccbmwcca.org](http://www.nccbmwcca.org)  
(Future events will be listed as soon as information becomes available.)

**Highway Safety School**

Saturday, 1 April 2006  
Jefferson Circuit

Join us at Summit Point Raceway's Jefferson Circuit for our annual Highway Safety School. This car-control clinic is only offered once a year and is an excellent way to learn why BMWs are such great handling cars. If you're planning to attend a drivers' school or autocross for the first time, this is an ideal way to start – it's low speed and you'll receive top-notch, individual instruction covering all aspects of car control. Even if you're an old hand at driving, you'll learn something new about your car or yourself, guaranteed! And it's loads of fun, too! Make it an even more exciting week-end by signing up for the drivers' school the next day; this will give you an opportunity to immediately put your newly-acquired skills to use. Why not sign up your loved one or the new driver in the house while you're at it?

*Directions to Summit Point Raceway: From No. VA, take the Dulles Toll Road, Rte. 267, west and continue onto the Dulles Greenway to Leesburg. Exit onto Rte. 7W towards Winchester. Exit onto US 340 towards Charlestown. At about 1/2 miles, turn left onto Rte. 611 and follow into Summit Point, WV. Turn left at the "T" onto Summit Point Rd. The track is about 1/2 mile on your left (Speed Limit 30mph). Follow signs to Paddock. From Baltimore, Take I70 West to US 340 West. Continue on US 340 into Charlestown, WV. Continue straight onto Rte. 51 West in Charlestown. Bear left (go straightest) at the three-way stop intersection on Summit Point Rd. The track is about 8 miles on your left. Follow signs to Paddock.*

Additional information can be found at [http://www.nccbmwcca.org/index.php?driving\\_schools](http://www.nccbmwcca.org/index.php?driving_schools)

**Drivers' School**

Sunday, 2 April 2006  
Jefferson Circuit

Well, it's spring and what you want to be doing is tromping around in the backyard, right? Heck, no! You'd rather be at a Drivers' School! Come join your fellow Chapter members at our Jefferson Circuit Drivers' School at Summit Point Raceway and have some fun – the spring planting can wait. And, if you attended the previous day's Highway Safety School, this is an ideal way to immediately "stretch out" and apply your newly-acquired driving skills.

Additional information can be found at [http://www.nccbmwcca.org/index.php?driving\\_schools](http://www.nccbmwcca.org/index.php?driving_schools)

**Spring Tour to the Bleu Rock Inn (Washington, VA)**

Sunday, 9 April 2006  
Time: 9:30 a.m.  
Starting from: Centreville, VA

Winter is over and we are ready to hit the road! This time we start our tour in Centreville, Virginia, whence our excursion will take us over some of our favorite back roads and where we'll discover some new ones. Expect the drive to take two hours. We will enjoy a lunch buffet at the Bleu Rock Inn in Washington, Virginia; a new venue, however, highly recommended. The driving tour will be self-guided using the usual basic road rally instructions. Be at the Start by 9:30 a.m. (for a brief drivers' meeting); we start out promptly at 10:00 a.m.

Brunch is buffet-style and is \$20 per adult, \$10 per child. If you are interested in joining us for lunch (it's optional, you are welcome to come just for the drive and skip the brunch), please mail a check in the appropriate amount, payable to NCC BMW CCA, to Steven Schlossman

at 18265 Smoke House Court, Germantown, MD 20874 no later than April 1st to guarantee your reservation. We have a reservation for 50 people. Please check our website for further details and route instructions (once they become available). For additional information, you may contact Steven Schlossman via email at: [steven@happytogether.com](mailto:steven@happytogether.com). Look forward to seeing you there.

*Directions to the start: From Baltimore: I-95 South to I-495 West. (continue below).*

*From Maryland/Virginia: I-495 to I-66 West Travel 13 miles to Exit 52, (Centreville Route 29) Left at traffic light onto North 29. Right at third traffic light (Centreville Dr.). Immediate left at St. Germain Dr. Straight at STOP. We will meet in front of Nova Floors. Bagel Bakery and a Mobil gas station are near the Start.*

Bleu Rock Inn <http://www.bleurockinn.com>

**Club Day at Spartanburg (formerly the NCC //M School)**

Saturday, 3 May 2006  
BMW Performance Center, Spartanburg, SC

Come join us for our first NCC Club Day event of 2006 at the BMW Performance Center in Spartanburg, SC. This highly acclaimed event is designed specifically for our Chapter and directed by the enthusiastic and highly-skilled instructors at the Performance Center. It is truly a one-of-a-kind event!

The day is divided into morning skill and afternoon competition sessions. Morning exercises include instruction sessions on wet and/or dual skid pads, braking & handling, accident avoidance and autocross courses. Afternoon competitions include the wet oval rat race (DSC OFF), the wet and dry skid pad rat race, and timed autocross events. After-lunch classroom instruction helps us get back to basics. After a full day of driving, participants are treated to an M3 taxi ride – BMW style! Best autocross time of the day takes home the coveted Club Day Performance Center Trophy. Did we mention the Performance Center supplies the cars, gas, tires and lunch for the day?

NOTE: This event primarily features BMW //M cars and, for this school, our first drive in the new V10 M5! The Performance Center staff continually makes changes to update and refresh the program. Session contents may change depending on time schedules and new product model availability.

This school is strictly limited to 32 lucky participants. The cost is still only \$500 per person. Completed applications will be accepted on a first-come, first-served basis. Applications will be considered complete upon receipt of both the registration form and full payment. Your check reserves your spot! Registration begins on March 1st. Please fill out the website online form at [http://www.nccbmwcca.org/index.php?club\\_day](http://www.nccbmwcca.org/index.php?club_day) and print a copy. Submit your online registration form through the website and mail the printed copy along with your check or money order made payable to "NCC BMW CCA" to: Jerry Poliquin, 7700 Lear Road, McLean, VA 22102. Deadline to receive completed applications is March 31, 2006.

National Capital Chapter members will have first priority for registration, followed by non-NCC BMW CCA members. Each member may bring one non-member driving guest. Each driver must pay the entire fee to participate. Based on high demand and past experience, you should act early to reserve your spot. This event always fills up quickly.

Cancellation Policy – Last day to cancel without penalty is April 15, 2006. If we can fill your slot after that date, you will receive a full refund. If your slot cannot be

filled after April 15, no refund will be provided.

We will once again be organizing a Friday morning convoy from Northern Virginia to Spartanburg for all interested attendees. NCC group rates have been arranged through the Westin Hotel in Greenville. Factory tour and dinner reservations have been made for the group. Please contact Jerry Poliquin at [gspoliquin@cox.net](mailto:gspoliquin@cox.net) or Doug Verner at [NCCDSRegistrar@mac.com](mailto:NCCDSRegistrar@mac.com) for questions or additional information.

See you in Spartanburg!!!

P.S.: The next Club Day is scheduled for November 11, 2006.

**Changes**

Please check the website for updates and changes in this program.

**Schedule**

Friday, 12 May 2006

5:45 a.m. – Meet and sign-in at the Manassas Cracker Barrel, just off I-66W  
6:00 a.m. – Convoy leaves for Greer, SC  
2:45 p.m. – NCC Group Zentrum and Factory Tour/BMW CCA National Office Visit  
5:30 p.m. – Check-In @ the Westin Hotel in Greenville  
6:30 p.m. – Group Dinner @ Barley's in Greenville

Saturday, 13 May 2006

7:45 a.m. – Meet @ Performance Center  
8:00 a.m. – Drive day begins  
5:00 p.m. – Drive day ends  
6:30 p.m. – Group Dinner @ Blue Ridge Brewing Company in Greenville

Sunday, 14 May 2006

Drive home as a group or on your own.

Note: The Spartanburg factory is currently closed for reconfiguration and production of new models. If there are no tours available for the May event, we will leave at 7:00 a.m. on Friday morning.

**16th Annual Jefferson 500 Vintage Race Corral**

Sunday, 21 May 2006  
9:00 am till last race

If you love vintage racing cars this is the place to spend your Sunday! From our vantage point between the carousel and turn eight you can see old bathtub Porsches and skinny wheeled Morgans sliding through the turns and dicing it out for position. If you get lucky you might even see a vintage BMW.

Members will be treated to your better than average lunch faire by the Bavarian Inn. This is one of the best events on the calendar, newcomers get to see what Summit Point Raceway is all about and the veterans come to share fish stories about this turn or that apex. Private BMW Club parking.

Tickets are \$20 at the gate. \$15 with BMW CCA membership card at the gate.

So don't forget your cards and your coolers, this is a BYOB event.

Please use the registration form on the NCC website to RSVP.

