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National Capital Chapter

BMW Car Club of America

May/June 2006



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President's Message

Greetings

By the time you read this, we will have completed the April activities including a weekend Highway Safety and driving school, the first of 8 autocrosses, the spring tour, the Street Survival school, and other activities. But today as I write this, it's a cold day in March and we are still in the process of organizing these events.

Which brings me to the great disadvantage of this beautiful magazine. . . . the lead time required for its production. In such an active chapter, our schedule is constantly expanding and we have lots of changes that come with less than 60 days' notice.

Fortunately, our website, www.nccbmwcca.org, fills that gap by providing a constantly-updated calendar and commentary on all our upcoming events. When I say, constantly-updated, I mean that. A few months ago we contracted with a professional web page designer on a trial basis in an effort to lighten the load of our Webmeister, Steven Schlossman. He threw up his hands and said, "As a professional, I can't take it. Updates one to three times a day, seven days a week, is too much for me to keep up with."

The website now has about a thousand registered users, out of a total chapter membership of about 5,400. You can get answers to your questions 24 hours a day. Post on the appropriate forum and knowledgeable members will immediately post back. Want to get rid of parts left over from a prior car? Another member probably wants them. Got a complaint? Email or telephone the responsible officers using the email links under "Administration." There is a lot there, including a community of like-minded enthusiasts who don't take themselves too seriously.

That's why we're here, isn't it?

Roy Morris

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 concours-chair@nccbmwcca.org or by phone at 703.625.7416.

A Gear-Head Here and a Gear-Head There...

You know it's funny, I'm nowhere near as deep as I'd like to be into the BMW enthusiast world: I'd like to get into some racing, auto-crossing, and I even think it'd be fun to get a car in good enough shape to enter into a concours. But even though I have room to "grow" as a BMW enthusiast, I have found myself immersed in a whole different kind of enthusiast community...different...but the same.

When your daily driver is an 18 year-old E30, it's a good idea to have a second vehicle around just in case you need to take one of them out of service for a couple days to fix this or that. For just over four years, my second vehicle has been a 1987 Ford F-150 pickup. The great thing was it did double duty as occasional commuter and work mule around the house. I also like to go camping a lot and this truck was old enough that it had no front airbag, so my three-year-old son Nate could ride next to me in the front seat — which we both really enjoyed.

But now, Nate's little brother, Weston, will be two this year and pretty soon he's going to want to come on our back-woods excursions.

Unfortunately, as big as it was, the truck would not fit two forward-facing kid seats. My second vehicle budget had to remain just about the same, so I was looking for an older SUV that would be fairly dependable and I knew just where to turn: my buddies in the local Capital Cruisers chapter of the Toyota Land Cruiser Association.

I have several friends who have FJ40 Land Cruisers and I have always liked them,

Instead of lower and stiffer, the off-road guys are going higher and springier, instead of pursuing big gains in horsepower, these guys are more interested in torque.

but my preference is for the FJ60 body-style. For lack of a better way of explaining this, the FJ40 is like a Jeep CJ and the FJ60 is like a Cherokee.

Well, I ended up buying a 1982 FJ60 Land Cruiser that is a real project. The wife almost fell over when she saw it. And now I have a whole new world of terminology I am learning, as well as an entirely different type of motorsport: the world of off-road driving or

rock crawling. Instead of lower and stiffer, the off-road guys are going higher and springier, instead of pursuing big gains in horsepower, these guys are more interested in torque. It's very clear that the things people do with their old BMWs are nothing like what other people are doing with their old Land Cruisers.

And yet, the most interesting thing to me is not the differences, but the similarities. It's still a bunch of guys whose passion for a particular generation of vehicle, from a particular company, binds them together in an effort to keep these old vehicles running. Nothing makes them happier than taking their 25 year-old vehicles out and doing stuff in them that would break most new SUVs in no time. The people in the Land Cruiser community feel the same sense of mourning, tinged with opportunity, when they hear of an old FJ40 or FJ60 being parted out that the E30 guys do when we hear an '89 325i is being parted. It's half, "Oh, that's awful to think of such a nice car being torn down to a shell." and half, "'89 huh...I wonder if the plastic bumpers are still available?"

Have Fun, Be Safe

Rob

A Letter From a Member Body Shop Recommendation

Ed Note: dB received the following letter from Gordon Kimpel relaying his positive experience with a local business. We're always interested in publishing this kind of information as a benefit to our members and encourage others to take a minute to let your fellow club members know if an area business has treated you exceptionally well. Gordon also gave his opinion on his ownership experience with the X3 after 39,000 miles; again, this is valuable information that we're glad to share.

On the way to a 7:00 AM meeting one morning, a AAA trash truck stopped abruptly and proceeded to back into my X3 smashing the hood, bumper, and grille. It was not a great way to start the day.

I went to First Choice Auto Body in Arlington, Virginia for an estimate and to get a feel for their work. First Choice, owned by the Heishman family, handles BMW of Arlington's body work and was the first choice of Joe

Anderson and Gordon Fletcher, owners of J & F Motors. Woody Harnett, shop manager of BMW of Arlington, also recommended First Choice.

While a competitor had recommending "blending" the hood and side panels, First Choice recommended just replacing the hood without touching the side panels. This appealed to me as being less invasive. It's very hands-on at First Choice, as Manager Ray Moxley and Assistant Manager Pete Pirhalla write all the estimates and oversee all the repairs in their shop.

One week later, as promised, I picked up my X3 and was happily surprised. The Flamingo (red) hood was actually better than the factory paint! Better reflection, more depth, and matched the sides perfectly. The car had been washed, vacuumed, and looked brand new.

I'd recommend Ray, Pete, and First Choice Auto Body if a trash truck ruins your morning.

Gordon M. Kimpel, Member #3615

P.S. I recommend the X3. It is the best all round auto I've owned. Some 900 pounds lighter than the X5, the X3 feels like a car on the highway, and has almost as much room as the X5. On the highway, the 3.0 liter gets 27-28 mpg @ 70 mph, 25-26 mpg @ 80 mph, and 20-22 mpg @ 100 mph. I have 39,000 trouble-free miles.

The X3 does great in the sand if you turn off the traction and it climbs dunes better than my Jeep. I took delivery of the X3 at the Spartanburg factory with my son Colin, and was impressed with how it performed at the Spartanburg race track.

Later this year the X3 will have the new 255 hp 3.0 liter, and that will be a great package. Call Mike Mills at Tischer BMW, for a very knowledgeable BMW professional.

CALENDAR OF EVENTS

January

- 7 Funktion Auto Group Private Open House (Dulles, VA)
- 8 Karting League – Allsports Grand Prix ⁽³⁾
- 14 Holiday Party and Annual Meeting (Mount Vernon Inn, VA)
- 15 Mini Grand Prix – Allsports Grand Prix ⁽³⁾
- 22 Karting League – Allsports Grand Prix ⁽³⁾
- 29 Karting League – Allsports Grand Prix ⁽³⁾

February

- 5 6th Annual Superbowl Mini Grand Prix– Allsports Grand Prix (Dulles, VA) ⁽³⁾
- 12 Karting League – Allsports Grand Prix ⁽³⁾
- 16 Get-together (On the Border, Rockville, MD)
- 26 Karting League Allsports Grand Prix ⁽³⁾

March

- 5 Mini Grand Prix – Allsports Grand Prix (Dulles, VA) ⁽³⁾
- 23-26 Gateway Tech (St. Charles, MO) ⁽²⁾

April

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

May

- 7 23rd Annual Deutsche Marque Concours – Nottoway Park (Vienna, VA)
- 13 BMW Club Day – Performance Center (Spartanburg, SC)
- 13 Autocross #2 (Sykesville, MD)
- 20-21 Driver's School (Shenandoah Circuit, Summit Point, WV)
- 21 16th Annual Jefferson 500 and BMW Corral (Summit Point, WV)

June

- 15 Get-together – On the Border (Rockville, MD)
- 15-16 Marque Madness II with Audi and Mercedes-Benz – VIR (Danville, VA)
- 18 Autocross #3 (Manassas, VA)
- 24 New Members' Party – Funktion Auto (Dulles, VA)

July

- 8 Autocross #4 (Bowie, MD)
- 23-29 Oktoberfest (Grand Rapids, MI) ⁽¹⁾

August

- 5 BMW CCA Club Race – Summit Point Raceway (Summit Point, WV)
- 5 Autocross #5 (Bowie, MD)
- 12 Summer Tour (TBA)

September

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

October

- 19 Get-together – TBA (Fairfax, VA)

November

- Fall Driving Tour (TBA)
- 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.

