

# *derBayerische*

National Capital Chapter

BMW Car Club of America

September/October 2006



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**Cover:** This month's test drive car, a 2004 645Ci, in the showroom of the new Convenience Car Care facility in Manassas. See article on page 14. Photo by Rob Williams.

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(Please call between 7:30-10:00 p.m.)

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## President's Message

The Chapter website continues to bring our members together for mutual benefit. On Saturday morning, I will meet a member who posted asking to borrow an airbag reset tool. Actually, David Miller bought this one after he and I both borrowed yet another club member's tool to reset our respective cars' airbag warning lights, and he leaves it with me since I have the code reader tool as well. Any club member is welcome to borrow either. What a great use of the message board! Save \$125 and make a friend at the same time.

Before too long, the website will also give you access to the Chapter's history, in the form of PDF versions of *der Bayerische* from about 1980 to the present. A former longtime member who gave up BMWs for Corvettes, John Carpenter, donated a complete set of the magazines back to the Chapter. In those issues, you can trace the history and growth of the Chapter, and in particular, the challenges that the Chapter has faced in growing to its present position as the number one BMW CCA chapter in the nation. Like any other volunteer organization, over the years we have repeatedly faced the problems of volunteer burnout, clashes of egos, financial stress and questions about our core mission. To preserve this and make it available to future club leaders, we have contracted with Secure Paper Solutions of Fredericksburg, Va. to digitize these issues in a searchable format.

I read with great interest the very first article written for *dB* by Woody Hair, the author of the monthly feature of this magazine, Competition Corner. He had just gone to his first club event, which was a tour, and he marveled at what a great bunch of people he just met, and how few members were taking advantage of this wonderful opportunity to make new friends and enjoy the driving experience. 25 years later, Woody is still here, and the club is still full of friendly welcoming people. Join in the fun, and start by exploring this magazine and the website.

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](mailto:concours-chair@nccbmwcca.org) or by phone at 703.625.7416.



## Aunt Kaki Gets a New Ride

I'd like to welcome a new member to our club!

My sister-in-law, Kelli (or "Aunt Kaki" as my boys call her), recently purchased a 2007 325Xi Sedan and so far she is delighted, which is a relief to me. Two years ago her lease was running out on her Nissan Pathfinder and she was considering a BMW. We talked then about her options, but she was unconvinced and instead got another two-year lease on another Pathfinder. Fast-forward to the end of July this year and her lease was up again and again we talked about her options.

Aunt Kaki needs an AWD vehicle since she lives out in Denver, CO and likes to go skiing a lot. She really wanted a 5 Series, and was thinking about a two or three-year-old CPO car, but X-Drive was only introduced in the 5er last year. So there are very few of them on the market and the few that are around are pretty expensive because they are only one year old.

In the 3 Series, she had a choice between buying a CPO that could be several years old, or leasing a new one. I explained that anything

she'd find used would be the E46 body-style and, if that didn't bother her, she could probably get quite a deal since the E90s are out. She decided, since she was "settling" for the 3, she could afford to get a brand-new one. While we hashed this out, we reached a moment that I thought was very telling...

Kelli said that she really was looking for a 5 Series because she thought at her stage in life it's the car she should have. Aha, we had gotten to the crux of her issue!

I explained that her opinion struck me as more applicable to Mercedes ownership than BMW ownership. Maybe I am wrong here, and I would welcome your letters agreeing or disagreeing with me, but I think with Mercedes you buy the biggest one you can afford. The Mercedes owner with a C Class has a C Class because he could not afford an E Class, and the E Class guy is only there because he couldn't pull an S Class. BMW ownership is not like that. You find folks who have owned 3 Series their whole lives and wouldn't consider a 5 or a 7. The reason is that the 3 is not a smaller version of the 5, it's a whole different car with

an entirely different mission. The 3 is more of a sports sedan, while the 5 is a mid-size luxury car with a sporty feel, and the 7 is a full-size luxury car.

The suspension, steering, brakes, and basically everything about a 3 Series feels different than a 5 Series and not because it is "less" than the 5; rather, the 3 is made to be more of a sporting car. I think when BMW owners move from a 3 to a 5 it's not because they are "movin' on up," it's more like they have decided they want a car with a different purpose and different qualities that they have found to be of greater importance than the package of qualities that is the 3 Series.

Maybe I'm over-analyzing this, if you think so, you can tell me that too. In the meantime, the Rocky Mountain Chapter has a new member and the National Capital Chapter has a new Dual Member. The next step is convincing Aunt Kaki that she can change her own oil. I'll let you know how that goes in a future article!

Have Fun, Be Safe  
Rob Williams

## A Letter to the Editor

### It's the mod bug!

\*Editor Note — dB received the following email from a prospective member who ran across a copy of our May/June issue and was inspired by the "From the Editor" column concerning my newly-purchased 1982 Toyota Landcruiser. We hope to have you in the fold soon, Paul!

Dear Rob,

The previous owner of our newly acquired house was receiving your magazine, and I was fortunate to stumble upon it. I truly enjoyed your article in the May-June issue as I am going through the opposite phase. 10 years ago, I bought the first TJ, a beautiful '97 Sport Wrangler. It took a while, but the mod bug caught on, and 3 years later, I started spending all of my hard earned tips on my truck, lifting it, preparing it for trails and throwing a competition stereo system in there. Back to 2006: even though driving this doorless, topless lifted jeep, is an absolute blast in the summer, I've been longing for a sports car for quite a while. Almost settled on a mustang, but couldn't afford the V8, then the firebird for the 'vette engine, but thought the body style didn't really fit me. As I became

older, I became interested in the S4, a wonderful bi-turbo 6 that is classy and fast.

This summer I've started looking at M3s. Took one out last Saturday for a few hours to the wine tasting in Manassas, and fell in love. At \$36k, this '01 cabrio with only 28k miles is about double what my initial budget was. I've posted on two different forums and got mixed reviews: "Good price, you must get it", or "Too expensive for an '01, wait till the new one comes out and prices will drop." Not sure if I should spend all my savings and a good portion of my paycheck to put a smile on my face every morning and night on the short commute, and every weekend on the open road. It seems they depreciate about \$5k yearly, which is what my Jeep is worth today.

This being said, I wish you the best with your new acquisition, welcome you to the off-road community and I hope to join your club with an M3 soon.

Sincerely,  
Paul TranVanKha  
"Lift it or lower it!"

# CALENDAR OF EVENTS

## January

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

## February

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

## March

- 5 Mini Grand Prix – Allsports Grand Prix (Sterling, VA)

## 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 – Westfields Marriott (Chantilly, VA)
- 29 Street Survival (Dulles, VA)

## May

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

## 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

- 16 Hooters Charity Carwash (Rockville, MD)
- 23-29 Oktoberfest (Grand Rapids, MI)

## August

- 5 Autocross #4 (Bowie, MD)
- 12 Summer Tour – Back roads Mushrooms and Wine (Kennett Square, PA)
- 26 Open House and Do-It-Yourself Session – Convenience Car Care (Manassas)

## September

- 9 Do-It-Yourself Session – Funktion Auto (Dulles, VA)
- 23 Autocross #5 (Ripken Stadium)
- 23-24 Drivers' School – Summit Point Raceway (Summit Point, WV)

## October

- 8 Columbus Day Parade (Baltimore, MD)
- 14 Street Survival (Dulles, VA)
- 19 Get Together (Fairfax, VA)
- 21 Tech Session – Convenience Car Care (Manassas, VA)
- 28 Autocross #6 (Ripken Stadium)

## November

- 4-5 Fall Tour (Williamsburg, VA)
- 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.

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.)

## Drivers' School

23-24 September 2006  
Summit Point Raceway

The primary goal of these schools is to develop and hone your car-control skills. It is not to drive fast, although speed will come with improving skills. We seek to produce not necessarily the fastest, but the most proficient drivers possible.

Each drivers' school consists of driving sessions on the track and at the skidpad, as well as classroom sessions. During your on-track sessions, you will be driving the full track at progressively higher speeds throughout the school. An in-car instructor will work with you to help you improve your driving mechanics. Braking, cornering, and accelerating techniques are refined continuously during your on-track sessions.

Skidpad sessions will allow you to begin to master the skill of controlling your car at the limits of adhesion. You'll learn how to control understeer (when your front tires lose adhesion) and oversteer (when your rear tires lose adhesion). The skills learned here will not only be invaluable on the track, they may well save your car – and your life – on the highway.

Classroom sessions present the underlying mechanics of your car's behavior and how your inputs as a driver affect it. We present basic driving theory, the physics of car behavior (i.e., the "why it works" of driving), and discussions of the techniques of advanced car control.

No single drivers' school will ever convey all there is to learn about driving. In this sense, our drivers' schools are part of a continuous learning environment, one that requires several years of attendance at dozens of schools before proficiency is attained. Even at that point, there is always something more to learn, something additional upon which to work.

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)

## Columbus Day Parade

8 October 2006  
Baltimore, MD

Once again the NCC BMW CCA will be participating in the Baltimore Columbus Day Parade, beginning at 2:00 p.m. at Baltimore's Inner Harbor.

This year's parade will be bigger and better than ever, lasting over two hours.

**MOST IMPORTANTLY** - We are in need of BMW convertibles to drive some dignitaries or Beauty Queens in the parade that day.

Take time out of your day to lend your support to this parade by attending and cheering on the thousands of parade participants. We have supported the parade for the past two years and have had a fantastic time.

See the National Capital Chapter's website at <http://www.nccbmwcca.org/index.php?special> for further information.

Chapter contact: Bob Stern at [mirmbob2@comcast.net](mailto:mirmbob2@comcast.net)

## Street Survival Teen Driver School

Who: Sponsored by the BMW Car Club Foundation  
Operated by the National Capital Chapter  
BMW Car Club of America

When: Saturday, 14 October 2006  
between 8:00 a.m. and 4:00 p.m.

Where: ADESA Auto Auction  
43375 Old Ox Road  
Dulles, VA 20166

Registration Fee is \$60 and all registration is handled through the Street Survival website at [www.streetsurvival.org](http://www.streetsurvival.org). The class will be limited to 30 students. Students are typically between 15 and 21 years old.

This is NOT a racing school or a high speed event (no helmet required). Your son or daughter will be gaining valuable skills to improve their driving techniques. Street Survival schools begin with a classroom session and then progress to various in-car exercises. There is an instructor in every vehicle at all times during the exercises. Parents are welcome to attend the school and will be able to participate in the classroom sessions. However, parents are not allowed to ride in the student's vehicle during the exercises. Parents are encouraged to watch the exercises and help with chasing cones.

**PLEASE NOTE** – Trucks and many SUVs are NOT allowed to participate in these classes. This includes, but is not limited to, most Jeeps, Explorers, Expeditions, Suburbans, and Tahoes. The BMW X3s and X5s, along with the Mercedes M Class, Lexus RX and similar vehicles are permitted. However, we require that the drivers of these vehicles drive a bit slower in certain exercises. While we strongly encourage students to use the vehicle that they drive regularly, we cannot allow certain vehicles with a high center of gravity due to the risk of a roll-over under hard cornering.

If you have any questions about the event or about whether your vehicle will be allowed to participate, either prior to or after registration, please send an email to the local registrar (Rafael Garces at [NCCStreetSurvival@gmail.com](mailto:NCCStreetSurvival@gmail.com)).

Directions and additional information can be found on the NCC website at [www.nccbmwcca.org](http://www.nccbmwcca.org) and the Street Survival website at [www.streetsurvival.org](http://www.streetsurvival.org)



## EMP Stewart Water Pump Tech Session at Convenience Car Care

Saturday, 21 October 2006  
10:00a.m. – 1:00p.m.  
9145 Centreville Road, Manassas VA 20110

Come out to Convenience Car Care to hear Paul Hammond of EMP Stewart Components give the technical details about their new BMW High Performance Water Pump. This pump, featured in Roundel magazine, fits all M50/M52/M54 and S50/S52 engines in E36, E46, E34, E39, X5, and Z3 chassis cars, eliminating the dreaded plastic impeller issue as well as flowing 20% better than stock with less parasitic drag and bulletproof reliability. Paul will give a presentation, we'll watch one of the pumps

being installed, and lunch will be served.