Additional information <http://www.jefferson500.com>

**Oktoberfest**

23-29 July 2006  
(Grand Rapids, MI)  
See [www.bmwcca.org](http://www.bmwcca.org) for details.



# Funktion Auto Group Open House

By dB. Photos by Victor Naumann of Red Sky Photography

Funktion Auto Group hosted a lavish open house exclusively for BMW Car Club members on Saturday, January 7, 2006 at their brand-new showroom and service facility in Dulles, Virginia. Approximately 70 members enjoyed the opportunity to check out the state-of-the-art service facilities, watch race car videos on the big screen TV, munch their way through a catered lunch, and learn about race car alignment at a detailed tech session given by head technician Tim Cobean. Of particular interest was the Radical SR3 race car, which is a motorcycle-engine powered, 1,000 pound, fiberglass-bodied track and race car that competes in SCCA as a D or C Sports Racer. A free alignment was won by Paul Vessels, our former concours chair.

dB chatted with Funktion owner Walid Achi over a coffee dispensed from the shop's complimentary espresso bar in the customer lounge.

dB: Walid, this whole place is brand new, including all the equipment. How long have you been in this business?

sports cars. I decided to take the plunge and open a shop catering to people equally passionate about their cars and driving. And let me tell you, I have never been happier.



(Above) Under the hood of a very clean CSL. (Above, right) Sara Scarlett sits in a Radical as Al Zavala (passenger side), and Dave Miller, Roy Morris, and shop owner Walid Achi (back to front on driver's side) look on.

WA: We just opened. Before this I was involved in the technology businesses, but I had been a car enthusiast forever and track day junkie for about 6 years, doing driving events with my M Coupe. Although technology was financially rewarding, it just didn't fill me with the passion that I have for

dB: You drive an M Coupe? The rolling breadbox?

WA: You bet. In black. With a half-roll cage and harnesses and lots of chassis modifications. I love that car. My wife has a new 5 Series. We're a BMW family.





*dB* : What's the story on the Radical?

*WA*: The Radical is hand-made in England. Although it's made for racing, it's very user-friendly and adaptable for recreational track driving. Think of it as a 200 horsepower kart with a passenger seat. It's a blast. Most serious track enthusiasts end up with a dedicated track car anyway; why not drive something that was built as an affordable and reliable race car from the ground up. Funktion is the exclusive Radical distributor for the mid-Atlantic area.

*dB* : There seem to be a bunch of other automotive businesses in this complex.

*WA*: Yes, it was by design and planning that we convinced specialty automotive shops to buy-into the center. As a result, Grand Touring (a Ferrari restoration shop) and Mitch Piper of Piper Motorsports have moved here. This whole building will become a center for performance driving and exotic sports car enthusiasts.

*dB* : You can't make a living selling Radicals, can you?

*WA*: We don't intend to. Our primary focus is on service, maintenance, and performance modifica-



tions as well as sale of cars. What makes us different is that I come to this business out of choice, out of passion for the sport and for the vehicles, not as just a way to make a living. We also do things differently on the service side. We have our customers directly interface with the technicians, without having a service writer as a buffer, so you get to express exactly what you want to the technician who will make it happen and fix it on the first try. I am all for Quality and

*(Above Left)* ...and this bed feels just right. A young racer finds a nice place to relax.  
*(Above)* The work bays at Funktion Auto are spotlessly clean.  
*(Left)* A vintage CSL "Batmobile."

Not the Quantity. We opened our doors first to the BMW Club, not just because I'm a CCA member and BMW driver myself, but also because we want to spread the word in the performance driving enthusiast community. But we intend to embrace all the performance Marques such as Porsche, Lotus, Mini, Audi, and Noble to name a few.

*dB* : Well, Walid, we wish you the best of luck.

*WA*: Thanks. Please tell my fellow members they are welcome to come by any time just to talk cars, have an espresso, and share our passion for cars and for driving.



*(Left)* The well-appointed waiting room at Funktion Auto.  
*(Above)* Richard Pineda's Ferrari Challenge Stradale sits in the parking lot.



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Rob Williams photo



# The Annual H *Keeping You*

A cold North wind blew through our area on January 14th, the night of the National Capital Chapter's annual Holiday Party. The wind was so strong, in fact, that the power was knocked out at Mount Vernon and our evening was illuminated by free-standing work lights powered by a generator.

The staff at Mount Vernon Inn took the difficulty in stride and managed to pull off a wonderful event. The food was excellent and the candlelit atmosphere was actually kind-of fun, especially considering our historic venue.

It was a virtual love-fest at the podium as our outgoing chapter president, Rafael Garces, made an eloquent speech thanking the board members and committee chairs for their help and support during his term; then he introduced Roy Morris as our new Chapter president. Before launching into his stump speech, Roy took a moment to present Raf with a nice watch from the BMW Lifestyles Collection to thank him for his service to the Club.

Having just served a term as Treasurer, the central plank in Roy's presidential platform was that the Club was very healthy financially



Rob Williams photo





# Holiday Party— in the Dark

By Robert Williams  
Photos by Bob Stern



(see page 28 for year-end 2005 financials) and he promised to "spend some money" on the members, in the form of reduced fees and subsidizing of Club events. For evidence that this policy has already been implemented, see the "Driver's School Notes" article on page 17; the Club is keeping the fee for its Drivers' Schools the same this year as it was last year, despite the fact that track costs and other expenses have increased.

Bogdan Poplacean did a great job organizing the raffle, which was a real highlight of the evening. We'd like to thank Bimmerworld, Martin Motorsports, OG Racing, and Griot's Car Care for donating prizes for the raffle. And, last but not least, Taylor Flynn was the lucky Grand Prize winner of a set of tires from Radial Tire, in Silver Spring, MD.

The party was a resounding success and everyone seemed to have enjoyed themselves. Thanks to Tim Wesling and Bob Stern for organizing a very well-run event!



Rob Williams photo







# NAIAS 2006 Detroit: A Happy New BMW Year

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

The faithful arrived early, eager to meet and mingle with the all-star players that were inside. Each had their favorites and many were clutching cameras, hoping to have their pictures taken with the stars they had previously admired from afar. For some, it was a once in a lifetime event, for others it was an annual tradition. The players themselves were going through last minute rituals – a final inspection of their equipment, a final look of assurance.

Finally, the gates opened and the crowds entered quickly, but in an orderly manner. Thus began Detroit's annual Super Bowl of the automotive world, the North American International Auto Show for 2006.

For the BMW enthusiast, this year's Super Bowl was quite an event. The display was divided in to three sections, actually four counting MINI.

One section featured the M vehicles; the new M6, the M5, the current E46 M3 and M3

convertible, the new Z4 M Roadster, as well as a special treat, the Z4 Coupe concept. The second section had an X3 hybrid concept vehicle, which featured a direct-injection diesel engine with integrated starter and generator, and super capacitors. The third section featured the rest of the BMW models. MINI



had its own section, featuring the soon to be produced MINI wagon.

We met and chatted with the BMW leadership, Dr. Helmut Panke, Adrian Van Hooydonk, Tom Purves, Rob Mitchell, Bill Scully, and David Butchko. After inspecting and discussing the Lexus, Mercedes, and Infiniti offerings with Adrian Van Hooydonk, we couldn't help but notice his feeling of redemption. Every one of those manufacturers was now blatantly following BMW's design lead. While still polarizing, the performance-luxury market has again acknowledged BMW as the benchmark.

## **The Z4 M Roadster**

The letter "M" has a special significance to BMW enthusiasts. Simply put, "M" means a no-compromise ultimate driving machine.

*(Top) The Z4 Coupe was stunning in flat silver paint. (Left) The coupe shows off its cargo-carrying advantage over the roadster.*



(Clockwise from above) The Z4 coupe from its best angle. The coupe interior. Z4 M Roadster and M Roadster interior.



All "M" BMWs must produce at least 100 horsepower more than the highest performance non-M model of the same chassis. They must handle like no other, while yielding a smooth ride to encourage extended driving. There will never be a conventional automatic shifter in an M, SMG is allowed, but only because of its connection to Formula 1 racing.

The new Z4 M Roadster follows in this tradition. The 3.2 liter in-line six produces 343 horsepower at 7,900 rpm and 365 foot-pounds of torque at 4900 rpm. With this lightweight chassis, the new Z4 M Roadster can travel from 0 to 100 km/hr in 5 seconds and has a top speed of 250 km/hr. The ultimate BMW "M" enthusiast would do well to add one of these to their collection.



### The Z4 Coupe Concept Study

Mr. Van Hooydonk spent most of his time at the Detroit Show providing personal tours of this vehicle. While some may not appreciate the lines of the Z4, the Z4 coupe provides a more complete vision of this design theme. It makes us wonder why they didn't introduce

the coupe before the roadster.