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

⁽²⁾ <http://www.stlbmwcca.org>

⁽³⁾ <http://www.allsportsgp.com>

For the latest info, check out the Chapter website:

www.nccbmwcca.org

(Future events will be listed as soon as information becomes available.)

23rd Annual Deutsche Marque Concours Nottoway Park Vienna, VA

Sunday, 7 May 2006

Rain date, Sunday 21 May 2006.

So, winter is over and you are excited to bring your car out and enjoy the nice weather. Well, you can do just that at the National Capital Chapter's 23rd Annual Deutsche Marque Concours. Following prior BMW CCA Deutsche Marque Concours tradition, this will be a "top only" concours that is co-sponsored with our fellow Deutsche Marque car clubs - Porsche Club of America (PCA) and the Mercedes-Benz Club of America (MBCA). This year we plan to have commemorative dash plaques, trophy awards for the winners, and FUN for all participants and spectators.

A concours is a "clean-car contest" and car show. Vehicles are judged on their condition, appearance, and cleanliness. This event will offer two classes; top-only (judged) and display (People's Choice). "Top-only" is where the exterior, interior (including engine bay), and luggage compartment are judged. The "display" class is one that involves the general public/participants vote by a "peoples' choice" ballot to determine the winner. Depending on participation, the top-only class will be separated into different models (2002s, early/late 3 series, coupes, sedans, M, Z, X, etc.). As in past years; race cars are also welcome to participate.

Schedule

- 8:30am Grounds open to show participants for placement onto the field.
- 9:00am General admission to the public begins.
- 10:30am Judging begins. Cars not in place and on the field by 11:00am will not be allowed to show.
- 3:00pm Scores are tallied.
- 3:30pm Wine and Cheese Reception – Awards will be given at the reception.

Please note: This concours is an all day event. Resources are spent in preparation prior to the show, as well as on the day of the event, by both event planners and participants. If you enter the event, please be prepared to stay through the awards presentation. If your vehicle places in its class and you and the vehicle have departed, the award will be given to the next runner-up in class. Additionally, please be mindful that cars not registered and displayed in the show should not be parked in the show field.

Registration:

The entry fee is \$25.00 per car if pre-registered by April 24, 2006, or \$30.00 per car if registered after (including registering on location the day of the show). Registration includes one Wine & Cheese Reception ticket; additional tickets are available at \$10.00 each. There is no charge to attend the event as a spectator.

For pre-registration, please send the year and model of your car, along with your check made payable to NCC BMW CCA to:

Richard Pineda
7704 Lakeloft Court
Fairfax Station, VA 22039

For inquiries or questions, please contact your Concours Chairman, Richard Pineda, at (703) 625-7416, or email at concours-chair@nccbmwcca.org.

Directions:

Nottoway Park and the Hunter House are located at 9601 Courthouse Road in Vienna. The park may be reached by taking Beltway Exit 49 (Route 66) west to exit at Route 243 or Nutley Street north. Turn left on Courthouse Road from Nutley Street and the park entrance will be on the left.

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>

On the Border

Rockville, MD

Thursday, 14 June 2006

7:00PM

Enjoy the camaraderie of your fellow NCC members over appetizers and beers.

Swap stories, share tech tips or just unwind from your day of work. Appetizers courtesy of the National Capital Chapter.

On the Border is located at 1488 Rockville Pike, Rockville just north of Twinbrook Parkway. Approximately 4 miles north on 355 from 495 and just south of route 28.

New Members' Party

Funktion Auto

44264 Mercure Circle, #140 Dulles, VA 20166

Saturday, 24 June 2006

Please join us for a gathering to welcome our new members. We will begin at Funktion Auto, with a short presentation by owner Walid Achi. In addition to several Radical race cars in the Funktion Auto shop, we expect to have race prepared cars from Piper Motorsport on display throughout the event. A light lunch will be provided prior to our being given a guided tour of the nearby Grand Touring facility. Grand Touring is a high-end restoration shop that specializes in rare and historic Ferrari, Maserati and other exotic Italian sports cars. The vehicles are museum quality and quite fascinating. We will finish in the early afternoon with a raffle for door prizes. Funktion Auto, Piper Motorsport, and Grand Touring are all located in the same warehouse complex and are within easy walking distance of each other. All members are welcome to attend, but we request that you RSVP on-line at www.nccbmwcca.org.

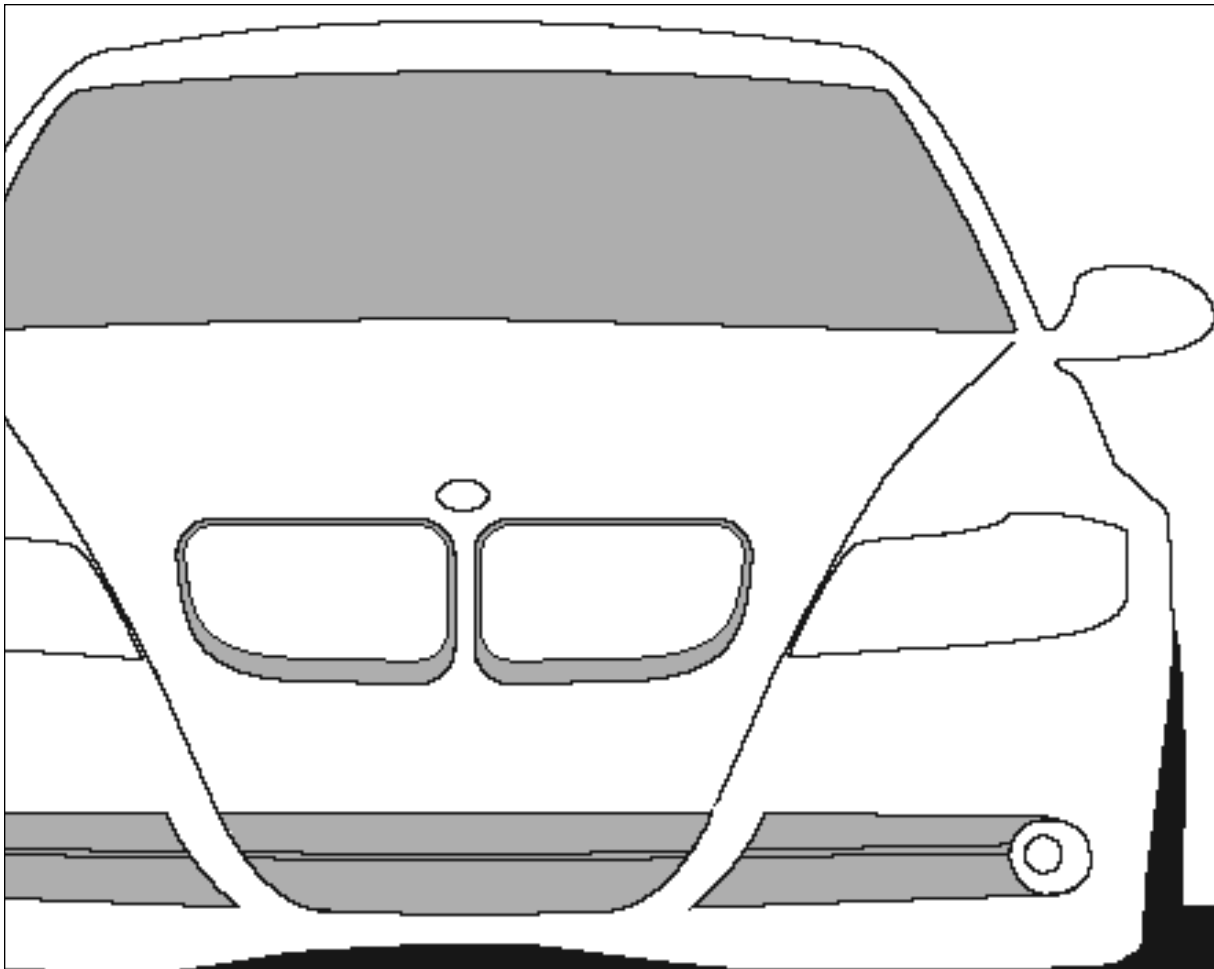
Oktoberfest

23-29 July, 2006

(Grand Rapids, MI)

See www.bmwcca.org for details.