Please RSVP to [db-editor@nccbmwcca.org](mailto:db-editor@nccbmwcca.org) so we can get a head-count.

See [www.conveniencecarcare.com](http://www.conveniencecarcare.com) for directions and [www.stewartcomponents.net](http://www.stewartcomponents.net) for details on the BMW High Performance Water Pump.

## 2006 NCC BMW CCA Fall Tour - Williamsburg

Saturday & Sunday, November 4 & 5, 2006

Destination: Southern Maryland, Northern Neck, Williamsburg

Departure Time: 9:00 am

Departure Location: TBA

Turnabout is fair play. Last year's tour took us to Charlottesville and the University of Virginia, your guest Tourmeister's alma mater. So, this year, we head to Mr. Jefferson's alma mater (and that of the guest Tourmeister's lovely wife) for the Fall Tour. This year's overnight tour will take us through the Southern end of Maryland, the Northern Neck of Virginia, and on to Williamsburg. Saturday's events will include driving, lunch, and tours of George Washington and Robert E. Lee's birthplaces. We will end up in Williamsburg at the Kingsmill Resort for a reception and dinner. We will have a block of rooms at Kingsmill but because of the number of nice hotels in the area, there will be plenty of other lodging options.

Kingsmill Resort has world class golf courses (home to several LPGA and PGA Tour events), a spa, tennis, sports club, and lots of other activities. In addition, the Williamsburg area is host to Historic Williamsburg, Yorktown, Jamestown (Virginia is already celebrating its 400th anniversary), Busch Gardens, and lots of other attractions.

There will be rooms reserved for us at the resort at the special rate of \$199 (plus tax). As noted, there are also other close-by lodging options. Check the BMW NCC CCA website for further information on registration, rates, and lodging options.

Sunday morning, there will be a breakfast at one of Williamsburg's famous pancake houses and then a tour of the William and Mary campus. After that, you are on your own to enjoy the area, visit historic sites, theme parks, or just hop on I-64 and head home.

The total cost for lunch, reception, dinner, and tours is approximately \$100 per person, payable in advance (final amount will be on the registration form as soon as all details are worked out). This will include lunch, admission to the Washington and Lee birth sites, the reception, and dinner. Please go to the NCC BMW website and download the registration and meal selection form. You will need to fill out the form, choose your dinner, and send the form along with a check made out to NCC BMW to:

2006 NCC BMW CCA Fall Tour  
c/o David Costanza  
14106 Wood Rock Way  
Centreville, VA 20121

You must complete this form and send in your registration form and fee no later than September 30th, 2006 in order to eat lunch and dinner, attend the reception, and tour the sites. Hotel reservations are on your own, made and paid for individually. You do not need to stay at Kingsmill if you do not wish to do so. Final details are still in progress so check out the web site for periodic updates. If you have questions, please e-mail the guest Tourmeister, David Costanza, at [dcostanz@gwu.edu](mailto:dcostanz@gwu.edu).

For more information on our destinations, go to:  
George Washington Birthplace: <http://www.nps.gov/gewa/>  
Robert E. Lee Birthplace: <http://www.stratfordhall.org/>  
Kingsmill Resort: <http://www.kingsmill.com/index.asp>  
College of William and Mary: <http://www.wm.edu>



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Do you want to receive an email of upcoming events? You can subscribe to our Calendar of Events mailing list from the website.

Please visit our new message board at <http://www.nccbmwcca.org/forum>. Your email address is held in the strictest of confidence.

For those who have memberships expiring, it's easy to renew online at the BMW CCA website located at <http://www.bmwcca.org>.

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

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**Take advantage of our 10% discount for BMW CCA members.**



# 2006 One Lap of America, or a Less Than Noble Effort

Text and photos by Woody Hair

After our 19th place finish in last year's One Lap of America, Neil Simon and I were anxious to give it another go in his super-charged M Coupe. Last year we finished nineteenth overall and third out of fourteen in the very competitive SS/GT1 Small Bore class for sports and GT cars originally costing more than \$40,000 and with engine displacement less of than 3.5 liters. There would be three road courses on the 2006 schedule with which neither of us had any familiarity. That is one more than last year, but none of the fastest SS/GT1 SB cars from 2005 were entered this year. No M3s, no race-prepped NSXs, no Radicals, no turbo Supras, no recent 911s. In fact, only five other cars were competing in our class this year – a Porsche 944 Turbo, our friends from Washington State with a super-charged M Roadster, a Porsche 911 Turbo, and two Nobles. More on the Nobles later.

For the third year in a row, the event started at principal sponsor Tire Rack's headquarters in South Bend, Indiana. The 600-mile drive to get there is a good shakedown run. We left on Thursday morning so we would have two full nights to mingle at the Quality Inn bar. Friday was devoted to replacing my cell phone, washing the car, registration, applying a multitude of sponsor decals to the car, tech inspection, drivers meeting, and reception.

This day and evening offered a good chance to scope out the more interesting entries. The SS/GT1 Big Bore class had seven Z06 Corvettes



*Brian Hair, Richard John, Neil Simon and Woody Hair relaxing at VIR.*

in various states of tune including forced induction, several flavors of Porsche 911s, two Chevy-powered Ultimas (these rear-engined, British-built cars look more like a Grand-Am Daytona Prototype than anything legal for the street), and three Vipers including a 9.5-liter Venom built by Hennessy. The hands-down wildest entry was a "Viper Coupe" built from a '94 Viper roadster with a partial tube frame, a 120-pound composite body, and a highly modified Brodix-built twin-turbo 6.3-liter Chevy V8. Perennial One Lap contender Ron Adey suggested it had over 800 horsepower. These were supposed to be the big

dogs, but a scan of the final results shows four Mid-Priced Sedans and one Economy car among the top ten finishers.

I mentioned the Nobles in our class. The Noble is a British-designed, South African-built, rear-engine sports car sold in the USA as a kit car by 1G Racing of Cincinnati. The engine is a turbocharged Ford V6 rated at 400+ hp. The red Noble was entered by two Microsoft Xbox racing game developers, both of whom with racing experience. You might have seen the silver Noble at the 2005 Oktoberfest last September. The owner, Derek Whitis, was doing his second track event ever at that time. Since then he had done schools and track days at every One Lap venue at least twice, as well as tweaked the engine to an estimated 600 hp. A third Noble was entered, but the owner pulled out when the family dog died a couple of days before the start.

The SS/GT2 Big Bore class (original cost of less than \$40,000) is usually filled with a large number of American pony cars. This year there was a factory-entered Shelby Mustang GT500, a Pontiac GTO, and a Factory Five Cobra Daytona Coupe replica, and that was it. The Cobra was driven by two Northern Virginians, Joe Drumheller and Scott Harrison. In a huge show of sportsmanship, the Pontiac team lent their third driver to the Mustang team when the co-driver had to drop out at the last minute. The SS/GT2 Small Bore class included several Mazda Miatas, a race-prepped RX7, an RX8, two Lotus Elises, an





S2000-powered Lotus 7-type car called a World Class Ultralite, a Chevy-powered Porsche 944, and a stock BMW E30 M3.

Luxury Sedans are considered those with an original cost over \$40,000. This year the class consisted of two Dodge SRT-8 Magnums, a Jaguar XJR, a Cadillac CTS-V, an Audi S4, a Mercedes E55, and a new BMW M5 co-driven by Car and Driver magazine writer/racer Tony Swan and racer/autocrosser/BMW tuner TC Kline. I think that was a good representation of the best performing luxury cars.

The Mid-Priced Sedans class had a good number of ultra-high horsepower Subaru STi, Mitsubishi Evo8s, and Dodge Neon SRT-4s. A lone stock BMW E46 328i was back for the 3rd year, but the Alfa Romeo Milano seemed to be a no-show. The Vintage American class was down to one entry, a Camaro with 90,000 One Lap miles, and only three cars were in Vintage Foreign – two 911s and one Chevy-powered Datsun 280Z. The Economy Car class (less than \$20,000 original price) had one entry of particular interest. Two young employees of the Honda factory in Alabama took a new Civic and modified it to 260 supercharged horsepower. They even planned to swap out the stock springs for race units at each track.

There's an SUV/Van/Truck class that had two modified Honda Odyssey minivans entered by the Alabama factory, and a Porsche Cayenne S, but most of the interest centered on the Jeep Cherokee SRT-8 (6.1-liter Hemi V8) entered by two Chrysler engineers, one of which happens to be an SCCA national champion. The use of fiberglass rear doors and hatch helped lower the weight by 400 pounds, and the special air dam was developed in the Chrysler wind tunnel. The

Retro class had three Minis including a highly modified example driven by Stu Sacks and Roy Hopkins, two drivers extraordinaire from the Genesee Valley Chapter. Also there was a PT Cruiser driven by two attractive girls named Amanda, one with road racing experience and one with a stock car racing background in Canada. The most amazing Retro car was a stock-appearing New Beetle. Modified by a VW tuning company, reportedly it had \$150,000 worth of changes including all-wheel drive and a turbocharged VR6 engine capable of 600 hp at full boost. The Alternative Fuel class surprisingly had only one entry – a Mercedes E320 Diesel driven by a nut-case whose favorite attire was a business suit and tie.

Neil had chosen to outfit his M Coupe with a brand new Bridgestone "Extreme Summer Performance Tire" – the RE01-R. Because of this, two people were especially interested in our entry – Rod Stotsenburg, a Bridgestone Support Manager from Nashville, and Bob Kobyaski, a TireRack engineer and driving instructor for the Windy City Chapter. Two other entries were using these tires and, for the record, these are not an "R" compound tire. The rules don't allow them.

Eighty-four cars competed in the wet skidpad competition Saturday morning, and we departed South Bend for the Autobahn Country Club track near Joliet, Illinois. We expected the 106 mile drive to take less than two hours, but spent an hour creeping in a traffic jam due to I-80 construction near Chicago. We still got to this nice facility with three hours to spare as the 3-lap time trial on the 2.1-mile South Course wasn't scheduled to start until 4 pm. This enabled several of us to sneak-in rides with Autobahn Club members, and look at a bunch of interesting cars

that were participating in a Ferrari Club event on the North Course. Several members of the Windy City Chapter including Dean Killian, Tom Mauk and Alex Lipowich came out to watch the One Lap. Alex drew a crowd with his rare BMW Z1. Shortly before the time trial was to start I walked up to Neil who was chatting with several other One Lappers. "Bad news" I tell him, "Brock has disqualified me from today's event because of my ride-around. You have to drive." Neil's face showed extreme concern until I admitted I was just kidding.

My 41st place finish was a wake-up call, first that I hadn't driven Neil's car at speed for a year, and second, that I needed to step up my game. To the surprise of everyone, the Nobles finished 3rd and 4th overall. Immediately after the finish line the Hennessy Viper pulled over with a low oil pressure reading. We left Autobahn CC at 5:20 in the evening with a little over 400 miles to drive across Iowa.

Our destination was the Settle Inn in Council Bluffs, Iowa and we arrived there at 11:35 pm. The desk clerk told us it was a good thing we made reservations in advance because every room in Council Bluffs and nearby Omaha, Nebraska was taken due to a stockholders meeting for one of Warren Buffett's companies. She also said she is giving us a \$200 "theme" room at our original reserved price of \$63. Well the Gilligan's Island theme room had fake palm trees and parrots, an in-room hot tub, and one double bed. We retreated to the lobby and were able to switch to a normal two-bed room.