The powertrain, suspension, and transmission are the new standard hardware for the production Z4, a 3.0 liter in-line six with the smooth and precise manual six-speed shifter. But it was three design areas that caught our eye.

### The X3 Hybrid Concept.





*Ten-nis anyone? M6 (Left) if all you need is two doors and M5 (Right) for those occasions when you need four. Both powered by the new high-reving V10.*

First, was the brushed stainless steel exterior. This finish highlighted the sensual combination of concave and convex surfaces. Second was the greenhouse design. The Z4 Coupe Concept proved that some design themes are accentuated as a coupe rather than a roadster. The smooth hatch opens by the use of a clever Roundel exterior handle. Third was the interior. The driver and passenger seats used lighter color materials, producing a very warm feel.

After the tour, Mr. Van Hooydonk asked for our opinion. Frankly, this is the vehicle that could significantly increase Z4 sales. As a reference, the Viper Coupe outsells the Viper roadster three to one. The coupe transforms the Z4 from a weekend driver to a daily driver. Simply put, the Z4 Concept Coupe would give the market the ideal affordable, fun to drive, performance-luxury

sports car that has not existed since the introduction of the original Porsche 944.

For those of us who wanted a Karmann Ghia or a Porsche 944 in our younger days, our car, hopefully, has arrived. The Z4 concept coupe had a refined production feel. It would not surprise us to discover that the tooling for this vehicle was already in place. At least, we can hope.

### The X3 Active Hybrid

Prius owners have five dirty little secrets that Toyota doesn't want the automotive world to know. First, the vehicle falls well-short of its estimated fuel economy. Second, the vehicles are subject to "sudden stall out", allegedly because of a software defect. Third, the vehicle is uncomfortable to drive long distances. Fourth, the insurance costs could go up significantly due to excessive

vehicle damage and human injuries in the event of an accident. Fifth, Toyota is losing a significant amount of money on every hybrid vehicle sale. The Toyota dealers, however, are enjoying record profits through their "additional dealer markup." As usual, the mainstream press, which has been drinking the Toyota Kool-aid for some time now, refuses to report these issues.

But, Toyota did make hybrids the new definition of automotive high technology and the world's automakers have followed suit.

By now, you all may know that BMW, Daimler Chrysler, and GM have signed and

*MINI Traveller shows off its versatility.*



are executing an agreement to develop a new hybrid vehicle standard. This effort blunts Toyota's efforts to make their Hybrid Synergy Drive the world standard.

BMW has been aggressively developing hybrid powertrains for fifteen years. The Munich research and development center leveraged their California research and development center to develop these systems. The result was the X3 Active Hybrid.

The goal with this vehicle was to have the power of a diesel engine with the responsiveness of a gasoline engine. To achieve these goals, BMW developed three major subsystems — a direct fuel injection six-cylinder diesel engine, a combination active transmission electric motor, and what they call super capacitors, which use charging and discharging technology to produce and store electrical power.

After touring the entire 2006 North American International Auto Show, it was clear to me that BMW continues to set the standard for the ultimate driving machine; but it was also clear that the automotive world is not standing still, that intense competition will force BMW to be even more innovative if they intend to stay at the top of the heap.

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Check the website at <http://www.nccbmwcca.org> for the latest details.

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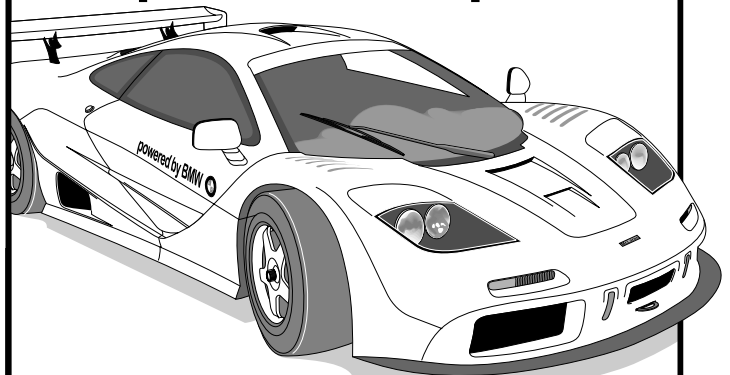
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Because of strong demand for space in National Capital Chapter (NCC) drivers' schools, sometimes we are unable to accommodate all of the students who apply. For schools where applications exceed our school capacity, we will admit students as outlined below.

## Priority Assignment

Students will be admitted in order of application postmark date from among the following groups until school capacity has been reached. Within each group, applicants for both days of a school will be admitted first, and then, if spaces remain, single-day applicants will be admitted. Ties within groups will be broken by random drawings:

1. NCC members
2. Members of other BMW CCA chapters
3. Non-members
4. Those submitting applications postmarked outside of the registration period

To expand the ranks of qualified instructors as quickly as possible, and thus increase the number of students that can be admitted to future schools, applicants who qualify for the NCC instructor-training program (Instructor Academy; IA) or who lack a single IA qualification will be given highest admission priority. Qualification for IA is based on performance in earlier schools. Detailed information on IA can be obtained from the chapter's website at <http://www.nccbmwcca.org>.

In recognition of the importance of volunteer corner workers to our drivers' school program, two spaces (Jefferson and Shenandoah Circuits) or three spaces (Main Circuit) will be reserved for applicants using corner worker credits earned at previous schools.

Unsuccessful applicants will be waitlisted. If spaces become available, applicants will be admitted from the waitlist in order as described above. Applicants who are waitlisted but not eventually admitted receive full refunds of their fees. Waitlisted applications **will not be "rolled over"** to later schools.

## Notes

"NCC member" priority will be given to applicants whose primary or secondary chapter affiliations include the NCC and to applicants with pending NCC membership applications.

The number of novice students admitted will be limited to one-third of the total school enrollment.

Every effort will be made to inform applicants of their admission status three weeks before the school.

## 2006 Event and Registration Period Dates

These dates are subject to change. Check the website for the latest information.

<i>Date</i>	<i>Pre-Registration Begins</i>	<i>Registration Period</i>	<i>Location</i>	<i>Event Type</i>
April 1	January 30	February 6 – 25	Summit Point	Highway Safety School
April 2			Jefferson Circuit	Drivers' School
May 20 & 21	March 13	March 27 – April 8	Summit Point Shenandoah Circuit	Drivers' School
September 23 & 24	July 17	July 31 – August 12	Summit Point Main Circuit	Drivers' School
November 11 & 12	September 4	September 18 – 30	Summit Point Jefferson Circuit	Drivers' School





# Drivers' School Notes

**By Roy Morris, DSSC Chairman**

## Dates

Well, we're getting ready for another year. In case you haven't seen them on the chapter website, <http://www.nccbmwcca.org>, or in Steven's monthly calendar reminder email, here are the tentative dates of our 2006 schools:

- April 1 Highway Safety School, Jefferson Circuit
- April 2 Drivers' School, Jefferson Circuit
- May 20-21 Drivers' School, Shenandoah Circuit
- September 23-24 Drivers' School, Main Circuit
- November 11-12 Drivers' School, Jefferson Circuit

## Registration

The opening dates for registration for the four schools are (mark your calendars) February 6, March 27, July 31 and September 18 (8 weeks before the school), and registration is open for 2 weeks. Although our schools do fill up, historically we have been able to accept every student who applied on opening day. So, if you want to be assured acceptance, apply on opening day. You will not receive confirmation of your acceptance until after the registration period has closed because each student has to be matched to a volunteer instructor, but if you apply on opening day, you can be highly confident that you will be accepted. Another point to note is that your check will not be cashed until after the school is held, to avoid the confusion of making refunds to those whose plans change. On that topic, it's a lot of work to make changes to the lineup after we have matched you with an instructor, so the earlier you can let us

know, the better. If your car breaks down the night before, or on the way to the track, please still call us, so your instructor will not be standing around waiting for you.

Registration this year will be on-line, followed by a mailing of your check. Thanks to Steven Schlossman and Doug Verner for putting in the effort to make this available to members. If there is anyone who does not have access to the Internet, via work, fellow chapter member, the public library, or other means, then we will accommodate you. You should call Doug, me, or any other chapter officer (our phone numbers are listed in the front of *der Bayerische*) so that we can help you out.

Despite the fact that insurance and track rental costs have been increasing at 10% per year, your chapter will keep 2006 pricing at \$175 per day or \$350 per weekend for the third year in a row. This will not cover our costs and is part of an intentional decision by the Board to subsidize chapter activities for the benefit of our members.

## Review of 2005

David Bryan prepared a comprehensive data summary for the DSSC on how many members we served in 2005 in the Drivers' School program. I thought I would share the highlights with you here.