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Truly a Win-Win

Driving BMWs – For a Good Cause

By J.C.Chaney, Jr.

The day that most BMW enthusiasts dread had arrived for me – it was time to shop for a “family” BMW.

It's not that BMWs can't be family cars. In other parts of the world, especially Europe, BMWs are family cars. But in this country, we like our room. Which is why, despite all the naysayers, the new GM full size SUVs are selling well. It's also why the Mercedes GL-class and the Audi Q7 should be popular in the U.S. market.

We have an X3 that serves us well with our first child and her friends. My wife, the primary driver, loves its driving characteristics, the heated, supportive seating, the heated steering wheel, the styling, design, and versatility. Our first daughter loves the DVD player, the iPod hook-up, and the large moon roof. I love it because my wife no longer laments that she's driving a “soccer mom” mobile. We still believe we did the right thing when we sold our trusty minivan for the X3. Ironically, we made that switch because we thought the minivan was “too big” for our needs and now our new addition may push the comfort limits of the X3. The child car seat seems to take up a lot of room. After

properly installing it in the back seat of the X3, it seemed that a racecar roll cage would take up less room.

And then there's the standard baby accessory – the stroller.

My wife purchased what she considered to be “the” ideal stroller. I learned of this purchase when she asked me to unload the crate that was in the back of her X3. After observing that the stroller box took up almost the entire

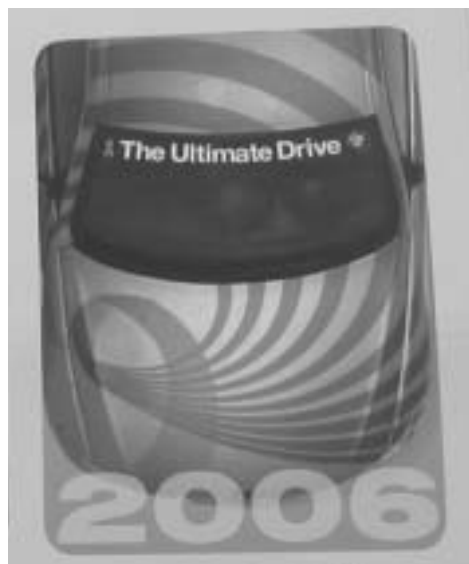
cargo area (with the seats folded down) I hoped that the stroller, when folded, would not take up as much room.

The large crate was due to “some assembly required”. When folded, the stroller transformed from a Hummer to a Mini, taking up only half the cargo area with the rear seats in place. Even when folded, “Stroller-zilla” would not fit in the trunk of my 2000 E39. And because the 2000 E39 does not have the LATCH system, securely installing a car seat was nearly impossible.

The plan had been to keep the E39 for a while; eventually replacing it with a 645Ci or 650Ci convertible, but life happens; and it appeared inevitable that we'd have to sell the 5er.

We enjoy being a BMW sedan and SAV family because, while both have different driving characteristics, they are still the benchmarks in their respective classes. Driving the E39 along the Blue Ridge Parkway and the back roads to and from Charlottesville and Manassas is one of our favorite weekend activities. Replacing the 5 Series with another BMW SAV was not the preferred solution.

The 2006 530xi Touring seemed to be



the ideal solution. Conveniently, the opportunity to test drive a 530Xi Touring presented itself in the form of the Susan G. Komen event at Arlington BMW. Here was an opportunity to test out a car, while helping a worthy cause.

It's hard to believe that BMW has been conducting this annual event for ten years. BMW has worked with the Susan G. Komen Foundation to make this event the envy of the auto industry. We're certain the Lexus marketing department is still burning the midnight oil to develop a similar event. It's one of the few things from BMW that they haven't yet copied.

For all the good will and awareness that it generates, the Susan G. Komen/BMW Drive for the Cure event is surprisingly simple and straightforward. BMW NA annually assembles a fleet of BMWs and works with the BMW dealer network and the BMW CCA to conduct the event. The BMW web site and the BMW CCA promotes this event, encouraging BMW owners and their friends to drive these vehicles. BMW NA donates one dollar for every mile driven on those BMWs. And the Susan G. Komen Foundation funds research toward finding a cure for breast cancer.

For this year's event, all the BMW models with the exception of the M-series vehicles were represented. Some of you have

been generous enough to donate your time to help ferry these vehicles to the local BMW dealerships that participated in this year's event. For those of you who did, the driving time in these vehicles, especially the new 3, the 650Ci, the Z4, and the 750Li, must have been enjoyable.

An added treat is the "signature car". A specific BMW carries that designation and the "Drive for a Cure" participants are encouraged to sign that vehicle with a special marker. At the end of that event, an auction for the vehicle is conducted with the proceeds donated to the Susan G. Komen Foundation.

Breast cancer has touched many of our lives, either directly or indirectly. Fortunately, the work performed from Susan G. Komen Foundation funding has made the term "cancer survivor" much more common.

Oh yes, the test drive!

The 530Xi Touring was everything that one expects from a BMW. It drives like the 530Xi sedan, has the cargo capacity that would make it an ideal vehicle for a family of four, and has the added assurance of all wheel drive.

The cup holders, which are the Achilles heel of the E39, are quite nice. It was amusing to see a "no wine glass" label on the front passenger cup holder. Hopefully, wine-loving

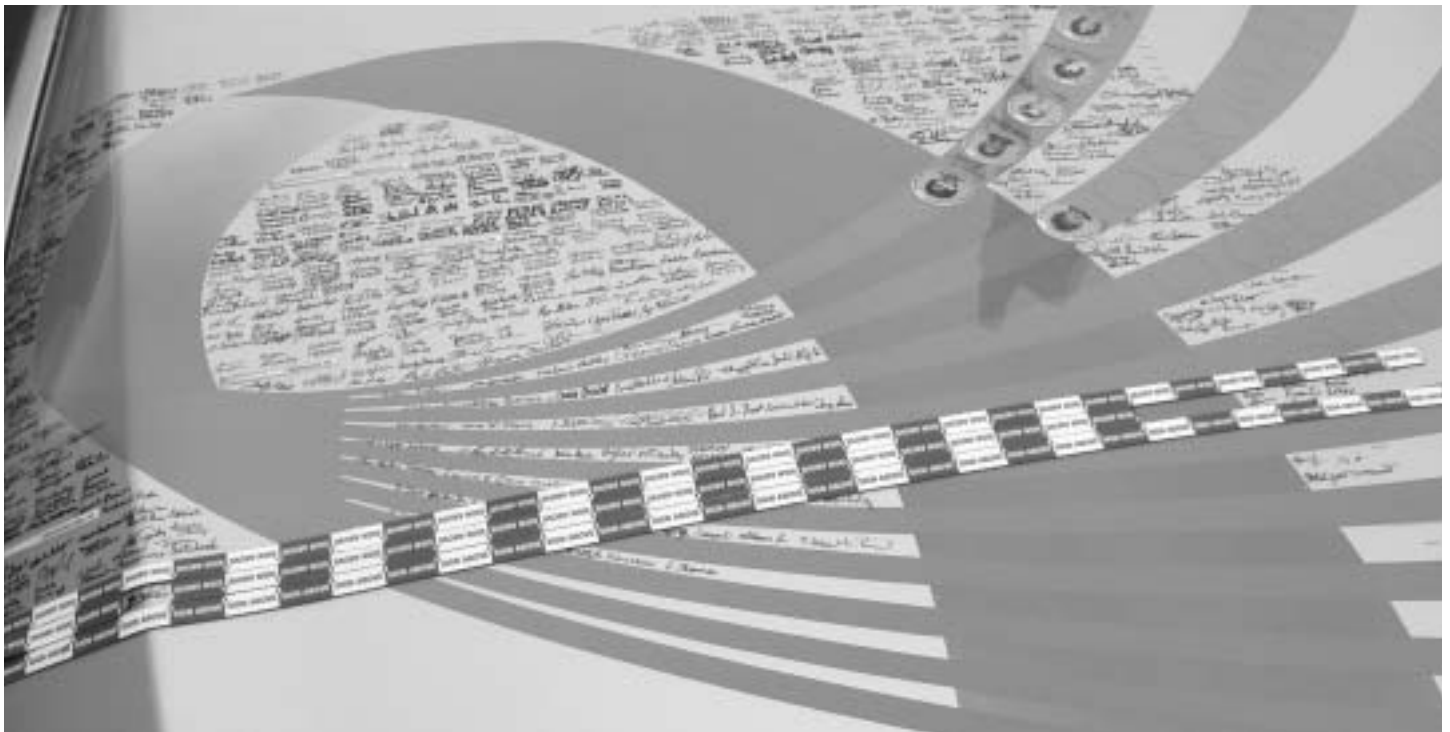


(Above) The "no wine glass"-labeled cup holder. (Below) The "Signature Car" emblazoned with participants' signatures.