Early Sunday morning Neil added 2.5 gallons of fuel and we drove 15 miles south to Mid-America Motorplex. Paddock gossip included one of the Ultimas losing the rear body panel

*Ron Adee's wild Viper-Corvette coupe. What appear to be headlights are just decals. Two driving lights in the airdam provided illumination at night.*



*Karl Troy's Chevy-powered Ultima GTR #5*







while at high speed on I-80. They backed down the shoulder and found it standing on end in the fast lane. They replaced the body, plugged in the electrical connectors, secured it with duct tape, and carried on. The Cobra Daytona Coupe had a bad water pump, but they were able to get a replacement at a Ford dealer (this on a Sunday morning!). The favored Viper-Chevy had done a clutch replacement, and the Hennessy Viper arrived from Illinois with a new oil pump and no sleep for the drivers.

You do not hear much about MAM on the east coast, but the 2.5-mile circuit featured long straights and fast sweeping turns. I heard nothing but favorable reviews. Despite being a new track to him, Neil did two great runs with 26th and 29th place finishes. Fuel starvation on the last lap of the second time trial cost him about 2 seconds and 3 places in the finishing order. He also likely missed the glory of passing the Camaro in front of the grandstand crowd. The overall One Lap winner the last two years, Mark DaVia, escaped what could have been a real disaster. After his 3-lap time trial Mark's 911 TwinTurbo lost a wheel on the cool down lap. Yep, just forgot to tighten the wheel nuts. The wheel stayed within the wheel well and that prevented the car from dropping onto the brake assembly. After saying goodbye to Ned Smith and other friendly folks from BMW Club's Kansas City Chapter, we were off to a gas station and a 1,100 mile drive to Donaldsonville, Louisiana.

Rather than a direct route through Arkansas, we chose to go an all-interstate route through Kansas City, St. Louis, and Memphis. In Louisiana I missed an exit that would have taken us to I-10 westbound, and was forced onto I-10 eastbound. This error added 26 miles to the longest transit we faced, and we arrived at the

Donaldsonville Best Western at 5:00am.

Monday in southern Louisiana was hazy, hot, and humid – quite a contrast from the previous day in Iowa when I was wearing a t-shirt, sweat shirt, windbreaker, jacket and ski shell to stay comfortable. No Problem Raceway is a 1.8 mile road course that also utilizes part of a drag strip. Someone who had been there before likened it to an autocross, but I found it to be much faster than our Shenandoah and Jefferson Circuits. We were greeted at the track by Harmon Fischer and his cohorts from the Bayou Chapter. They had arranged a garage where the BMW entrants could seek shade, drinks, fruit and nuts. Paddock gossip had the Danny Popp Z06 headed back home to Cincinnati with a broken engine (Danny had won the morning Mid-America event). A husband and wife team from Italy (he happens to be the president of the driving and riding apparel company AlpineStar) spent the night in a small-town Louisiana jail. It seems the police, with lots of flashing blue lights, tried to pull them over for speeding. The Italians were under the impression that only red lights were used in the USA so they kept going for several miles. They only stopped after several additional police cars joined the chase. Joining the One Lap at No Problem was the Alfa Milano with four young drivers from Houston. An engine had failed on the drive to the start in Indiana so they returned to Texas and did a driveway swap with a buddy's Alfa. The new powerplant was not running right, either. Also on the drive to No Problem, Danny Corcoran suffered a broken wheel on his twin-turbo Z06. The Camaro team happened to stop and their spare did fit the Corvette despite their 20-year age difference. Jim and Francis Rzegocki tired of trying to fix the pulley and shaft on their 80,000-mile Dinan

supercharger. They cut the drive belt and went naturally aspirated the remainder of the week in their high mileage M Roadster...

During the lunch break I skipped the usual snack bar burger for a bunch of crayfish that an entrant had arranged to be boiled right there in the paddock. After a few it was hard to stop. All of the BMWs and Minis gathered for a group photo which you can see in the July Roundel. I enjoyed the track, but was not happy with my 33rd and 32nd finishing positions. The Nobles were 5th and 6th in the morning and 4th and 5th in the afternoon. It was also clear that the Chuck Veth 911 Turbo was firmly in 3rd place in class with several top-20 finishes already. We had beat this car last year, but it was not sorted at that time.

We left No Problem at 3:30 central time facing a 725 mile drive to Savannah, Georgia for tomorrow's events at Roebeling Road. Large piles of debris north of Lake Pontchartraine and damaged high-rise hotels in Mobile, Alabama were vivid reminders of the destruction caused by Hurricane Katrina seven months earlier. Well after dark I was driving on I-10 west of Tallahassee when I noticed the distant headlights in my rear view mirror. Since they didn't seem to be gaining or falling back, I figured it was likely another One Lap car maintaining the same 95 mph I'm doing. Many minutes later the headlights and flashing blue lights were suddenly filling the mirrors. No warning from the Valentine. After whatever checks they do from the police cruiser, the trooper returned my driver's license and said he was only giving me a warning. Then he stated, "I've been following you guys for many years." Since the One Lap had not been to Florida for six years, what did he mean? I suggested to Neil that possibly he had been following my illustrious driving career. At Tallahassee we left the interstate to head northeast through Georgia via a series of good, empty highways. We went through several towns that seemed kind of spooky with fog, Spanish moss hanging from large trees that spread over the road, and big, old houses that would make the perfect setting for a horror movie. We safely made it to Savannah almost 12 hours after leaving No Problem, Louisiana.

Thankfully Georgia wasn't nearly as hot as Louisiana. Danny Popp rejoined the One Lap after installing a new engine at his dealership in Cincinnati. Neil came in 28th in the morning trial at Roebeling Road, beating the Swan/Kline M5. In the afternoon Neil turns the same time but it was only good for 32nd overall. Karl Troy in the Ultima GT smoked the field with an unprecedented 9 second victory in the morning and 10 sec-

*Gas stop in Iowa.*







onds in the afternoon. No one can remember such a large victory. This is Karl's home track and he had done some testing there before the One Lap. Before heading on to our next track this Tuesday afternoon, we were directed 36 miles south to a new TireRack warehouse in Midway, Georgia. It is a huge facility and they supplied us with an equally large lunch.

Then it was 195 miles north to Florence Speedway, a one-half mile paved stock-car oval where Cale Yarborough began his racing career. We and the Jeep Cherokee were among the first to arrive. Already waiting in the paddock was a tall white van with Michigan manufacturer's license tags. Soon the doors were opened and a large World of Outlaws sprint car wing was brought out and fitted to the pre-positioned pegs on the roof of the Jeep. I can't imagine how much money was spent on what was basically a big joke. But part of the One Lap is doing things to excess.

Last year I had pretty good success on the oval in Rochester, NY, finishing 25th overall. Good news – the Florence Speedway back-straight has no wall or guardrail to smack if you overcook Turn 2. Bad news – if you overcook Turn 2 entering the back-straight it's down an embankment into the woods. Our event had you enter the oval in turn 1 and do a one-half lap of practice/reconnaissance stopping at the start finish line. This is not much time to learn the techniques of oval-track driving. Then from a standing start you did 3-laps of the oval for total time. I decided to short-shift to 3rd entering the first turn. Unfortunately I shifted from 2nd to 5th and then coasted through much of the bend trying to find 3rd. I ended up 50th. Leaving Timmonsville, South Carolina at 9 pm we used mostly two-lane roads for the 200-mile drive to VIR at Danville, Virginia.

The first event Wednesday morning was on the South Course and Neil gets the honors. On his third lap he is close to passing another car exiting turn 1, affectionately known as "The Bitch." A spin of 360 degrees puts Neil in the grass and a 41st place finish. Without the spin, Neil was on course for a top 20 finish. The North Course is my laughing place and I follow last year's 13th place finish with a 14th this year. I was still behind the TC Kline-driven M5 and the two Nobles that were 6th and 7th.

After lunch I was waiting in line for the Full Course time trial when word came in that Derek Whitis had stuffed his Noble into the tire wall at turn 10. Neil and I were glad to hear he was okay, but sorry to have such a neat car drop out. We

also figured that the retirement of the Noble would put us in a solid third place in class. I end up 18th on the Full Course.

Someone with a radar gun was getting speeds on the back straight during the full course run. The fastest he got was the Karl Troy Ultima-Chev at 175 mph. The stock C6 Corvette Z06 of Steve Stubbs was doing 159 mph and I clocked 137 mph in Neil's car, the same as another Z06. Other casualties at VIR included the Hennessy Viper whose monster engine called it quits and the George Bruggenthies Dodge Stealth. George is the president and general manager of Road America. We would be at Road America in two days and he figured he would quickly get another car from the VIR consignment gallery so he could continue with the One Lap, if now in an unofficial

I-64 in Kentucky. The Noble started accelerating, and Neil followed suit until he remembered he was pulling a trailer at 125 mph. The Noble kept going until catching traffic a couple of miles down the road. They said the car was quite comfortable at 160 and capable of more. We crossed the Ohio River into Indiana at Louisville and it immediately started raining. By the time we reached Cloverdale, Indiana at 1 am it was cold, windy, and raining hard. The drive had been 660 miles. For the second night in a row we had a bathroom sink that would not drain.

The next morning it was still cold and raining as we turned into the long driveway for Putnam Park Raceway. In the rearview mirror a ghost appeared. It was the Whitis Noble. How was that possible? Derek explained that they were



*A Noble when opened up.*

capacity. After considering several suitable cars, including a BMW 635CSi, he chose a Chrysler Crossfire that was the personal car of VIR president Harvey Siegel. Apparently Harvey said, "George, just send me a check when you get home." It was good seeing friends at VIR including Richard and JoElla John, Fred Cocca, and my son Brian.

We left VIR at 2:15 pm and headed west on Route 58. Crossing the Blue Ridge between Stuart and Meadows of Dan, Virginia was great fun, especially when being followed by a twin-turbo Corvette Z06. We passed one overlook called Lovers' Leap, but didn't have time to look or leap. Next we picked up I-77, which becomes the West Virginia Turnpike. One Lappers have voted it the most demanding interstate in the country. We had been running with the Wolfkill/Novak Noble for over an hour at about 85 mph when the road opened up before us while on

at VIR until 9:30 pm making repairs. A makeshift windshield was crafted from a piece of lexan picked up at Lowes Hardware. A VIR employee help fabricate some reinforcement bars. The body needed many fiberglass patches. Arrangements were made with IG Racing in Cincinnati to have a proper Noble windshield delivered and installed in a Cracker Barrel parking lot near the West Virginia/Kentucky boarder. So much for our podium finish.

Putnam Park's morning trial had to have the most bizarre results on any One Lap of America. Apparently the years of Champ Car and Indy car testing there have worn the track surface smooth as glass. The cold rain, particularly for the faster cars that run first, turned the track into a skating rink. Many cars experienced long, lurid slides on their recon laps. Thankfully Putnam Park's large run off areas make it perhaps the safest road course in the country. TC has driven several pro





series around the country and he told me he had never been on such a slippery track, including Summit Point before the repaving. He did a brilliant job with the M5 to finish 29th. It took me 6:32 to drive 3 laps from a standing start. With a spin into the grass at turn 7, I finished 77th of 79 starters. The Nobles were 40th and 61st.

The really strange part of this event occurred once the track really started to dry, a while after the rain stopped. Danny Popp was late arriving this morning (said he couldn't find the car key). Not running in your normal part of the field meant a 10-second penalty. Popp chose to wait until the entire field had run. With the penalty he beat the second place car by 41 seconds! The 2nd, 3rd and 4th place cars were a Miata, M3, and Porsche Cayenne. Those same three cars finished 61st, 70th, and 71st in the overall standings for this year. As I said, bizarre.

The rain held off for the afternoon trial and the results returned to normalcy. I was 20th with a 3-lap time that was 2 minutes and 14 seconds faster! That was a big boost to my ego. The Whitis Noble completed its comeback with a 1st place finish and the other Noble was 8th. We were extremely disappointed when Brock announced that this evening's two drag racing events in northeastern Indiana would be cancelled as Neil did well in those last year.

Shortly after leaving Putnam Park we came across an accident in a small town. The police directed us around the scene via a shopping center parking lot, but we were able to see one of the cars involved was the One Lap VW Beetle. We parked and walked toward the accident scene and found a number of One Lappers were already there. It seems a woman in a van had negligently pulled out from a stop sign into the path of the VW that was doing a legal 35 mph. The van looked like it was totaled. The Beetle looked undamaged from a distance, but looks were deceiving. More on this later.