Collectively we put on approximately 400 student-days of in-car education for 147 different chapter members, not counting Instructor Academy days. 75 of the 147 Drivers' School participants were new to driving schools, whereas 37 of the 40 Highway Safety School participants were new participants. We only lost 19 student-days all year

because registered students failed to show up, but still, what a waste of their money and our resources. Due to capacity limits on the tracks we use, we had to turn away (waitlist without admitting) about 30 students (60 student-days).

Financially, we did fine, using \$6,000 of the budgeted subsidy of \$9,000, the difference being the result of not providing the tee-shirts that were in the budget. Our student pricing remained at \$175 per day, which intentionally was set slightly below costs.

From these statistics it appears that we are bringing new people into the drivers' school program at a healthy rate. Also, by and large, we are able to accept most of those who want to participate. With earlier commitments from our instructors, we will be able to confirm student acceptances into schools more promptly.

Instructor Academy/orientation days remain the world's best bargain for quality instructor track time and intensive candidate learning experience (2 to 1 instructor/student ratio). Our pipeline of instructor candidates is healthy and 2006 will see significant growth in the number of instructor candidates. This training is open to all chapter members who attend our schools and want to serve, as they attain the scores needed for admission.

The Drivers' School is entirely dependent on our dedicated NCC corps of volunteer instructors. They deserve a great deal of the credit for our 2005 achievements.

# BMW CCA Club Racing Debuts New Spec Series

By David Hicks BMW CCA# 329646

In response to the growing clamor within the racing community for a budget-conscious race series, BMW CCA Club Racing officials have announced plans to include a Spec E38 racing series for the 2006 season. "The NASA Spec E30 series seems to be gaining popularity, as are other spec series around the country, so we thought an

E38 spec class would be a move that would appeal to BMW club members," said club racing chairman David McIntyre in a press release in January.

Similar to other spec racing classes, the Spec E38 series will feature similar cars with minimal modifications done mostly for safety and track-worthiness rather than performance. As in the other spec classes, performance modifications are strictly limited. While they would never be able to compete with the high-dollar cars in other race classes, competition should be tight within the Spec E38 class since the cars will be so similarly equipped.

For those unfamiliar with BMW chassis codes, E38 refers to 7-series cars built for the 1995 through 2001 model years. There were both V8 and V12 powered cars. Because of the large disparity in power between the two engines, there will be a V8 sub-class and a V12 sub-class. 740iL and 750iL models with longer wheelbases will be permitted in both classes, and will provide the added utility of plenty of room to carry wheels and tires to the track.

All cars will be required to have a six-point roll cage and fire suppression systems. Stiffer

H&R race springs and Bilstein sport shocks will also be mandatory for competition. Certain weight reduction measures will be permitted with minimum weights met for each class.

Reaction to the announcement has been largely positive. "This is a perfect move for [BMW] club racing, and long-overdue, if you ask me", this according to National Capital Region 2004 HPDE Champion Jed Carmona. "BMW owners are typically very wealthy, and most of us have at least one spare E38 sitting around after upgrading to E65s. Also, since all the E38s have automatic transmissions, there won't be any tedious shifting on the track. This is a perfect way to put these cars to good use. And with targets for building the car under \$25,000, I won't even have to sell my rental duplex to finance it."

Opening day for the season will be at Virginia International Raceway on April 1.



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BY WOODY HAIR



# WOODY'S Competition C O R N E R

A new race season approaches and BMWs will be driven in events ranging from Formula 1 to our local chapter autocrosses. Members of the National Capital Chapter will be racing in the American Le Mans Series, Rolex Grand-Am, Grand-Am Cup, SCCA MARRS, NASA, BMW CCA Club Races, vintage sports cars, national and local autocrosses, and the One Lap of America.

As announced in the last issue, the Prototype Technology Group's BMW M3s have rejoined the **ALMS** and will be competing against Porsche 911s, Panoz Esperantes and a newly-announced team of Lexus IS 350s. In January's winter test days at Sebring team owner Tom Milner seemed pleased with their ability to post respectable times despite not having run cars in ALMS trim for several years. In late January PTG and BMW NA issued a joint press release stating that PTG regulars Bill Auberlen, Justin Marks and Joey Hand have been signed as drivers for the number 21 and 22 cars with a fourth driver to be named later. Everyone has assumed that Tom Milner Jr would be the fourth driver, but it has just been revealed that young Tom will sign with Panoz and will be competing against his father's team in the GT class.

The Sebring 12-Hour is the first event in the American Le Mans Series and will be televised live by Speed TV on March 18.

There has been much speculation, including by *Bimmer Magazine* and *AutoWeek*, that PTG will switch to the new Z4-based M Coupe in mid-season. From a BMW NA marketing standpoint this makes a lot of sense. The E46 M3's production is ending and what better way to publicize this new model. However, I wonder if it would be worth the effort and expense to develop an M Coupe race car when there is a V8-powered E90 M3 on the horizon?

The Daytona Rolex 24-Hour race started the **Grand-Am** race season and it was not a good start for BMW. Two Daytona Prototypes were entered. One Riley chassis car was driven by Boris Said, Kyle Petty, and owner Brian Tuttle. It was able to run in the top ten during the first 6 hours but fell back and finally retired with engine ills. The other Riley-BMW driven in part by Shane Lewis and NASCAR's Randy LaJoie had many mechanical ills and finished 38th out of 66 starters. The GT class had four ex-PTG M3s entered, two by Connolly Motorsports and two by Sigalsport. One Connolly car suffered a

broken engine in the sixth hour, and the other was eliminated in the event's most violent crash in the third hour. One Sigalsport car suffered a broken engine in the second hour and the other, driven by Bill Auberlen, Tom Milner Jr., Justin Marks, team owner Gene Sigal, and principal sponsor Matthew Alhadeff finished 16th in class and 31st overall after being in the garage several times to repair crash damage and other items. It was an interesting race to watch with numerous stars from NASCAR, Indy Racing League, Champ Cars, and European series competing with the regular Grand-Am drivers. NASCAR's just-retired Rusty Wallace and Danica Patrick were paired with ex-F1 drivers Jan Lammers and Alan McNish. At one time they were leading the race.

The 200-mile **Grand-Am** Cup race run as a preliminary to the 24-Hour saw Bill Auberlen and Chris Gleason (Turner Motorsport BMW M3) start last of 51 cars in the Grand Sport class after an engine problem prevented them from posting a qualifying time. They drove through the field and finished second to a Porsche 996 by 2 seconds. The second Team Turner M3, driven by Boris Said and Anders Hainer started 19th and finished 8th

*Jacques Villeneuve at the wheel of BMW Sauber F1.06.  
Photo BMW AG*



behind five Mustangs.

A handful of BMW 330s and Z4s were in the Street Tuner class (name changed from the traditional Sport Touring). Will Turner/Don Salama managed to extend their top-six streak to seven ST races by finishing 3rd behind two Hondas – an Accord and an Acura RSX. Remember the BMWs are penalized with air restrictors and extra weight. Two 330s were entered by area SCCA drivers. Alan Himes and Mitch Piper finished 10th and Ed York/Ted Giovanis retired after eight laps. In all there were 88 cars entered in this Grand-Am Cup race. The next event in the Grand-Am Cup series is at VIR along with the ever-growing Grand-Am. It is the weekend of April 22-23. I suggest you make every effort to get there.

The first **Formula 1** race of the season is March 12 in Bahrain. Not only will this be the debut of the new BMW-Sauber team, but 2.4-liter V8 engines are replacing the 3.0-liter V10s. Williams will be using Cosworth engines, and two all-new teams, Scuderia Toro Rosso (owned by Red Bull) and Super Aguri with Honda power will be on the grid. American Scott Speed will be one of the Toro Rosso drivers. New rules include the reintroduction of tire changes and multi-car qualifying sessions that will see the slowest six cars eliminated during the first 15-minute session, six more cars eliminated in the next 15-minute session, and the remaining 10 cars battling for start positions in the final 20-minute session. During the first session cars may run any amount of fuel they chose. Cars that make it to the final session can add any amount of fuel they wish, but must start the race with that same amount of fuel. Got that? BMW drivers Nick Heidfeld and Jacques Villeneuve have not been very positive when assessing their chances for this season, but everyone will be entering new territory.