BMW enthusiasts will not find this unacceptable (though we do wonder who would attempt this).

It was a "win-win" for us. We contributed to a worthy cause and we evaluated a potential new family vehicle. We didn't sign on the dotted line just yet, though, before making a decision we'd like to see the new X5 which will come out later this year. It promises to be bigger and better than the current X5, while still driving like a BMW.

Perhaps that will be the BMW that makes us a "two SAV" family. Or perhaps we could make "Stroller-zilla" fit in the trunk of an M5...



Calling for a Tech Chairman

Would you like to give a little back to the club that's given you so much? We have a position open for a Technical Chairman. Contrary to conventional wisdom, the Tech Chair need not be very technical. This position is really what you make of it.

At a minimum, we need someone who can interface with various shops to arrange DIYs and Tech Sessions. All that is required to manage one of these events is that you keep track of the registration (all done by email through the web-site) and keep the shop informed as to what people plan to do with the

shop time they have signed-up for. Your mission is to try to make the event as painless for the host shop as possible, so they'll be happy to have us back again.

If you feel like it, you can do a whole lot more with this. You can have a regular column in the *dB* on a tech topic, you can solicit and answer member's technical questions, you can help to arrange for guest speakers at various

club events, and I'm sure there are a million other things we haven't thought of.

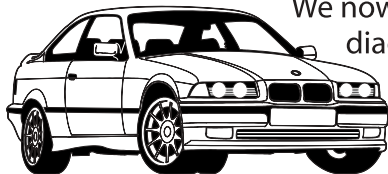
It really just requires a person who would like to contribute and who isn't scared to get out there and shake a few hands. We'd also like it if you could attend the monthly Board Meetings on the second Wednesday of each month in Arlington. If interested, please send an email to db-editor@bmwcca.org



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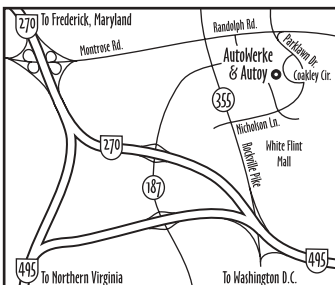
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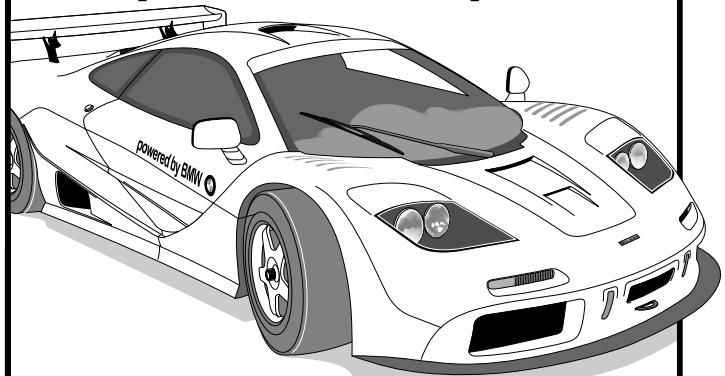
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Drivers' School Notes

**By Roy Morris,
Chair, Drivers' School Steering Committee**

Our season is well under way, with the April school concluded, and the May 20-21 school right around the corner. The biggest change this year has to be the online registration system that Steven Schlossman has integrated into the website. This has been a great time-saver for our Registrar Doug Verner and we appreciate your patience as we work out the bugs. The key dates for interested prospective participants to note are July 17 and September 4. These are the dates that pre-registration opens for the September and November schools, respectively. As in the past, generally, we are able to accommodate everyone who registers on opening day. So, the advice is, go online and register on either July 17 or September 4, or both.

Doug Bonner, our Student Representative to the Drivers' School Steering Committee, has taken on the responsibility of having black, long sleeve tee shirts made up for the 2006 season, and Todd Hutchison for providing distribution. You may already have seen those shirts being proudly worn by drivers' school participants.

Adil Desai, our retiring Drivers' School Coordinator, is still looking for someone

willing to handle day-of-event duties as coordinator, which primarily consists of keeping everyone on schedule and announcing the schedule over the public address system. For example, "B Group students, your session starts in 10 minutes, please make your way to the starting grid now." Please email president@nccbmwcca.org or ds-coordinator@nccbmwcca.org if you can help out in this manner. You do not have to be a driver to be able to do this, in fact, a significant other who wants to get involved in the chapter would be a great addition to our lineup.

Eric Carnell (Instructor Representative), Bill Shook (Chief Instructor), and Steve Lowry (Chief of Workers) attended the BMW CCA National Driving Events Committee meeting Jan 21-22 in Dallas, Texas as representatives of our chapter. Eric reported that the weekend was jam-packed with information, much of it useful. National is becoming increasingly concerned with safety and improving the quality of instructor training nationwide. While some chapters already have their own instructor training programs, National is supporting a specific Instructor Training Seminar that will be offered in various locations around the country. There will even be some funding from National for new

instructor candidates who want to attend. Recent NCC I.A. graduates who would like to take additional training consisting of two days of classroom sessions, role-playing, and a final exam, should contact Eric. Graduation will qualify that individual instructor for New Jersey, Delaware Valley, Trackmasters, and Genesee Valley chapters.

As mentioned in the President's message in this issue, our website continues to get richer and richer in terms of content pertaining to the drivers' school program, as well as with a dedicated forum for discussion of drivers' school topics, and a separate list for instructors. Be sure to frequently check the chapter website for up-to-date information and materials on driving events.

Again this year, the Audi and Mercedes clubs are hosting two track days at Virginia International Raceway near Danville, Virginia. This event is being organized by the Audi and Mercedes clubs, and our chapter members are invited to participate. The dates are Thursday, June 15 and Friday, June 16. Registration will be handled by one of the other clubs and information on how to register will be posted on the chapter website as soon as it is available.

Test Drive: 2006 ///M Roadster

Text and photos by Rob Williams

BMW of Sterling has come through with another interesting new car to test drive for this issue; Sales Manager David Lee provided Woody Hair and me with the car BMW said they were not going to build: the new M Roadster, this time using the Z4 platform.

Of course, any time BMW introduces a new chassis, the first question from the enthusiast community is, "When are we going to see the M version?" When it came to the Z4, the initial answer to that question was "never." The company line was that the 3.0 liter engine provided plenty of oomph for the Z4, so there was no need for an M version. With some 235hp at hand (or actually, at foot) in the 3.0 liter, I'm sure Joe and Josephine Six-Pack agreed it was more than adequate. Thankfully, though, there are a

good number of freaks like us who are never satisfied and always looking for more power; and apparently they made their voices heard regarding the Z4.

The result is one of the most exciting new cars in the line-up: A drop-top two-seater M car, weighing just over 3,000 lbs,

The acceleration from a dead stop in the M Roadster is a frenzied affair as the 330-hp engine puts out 269 lb-ft of torque with 80% of that available at just 2,000 rpm.

with a 6-speed gearbox, and packing an astounding 330hp. To put it bluntly, this car hauls.

Woody and I were on public roads, and the car we tested had only 27 miles on it, so we were somewhat limited in our ability to really see

what it could do, but we did find some twisty roads and had several opportunities to go from zero to faster-than-we-should-be-going in short order.

Woody is the one with the racing credentials, and his perception was that the suspension struck a very good balance: firm but not harsh. Our course took us over the occasional pothole, and even some speed-bumps, both of which the Roadster's suspension soaked-up without any drama. Turn-in was extremely quick and yet the car felt solid and stable at speed. We both liked the steering wheel; it was small in diameter, but very thick, and it was wrapped in alcantara, which I think provides a great tactile feeling of grip and control.