As we headed north towards Road America near Sheboygan, Wisconsin the rain started again. Soon the rain and wind were so hard cars were making massive rooster tails that went straight sideways. They were smart to cancel the drags. We experienced another traffic jam on I-80 near Chicago but would have made it to our Sheboygan hotel before 10pm if I hadn't made the false assumption our destination was at exit 146 instead of 126. There was no exit 146. There's nothing like putting in an extra 46 miles after a harrowing 400 mile trip. Even though we checked into the hotel at the relatively early hour of 10:45 pm, the wind and cold rain discouraged any

attempt to find a meal and some good Wisconsin beer. One Lappers that arrived after us reported driving through snow and sleet near Milwaukee.

It was still cold and raining as we headed out early Friday morning for Road America near Elkhart Lake. Thankfully George had called ahead and arranged for the classroom and media room/snack bar to be open so we could escape the elements. The VW Beetle drove into the paddock to the cheers of all. While taking the mandatory ride to the hospital in an ambulance, they made telephone arrangements for the car to be trucked to an Indianapolis shop. Many suspension parts were cannibalized from a customer's Audi. Again, where many would have called it quits, this crew pulled an all-nighter and made to the next venue without missing a trial. New pavement had been laid down in the turns at Road America, but the transition from new to old, particularly while still turning and accelerating, made for numerous spins. We were using the motorcycle chicane to avoid negotiating the notorious kink at high speed. I had a real scare when accelerating away from this chicane. After upshifting from 3rd to 4th, the M Coupe got into a small tank-slapper. I kept it on the pavement and was extra cautious in this area every lap after that. We had lunch in the media room and a number of trackside remote control video cameras enabled the assembled crowd to watch cars getting stuck in gravel traps and other misfortunes. Scariest of all was watching National Capital Chapter member Scott Harrison take the nose off the FF Daytona Coupe in the same area of the back straight where I almost lost it. Knowing there was little chance of gaining or losing a position in class, eased into 38th and 52nd place

in the two trials. The Cobra team made arrangements to flat-bed the car the 235 miles to South Bend at a cost of \$650. Once there they could drive it sans-nose in the final dry skid pad competition and take it home on their trailer. Many competitors trailer their cars to South Bend and leave the tow vehicles there at TireRack for the week.

We took a route that skirted west of Milwaukee and west of Chicago to avoid Friday evening rush hour. We learned later that the two Amandas had their PT Cruiser rear-ended by a semi-trailer truck. Both were okay, but the car, while drivable, looked a mess. Nine miles short of the hotel in South Bend we saw the Karl Troy Ultima being pulled over by an Indiana Trooper. It turned out to be for a burned out tail light. Many beers were consumed and war stories exchanged that night at the hotel bar.

Saturday morning the Dry Skid Pad trial started on a damp surface. The cars ran in reverse order of the current standings so the top guns had completely dry conditions. An awards banquet followed. Our 4th in a class of six and 37th overall was a big letdown after being 3rd in a class of 14 and 19th overall last year. The Whitis Noble was 7th despite not finishing one event at VIR and the Novak/Wolffkill Noble was 10th, just in front of the Swan/Kline M5. Neil later found out the new Bridgestones had not been tested in cold, wet conditions. But our biggest problem was our inconsistent driving performance. We still had tons of fun. The car was totally reliable in the course of the 4,475 One Lap miles (plus 1,200 round trip to South Bend). In all we traversed parts of 21 states. So who is going to join the fun next year?

*Chapter member Scott Harrison and car owner Joe Drumheller are able to laugh about the loss of a Cobra Daytona Coupe's nose at Road America.*



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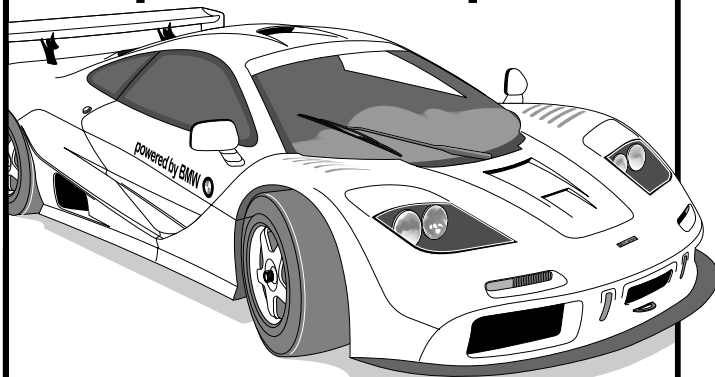
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# Test Drive –2004 645Ci

Text and photos by Rob Williams



A warning triangle appeared in the dash as I pushed the DSC button on the center console; holding the button down, I counted to three and an even more ominous symbol informed me that now I was in really big trouble because the DTC (Dynamic Traction Control) was turned off. “Ahhh, just the way I like it!” I thought, as I waved goodbye to Timmy and Blake and stomped my foot down hard on the go pedal. The mighty V8 in the big, two-door, muscle-car snarled angrily as the rear tires clawed for traction on the wet pavement. As the big 245 width tires gained a foot-hold, the coupe launched like a rocket across the parking lot.

Thus began my three days in one of the coolest cars I’ve ever driven, courtesy of the fine folks at Convenience Car Care. CCC owner Timmy Tyrrell had called a few days earlier to ask that I stop by and see the latest addition to his inventory of high-end German cars for sale. I was more than happy to oblige and quite impressed to see a beautiful marine blue 2004 645Ci.

The new 6 Series has been out long enough now that we’ve all seen plenty of them on the road, but I had not, until then, had the opportunity to really check one out up close and at my leisure. With the exception of some initial reservations about the “Bangle Butt,” I have liked the new 6 Series design since it came out, and this car looked absolutely stunning. When Timmy asked if I wanted to drive the car for a couple of

days to write a review of it for the magazine, I said, “I thought you’d never ask!”

Aside from the little parking-lot wheel-spinning stunt (which sounds more dramatic than it really was), I left the electronic nannies in control,



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**The mighty V8 in the big, two-door, muscle-car snarled angrily as the rear tires clawed for traction on the wet pavement.**

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lest my enthusiasm get the best of me leading me to spin my buddy’s \$60,000 car around in an intersection or some similar calamity that I would regret immensely. The instant throttle response

and copious amounts of torque in this car require some caution until you are familiar, particularly when the pavement is wet and the Sport button is on. I found that the DSC/DTC would intervene just pulling away from a light if I was not careful.

One of my first impressions was that the car seemed much lighter than it really was. It is a big car and when you see it from the outside it looks solid; like it’s been carved from one huge block of stone. At 3700lbs, it’s not a light car by any means, but not as heavy as it might appear and that is definitely not an accident. BMW worked very hard to lighten this car, particularly in the front end, and particularly in the area of unsprung weight. The front fenders are ABS plastic, the hood and doors are aluminum, and the trunk lid is composite. The weight of suspension components is of particular importance as that is all un-sprung weight.

This may sound odd, but five pounds of weight here in a car does not equal five pounds of weight there in a car (if either the “here” or the “there” is suspension, brakes, or wheels and tires). Weight that is carried by the springs of the suspension does not count as heavily against the performance of a car as weight that is not carried by the springs. I liken it to the concept of ankle weights people used to wear for exercise. Each ankle weight might only be five pounds, which you could easily carry around your waist or over your shoulders all day long with no problem, but when you put the weight down on your ankles, where all the movement is going on, it makes much more of an impact and will wear you out



very quickly. Either way, your legs are transporting ten more pounds, but one way it hurts a lot more than the other. Applying this back to the car, BMW built the suspension of the 645Ci out of aluminum to save on unsprung weight; this and the other weight-saving measures have lead to a car that feels much more nimble and responsive than it looks like it could be. The weight savings give the 645Ci a horsepower-to-weight ratio of 11.6lbs per hp, putting it in the realm of some much smaller cars such as the Honda S2000 and Nissan 300ZX.

While I love the high-revving oversquare inline six engines for which BMW is rightfully famous, there is really nothing quite like the stump-pulling torque of a V8, and this 4.4ltr, 32 valve, double Vanos and Valvetronic-equipped engine has that in spades. Horsepower and torque figures are 325 and 330, respectively, with the peak torque at 3600rpm; but the real story is the way the double Vanos system keeps the horsepower and torque curves looking like a gently sloping hill rather than a steeply inclined mountain. Vanos accomplishes this task through a system that acts upon the camshafts to change their position relative to the drive gear, permitting both the intake and exhaust valve duration to be optimized for any engine speed and throttle position. The result is a feel akin to a turbine, with power and torque seemingly always available at any engine speed.

Throttle response is lightning-fast on this car and that is due in large part to the new Valvetronic System, which eliminates the throttle butterfly all-together, replacing it with a system of eccentric shafts, intermediate rocker arms, and an electric motor. Instead of a cable running from your accelerator pedal to a butterfly plate in the air intake system, Valvetronic receives an electronic signal telling it the pedal position and adjusts the amount of air coming in to the engine by increasing or decreasing the intake valve lift itself. In other words, instead of choking the engine at low speeds by constricting the air that can enter the throttle body and then mechanically opening that butterfly when more air is needed, the valves in the Valvetronic engine simply open less when less air is needed and open more when

more is needed. The 40MHz, 32bit computer in the Valvetronic system sends the signals and mechanical adjustments all the way from one extreme of the range to the other can be made in less than 300milliseconds.

The interior of the 645Ci is luxurious, as you'd expect, but the seats also have a purposeful feel with extensive side-bolstering to hold you firmly in place when the corners get tight. This was my first long-term experience with I-Drive, and I guess I just don't see what all the fuss is about. I was able to find my way through the

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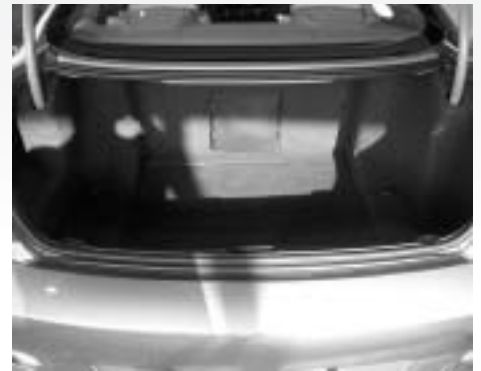
**The instant throttle response and copious amounts of torque in this car require some caution until you are familiar, particularly when the pavement is wet and the Sport button is on.**

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menus to adjust the radio and climate controls with little difficulty. The navigation system is another matter, although the only time I played with it I was already on the move (which is not recommended) so I could not give it my full attention. The car I tested had the Steptronic Auto Transmission, I really would like to try a 6-speed manual as I bet that would be a lot of fun.

Regarding the transmission, I do have one complaint; my wife's 2001 325Xi Touring is Steptronic also and in her car pushing the lever forward results in a gear change "up" from 1st to 2nd, 3rd to 4th, etc., which I think makes perfect sense. In this car, though, the gear-changing directions are reversed and you pull the lever back towards you to go "up" a gear, and forward to go "down." I think the new way (in the 645Ci) is counterintuitive; it's possible that it seems that way to me because I am used to the other way, but I think BMW should have taken the time to establish the way they'd like to do this before releasing the first one and stick with that convention. On the other hand, I will applaud BMW for simplifying things by adding a "Sport" button and thus eliminating the clumsy system of moving the selector down to "Drive" and then slapping it over to the left to be in "Sport" mode.

Cutting edge styling; a powerful engine with gobs of torque and instantaneous throttle response; an all aluminum suspension that tracks



*(Opposite Page) The 645Ci looks right at home in the beautiful showroom of the new Convenience Car car facility in Manassas. (Upper Right) Four golf bags and then some...the cavernous trunk of the new 6 Series. (Right) The driver-oriented cockpit is both luxurious and purposeful.*

well at high speed and yet is quick and nimble in tight turns; a sporty automatic transmission that you can shift yourself if you choose. So what's not to like? As Ferris Bueller said in reference to his friend's dad's Ferrari, "If you have the means, I highly recommend picking one up."