For many years the **Sports Car Club of America's Improved Touring** category has been considered the cheap way to go road racing. While that may no longer be true with the various Spec RX7 and Spec Miata classes, IT is still the best way to take an older car, make some relatively simple suspension and safety modifications and go racing. The IT-S class has been the home for the BMW 325i, first the E30 version and more recently the E36. Other competitive IT-S cars include the Porsche 944, second generation Mazda RX-7, and original Datsun 240Z. The SCCA perceived that the E36 325i was winning too many races and last year they imposed an air intake restrictor of 57mm – down from the stock 65mm throttle body opening. Marshall Lytle, our chapter's 2005 MARRS IT-S champion, says this cut his top speed at Summit Point by five mph, but the E36 BMW still was the car to beat locally. Around the country the results were mixed and the

RX7s won many races. In January, as many competitors were doing final prep to their cars for the 2006 season, the SCCA announced that the E36 325i would have to run with a "single inlet restrictor" before the throttle body. This 3" long tube narrows to 27mm and is estimated to cut horsepower by at least twenty. There has been a lot of controversy about whether this adjustment was needed, politically motivated, and too late for proper testing before the new season gets started. The SCCA has said it was either this horsepower limiter, or increasing the minimum allowed weight for the E36 from 2,850 to 3,150 pounds. Defending IT-S champion Marshall has said he will give the restricted car a try, but if it is no longer competitive he just might go to BMW CCA Club Racing on a more regular basis. As mentioned earlier, two of the top IT-S runners, Ed York and Ted Giovanis have abandoned the MARRS series for Grand-Am Cup.



*The SCCA-imposed air intake restrictor of 57mm – down from the stock 65mm throttle body opening.*

**Speed Shifts:** The DC Region, SCCA, opened registration for its **autocross** series on the evening of January 8 and all 200 available slots were filled by the next morning. The biggest class change affecting BMW will be the movement of the Subaru STi and Mitsubishi Evo8 from ESP to BSP where the E36 M3 has been dominate in local events. Other changes include moving the BMW 330i with the Performance Package from B Stock to D Stock where the standard 330s reside, and allowing the Mini Cooper S with the John Cooper Works package to be eligible for the STX class. . . . . As of this writing we still do not have dates for the chapter's autocross series. Check the web page for current information . . . . . Bill Scott has established a new race series, the **Summit Point Endurance Challenge (SPEC)**. Spec Miata, Spec RX7, and Spec Ford Racers are eligible. Two weekend events will be on the Summit Point track and two on the Shenandoah Circuit. The first is March 17-19. Is this an effort to show the SCCA racers that the Shenandoah is feasible for wheel-to-wheel racing? NASA raced on the Shenandoah in 2005 and plans another event this year. . . . . "Gentlemen, start your razors!" You may have noticed that Gillette and Shick have been competing with their M3 and Quattro models. Gillette has just introduced a Fusion model at the same time Ford is introducing its Fusion in NASCAR competition. What's next, the Shick Monte Carlo? Crunch

## COMPETITION CORNER CALENDAR

Mar 17-18	ALMS Sebring 12-Hour/World Challenge Races, Sebring, FL
Mar 18-19	Summit Point Endurance Challenge Races, WV
Mar 26	SCCA Practice Autocross, FedEx Field, Landover, MD
Mar 25-26	SCCA Race School, Summit Point, WV
Apr 1-2	NASA Races, Shenandoah Circuit, Summit Point, WV
Apr 8	SCCA National Races, Summit Point, WV
Apr 15-16	BMWCCA Club Races, VIR, Danville, VA
Apr 22-23	Grand-Am/Grand-Am Cup Races, VIR, Danville, VA
Apr 23	SCCA AX #1, FedEx Field, Landover, MD
April 30	SCCA MARRS Races, Summit Point, WV
May 10	One Lap of America Time Trials at VIR, Danville, VA
May 13-14	SCCA MARRS Races, VIR, Danville, VA
May 13	SCCA AX #2, FedEx Field, Landover, MD
May 13-14	Airport Autocrosses, Cumberland, MD
May 20-21	Jefferson 500 Vintage Races, Summit Point, WV
May 20-21	ALMS/World Challenge Races, Mid-Ohio
May 27-29	Grand-Am/Grand-Am Cup Races, Lime Rock, CT



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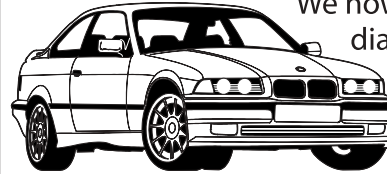
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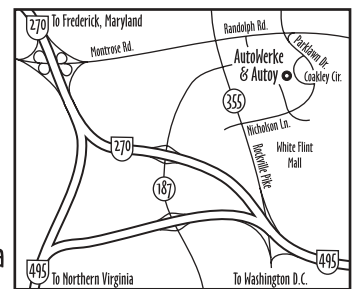
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Model: M3  
Color: Henna Red

**Synopsis:** This month's Car of The Month is none other than the Henna Rot exterior on Schwarz interior of Filippo Morelli's 1988 M3. If there is ever a certifiable BMW addict award, Filippo would certainly rank on the top the list. A mainstay at many an O'Fest and the behind-the-scenes promoter of special interest group gatherings, Filippo is a true enthusiast. His BMW resume includes racing days at Summit, "snapping" paint on Concours cars, turning wrenches on the next project, and heading up the E30 M3 Special Interest Group (<http://www.bimmers.com/m3/>). A long line of BMWs have crossed his hands including 2002s, e28 M5s, E34s, and a fair share of E30 M3s. Don't even ask how many BMW motorcycles! His current and most-pampered M3 is certainly worthy of this month's CoM award.

As of January 2006, this Henna M3 had 42k



original miles on the "clock." The only factory option on the car at the time of delivery was the available CD Changer. Since then, the so called evolution treatments began. Fitted in the engine bay were Evolution II cams, a two-piece header, and Evolution II cam covers. For the interior, Sport Evolution seat belts, Evo shifter, Evo hand-brake, Evo steering wheel, and Evo door sills surround the pilot. And, last but not least, for the exterior aesthetic treatment, an Evolution II front spoiler with aftermarket carbon fiber under splitter, Sport Evolution rear spoiler with aftermarket carbon fiber flap, and Alpina 16 inchers (with proper M3 fitment) were sourced and mounted. Needless to say, this car is every bit immaculate. Filippo is one detailer that is not afraid to disassemble to just get "it" right... and from first hand inspection, I would say that the whole front end has been disassembled. Thanks for sharing Filippo. Get out and drive!

## April

Owner: Paul Wegweiser  
Year: 1973  
Model: 2002 (aka "Emily")  
Color: Malaga

**Synopsis:** The car is originally a 1973 USA model 2002 named "Emily." Far from being an open checkbook restoration - Paul has turned nearly every nut and bolt on the car.

Paul spent 6 years restoring her while making many "period correct" modifications. He tried to recreate the offerings of Alpina circa 1969 with this car, while modernizing a few other bits along the way. The car is routinely driven on 8-10-14 hour road trips where she hums along at 5000 rpm for HOURS.

The engine has 9.5:1 hi comp pistons, tii exhaust, dual Weber 40mm DCOES, and Alpina specification airbox. A 2002turbo radiator keeps it cool via Volvo electric fan controlled by 320i coolant switch.

Paul also installed a stock 4 speed in 1981 - and it is still going strong! The battery is mounted in the trunk with a E30 325i battery cable and



terminal box. Suspension consists of N.O.S (purchased in 1981 - installed last year) Miller and Norburn springs, Bilstein sports, 22/19 swaybars, Alpina steel wheels with Yoko AVS tires. Brakes are complete standard tii specification, exhaust is bone stock tii. Cockpit amenities include Alpina gauges, factory BMW sport steering wheel with original 1960s Alpina crest. Headlights are genuine BMW Euro assemblies with 5w. city lights. Seats are leather E30 325i sportseats.

Bravo, Paul!!!



## NEW MEMBERS LIST



Our membership is now at 5374 members. We also have 741 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 Peder A. Andersen, Louis Balla, Joseph Barbano, Ragnar Borgh, Bernie Campiglio, William Duvall, Joern Esser, Jerry Harold, Kevin B. Helm, Scott C. Horst, Brian Lee, Mark Lipscomb, Alan B. Marsh, John Mason, Cheddy Matthews, A. Gordon Moore, Mark F. Morrissey, Roy Morris, Stephen V. Musolino, Edwin Patton, Roger Picker, Richard Pineda, John E. Pouncey, Christopher David Ruggieri, Christopher Sawwa, Chester Warren Vlaun, Thomas West, Alberto Zamorano for referring members to the BMW CCA.

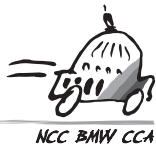
Do you know someone who owns a BMW and is missing out on the rewards of the belonging to the BMW CCA? Parts discounts at local BMW dealerships and select independent service centers. The national monthly publication of the *Roundel*. The Membership Rewards Program from BMW NA. Not to mention all of our 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.