The shifter was short, but without the notchiness of some of the aftermarket levers, which is a good thing because you'll find yourself moving it around a lot if you drive this car in a spirited fashion. With the close-ratio 6-speed tranny, and the rev-happy nature of this engine, it seems you've no sooner gotten your foot into this thing than you realize it's time to select the next cog.





The plush M Roadster interior envelops the occupants in Leather.



Cross-drilled rotors peek through the openings in the M Roadster's 18" wheels.

Acceleration from a dead stop is a frenzied affair in the M Roadster (if you want it to be), as this engine puts out 269lb-ft of torque, with 80% of that available at just 2,000rpm. What this means in a practical sense is that there is amazing grunt down low, which provides for a quick launch off the

line. Once rolling, BMW's new "high speed" engine concept comes into play as the power comes on like a turbine and continues to climb to the 8,000rpm red-line (or so I've heard, Woody and I didn't do that). My only complaint, and it's a minor one, is that the clutch engagement point is very low on the

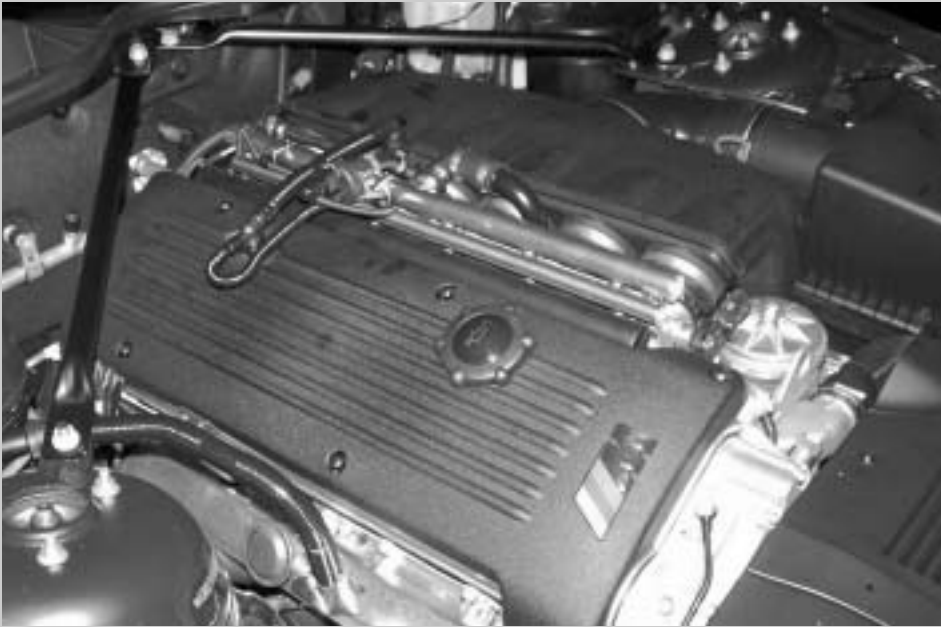
With some 235hp at hand (or actually, at foot) in the 3.0 liter, I'm sure Joe and Josephine Six-Pack agreed it was more than adequate.

pedal and the clutch is fully engaged or disengaged within a very short range of pedal travel. This made it difficult to drive the car smoothly, especially in sport mode, but I'm sure some more time behind the wheel would eliminate this as an issue pretty quickly.

We both also liked the optional Carbon Leather Trim on the dash and console; it's a woven fabric with a soft feel that was much more interesting than vast expanses of plastic.

The convertible top was very well-designed; it has a glass rear window and a rigid forward-most panel that folds in on top of the rest to act as a cover that sits flush with the body once the top is stowed. There were no latches to undo and the top folded neatly into its space, with the top panel as a cover, with the touch of one button in about seven seconds. The gauges were set into deep binnacles in the dash, perhaps to shade them from the sun, and were lit with white light instead of the usual BMW orange/red. We thought it looked somewhat incongruous to have the gauges lit in a different color than the rest of the dash.

Besides the M badge and the quad pipes, this roadster looked different than a run-of-the-mill Z4 in a couple of other ways, the most-obvious being the linear creases that run the length of the hood and accent its "powerdome." In typical M fashion, the front fascia/spoiler is deeper, lower, and has a wider, more menacing opening than the standard Z4. The 18" wheels were a cool five dou-



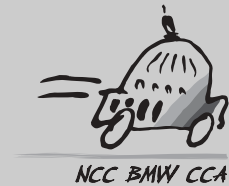
(Left) Under the hood of the new M Roadster.
(Above) The optional Carbon Leather trim on the dash.

ble-spoke design that I thought was really sharp and I'll bet we'll see them retrofitted to a few Z3s and lesser Z4s eventually.

The base price of the M Roadster is \$51,300; the car we tested had the 8-Way Power Seats, BMW Assist, Carbon Leather Trim, Heated Seats, Navigation System, and Premium Package, all of which brought the price-as-tested to \$58,345.

Der Bayerische would like to thank BMW of Sterling and Sales Manager David Lee for, once again, allowing us an opportunity to drive a very sought-after and interest-

ing car. Woody and I had a lot of fun and we hope our feedback is of some benefit to the members. BMW of Sterling is one of the most club-friendly establishments in the area; in addition to new BMWs, they also sell new MINIs and CPO cars and have a first-rate parts and service operation as well. Please consider them for all your Ultimate Driving Machine needs.



"M Badge and quad pipes, please, and hold the fries." The redesigned Z4 tail light looks much nicer without the flukey "french fry".

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BY WOODY HAIR

WOODY'S Competition C O R N E R

2006 has started off on a sour note for BMW in many forms of motorsport. The first two **Formula 1** races have been run and the BMW-Saubers have not been stellar. In the season opener in Bahrain, the BMWs qualified 10th and 11th. At the mid-point of the race Jacques Villeneuve had his engine blow up in a big way with much flame and smoke. Nick Heidfeld finished in 12th place, over a lap down. The second race was in hot and humid Malaysia and the BMWs could do no better than 14th and 15th (of 22 cars) in qualifying. Heidfeld drove a brilliant race to a solid 5th place with eight laps to go when he suffered an exact recreation of the prior incident with the BMW V8 going KABLOOMA! Villeneuve finished 7th place in the points. Renault, Honda, Ferrari and McLaren seem to be the top dogs at this point of the season. Williams is now powered by Cosworth and surprised everyone with a 6th and 7th place finishes at Bahrain. They did not look so grand in Malaysia where both cars were out with engine problems after 15 of 56 laps. Toyota and Red Bull (Ferrari power) are rivals to BMW's attempt to gain the top rung.

The BMW M3s of Prototype Technology Group began their first **American Le Mans Series** campaign since 2001 at the Sebring 12-Hour in mid-March. It was not a good start. The

#22 car driven by Justin Marks, Bryan Sellers, and Martin Jensen retired early on with a broken gearbox. The #21 car, driven by Bill Auberlen, Joey Hand, and Ian James lost a wheel two and a half hours into the race. Unfortunately it happened as Hand was driving past the pits so they had to drive a full 4-mile lap damaging the brake and suspension in the process. Replacement took one-half hour. A short time later #21 also started suffering gearbox trouble. Six and a half hours into the race the Itek gearbox was replaced, but more gearbox problems caused PTG to retire the M3 9 hours and 45 minutes into the race. The GT2 class did see good racing with four different makes leading at one time or another: the M3, the winning Panoz Esperante, a Porsche 911 GT3 RSR and a Ferrari 430GT Berlinetta. Tom Milner Jr saw his Panoz be the first retirement of the race with driveline problems. The next ALMS race is in Houston May 12, and then there are two races within a reasonable drive of DC. May 21 the ALMS races at Mid-Ohio and July 1 at Lime Rock, Connecticut. Two Rolex Grand-American races have been held since Daytona. The only Daytona Prototypes using BMW M5 V8s are quite under-funded and the results are not worth reading. The four ex-PTG M3s running in the GT class are down to three with one Connolly Motorsports car being written off at Daytona. In Mexico City the other Connolly

car was classified 11th after going hard into a wall. Of the two Sigalsport cars, one was 8th and Auberlen failed to finish. At Homestead Auberlen/Alhadeff were 4th, two laps behind the class-winning Pontiac GTO-R, and the other two 11th and 14th. The Rolex race at VIR will have taken place by the time you read this, but three upcoming races are close to us. May 29 at Lime Rock, June 3 at Watkins Glen, and June 25 at Mid-Ohio. In August the Rolex series will be supporting NASCAR's Nextel Cup race at Watkins Glen.