*Der Bayerische* would like to thank Convenience Car Care for allowing us the opportunity to test-drive a very unusual and sought-after BMW and reporting on the experience for the benefit of our members (oh, what I do for you guys). For more than 16 years, Convenience Car Care has serviced everything from high-end exotics by BMW, Porsche, and Mercedes to SUVs, trucks, and even RVs. They do all manner of automotive work from race car preparation to

scheduled factory maintenance, as well as selling well-cared-for used cars. CCC has recently moved to a beautiful new building and their inventory of used cars has moved upscale as

well, with the '04 645Ci being just one example of the caliber of the cars on their lot. Please visit them on the web at [www.convenienceccarcare.com](http://www.convenienceccarcare.com) or call 703-330-2237.



*(Top Left) The slick trunk-opening mechanism of the 6 Series. (Top Right) The "Kabuki" style headlight design was controversial when this car was first released.*

*(Right) The well-contoured rear seats. (Bottom) The open design of the huge 18" wheels on the new 6 contribute to its athletic appearance.*





**NCC BMW CCA Hooters Charity Car Wash for Breast Cancer Research | July 16, 2006**  
**Photos by Vic Naumann | Red Sky Photography**



# Body and Paint 101 – A Primer

**Text and photos by Chase Donnelly**

**W**hile servicing the running gear of a modern European vehicle may be incredibly difficult, producing the perfect paint job may be even more complicated. Today's best paint shops combine sophisticated tools with years of experience with various materials, coatings, and techniques. Whether repairing damage due to a collision or simply adding a new look to your BMW, finding a competent shop to paint and install parts can be very difficult.

While I loved my car the way it was, after three years of ownership I began to feel that I wanted to change it in a way that might set it apart from the sea of E46s on the road. With that in mind, I dove head first into the murky water of aftermarket bodywork. If I only had the road map I leave for you here, I may have fared a little better during the trip. The finished product has left me with nothing but smiles, but getting there was anything but easy.

When I initially began looking around at kits, wings, and rocker panels for my BMW, I couldn't have told you the difference between FBR, ABS plastic, and carbon fiber. Fortunately, I knew a couple places where I could find people who could help. The Internet reportedly just reached the 800 million-user mark; which gave me pretty good odds of finding some other folks I could ask for assistance. Turning to E46Fanatics.com, I not only got an education in some of the basic principles of

bodywork, I was also given contact info for several competent shops whose good reputations proved to be well-deserved. Over the course of several weeks, my garage filled with box after box until one beautiful day in February when the last piece arrived. I finally had all the parts I needed to transform my car into the image that had been the fixation of my mind's eye for more than a year.



I had five pieces (or seven, depending upon how you count them): M3 custom bumper, Hamann GT-R side skirts, Hamann rear apron, M3 replica mirrors, and a Strassentech Carbon Fiber front lip. Now for the easy part...or so I thought.

Once again calling upon personal recommendations, I inquired with fellow BMW CCA members and like-minded enthusiasts in on-line web forums for their advice and quickly narrowed the list down to four local shops that all had great reputations. List in hand, I loaded my car with the

parts and visited each shop. My spirits sank as first shop gave me an estimate that was way beyond my budget for the project, and the next three in row all said they would rather not deal with the "custom" work required to do a quality job with the parts I had purchased. It seems most body shops would much rather do collision repair with OEM parts than deal with aftermarket parts, particularly ones made of fiberglass or carbon fiber.

Carbon fiber is both incredibly light and extremely rigid; it is those properties that make it the perfect material for so many automotive applications. It comes as no surprise that Porsche chose carbon fiber as the base for the body of their GT supercar. Carbon fiber was used to eliminate unnecessary weight and create the much-needed structural integrity required for such a car. When looking for something to spiff-up the M3 front bumper I was having custom fabricated to fit my non-M3, I was drawn to the carbon fiber Strassentech front lip, which would help with both aerodynamics and looks.

Though it is a great material, carbon fiber cannot be used in all circumstances. My rear apron, for instance, is made of fiberglass. The big wings, ground effects, and outrageous bumpers you see on most cars these days are made of fiberglass. However, with the exception of brand-name companies (ACS and Hamann in the BMW world),





most fiberglass kits are made with only a few layers of the material. These thin products are extremely weak and prone to cracking. To make matters worse, fiberglass complicates virtually any problem. For example, if a rock chip were to hit a fiberglass front bumper, a small chip would be visible to the eye, but underneath the paint, spider webs would begin spreading from the point of impact, and the bumper would eventually crack requiring very expensive professional work.

Most body shops in the area will not touch fiberglass parts with a ten-foot pole; shop owners say the pieces, "require too much work and never look right." For the most part, they are right. As I found firsthand, my rear add-on was an absolute nightmare for the body shop I ended up using. To make a long story short, if you plan on buying aftermarket pieces, try to stick with ABS plastic pieces, which are similar in construction to those used by the factory. Doing so will help not only your relationship with the body shop, but also your chances of finding a shop that will do the work and produce a quality finished product.

After having learned a thing or two about what I was up against, I visited a fifth shop that I had never heard of before, but that had been recommended by two of the three other shops that said they would rather not deal with my aftermarket work. With that, I headed up to Euro Pro's in Gaithersburg, Maryland.

Pulling into Euro Pro's lot in Gaithersburg, I wasn't exactly awed by the appearance of their shop. Once inside, though, my concerns were quickly assuaged as I laid my eyes upon a long row of European exotics including a Porsche race car, a brand new Cayman, and several 911 Turbos. I began to feel I had found "the shop." Derrick, the shop's owner and head technician, met with me personally; he looked over the pieces, discussed the type of work that would need to be done, and assured me that he and his team were capable of delivering what I was looking for. It was Derrick's honesty, along with the shop's immaculately clean work area and friendly staff, which convinced me that I had found the right place.

The process of making these kits look perfect involves patience and meticulous attention to detail. The body pieces have to be prepped again, and again, and again. Long before the shop can paint the pieces, they must spend several hours per piece sanding, shaving, smoothing, and filling to assure that the pieces will be free of any waves, pinholes, or imperfections. This is where the better shops shine, because they put in the extra effort needed, resulting in the best finished product.

While originally thought to be of fiberglass construction, my side skirts actually were made with a carbon fiber base and fiberglass to fill out the mold. When I asked what the reason was for

the carbon fiber, Euro Pro's body man Mike explained that the structural integrity of most aftermarket, fiberglass side skirts is "weak at best." The fiberglass offers no give and the skirts will simply crack at the first presence of external force (speed bumps, pot holes, etc). With carbon fiber reinforcing them, the skirts may chip or crack slightly, but won't snap or break into pieces as most aftermarket kits will. After the instructional detour, Mike went back to work on the pieces making them look just right.

Although the side skirts required a lot of attention, the rear add-on required even more. In addition to the smoothing, sanding, and filling which was needed in the skirts, the rear add-on also demanded shaping and fitting. I learned that the rear sits literally on top of the rear bumper of my car. If the add-on were even the slightest bit off, the lines of the bumper would look off and would create imperfect edges. Wanting the final product to look as though it belonged on the showroom floor, Derrick and his team at Euro Pro's had to make sure the piece would fit perfectly onto, and line up precisely with the lines of the OEM bumper. Instead of trying to do this while the bumper was on the car, they took it off to make sure the job was done right.

Euro Pro's mounted the rear add-on to my rear bumper using clamps and were then able to perfectly shave the add-on so that it lined up 100% with the factory bumper and did not stick out too much in any one area or look at all out of place. After perfectly aligning the add-on, they permanently glued the add-on to the rear bumper and set them aside for paint.

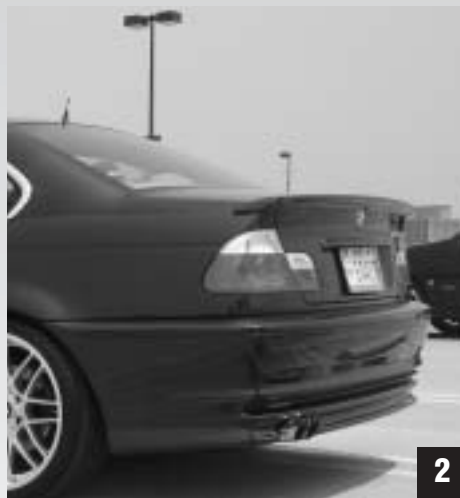
In addition to spending an incredible amount of time perfecting the rear add-on, Euro Pro's also shaved down my OEM bumper and removed every single nick, scratch, and "bumper tap" (thanks to city parking), filling in all the imperfections for me. They also touched up my rear bumper strip, which had been damaged when having my exhaust installed, and painted the whole rear bumper with the add-on now attached.

With the side skirts and rear add-on ready for paint and installation, Euro Pro's moved on to the M3 front bumper. Since it was made of ABS plastic the front bumper gave them the least trouble.

#### *Preparation and installation of new parts:*

*1. Front bumper. 2. Rear add-on 3. Rear add-on 4. Spoiler. 5. Euro Pro rear add-on.*





*Pictures of the car before and after: 1. Rear prior to work. 2. Rear angle 3. Bumper prior to work 4. Front.*

After sanding down the piece to give it perfectly smooth edges, they primed the bumper and got it ready for the paint booth. It was at this point that I noticed holes which had been pre-drilled for the front license plate. Asking Derrick if he could fill in the holes, I was told that doing so would require his crew to redo a lot of the work they had done to that point. However, noticing that I really wanted it done, he had his crew go back, sand and fill the pre-drilled holes, and re-prime the bumper for paint. His team did a lot of additional work to put an extra wide grin on my face and, even after doing so, kept to their original estimate.

Euro Pro's eventually turned out an incredible finished product; however, getting to that point took a little longer than expected. When working with any aftermarket parts, setbacks can be expected. The side skirts I had purchased ended up being made out of carbon fiber which meant greater prep work, the rear bumper required Euro Pro's to seamlessly mold the two together, and the carbon fiber front lip, at first, did not want to sit correctly. However, with the pieces in the hands of such skilled individuals, the project came out looking nearly perfect. My car went in looking like virtually every other E46 on the road and came out a showstopper; I could not be happier with the finished product Euro Pro's delivered.

Thanks to all the guys at Euro Pro's; especially Derrick, Mike, and Greg. For all your body and paint needs, call Euro Pro's 301.977.7475.

*Author Chase Donnelly and the crew of Euro Pro's in Gaithersburg.*





# June 24, 2006 New Members' Party Funktion Auto Group, Dulles VA

By Roy Morris | Photos by Victor Naumann

Funktion Auto Group hosted the June New Members' Party, courtesy of shop owner Walid Achi. After a delicious lunch and a tour of the state-of-the-art Funktion Auto shop, we were treated to 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 such as the Bizzarini.

We saw cars in every stage of restoration, from the bare body on a rotisserie, to the machine shop where they make replacement parts for engines, to the trim shop where they do carpeting and interiors, a state-of-the-art paint facility, and on to the final assembly room. We saw rare vehicles including a Duesenberg Indy racer (circa 1930) under restoration, a Jaguar XK-120, an Iso-Rivolta, the #2 prototype Lamborghini Countach, an early Lamborghini Miura. On the showroom floor was a classic "barn find" - an unrestored convertible red Ferrari from the 1950's that someone had simply parked in a barn and left unmolested for at least 40 years. It was truly amazing what effort goes into restoration, and

what a great job can be done when there is an unlimited budget. The storage room contained about 30 cars either being stored or awaiting restoration, and every single one of them was remarkable.

Grand Touring spends a tremendous amount of time researching the vehicles they restore and sourcing parts. If all else fails, they simply manufacture all the missing pieces, one at a time.