David Alison	2000 540i	Julia Edelen	2001 330i	Richard Kessler	2002 325i
Robert Allbritton	2006 M5	Joe Elwell	1995 M3	Fred & Everton King	
Matthew Allen	1997 540i	Brett Evenstad	2005 330ci	Fred King	1994 325i
Koby Amoah		Daniel Finberg	2003 Z4	Jerry King	2002 540i
Brett Antonides	2001 330i	Eric B. Forden		Larry Kirkland	
Laura Bachman		Kenneth Fountain	2002 325i	Steve Kleege	1969 2002
John Thomas Baker	2002 330i	Elan Freedy	2005 X3	Samuel James Koberoski	1997 M3
Philippa Barnes	2002 330i	Charles F. Fridrich	2001 Z3	Robert Koppelman	2002 530i
Dwayne S. Bateman	1994 740iL	Bing Geeng		Alex M. Kordis	2002 530i
Steven Baur		Harry Geiglein	1997 Z3	Cheryl Lancaster	2005 325xi
Stephen B. Beckley	2001 530i	Curtis Generous	2003 M3	James P. Lawless	2005 530i
Johathan S. Beiser	2006 X5	Greg Gerner		Demetrius Lawson	1997 528i
Scott Blair	1995 M3	Krissy Goff	2006 325i	John Leary	1998 750iL
Erick Blakwelder	1999 M3	Travis Grabb	1995 M3	Kevin Leath	2006 325xi
Jagan Bobbala	2006 330i	Doug J. Graham	2002 745i	Keefe Lee	1989 325is
David A. Bono	1992 E32	Lory Green-King		Eugene Libster	
Kirk Bowen	1997 328ic	Uzi Grindler	1995 740i	Kenneth & Barbie Lim	1995 740iL
Robert Braggs	1999 540ia	Yousaf Gul	1999 M3	M. C. Lipscomb	
Michelle Bush	2005 545i	Bryan Hacker	1992 525i	Simon Lockyer	2000 328ci
Edward Callicott	2001 330i	Holly Happe		Miguel Lopez	
Christopher Scott Campbell	2004 M3	Kevin Harrison		Eugene Luarasi	1999 323i
Alessandro Campiglio	2000 323i	Peter & Elizabeth Hart	1999 Z3	Tim Luke	
Eric Carlson	1980 635	Stephen Harvey	1988 M6	Margarret Madden	
Euro		Phong Hoang	1997 M3	Robert H. Major & Charlene E. Major	1993 525i
Brian & Mary Carroll	2001 740i	Glendale Clinton Hoggard	1999 740iL	Joseph P. Mariani	2006 530i
Tim Cashman		Micah Holmes	1989 M3	James Marino	1998 M3
Sygrid Y. Caudle-Harewood		E. Carl Horst	2005 330i	Paul R. & Clarissa C. Marques	2006 330i
Benjamin Champion	1998 528i	Sam Hyman	2001 540	Fernando Marquez	2002 325ci
MaryAnna Cirlot	1999 M3	Claire Iseli	2005 325i	Dennis Marshalik	2000 528i
Pedro Comacho		Lindsey Itle		Jim L. Martin	2000 328i
Cindy Covell	1995 318i	Dennis James & Regina Lance Jenkins		Chris Mason	
Rodney S. Covington	2006 325	Joseph Johnson		Rodney G. Matthews	2000 M5
M Christian Cullum	2003 M3	Michael J. Johnson	2006 760li	Cheddy Matthews	1999 323i
Peter Michael David	1999 540i	Tim Jones		Kamran Medgalchi	2006 330i
Robert Davidson	1999 M3	Tracy Lavalie Keels	2003 325ci	Mitch A. Metzman	1998 740iL
Carolina De Francisco		Zoran Kehler	2004 X3	Tom Meyer	2006 330i
Chris Dedham	2001 540i	Michael Sean Kelly		Mike & Lori Miller	2003 M3
Mark DeVilbiss	2002 325ci	Darren Kelly	1998 M3	Matt Mills	2004 X3
Brian Dew	1998 M3	Frank Kendall	2000 328i	Maurice Minerbi	1987 325
William Easby-Smith	2006 M5	Larry Kerschberg	2003 530i	Joe Monteil	2003 330ci



## NEW MEMBERS LIST



Anthony Moore	1994 325ic	Ann P. Reilly	1985 325i	Stephen Tinius	1999 525it
Stuart Moulton	2005 330i	Jeremy R. Reynolds	2004 330ia	Baldwin H. Tom	2006 X3
Jeffrey P. Muench	2001 530i	Megan Riddle		Martin Joseph Topor	2004 M3
David Mullins	1997 Z3	John Riedel	1975 2002	Jonathan Tran	
Steve Muth	1999 540i	Gilbert & Joanne Rios	2000 M	Peter P. Tyson	1993 325i
David Myers	2003 330i	Roadster		G. Larry Van Ness	1998 740iL
Richard Peter Nalesnik	1986 325es	Cole Roberts	1998 M3	Carla Von Bernewitz	
Donna Natole	2002 M3	Taylor K. Rose	2006 330i	David Voss	1995 740i
Peter Anthony Naumowicz	2001 M3	Elissa Spinetta Ruggieri	2006 X5	Tanya Walker	1999 528i
Wes Norman	1994 325i	Austin Saladin		Janice Waurin	
David Olson & B. J. Olson		Chris Salter		Matthew A. Weber	1987 325is
Patricia & Howard Osment	2001 X5	Joseph E. & Gayle Santucci	2005 545i	Kenneth Weiss	2004 545i
Jay Patel	2005 X5	Rohit Saran	2003 Z4	Joanna Katherine West	2005 Mini
Mark A. Patterson	1990 325iC	Margaret Sawwa		Cooper	
John A. Patton	2005 545i	Emmanuel Sayoc & Richard Sayoc	2005 M3	Marcus Carl Wilhoit	1997 318is
Russell K. Peavey		Lawrence & Stephanie Singleton	2003 540i	Phyllis I. Williams	
Pavel Pekarsky	2002 330ci	Anders Skandsen		Phil Williams	2001 330i
Barnell Phillips	1997 740iL	Marc D. Skurow		Odysseus Ulysses Williams	2006 525i
Donn Philpot	2006 X3	Doreen Smith	2004 Z4	Patrick Williams	2001 Z3
Michael Anthony Pinckney		Becki Smolana		Kristopher Witten	2005 M3
Thomas Pocock		Manjiri Sonawane		Ken Wolff	2001 M5
Warren Pollard	2000 528i	Grace E. Speights	2006 750i	Scott Wolfkill	2001 M5
Michael Pope	1994 540ia	Steven & Gisela Spring	1995 525i	Jeff Wynne	2004 745li
Bryan H. Potts		Dru Stankiewicz	1999 Z3	Christian Zur	1997 328i
Ian Powell	1974 2002tii	Lloyd James Stiegman	2000 323i		
Juan Price	2002 530i	Pamela Streeter	2005 Z4		
Steve Purrough	2004 330cic	Dwayne Sye	2006 330i		
Thomas & Joyce Reid	2005 325i	John O. Taylor	2002 M3		

**Maryland Club Plate applicants!** If a quick turnaround is necessary, please inquire with Ed when sending in your form. Ed does this in his spare time and can not always turn the form around immediately. **You must send a copy of your membership card with the form.** If you don't, Ed can not be sure that you are a current member and he will **not** be able to send you a form.

## Application for Customized Maryland Club License Plates



Interested in having personalized National Capital Chapter license plates? If you live in Maryland, you can now have them. The four digit number on the plates will be given in sequential order as applications are received. **To apply, fill out this application form and send it, along with a**

**photocopy of your BMW CCA membership card,** to Ed MacVaugh at the address listed on the form. (You may also use the convenient form on our website listed under Club Store.) You will receive an MVA form from Ed that you can take or mail to the Glen Burnie office of the MVA to get your plates. Once you have your new NCC plates, you can return your current plates to the MVA. The cost of the plates is \$25.00, payable to MVA (please

don't send money with your application). Allow 1-2 weeks for your MVA form to arrive. For questions, Ed's email address is [macvaugh@comcast.net](mailto:macvaugh@comcast.net).