One of the Sebring support races was for the SCCA's **World Challenge Touring Cars**. Bill Auberlen (that name again), driving a Turner Motorsports E46 325i, qualified on the pole and won the 50-minute race without much challenge from the horde of Mazda 6s and Acuras that finished in the next six positions. Despite the fact the next best BMW 325s qualified 5th, 15th, 17, and 19th, and finished the race in 7th, 9th, 16th and 19th, the SCCA slapped an immediate "Competition Adjustment" on all the BMW 325s. They will have to be 100 pounds heavier, have a 400 rpm lower rev limit, and redistribute their weight so at least 52% is on the front wheels. No adjustments were made to the Mazdas or Acuras, but they are the darlings of the SCCA. And Turner Motorsports only planned to do a few selected World Challenge events anyway. Bimmerworld had the two E46 325s that finished 7th and 9th and they hope to have new E90 325s for the next World Challenge round. The maximum engine size in the Touring Class is 2.8 liters. You may be wondering how the E90 325 will be eligible since its engine is really 3.0 liters. Bimmerworld's James Clay tells me they will run European 325 engines which really are 2.5 liters. The World Challenge series will support the ALMS race at Lime Rock on May 21. It's only six hours to that part of Connecticut.

In the last issue I wrote about the SCCA's attempt to hamper the perceived competitive edge of the BMW E36 325s running in the regional **Improved Touring S** class (do you see a trend here?). First let me point out that the caption accompanying the illustration of the Single Inlet



BMW Sauber F1 team driver, Jacques Villeneuve checks out the one of the BMW-supplied Safety Course Cars for the 2006 Australian Grand Prix. Photo: BMW AG

Restrictor says it is 57mm. It should have said 27mm. Reportedly, tests have been conducted and the SCCA's latest ruling mandates a 29mm restrictor be in place for events after May 1. One problem is BMW owners don't even know whether to install the SIR before, or after, the air mass sensor. Once that is determined, some engine builders are expecting a drop of 20 horsepower. ITS competitors are expected to abandon the SCCA series in droves. BMW CCA Club Racing rules have allowed 325s prepared to the ITS rules to run as is in the J-Prepared class. This meant an ITS car would have to run the restrictor in BMW races too. Thankfully the new BMW Club Racing Chairman, Dave McIntyre, has pushed through a rule that makes an exception to any ITS requirement for an intake restriction mandated by the SCCA. Marshall Lytle, our chapter's local 2005 ITS champion plans to run the April 30 MARRS 1 event without the restrictor and then will likely run in the anything-goes ITE class for the remainder of the season, and do some BMW Club races at VIR, Summit Point and maybe Road Atlanta.

Our chapter's **Autocross** committee has added three new classes to our existing structure. The "Ultimate" class is intended to provide a place for BMWs that have been built beyond our Modified class which allows suspension and engine modifications, as well as R-compound tires. Examples of modifications that would place you in Ultimate include forced induction, after-market cams or pistons, engine swaps and "removal of rear seat" or stripped interiors. I have two problems with this change. First, I don't think we will have enough Ultimate cars to make this a viable class. Second, is the item about rear seat removal. Occasionally I will remove the rear seat at home so I can transport tires to the event. My

rear seat weighs all of eleven pounds. Should that throw me into the Ultimate class? We will also have Showroom Mini and Modified Mini classes. There is no separation between the normal Cooper and supercharged Cooper S models. Again, I hope we get enough Minis out to our events to fill these classes to an acceptable level.

The DC Region SCCA held their practice autocross on March 26, the coldest 50 degree day in memory. There were 245 entries including 29 BMWs and 18 Minis. BMWs took first place trophies in D Stock, Street Touring Ultimate, and A,

B, C, and D Street Prepared classes.

National Road Autosport is hosting the **Cumberland Historics** on the weekend of June 2-4. It is an effort to bring back the atmosphere of the SCCA National Races that were held on the Cumberland, Maryland airport from 1953 to 1970. Events will include high-speed time trials for sports cars built between 1950 and 1980, a car show, autocrosses for all cars, and a road rally. Cumberland is set on the Potomac in the Allegheny Mountains, two hours west of Washington. Go to www.nationalroadrally.com for more information.

COMPETITION CORNER CALENDAR

May 10	One Lap of America Time Trials, VIR, Danville, VA
May 13-14	SCCA MARRS Races, VIR, Danville, VA
May 13	SCCA Autocross #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	NCC Autocross, Sykesville, MD
May 27-29	Grand Am/Grand Am Cup Races, Lime Rock, CT
Jun 2-4	Cumberland Historics, Cumberland, MD
Jun 3-4	Grand-Am/NASCAR Busch Races, Watkins Glen, NY
Jun 11	SCCA MARRS Races, Summit Point, WV
Jun 11	SCCA Autocross #3, FedEx Field, Landover, MD
Jun 18	NCC Autocross, Manassas, VA
Jun 23-25	Montreal Formula One/Formula BMW Races, Montreal, CA
Jun 24	Summit Point 12-Hour Race, Summit Point, WV
Jul 1	ALMS Races, Lime Rock, CT
July 8-9	NASA Races, Summit Point, WV
Jul 16	MARRS Races, Summit Point, WV
Jul 16-21	BMWCCA Oktoberfest, Grand Rapids, MI

BMW AUTOCROSS RESULTS

SCCA Practice Autocross, March 26, FedEx Field

Lee Piccione	95 M3	1st BSP	53.293	Ben Sarli	88 M3	8th SM	59.101
Brian Hair	00 M Coupe	1st ASP	53.419	Scott Blair	95 M3	5th STU	59.295
Brendon Bengermano	04 M3	2nd ASP	54.119	Alex Teitelbaum	90 325is	5th STX	59.649
Jason Becker	00 M Coupe	3rd ASP	54.468	Randall Cummins	99 M Coupe	6th ASP	60.282
John Doby	04 M3	2nd SM	55.563	Wayne Rubain	91 M5	5th FS	60.565
Mike Neary	95 M3	1st STU	55.653	Andy Peters	00 M5	6th FS	60.631
Glenn Ty	98 M3	2nd BSP	55.888	Bob Hausmann	94 325is	13th SM	61.122
Neil Simon	99 M Coupe	3rd SM2	55.912	Todd Pantezzi	73 3.0CS	3rd DS	61.323
Kevin Henry	90 325i	1st DSP	56.172	Stefan Nagey	00 M5	8th FS	63.094
Bobbie Boykin	95 M3	3rd BSP	56.468	Ruhl Heffner	99 M3	7th BS	63.469
Van Michael	06 330Ci	1st DS	56.553	Ken Ward	01 330i	13th STX	64.606
Nick Rubenstein	04 M3	4th ASP	56.662	Jonathan Thayer	98 328is	18th STS	64.838
Eric Wong	90 325is	1st STX	56.891	Joshua Phipps	88 M3	20th SM	65.947 (1)
Woody Hair	88 M3	1st CSP	57.474	Tommy Radford	94 325is	5th DS	67.306 (1)
Dax Bushmeyer	97 M3	6th BS	58.37	() = number of 2 second pylon penalties			

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May

Owner: David Hull
 Year: 1986
 Model: 635Csi
 Color: California Azzurro Blue (Ferrari Color)
 custom paint exterior with Cream/Black interior

Synopsis:

David Hull is a current two-owner BMW car club owner. I ran across this beautiful 635Csi and had to stop, get information, and select it for June 2006's Car of the Month.

Although his work and family keeps him from coming to our local events, David is sure not stingy with the time spent with this "looker" of a Sixer. David purchased his baby in 1988 from a one-owner fanatic. David boasts to have every receipt for work done on the car over the years. The car's odometer reads 203,300 miles with an engine and auto transmission rebuild completed at 198,000 miles.

About two years ago, David served as chief supervisor, architect, and part-time apprentice, while a complete restoration was executed by pro-



fessionals. Good thing David was not charged purely by the hour... the complete restoration was performed in phases over a two year period with engine and transmission first followed by the interior modifications second. There are just too many items to list but here's a overview of the specs on David's 635Csi: rebuilt 3.5L engine, rebuilt transmission, rebuilt and converted AC system, recent full exhaust including cat, new bumper ends, new headliner, upgraded CD stereo and speakers with Sirius Radio.