(Top) A Radical sits in the lobby. (Below left) Make mine well done. The fiberglass shell of a rare Italian on rotisserie. (Below Middle) A door prize winner. (Below Right) A Ferrari waiting for completion.

We asked our guide, Nick, how he came to the business of restoring engines, and he explained that he used to be a rocket scientist. He was laid off from his aerospace engineering job after 2001 and since he had always had an interest in cars, this was a natural application for his engineering expertise. He said that a technician who comes from the production environment of a typical garage or body shop often cannot adapt to the painstaking and often tedious process of doing whatever it takes to perfectly reproduce the car as manufactured. So it takes a certain mindset to be in the business, not just technical expertise.

Heading back to Funktion Auto, we distributed door prizes and had more food. All new members won a door prize of some sort. The Grand Touring facility was so amazing that we are going to schedule another event there to give the rest of the Chapter a chance to see this facility. Many thanks to Funktion Auto and its owner Walid Achi for hosting this event in a first-class manner and for his continued support of our Chapter.







BY WOODY HAIR

# WOODY'S Competition C O R N E R

The Sports Car Club of America has reached a new level of absurdity with its latest effort in a seemingly never-ending and blatantly obvious campaign to hinder BMW's success in competition. The E36 chassis non-M BMW 3 Series with 2.5 and 2.8-liter 6-cylinder engines had over 200,000 examples sold in the USA and many owners of those cars actively participate in local motorsports; now the SCCA has proposed moving these models to higher levels of Solo (autocross) and Improved Touring (regional racing) classes.

in the Improved Touring S class for regional road racing. Now it looks like the SCCA will add a new IT-R class for the more powerful cars that have previously been excluded from IT competition and slot the 325 there with the more powerful Honda S2000, Porsche Boxster, early 911s, and 944 S twin-cam, as well as a host of other cars including the E30 M3. Now that it is a twenty-year-old car, the SCCA had finally provided a class for the original M3. Different weight minimums will apply to all cars so only time will tell if the 325 remains competitive.

Motorsports Park track. The M3s were hardly mentioned on CBS's broadcast of the race. . . . . The D.C. Region of the SCCA hosted a Pro-Solo autocross in late June. Drivers from as far away as Colorado, Texas, Florida, Massachusetts and Michigan were here to compete. Locals fared quite well. Lee Piccione and Mike Neary each took a first place in class with their '95 M3s. BMW results are posted on the next page. . . . . The same weekend the Region hosted their annual 12-Hours of Summit Point race. Going against the norm, only 3 BMWs competed and their best finish was 31st place. Over one-half of the 51 entries were Mazda Miatas. . . . . Nine SpecE30 BMW 325s competed in NASA's Summit Point Races in early July. The top three on Saturday were Carter Hunt, Vic Hall, and Mike Davidson. Sunday saw the top three being Chris Cobetto, Mike Davidson, and Carter Hunt. NASA's national championships will be at Mid Ohio September 11-17. I wonder if they'll have as many Spec E30s as come out to Summit Point. . . . . The Grand-Am Cup 12-Hour season finale at VIR on October 7 and 8 has been altered. It will now be two 6-Hour races. The Grand Sports class, including a bunch of M3s, will race from 3pm to 9 pm on Saturday and the Sport Tuner class, including BMW 330s and Z4s, will run from 1pm to 7pm on Sunday. With an expected total entry of over 90 cars, this will enable all cars to compete and the spectators will still get 12 hours of racing. If you have seen any of the Grand-Am Cup crash fests this year you'll know this decision makes sense. Crunch!



Photo by Raine Mantysalo.

*Bryan Watts' M3 was the Group A race winner at the Summit Point BMWCCA Club Races on August 5.*

For over ten years, the 325, 323, and 328 have seen much success in the SCCA's D-Street Prepared Solo class. Now the Solo Events Board of the SCCA has proposed moving these cars to B-Street Prepared where the faster E36 M3, C4 Corvette, Nissan 350Z, Honda S2000, Subaru STi, and Mitsubishi Evo8 reside. So the less-than-totally-serious autocrosser will have their 325s quickly made obsolete. Well, there is one big caveat to this rant. The 325, 323 and 328 will be listed on the same line as the M3. That means the "up-date/back-date" rules will allow installing an M3 engine in your 325. So the absolutely serious autocrosser can build a car with the lighter components of the 325 such as brakes, but the power of the S52 M3 engine. All it takes is money. The E46 3-series models including the 330 will also be listed in BSP, but on a separate line than the E36 M3. Thus they don't get to use the M3 engine.

The E30 325s are being moved to C-Street Prepared where they will be competing against the lighter and more nimble Miata and Honda CRX. The E30 M3 has always been listed in CSP and it will stay there, but listed separately from the 325.

In the last few issues I have mentioned the SCCA's attempts to reduce the power of E36 325s

**SPEED SHIFTS:** With 11 of 18 races on the books, the BMW-Sauber F1 team lies 6th of 11 teams in the constructors' championship standings. Nick Heidfeld is 9th among drivers and Jacques Villeneuve is 13th. . . . . In the American Le Mans Series the PTG M3s finished a promising 3rd and 4th in class at Lime Rock in early July, but followed that by a lowly 6th and 8th at the Utah Grand Prix on the new 4.5-mile Miller

## COMPETITION CORNER CALENDAR

Sep 3-4	SCCA MARRS Races, Summit Point, WV
Sep 3	SCCA AX #6, FedEx Field, Landover, MD
Sep 11-17	NASA Nationals, Mid-Ohio, Lexington, OH
Sep 16-17	Cumberland Airport Races, Cumberland, MD
Sep 23	NCC Autocross #5, Ripken Stadium, Aberdeen, MD
Oct 7-8	Grand-Am Cup Twin 6-Hour Races, VIR, Danville, VA
Oct 8	SCCA AX #7, FedEx Field, Landover, MD
Oct 14-15	NASA Races, Summit Point, WV
Oct 28	NCC Autocross #6, Ripken Stadium, Aberdeen, MD
Oct 28-29	Cumberland Airport Autocrosses, Cumberland, MD
Nov 4	VIR 13-Hour SCCA Race, Danville, VA



# BMW AUTOCROSS RESULTS

## SCCA CHAMPIONSHIP #3, FEDEX FIELD, JUNE 11

Brian Hair	00 M Coupe	1st ASP	57.393	Eric Wong	90 325is	8th STX	62.975
Terry Baker	99 323i	1st DSP	58.37	Christopher Potter	97 M3	8th STU	63.387
Jason Becker	00 M Coupe	2nd ASP	58.489	Jason Kendall	98 M3	9th STU	63.488
Mike Neary	95 M3	1st STU	59.457	Alex Teitelbaum	90 325is	9th STX	63.533
Bobbie Boykin	95 M3	1st BSP	60.061	Woody Hair	88 M3	11th CSP	64.027
Greg Olsen	93 325is	1st STX	60.156	Justin Strous	06 330Ci	4th DS	64.242
Kevin Henry	90 325i	2nd DSP	60.239	Curtis Staples	02 330Ci	5th DS	64.282
Glenn Ty	98 M3	4th SM	60.256	Tommy Radford	94 325is	6th DS	65.008
Nick Rubenstein	95 M3	2nd BSP	60.28	Randall Cummins	99 M Coupe	6th ASP	65.592
Neil Simon	99 M Coupe	3rd SM2	60.829	Wayne Rubain	91 M5	7th FS	65.91
Van Michael	06 330Ci	1st DS	61.101	Ruhl Heffner	99 M3	7th BS	66.763
Dan Stauffer	93 325i	3rd DSP	61.488	Bill Radford	94 325is	8th DS	68.414
John Doby	98 M3	6th SM	61.845	Steve McGrane	91 325ix	1st DP	75.161
Scott Blair	95 M3	5th STU	62.264	Judd Bouy	95 M3	13th STU	Off Course
Bob Hausmann	94 325is	1st AM	62.442				

## SCCA PRO-SOLO, FEDEX FIELD, JUNE 24-25

Lee Piccione	95 M3	1st BSP	62.065	Mike Neary	95 M3	1st STU	65.565
Bob Tunnell	95 325i	1st DSP	62.273	Kevin Henry	90 325i	6th DSP	65.701
Doug Newhard	95 M3	3rd SM	63.053	Nick Rubenstein	95 M3	5th BSP	65.928
Alex Schipkov	89 325i	2nd DSP	63.299	Jason Becker	00 M Coupe	4th ASP	66.006
Brian Hair	00 M Coupe	3rd ASP	63.572	Bobbie Boykin	95 M3	7th BSP	66.652
Terry Baker	93 325i	3rd DSP	63.909	Scott Blair	95 M3	5th STU	67.324
Brian Flanagan	00 328Ci	4th DSP	64.135	Greg Olsen	93 325is	14th STX	69.168(1)
Clifton Roseberg	95 325i	5th DSP	64.209				
John Doby	98 M3	4th SM	64.372				

## SCCA CHAMPIONSHIP #4, FEDEX FIELD, JULY 16

Lee Piccione	95 M3	1st BSP	59.93	Jason Kendall	98 M3	4th STU	65.223
Eric Wong	99 M Coupe	1st SM2	61.61	Christopher Potter	97 M3	6th BSP	65.483
Brendon Bengermينو	04 M3	1st ASP	61.621	Scott Blair	95 M3	5th STU	65.878
Brian Hair	00 M Coupe	2nd ASP	61.893	Woody Hair	88 M3	7th CSP	65.975
Jason Becker	00 M Coupe	4th ASP	62.534	Joshua Phipps	88 M3	8th SM	67.725
Mike Neary	95 M3	1st STU	62.736	Roland Wallner	90 325i	6th DSP	67.999
Glenn Ty	98 M3	3rd SM	62.877	Michael Palaszynski	95 M3	10th STU	68.662
Bobbie Boykin	95 M3	2nd BSP	63.069	Curtis Staples	02 330Ci	5th DS	68.74
Nick Rubenstein	95 M3	3rd BSP	63.172	Wayne Rubain	91 M5	9th FS	68.938
Neil Simon	99 M Coupe	4th SM2	63.356	Tommy Radford	94 325is	6th DS	69.327
Alex Teitelbaum	04 M3	5th ASP	63.997	Ruhl Heffner	99 M3	8th BS	69.552
Bob Hausmann	94 325is	1st AM	64.401	Randall Cummins	99 M Coupe	8th ASP	69.671
Greg Olsen	93 325is	1st STX	64.436	Ed Palaszynski	95 M3	14th STU	74.613
Kevin Henry	90 325i	1st DSP	64.586	Steve McGrane	91 325ix	2nd DP	74.788
Terry Baker	02 330Ci	2nd DSP	64.719				

( ) = number of two-second pylon penalties.

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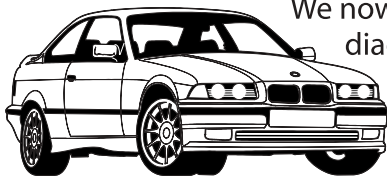
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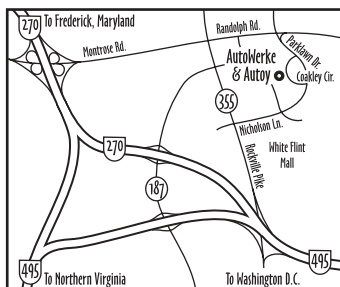
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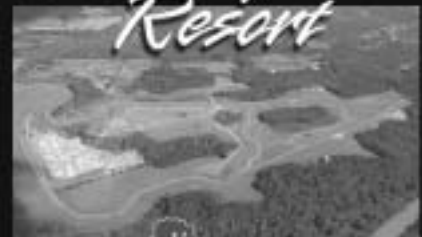
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## September

Owner: Navin Kumar  
Year: 2000  
Model: 323i  
Color: Titanium Silver

**Synopsis:** This month's Car of the Month winner is Navin Kumar. Navin's 2000 323i is one modified and pampered, but driven, machine. Navin is the original owner and has clocked ~44k miles since purchased.