Mail to: **Ed MacVaugh**  
**608 Baltimore Avenue**  
**Towson, MD 21204**

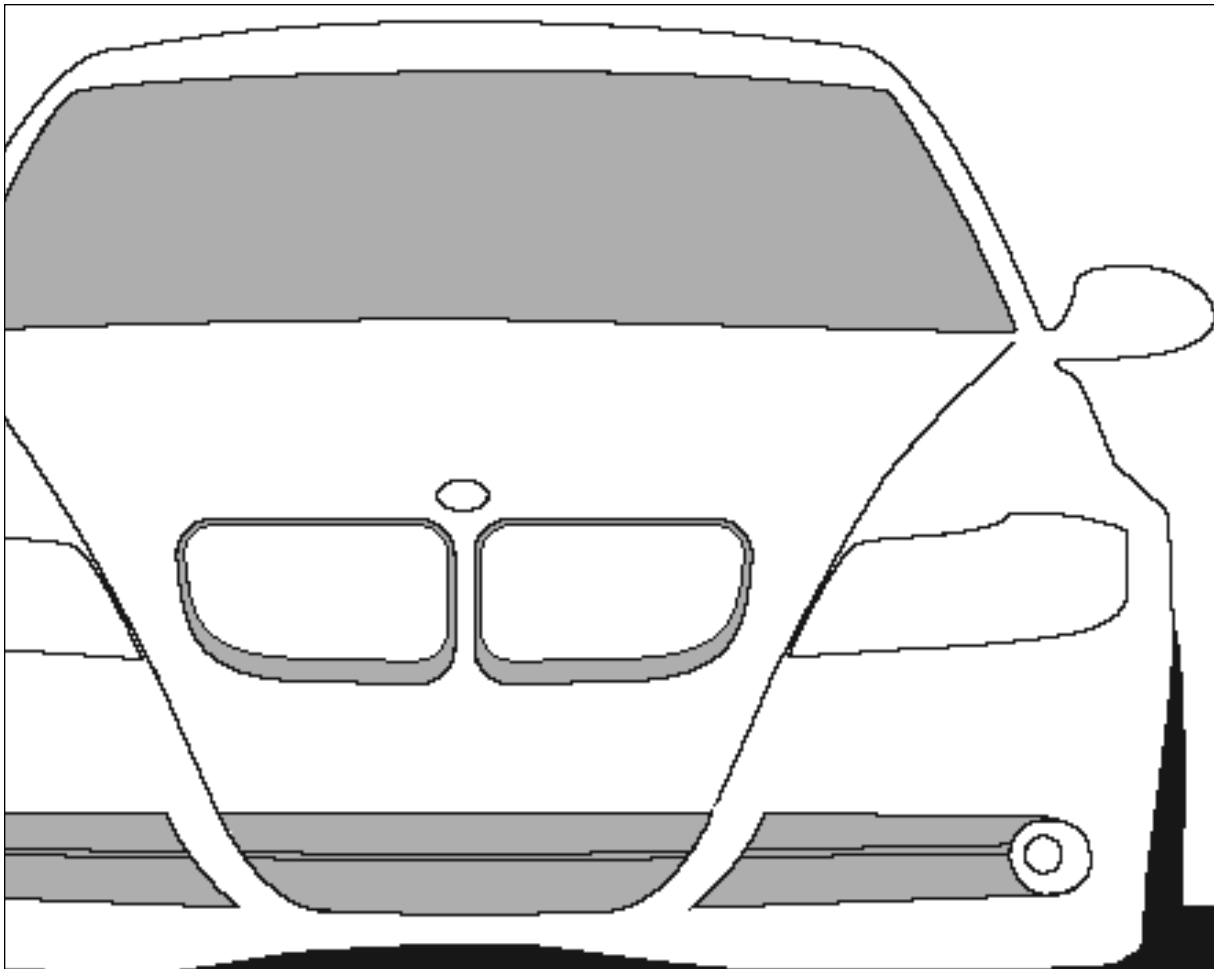
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## CLASSIFIED REQUIREMENTS

**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).

## Advertising Rates

Business card size per issue	\$100	1/2 page per issue	\$350
1/4 page per issue	\$200	Full page per issue	\$450
1/3 page per issue	\$250	Premium placement per issue	\$550

## CARS FOR SALE

### BMW 1986 528e

Dauphin Gray, Tan/Black Interior, 5-speed, 145K miles, service history of all 3 owners, Dinan chip upgrade, runs strong and solid, in good shape, especially for 20 yrs old. We are moving cross country w/3 cars and 2 drivers, would like to take her and may, but would like to see first if another caring home may be found, feel free to call and talk about, we can e-mail pics and tell you all about her. Ph: 703-768-4207 and cell: 703-346-2534 e-mail: [buzzktcg@gtcinternet.com](mailto:buzzktcg@gtcinternet.com) Alexandria, VA

### VW 1997 Passat

1997 Volkswagen Passat GLX VR6 wagon 107,000 miles. 5-speed manual, Black with Sahara Beige leather, heated seats, moonroof, BBS alloys. Bilstein shocks w/Neuspeed springs and strut brace. Original owner, all service records/receipts since new. Serviced at double VW's recommendations. New battery, Kumho Ecsta tires, all-weather floor mats. Recently passed NJ inspection. No accidents, clean Carfax report. Pre-wired for V1. Everything works, needs nothing. Excellent mechanical and cosmetic condition. Pics available. \$5,400 Walt Selva 848-702-3032 (NJ) [vwpassatvr6@comcast.net](mailto:vwpassatvr6@comcast.net)

### BMW 1988 633csi

WBAEB7405D6725502, \$12,000 obo, graphite/pearl leather(i.e. dark gray/cream leather), 67k miles, 5-speed manual, sunroof, front end bra, looks and drives great, body, paint and interior in excellent condition, clean under hood, no rust, always garaged, minimal winter miles, original manual and sticker, non-smoker. Barry 301-652-6380 (MD)

### BMW 2000 540i 6-speed

Electric Red ("japanrot", very rare), Black Leather Vin# WBADN5341YGC95823, 6-speed, 42k miles, Sport Package, Premium DSP Sound, Xenon, Rain Sensor, CD Changer, Heated Seats, SSR GT3 18" wheels, M rear spoiler, after market exhaust (sweet sounding German V8 grunt), non-smoker, immaculate, well-maintained, CPO Warranty till June 29, 2006 or 100,000 miles. Contact Michael Ward at [dawards@aol.com](mailto:dawards@aol.com)

### BMW 1995 M3

WBSBF9326SEH08604 Beautiful Garaged Cosmos Black/Black M3. Leather "Vader" interior. 5-speed manual. Rare 3.0 liter (1995 only) engine OBD-1. Synthetic oil. Red line diff and transmission fluid. Millie Miglia wheels Price: \$14,199 obo. Email [orlando.taylor@navy.mil](mailto:orlando.taylor@navy.mil) or Call (917)653-8783 (MD)

### BMW 1991 850i 6sp

WBAEG1315MCB42215 impeccable condition, Black with light grey leather interior, 57,000 original very Low Miles, One of the very few 6 speeds brought into this country. Custom Fitapaldi carbon fiber wheels, Toyo Proxes T1-S tires. All 4 Cross drilled cadmium plated rotors, Python alarm system and Custom awesome Pioneer stereo head that reads MP3 cd's, CD's and XM radio. 6 disc CD player in trunk, 2 JL Amplifiers (1 - 300x4 for the front and rear Boston Acoustic speaker system). Front speakers are three separates (tweeter, mid range and 6" mid bass), Rear speakers are Boston Acoustics 6" coaxials with a 500x1 JL amplifier for the 2 boxed 10" W6 JL Audio Subwoofers. Asking \$30,500 Call Cliff 301-251-9397 or Cell 202-374-2939 or Email [cliffs475@comcast.net](mailto:cliffs475@comcast.net) Email me if you want photos of this magnificent car.