David gets many compliments, and not just from BMW enthusiasts, but also other car aficionados. The late model 18" M5 wheels make it along with the slick M6 spoiler. Everything works and says it sure is a lot of fun to drive. My favorite quote from David was... "Only BMW can deliver this true experience." I certainly believe it! Love that 6er, Dave!

June

Owner: Ed Yumping
 Year: 1993
 Model: ///M5 (or better yet... M FUNF)
 Color: Avus Blau with Dove Grey

Synopsis:

Ed is our first two-time CoM participant. Some of you may recall his ///M320i was the November 2005 winner. He has now done it again. Featured this month is his 1993 beauty garage queen, concours winner, E34 bodied, M FUNF. As you can see, Ed is a certified BMW fanatic. He knows the ultimate ride when he sees one and his garage is plastered with everything BMW.

Ed acquired this two-owner '93 M5 from a local BMWCCA member. Originally from California, the thirteen-year-old Bahnstormer now sits with only 38k miles on the clock. Fastidious maintenance and records are kept along with the battery tender that keeps her trickled during the cold winter months. The only upgrades to the car are factory parts from Euro M5s. Specifically, BMW factory driver's side fire extinguisher, BMW passenger side first aid kit, BMW warning triangle in the toolkit,



BMW CD changer, and last but not least the ever popular BMW 18x8 and 18x9 Euro M5 wheels shod with Bridgestone Potenza S03s in 275/35/18. Can you say ultimate grip? This car is a blast to drive. Don't ask me how I know.

This car can be seen at many local events including our annual Deutsche Marque Concours. The picture simply does not do it justice for the buttery soft and clean Dove Grey interior, and impeccably detailed engine bay are just a work of art. Thanks for sharing, Ed!



NEW MEMBERS LIST



Our membership is now at 5397 members. We also have 763 associate members who share all of the benefits of being a Car Club member. Plus an additional 82 members that belong to the NCC as dual members.

Special thanks to Eric Andreasen, Yani Avrahami, James R. Blue, Jr., Bob Curran, Ryan Davies, John Charles Donnelly, Jr., Joern Esser, Walter Feldgoise, Justin Friedrichs, Alton D. Fryer, III, Stephane Grabina, Michael Haase, Kim Hoang, Louie F. Leitao, Sol D. McCants, III, David Ortiz, Michael F. Painter, Richard Pineda, John Schuster, Bill Shook, Jonathan Spira, Kevin Sullivan, Bailey Taylor, Fred Turner, Rajiv Uppal, Roger Wagner, and Ted Wentz III 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.

Manny Alban & Derek Alban	1997 Z3	Warren D. Conner	2005 330i	James Hamrock	1991 850i
James Nicholas Alexis		Robert Cook	2003 530i	Chuck Harab	
Steve Allen	1998 M Roadster	John Copeland	2000 323ci	Paul & Ann Haring	1986 735i
Mhyar Alzayat	1989 325is	Tim Corbitt	1990 325	James Henry Hart	1989 325is
Howard Amer	2006 530xi	Alexei Cowett	2004 325xi	Andrew Haryono	2006 325i
Thomas Anderson	1999 M3	Louise K. Crawford		Roy Heisler	2000 323iT
Shay Deeb Assad	2003 745Li	Michael Crawford	1994 740i	Renee Henrich	
Eric Martin Ausen	2006 530i	Petrica Crimu	1991 535i	Truett Henricks	2002 745Li
Paul Aytch	1997 740iL	Vernon Daley	2005 325xi	Leo Hergenroeder	1998 Z3
Danielle & Kirt Bakos	2002 745Li	Walter Davidson	2001 M Coupe	Andrew Herman	2006 325CiC
Timothy A. Baldwin		Ryan Davies	1997 318i	Tom Hickey	
Kathy Ballard	2001 330xi	Mike James DeVito	2006 330i	Christopher Hirsch	1998 528i
Carl Bayer	2003 330i	Vikram & Nupur Dhawan	2006 325i	Jeff Hoffman	2003 Mini Cooper S
Robert Bell	1985 530i	Thomas D. & Jan M. Edwards	2006 650i	James Hsu	2004 325i
Ramon Falu Benitez	1999 M Roadster	Max Efrus		Jack Jackson	2002 745Li
Oscar Falu Benitez	1987 325e	Sean Ennis	2006 325Ci	Kai Jackson	
Robert Bennett	2002 745i	John Henry Epps	1992 318i	Elmer Roque Javier	1995 M3
Gloria F. Benson		Jon D. Estridge	2001 525	John K. Jenkins	2006 530i
Jon Berg-Johnsen	2006 330xi	Susan Felhoelter	2005 Mini Cooper S	Rodney Jenkins	2000 740iL
William M. Bertles	2002 530i	Rosemarie Filart		Brian Jones	1997 M3
Ruplu Bhattacharya	1998 740iL	Carl Finney	1999 323i	George Nikitas Kambanis	2006 330i
Benjamin Blanton	1999 M Coupe	Joseph A. & Lesley C. Flaim		Brian Kapuscinski	
John Blazina		Barbara Flannagan	2006 530xiT	Robert J. Kennedy	2006 M3
Robert Boling	1973 2002	Gore Friedrichs	1985 535i	Tae Kim	1999 M3
David Bowman		Chris Furnas	2004 330i	Yong Chu Kim	
Gerald Bernard Boyd	2004 M3	Dennis Fusaro	1990 525i	Chriss A. Knisley	2004 330i
James E. Brown	1990 325ic	Patricia Gager		David Morgan Kopczynski	
Jeffrey Brown	1999 528iT	Karleen Galhouse		Rebecca Kuper	
Dan Brudnicki	1998 540i	Jamison Gallagher	2006 330xi	Steven & Johanna Laderman	2004 330ci
Ovanda Bryan	1997 528	Orlando & Virma Gamarra		Mardie Lane	2005 Z4
Vincent E. & Chery E. Buggs	1997 Z3	Ruben B. Garcia	2003 540i	Dieter Langendorf	1993 525iT
Eddie Byrd	2003 M5	Ashley & David C. Gardner		D Allan Lanzo	2006 530xi
Stephen F. Campbell	2002 M5	Wili B. Gavin	1988 M5	Wendy Ann Laurencio	2000 323i
Al Carpenter		Gerald N. Geter	2004 325i	Joshua & William Lawrence	1995 M3
Luis Carvajal	2002 525i	Humberto Alejandro Gobitz	2005 M3	Brian & Julie Lee	2003 M3
Adonye Chamberlain	2002 X5	Albert Pflomm Godley-Davis	1984 318i	Tyler Lee	2003 X5
Donny Chan	2006 325i	Denny Goforth		Matthew Leeke	1995 325is
Vivian Cheng		Gregory & Eric Gregory Gonzales	2004 M3	Marla June Leftwich	1991 325i
Martin Cherestal	1992 325i	Stephane Grabina	1992 525iT	Mary K. Leftwich	
Michael A. Choti		Lorin S. Greber	2004 530i	Evan Lese	2006 325i
Vicki Clark	2006 X5	Thomas Green		George E. Lewis	2004 Z4
John M. Clerici	2006 650i	Sharonn Michelle Green		David & Kristine Lippke	
Andrew Cobb	1996 850ci	Mark Gulick	2003 525iT	Mark MacDonald	1997 M3
Clark Cogan & Richard Cogan	2004 325ci	Glenn Gulstone	1999 M3	Rebecca Mach	1999 323i
Calvin T. Condon		Frank Andrew Halgas	2006 X5	Noah Malgeri	1995 M5