Navin has been a member of the NCC chapter since day-one of BMW ownership in 2000. He enjoys the club and everything BMW. To describe this vehicle best, I'll paraphrase from Navin's nomination submission:

"I have a strong passion for black carbon fiber as evidenced by the number of carbon fiber mods I have..." Some of Navin's noteworthy modifications include...

- AC Schnitzer black carbon fiber triangular airbag steering wheel
- RDSport R35 Front Bumper
- Eisenmann Quad Exhaust



- Lowenhardt BR5 wheels
- AC Schnitzer rear add-on
- AC Schnitzer sport mirrors
- AC Schnitzer Black Carbon Fiber Interior Trim
- AC Schnitzer Black Carbon Fiber Shift Knob, Black Carbon Fiber e-brake handle, Black Carbon Fiber foot pedals (brake, accelerator and dead pedal)
- Gruppe M Carbon Fiber Intake
- Benfer Carbon Fiber Quatro Strut Brace
- Select JL Audio pieces

Overall, from exterior to interior, from engine to audio, this is one hopped up ride. Thanks for sharing Navin.

P.S. While it may be your first, I do not believe that this will be your last BMW given your passion for the marque.

## October

Owner: Chase Donnelly  
Year: 2000  
Model: 328ci

**Synopsis:** This *dB* issue must be all about the E46 Car of the Month issue. This month's CoM is also a 2000 model year E46 BMW. Chase Donnelly is the proud owner of this 328ci and in addition to being a bona fide BMW fan, Chase is also the marketing associate for the NCC's acclaimed *der Bayerische* newsletter.

Chase claims that it took him approximately two years and a couple of weeks to brainstorm, evaluate, select, and locate the car of his dreams. Everything became a reality when he sat down in his very first BMW, a 2000 328Ci. Since the purchase, Chase has spent hours detailing, modifying, and tuning the Bahnstormer. Chase describes his ownership as "more fun than an afternoon at Kings Dominion." After two years of spirited driving and ownership, he longs for the day when he can find time to attend his first BMW CCA drivers' school.

Within Chase's "neck of the woods", BMWs roam freely. Whether driving through the city or



on back country roads, a fellow German engineered automobile is never far away. To set his ride apart from the numerous BMWs encountered along the way, Chase has modified the car quite a bit. From wheels, aero package, lighting enhancements, and a sundry list of other performance oriented parts here and there, Chase has done it. To this date, all but the suspension has been tweaked.

Thanks for sharing Chase. See you at a Drivers' School soon!

Noteworthy Modifications to his car include:

- Hamann sideskirts and rear add on
- M3 front bumper conversion
- Strassentech carbon fiber front lip
- M3 replica autofolding mirrors • Clear Corners
- Hamann Exhaust • ECIS Intake
- 19" CSL Replicas Goodyear Eagle F1s (235 fr, 265 re)
- Lighting: P46s, 6000K xenon headlights, 6000K fogs, 6000K LED turn signals (All around)
- Tan Interior with leather heated/power seats
- Hamann Door Sills, Ebrake, Shift Knob, Steering Wheel
- Stoptech Stage 2 Brake Kit with Slotted Rotors Painted Black Calipers





## NEW MEMBERS LIST



The National Capital Chapter now has 5441 members. We also have 790 associate members who share all of the benefits of being a Car Club member. There are also an additional 87 members that belong to the NCC as dual members. We continue to be the largest chapter in the US and getting bigger every month.

Special thanks to Albert L. Bartlett, Alan D. Berlin, John Cash, Jr., Pierre Cassagnol, Joern Esser, Chris Garwood, Rafael L. Garces, Stephane Grabina, Don Hixson, Colin Kimpel, Steven Kim, Greg Lindsay, John Lonergan, Luis Lozano, Byron McCauley, Richard Joseph Montoni, Gregory J. Reiter, Jonathan Spira, David Strassman, Wolfgang Tolle, Michael Vega, Robert Williams for referring members to the BMW CCA.

Do you know someone who owns a BMW but is missing out on the rewards of the

belonging to the BMW CCA? They probably don't know that they are missing benefits such as: Parts discounts at local BMW dealerships and select independent service centers; *Roundel*, club's award-winning national monthly publication; the Membership Rewards Program from BMW North America; not to mention all of our local activities. Please do them a favor and tell them what they are missing!

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.

Dendry Lizbeth & Carlos Bernardo Aguilar	2003 X5
Eric Alex Amster	
Allen Joseph Anthony	2002 M3
Stephen Anthony Arnold	
Edward Baek	1995 M3
Claude E. Bailey	1992 525i
E L. Baldwin	
Arthur Banian	
Christopher Barnett	2002 M3
Kiva Bartlett	1990 325i
Philip J. Barton	1994 530i
Josh Barton	
Enils Bashi	
Quentin A. & Stacy Bearse	1988 M3
Stephen & Michelle Beiga	2004 325ci
Manuel Francis Benton	2006 Z4 M Coupe
Lee Craig & Jennifer Kathleen Berlin	2000 528i
Rochelle & Randy Blaustein	1997 528i
Leonard Bloom	2002 325i
Robert Crawford Blumel	
Allen Boyd	2006 330i
Daniel Bradley	1987 325
Joseph Paul Brannon	2000 M Roadster
Gary R. Brenner	2007 525xi
James L. Brice	2003 330xi
John Brown	2001 X5
Craig Brown	2004 330i
Scott Richard Budden	
Jefferson G. Burnett	2007 530xit
Donald Jason Burnett	2006 330i
Stephan Butler	
David Canada	2000 X5
Darren Carrington	
Jose Casas-Finet	2002 530i
Ronny Chan	2001 325Ci
Jong Chen	
Tom Cole	2007 525xi
John & Barbara Crabbe	2000 740iL
Jennifer Crowley	2006 325ci
Roxana Rodriguez Cruz	2006 330xi
Nicolas D'Agostino	
Joseph Dame & David Dame	1999 M3
Theodore Davis	
Angela Sue DeAngelis	
Roberto Deonauth	2002 745i
Kevin DiBartolo	2006 330i
Thomas Donahue	2006 330xi
Debbie M. & James A. Dow	2006 325i

Jeff Duncan	1995 M3
Jim Durkin	2000 528i
Kathryn Eisenhardt	
Renita Ellis	2000 328i
Andrew Etter	2003 330ci
Hans Peter & Ingborg Fatscher	2006 Z4
Scott M. Fisher	2000 M Coupe
Elizabeth Fleming	
Kenneth Folkers	2003 530i
Vincent H. Fong	2001 330i
Michael J. Fortunato	2006 330xi
Evan R. Foster	2000 323i
Andrew Franklin	2001 740iL
Brian Frederick	2005 M3
Bruce Friedman	2006 325i
Donald Frieson	1998 740i
Paul Froyd	2006 330i
Silvie Gallardo	
Thomas L. Gardner	
Peter L. Garwood	1999 318ti
Frederick Ernest Glave	2006 M5
Michael Lee Green	1997 528i
Pete Griffiths	
Michael Guthrie	
Cameron Haak	2002 745i
Dan Hagan	2001 M5
Alberto Halphen	
Anthony P. Harman	2004 330ci
Gary P. Harper	
Mick Harzall	1999 M3
Joigie Hayes-Tolson	
John Heidingsfelder	1994 530i
Marc Heinze	2005 M3
David Higginbotham	1995 525i
Patrick Hixson	2004 330ci
Stanley Hofferber	
Tom & Robin Hoffman	2006 530xi
Andy Hoopengardner	2006 330i
Angela Huff	2006 325i
Justin Hyatt	
David M. Jackson	2001 Z3
Ronald A. James	2006 330xi
Carl L. Johnson	2001 740i
Brian Wesley Jones	
Percy L. Jones	2001 740i
Joe Vincent Yatco Juacian	1997 M3
Adam Kamber	
Raj Kanakamedala	

Dae Jin Kim	2002 X5
Troy Kimmel	1993 740i
Jay L. Kloosterboer	2003 M5
Lynda J. Koenig	2004 Z4
Majid Kossari	1998 528i
Andreas Kotzur	2006 650cic
Charles S. Kozlowski	1997 Z3
Nathan Lambeth	1998 528i
Michelle C. Lane	2002 325i
Gary & Jamie Langston	1995 540i
Dallas Alexander Lea	1999 323ic
Richard LeSchander	2003 330i
Robert L. & Minjung Lewis	
Michael E. Liddick	2004 M3
Kenneth Light	
Debbie Lin	
Algie L. Livingston	
Mike Lloyd	1996 328is
Jean M. Sandy A. Lofaso	2006 Z4 M Roadster
Thomas L. Lonergan	2005 330cic
Anthony D. & Patricia A. Longinotti	1988 M6
Linda LoPinto	
Roy Lowe	2003 325i
Joshua Lundy	
Juan MacLeod	1997 M3
Su-Yau Mao	
Denny T. Marandure	2002 745i
Malcolm Marshall	2000 528i
Mike Maruschak	1998 M3
Jessica Matthews	2006 X3
Sean & Lisa McAuliffe	2003 325xi
Lisa McDonald	2001 525
Maurice E. McKenzie	1995 740iL
Justin Patrick McLeod	2001 330i
Ophelia McMurray	
Marianne E. Meagher	2003 530i
Linda Miller	2001 Z3
James Miller	2007 530xi
Thomas James Miller	1998 328ic
Ross Milton & Thomas Milton	2006 330xi
Steve Mobley	2000 M5
Jeff Moore	2004 Z4
Andrew S. Moyer	2003 530i
Melissa Munson	2000 Z3
Michael A. Musikanth	2005 X5
Ghaith & Lina Musmar	2003 X5
Brian Mutschler	2006 330i
Sheila Naisho	



## NEW MEMBERS LIST



Michael & Susan Neumann	2002 330i
Tien Nguyen	
Bao V. Nguyen	2006 330i
Kelsi Nibbana	
Robyn Noles	2002 M3
Glenn O'Neal	2006 325i
Kaya Oktayuren	2006 Z4 M Roadster
Lamine B. Ouattara	1997 528i
Frank Pace	1999 740iL
Giulio Paciotti	
Tony Paek	
Michael Pahl	1999 M3
Alice Paik	
Steven Pake	
Barbara M. Perry	2006 Z4
Jonathan B. Peters	2001 540i
Brandie M. Place	2007 530i
Gregory R. Plush	1985 745
Scott John Prouty	2000 M Coupe
Walter V. Purnell	1985 635csi
Philip Kyle Ramey	2006 330xi
Kenneth Lydell Reid	
Sam Ro	2006 330i
Michel A. & Inci Robe	
Doris Ellison Robinson	2001 325ci
Alvin Robles	2006 330xi
James Andrew Russ	2006 Z4
Pete Ruszkowski	1994 318i
John Ryan	
Sameer Samtani	1995 325i
John Saxelby	1987 635CSI
Alma Schaffer	2006 Z4

Daniel Scheinkman	2006 330i
Greg Schmickle	1995 M3
Michael R. Scott	
Tim Scoville	2001 Z3
Chris Scowdem	2006 330i
Steven Seelig	2004 325xi
Jeffrey D. Seinwill	2001 M5
Shellie Sellards	
Diego Sequeira	2005 X5
Linda Shepard	
Naman & Deepika Sheth	
Louis Shetler	2000 323ci
Alan Shubert	2006 M3
Zack Sionakides	
Tyler H. Small	1985 535i
David Smith	
Daniel Sparks	2003 325cic
Katherine Sprick	
Dean Springer	2006 330i
Charles Edward &	
Stephanie Michelle Stiles	2006 Z4
Jim Strande	2001 330i
John Sunew	2002 325xi
William Franklin &	
Patricia Lee Tapp	2006 525xi
Stephen Tawes	2006 330i
Joshua David & Katie Ruth Templeton	2006 Z4
James Terburg	1988 325ix
Sunil Thadani	1988 535ix
Dennis W. Tharp	1975 2002
Will Thomas	1977 320i
Marina Tignor	