## CARS FOR SALE

### BMW 2003 M3

WBSBL93403JR22083 -Steel gray / Imola Red, 7400 miles, weekend car, garaged and covered, SMG,19" rims, park distance control, bi-xenon headlights, H&K sport springs, tinted windows, non smoker, perfect, original owner \$44,000 obo, 703-929-2132, [greg@qualityprojectsinc.com](mailto:greg@qualityprojectsinc.com), (VA)

## MOTORCYCLE FOR SALE

### 2001 BMW R1100RL

WB10407B61ZB82764 3,700 miles, impeccable condition, Black with White pin-stripes, chrome valve covers, custom Corbin seat WITH passenger backrest, Formation temperature gauge, Bob's BMW cruise control, E.L.F. Highway pegs, Hard lockable city bags, Chrome valve covers, Signal Dynamics L.E.D. License plate frame, Real Leather front fork tool pouch, PIA 100/65 watt headlight bulb. GIVI real carbon fiber wind screen, Spoke wheels Asking \$7,800 Call Cliff 301-251-9397 or Cell 202-374-2939, [Cliffs475@Comcast.net](mailto:Cliffs475@Comcast.net)

## PARTS FOR SALE

### M Contour Replicas

4 M-contour replica wheels, 7.5 x 17, mounted with Toyo Proxes RA-1s, 235-40-17; wheels excellent, tires good for 1-2 more sessions. \$800. Also 4 Vredestein Wintrac snows, 225/45x17, 80% tread remaining. \$300. Rich 703-931-3067, [osi\\_isis@verizon.net](mailto:osi_isis@verizon.net) (VA)

### E30 Parts brake pads, spoiler lip, switches

E30 parts for sale. Brand new(in box) E30 Pagid front brake pads(\$25). Used IS front spoiler/lip for 325is or 318is, and will fit 1988+ E30s (\$69). Also have headlight and fog switch. Amoah 202-262-0559 or [m3bimmerz@hotmail.com](mailto:m3bimmerz@hotmail.com)

E65 (4) brand new BMW 18 X 7, 14 spoke style 94 wheels with Dunlop Run Flats 225/45R18 New, excellent condition, never used. \$1,500 or OBO. Must sell. Contact Booker Evans 301-628-3147, [bevans@s-3.com](mailto:bevans@s-3.com) (MD)

### (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 301 512 980, [selden@umd.edu](mailto:selden@umd.edu) (MD)

## WANT TO BUY

1999 BMW 528 iT Rear Cargo Cover  
Light gray. Contact Edwin Butler at [efab@bcpl.net](mailto:efab@bcpl.net)

## NCC BMW CCA, Inc. 2005 Profit & Loss Statement

Cash Basis - January through December 2005

### Income

Autocross Income		11,776.09
Concours Income		695.00
der Bayerische Income		
Advertising	5,355.00	
der Bayerische Income - Other	<u>852.00</u>	
Total der Bayerische Income		6,207.00
Drivers School Income		
Instructor Academy Fees	3,075.00	
Merchandise Sales	36.00	
Student Fees	<u>66,170.00</u>	
Total Drivers School Income		69,281.00
G&A Income		
Chapter Dues Rebate	81,582.00	
Interest Income	<u>1,020.16</u>	
Total G&A Income		82,602.16
Holiday Party Income		3,360.00
Joint VIR Event 2005 Income		25,020.50
Social Events Income		1,197.00
Tours & Rallies Income		<u>37,677.00</u>
<b>Total Income</b>		<b><u>237,815.75</u></b>

### Expense

Autocross Expense		
MD County Amusement Taxes	804.00	
Awards	1,684.73	
Equipment	241.23	
Insurance	2,040.00	
Lot Rental	6,200.00	
Supplies	<u>497.94</u>	
Total Autocross Expense		11,467.90
Charitable Contributions		2,663.00
Club Store Expense		29.98
Concours Expense		3,285.75
der Bayerische Expenses		
dB - Labels		3,044.15
dB - Postage	10,274.69	
dB - Printing	22,762.00	
dB - Set Up/Typesetting	9,000.00	
dB - Postage	32.39	
dB - Other	<u>136.61</u>	
Total der Bayerische Expenses		45,249.84
Drivers School Expense		
Corner Workers	6,250.00	
Food & Beverages	2,030.61	
Instructor incentives & premium	1,662.96	
Insurance	5,200.00	
Photocopies	1,182.87	
Postage	116.23	
Supplies	297.90	
Telephone	61.28	
Track Rental Fees	58,695.00	
WV Sales Tax	<u>108.98</u>	
Total Drivers School Expense		75,605.83
General & Administrative Expenses		
Bank Service Charges	215.10	
Licenses & Fees	115.00	
Meeting Expense	1,613.05	
Post Office Box	-	
Postage	16.96	
Supplies	381.14	
Website Hosting	<u>1,085.95</u>	
Total G&A Expense		3,427.20
Holiday Party Expense		10,638.44
Joint VIR Event 2005 Expense		25,463.26
Oktoberfest 2006		230.44
Social Events Expense		9,530.26
Tours & Rallies Expense		
Facility Charges	37,944.62	
Insurance	138.00	
Tours & Rallies Expense - Other	<u>434.95</u>	
Total Tours & Rallies Expense		38,517.57
<b>Total Expense</b>		<b><u>226,109.47</u></b>

**Net Income (Loss)**

**11,706.28**

## NCC BMW CCA, Inc. 2005 Balance Sheet

As of December 31, 2005

### Assets

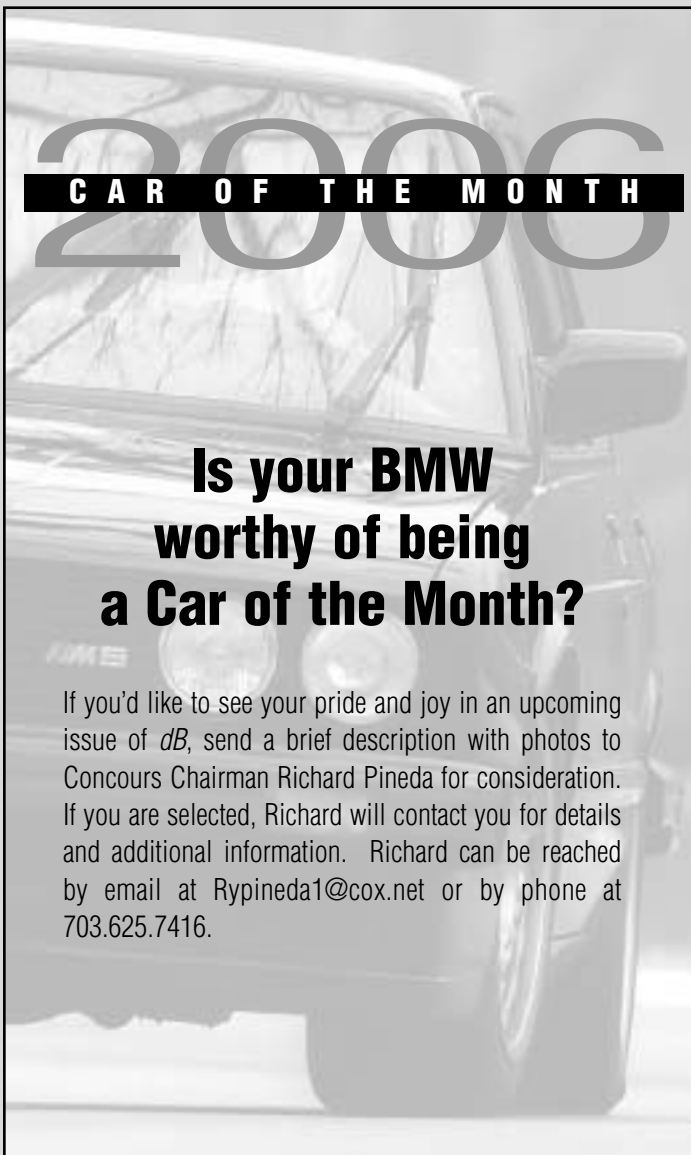
Current Assets		
Checking/Savings		
Wachovia - Checking	17,768.56	
Wachovia - Money Market	<u>74,522.71</u>	
Total Current Assets		92,291.27
Fixed Assets		
Autocross Trailer	<u>1,625.14</u>	
Total Fixed Assets		<u>1,625.14</u>
<b>Total Assets</b>		<b><u>93,916.41</u></b>

### Liabilities & Equity

Liabilities		0
Total Liabilities		0
Equity		
Retained Earnings	82,210.13	
Net Income	<u>11,706.28</u>	
Total Equity		<u>93,916.41</u>

**Total Liabilities & Equity**

**93,916.41**



**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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Alexandria Bavarian Service.....	15	Martin Motorsports.....	C3
Autodynamics.....	22	NAB Auto Salon.....	15
AutoWerke & Autoy.....	22	OG Racing.....	8
BMW of Fairfax.....	C3	Road Race Technologies.....	22
BMW of Sterling.....	C4	The Auto Shop.....	8
BMW of Towson.....	19	TireVan.....	C2
Curry's Auto Service Inc.....	22	Wagonwork Collision .....	3
FunKtion Auto.....	8	Wheel Worx.....	8
J&F Motors, Ltd. ....	15		

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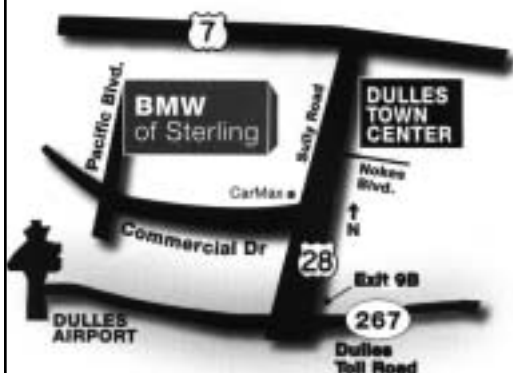


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