NEW MEMBERS LIST



Zyad Malik	1995 740iL
Henry Marconi	2001 530i
Jonathan Maxson	1972 2002ti
Brad Mayer	
Joseph Neal McBride	1998 328ci
Christopher Allen McCaslin	2001 530i
Jimi McGlothlin	2003 325i
Scott McKenna	1998 528ia
David A. McWhorter	1999 328i
Lane Charles Mehr	
Mark Melham	2002 M3
Benjamin Mendoza	1984 318i
Anita Meyer	
Mike Moore	2000 323i
Christopher Moore	1986 325
Mesha M. Mott	2001 330ci
Gilbert Mottla	2005 545i
Jiten Naran	
Linh Nguyen	
Edward Michael Nicklas	
Drew Nixon	1997 M3
Art Norico	1989 525i
Mildred Nti	1995 525i
Joe O'Dell	2001 540i
John Richard O'Donnell	2006 530xi
Matt Olson	
Kent M. Pagoota	2005 330i
Jon-Cris Paguia	2006 M3
David J. Palmisano	1995 740i
Judy Palmore	
John D. Patterson	2004 325ci

Jess Perlez	
Anthony & Cindy Pineda	1998 M3
Stephen Pospisil	2006 325i
Paul A. Pressel	2000 M5
Keith Primozic	2006 M3
Gonzalo Puig & Fernando Puig	1974 2002
Tracy E. Quill	
Kevin Quinlan	2000 323Ci
Kesha Darlene Rawlings	1999 M3
Jaime Cueva Rebueno	2006 M5
Godfrey Regalaro	
Melida N. Rivero	
Daman Leroi Robinson	2000 528iT
Phillip Rollison	2002 540i
Phil Ruxton	
John Rzasa	1996 318is
Joseph Saka	2002 325
John R. Schaefergen	1991 535i
Matthias Schiller	2006 530i
Ronald D. Schwartz	2003 330i
Devin M. Seth	2000 740iL
John Shin	2004 M3
T Shorebird	1987 325e
Jeremy Alan Sickman	2006 325i
Todd Snyder	2001 M5
Barry Solomon	
Enrique Solorzano	
Doug Sosnik	
Benjamin & Genene Sossa	2004 530i
Anthony Speziale	1999 M3
Jeffrey B. Stele	2006 X3

Joe Stevens	2000 528iT
Karen Stokes	
Jaime Stone	2006 325i
George L. Suggs	2000 740iL
Larry M. Summitt	2004 330ci
Norm Sweet	2006 330xi
N Tedla	
Braden Tempas	
Alain J. Tharp	1997 Z3
Lynn & Stefan Thonnard	2004 325xiT
Jeff Thornhill	1997 Z3
Brooks Townsend	1985 325e
M Ken Tun	2002 M3
Paul Villella	2004 545i
Daniel Kevin & Anna Marie Vola	2002 M3
Debra Vranes	2001 325i
Carmen Lynn Walker-Ortiz	2006 X5
Yu Wang	1998 323is
Brad Weiss	2003 M5
Leslie Marie West	2003 325xi
Johnny White	2001 M3
Russell M. Williams	
Theresa Williams	1989 325i
Henry Williamson	2001 330ci
Todd & Andrea Winter	1999 M3
Alison Wolf	
Bill & Denise Wolfsheimer	2006 330xi
Ki Song Yi	2002 X5
Curtis Anthony Young	2004 M3
Peter Zuppas	1987 535is

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.

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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 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 1983 633Csi

WBAEB7405D6725502 \$10,000 obo. Graphite/pearl leather (i.e. dark gray/tan leather), 67k miles, 5-speed, sunroof, the ultimate toy. Near show-car condition, looks and drives great, body, paint and interior in fantastic condition, clean under hood, no rust, always garaged, minimal winter miles, original manual and sticker, non-smoker, photos available on request. Barry (301)652-6380 or (301)299-4771 (MD) bfishman@boo.net

BMW 2002 330Ci

Just in time for spring! Get this well-cared for Steel Blue convertible with black top/leather and less than 29,000 miles. Fluids flushed 600 miles ago. Options include: Sport Package, 18 inch M wheels and heated seats. \$32,000 Check it out at hometown.aol.com/wilkinmark. Contact Mark Wilkin at Ph. 703.538.6745 or Roostertails@iwon.com

BMW 1988 E30 M3

WBSAK0301J2196894. \$16,500. Lach silber w/grey leather. 107,000 miles. Excellent condition. 17x8 alutech wheels w/ mich. pilots. New BMW lightweight flywheel and clutch. Turner chip. I have original wheels etc. Adam Rew 410-977-4391. adamjrew@hotmail.com Baltimore MD

BMW 1997 840Ci

WBAEF8327VCC31306. 105K Miles. Service Records Available from Tischer BMW of Silver Spring. The Car is pristine with following additions: Dinan Chip (4.4L Alusil engine making over 270 ft-lb of torque at the rear wheels). K-Bar Sway Bars. MWrench Camber Plates. BMW Motorsport CSi Springs. Bilstein Sport Shocks. HID Lighting. Piaa Auxiliary Lighting. M Door sills and pedals. M Parallel Staggered Wheels (18X8 Front and 18X9.5 Rear) with Michelin Pilot Sport A/S Tires. Strong-Strut Strut Tower Brace. Plasma Ignition Coils by Ignition Solutions. And Much more. Contact faisal_b_ahmed@hotmail.com or call (301) 675-1434 for pictures or more information.

BMW 2001 M5

Carbon Black/caramel interior. 94,000 miles, under warranty until 100,000 miles. All service records; all service done at Tischer where purchased. One owner, executive driven, no accidents ever. \$30,000. Call Roy, 703-851-6017.

BMW 2001 325iT

WBAAW33431EN80736. 48k Miles. Sport Wagon (with hard-to-find 5-speed manual transmission) in near-mint condition, everything works 100% perfectly. Silver metallic with gray vinyl interior. Harmon-Kardon premium sound w/single CD player, 17" alloys w/Pirelli P-Zero Neros, also Dunlop Winter Sport tires on OEM alloys, all tires with plenty of miles remaining. Sunroof/moonroof with wind deflector. I'm the 2nd owner, car has had Mobil-1 since purchased in January '05 at 22k miles. \$17,500. Contact David Spiegelthal at dspeg@earthlink.net

BMW 2003 M3

WBSBL93403JR22083 \$42,000 obo. Steel gray / Imola Red, 7500 miles, weekend car, garaged & covered, SMG, 19" rims, park distance control, bi-xenon headlights, H&K sport springs, tinted windows, non smoker, no nav or Harmon Kardon, clean & perfect, original owner. Contact Greg Tents at 703-929-2132, or greg@qualityprojectsinc.com (VA)

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
buzzktcg@gtcinternet.com Alexandria, VA

PARTS FOR SALE

2003 E39 BBS Sport Wheels/Tires

4 BBS 17-inch, 2-Piece, Sport Wheels with Michelin Tires (235/45). Came as Sport Option on New 2003 530i E39. Used Less than 100 miles. \$850. Send Email for a picture. Contact Jim Halvorsen at halvorsj@yahoo.com or 703-922-3935 Alexandria, VA

E24/E28 Wheels

4 TRX rims professionally restored and chromed (5 years ago) and used for concours events. TRX rubber has plenty of tread left. '88 M6 sold a year ago and these must go. No reasonable offer refused. Pick up in McLean. Call Tim Sullivan at 703-847-0519 or tims@crs-llc.com

OEM M Contour E36 wheels

Set of Original M Contour E36 staggered wheels. Near perfect condition and only used 2 years on my '98 M3/4. \$1000.00 obo. Email Terry Miller at TtyMiller@yahoo.com

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for the latest details.



Last but not least...

Name withheld. . .

As volunteers we take our share of hard knocks.

Dated 3/1/2006
Following our monthly chapter email

"Well, I've had enough of the poser wannabe mentality here.
You guys really need help.

And it's time for me to sell this POS Beemer and go get a real car.

Take me off all your email lists."

*Note: He has not been a member since November 2005.
Maybe he will have better luck in the Lexus Club.*

Dated 3/20/2006
Regarding our online preregistration.

"So what you are saying is that pre-registering is not pre-regis-
tering at all it is printing a form ahead of time. Why do you have
people submit the form online? Why not put up a pdf of the appli-
cation and tell people to mail it in by a deadline or mail out a flyer
if youre going to be antiquated? What a sham pre-registering is.
It has nothing to do with registering. I cant think of a better way
to turn off new members than confusing them and tricking them
into thinking they are welcome at club meetings when they are
apparently not. So thanks for nothing!"

*Note: Have not heard back regarding suggestions. We added
another place reiterating that you are not registered until the
check and applicable paperwork is mailed within the registration
period. Now it is written in three places instead of only two.*

www.wagonworkcollision.com



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