Gretal Toker	2004 Z4
Peter Jay Tolentino	2001 330i
James Tweedy	1993 740i
Timothy J. Tyrrell &	
Bill Tyrrell	2003 540i
Eze O. Ugbor	1999 528i
Keith J. Uhlenhake	2004 325xi
Rajesh Uttaravalli	2006 325i
Tim Vickers	1994 325is
John Edward Vogelsang	2003 540i
Liana Antonia VolpeYelle	
Mark Von Wehrden	1999 528
Christal Renee Waddy	2002 X5
Doug Wagley	
David Walden	1975 2002i
Jean-Cyril Walker	2006 330xi
JC Walker	2007 530i
James Ward	2002 745i
Kelly Wilson	
Stanley Wilson	1997 318i
Connie Wineland	
Brad Wise	2000 540i
Margaret L. Woods	1999 540i
Allan Rodney Wright	1994 M3
Ian E. Wyatt	2003 M5
Shiao Yeh	1995 318
Peter Anthony Yelle	2005 530i
Tianbin Zhang	2005 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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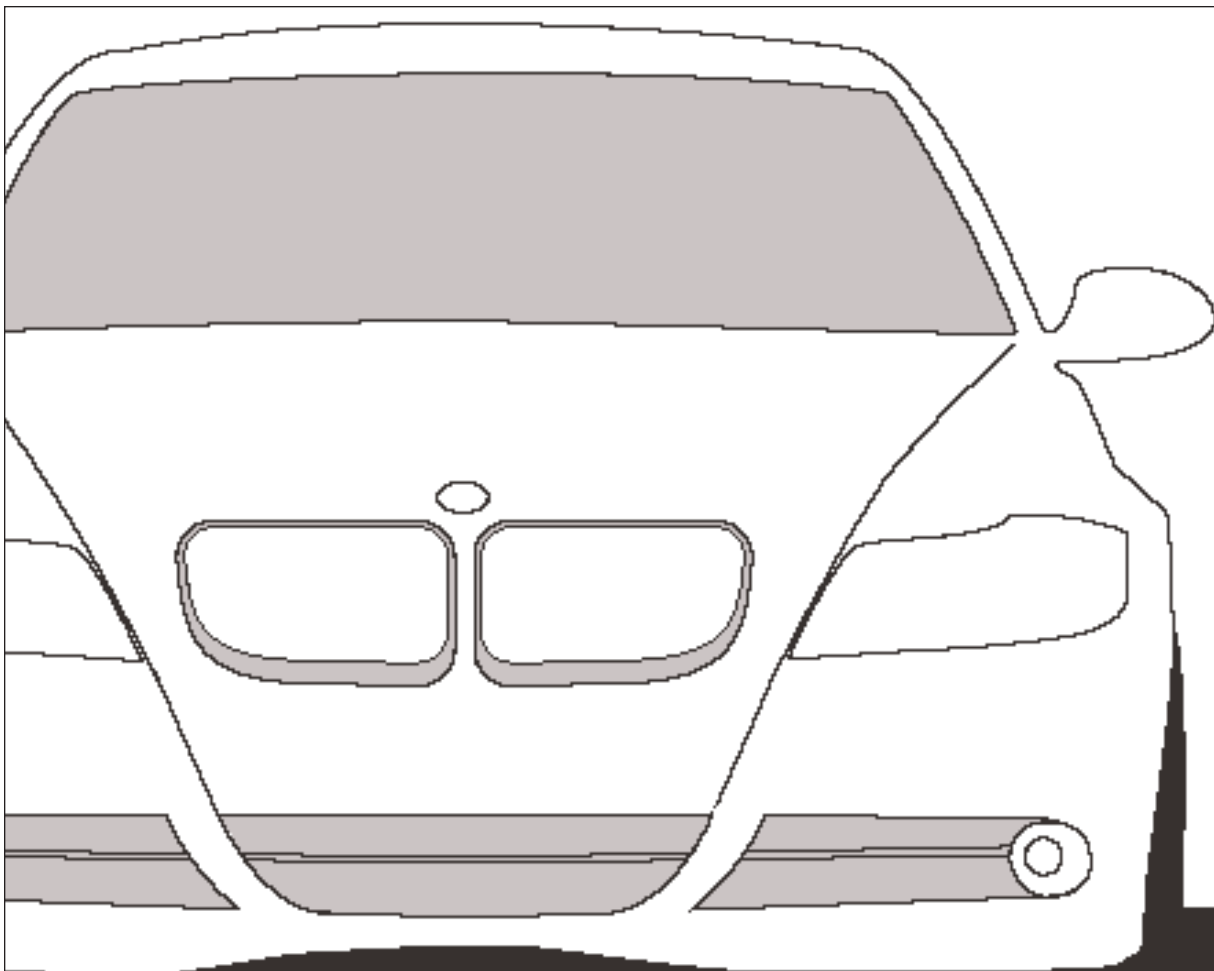
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## CLASSIFIED REQUIREMENTS

**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).

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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

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### BMW 1992 325is Racecar

Top quality 1992 BMW 325is, built and tuned by York Automotive, MEATHEAD Racing sponsor and Dyno tune center. BMW E-36 2dr, 1992, ARRC Polesitter 1995, Ed York's personal car. Run ITS/JP, custom red/blk/wht paint VANOS, Ground Control, Eibach springs, Stock Car Products front bar, Stickley Chip, Autometer, Sparco, fire system, set up by Ed York, Track Record at Summit Point (8/2004), ran under Track Record at Nelson Ledges (10/2005), MARRS Championship 2002, 2003, 2004, well sorted, \$18,000. 2006 SCCA annual tech. This is one of the fastest cars in the country, and is bargain priced due to our Grand-Am efforts. Go faster than an SM for less money. Partial trades considered. Track-side support and storage at Summit Point are available. Email Al Bell at [badal@meatheadracing.com](mailto:badal@meatheadracing.com)

### BMW 1995 525i

Metallic green with beige interior, 102,000 miles. Desirable 5-speed manual transmission. Clean carfax. Since purchased 3-years ago it has been well cared for by Dan Martin of Dan Martin Auto Service (BMW specialist) in Gaithersburg. Mobil 1 in the crankcase. Recently replaced the strut arms (a costly wear item!) and water pump. Paint in good shape. Each front door has a parking lot ding. Runs great. \$7200 OBO. Contact: Jim (BMWCCA NCC member) 202-365-7733 or e-mail: [ssgn727@gmail.com](mailto:ssgn727@gmail.com) Will send pics to your e-mail address.

### BMW 1995 540 6spd

WBAHE5323SGA64283 Green with taupe/tan leather interior, am/fm cassette with CD changer, sun roof, sport seats, clean under the hood, Jim Comforti chip, mechanically sound, engine replaced by BMW at 97,000 miles currently 210,000, non-smoker, no accidents, \$7,000. Have pictures Contact Al at 410.544.2644 or [ajrwolf@yahoo.com](mailto:ajrwolf@yahoo.com) located in Millersville, MD.

### BMW 2000 540i 6 speed

VIN-WBADN5340YGC93562 Silver/silver 63K Very well-kept 540. Sport package, legal tint, all options except headlight washers. Newish Toyo Proxes T1R's. Car cover included. \$22,000 OBO 410-608-3983 [saxwhite@yahoo.com](mailto:saxwhite@yahoo.com) Saxton White

### BMW 2001 330Ci Convertible

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### MINI 2003 Cooper S

Only 9,000 miles. Red with white roof, mirrors, and hood stripes. Panoramic sun-roof. Black leather interior. 17 inch Mini bbs-like wheels. Sport Package, traction control, Harmon Kardon upgraded stereo. On board computer. 6 speed getrag. Never raced, no smoking ever. Flawless. \$23,000 Chris at [cpeacor@yahoo.com](mailto:cpeacor@yahoo.com) (VA)

### MINI 2004 Cooper S

Indi Blue with white top and stripes, Panther cloth interior. Sport, Premium, and Cold Weather Packages plus Harmon Kardon Sound System, rain-sensing wipers with headlight washers, and factory rear fog lights. Factory radio with XM satellite radio, Alta rear swaybar, CAI, and intake pulley. One owner, 32K miles, non-smoker, excellent condition, factory warranty. Several additional upgrades like Euro storage tray, armrest, shorty antenna, glovebox divider, etc. \$22,400. 703-980-153

## PARTS FOR SALE

### One E39 Cross-spoke composite wheel, Styling 5

Brand new as spare. Never mounted on car. Includes new Dunlop Sport 2000E, 235/245ZR17. \$450. Contact Steve Linberg at [selinberg@comcast.net](mailto:selinberg@comcast.net)

### BMW OEM 17" 2002 330cic wheels/tires

From my 2002 330cic These are in great shape. I removed them to put on new 18" wheels. The tires are ContiSport Contact - Front 225/45ZR17, Rear 245/40ZR17 all with less than 7,500 miles on them. \$1,000/offer. The wheels are in excellent condition with only a few minor marks on two wheels, minor curb rash on one wheel, fourth wheel like new. Wheels are Type M68, Front 17 x 7.5 with 41mm offset. Rear 17 x 8.5 with 50mm offset. Rims are straight and true and well balanced and came on the 2002 330cic as part of the sport package. All center caps and lug nuts are included. Kleen wheels included. Contact David Tobin at [davidtobin@starpower.net](mailto:davidtobin@starpower.net)

### Lemford Thrust Arms 1995 540

Brand new Lemford thrust arms with 850 bushings. \$200 plus shipping. Have pictures. located in Millersville, MD. contact Al at 410.544.2644 or [ajrwolf@yahoo.com](mailto:ajrwolf@yahoo.com)

### 1995 540 K&N Filter and Recharging Kit

K&N air filter only used 500 miles before block replacement. Recharging kit new and unopened. Have pictures. \$40 plus shipping Contact Al at 410.544.2644 or [ajrwolf@yahoo.com](mailto:ajrwolf@yahoo.com)

### 2001 540 sport Wheels for E34/E39

Set of wheels from a 2001 540 sport with Firestone Firehawk SZ50EP tires. 50% or more tread. Tire sizes: 235.45zr17 and 255.40zr17. Rear rim has mild curb rash. \$1200 plus shipping. Located in Millersville, MD. Contact Al at 410.544.2644 or [ajrwolf@yahoo.com](mailto:ajrwolf@yahoo.com)

### 2001-2005 E46 M3 wheels

E46 M3 Wheels (no tires) Stock front & rear 18" wheels. Good condition but many curb dings and scrapes. Great for snows, autocross, etc. \$900 or best offer. Bruce (202) 364-4510 or email at [blfoxcap@yahoo.com](mailto:blfoxcap@yahoo.com)

### BMW 3 Series/5 Series Thule Roof Rack

Thule Model 753 Fixed Point roof rack system. Designed to fit 3-Series '99 on and E39 5-Series. Cost \$209 new, for sale \$100. Email Jon Nelson, [jnelson@hrsa.gov](mailto:jnelson@hrsa.gov)

### BMW 2002 M Roadster Parts

6 M Roadster wheels - 2 7.5x17, 4 9x17, good condition, Bentley Z3 shop manual, Z3 plastic windscreen, 2 wheel pins (assists removal/placement of wheels), trailer hitch. Call/e-mail Dan Dazzo, 410-608-3440, [dizziedazzo@aol.com](mailto:dizziedazzo@aol.com), MD.

### 1998 Z3 2.8 parts

Z3(2.8), 1998 parts, reasonable offer plus shipping  
Engine Parts - Crankshaft pulley, fan blades and clutch, air filter housing, belts (3), top rad hose, throttle body, fuel injectors (6), Dinan air filter, and belt tensioner.  
Tool kit - jack, wheel chock, lug wrench, tow hook, screw driver, wrench, protective cloth, wheel lugs, and anti theft lug. Rear window cloth protector and pouch, CD cassette, wind deflector and pouch, shop manual, tonneau cover, owners manual kit, and touch up paint kit. Contact J-C. Dehmel (703)407-7784 or [j\\_cfd@msn.com](mailto:j_cfd@msn.com)



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