

# ***der** Bayerische*

National Capital Chapter

BMW Car Club of America

November/December 2006



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**Cover:** The M5 finds admirers wherever it goes. Some mechanics at a shop in the Eastern Shore of Maryland take a moment from their work to appreciate this month's test drive car. See article on page 10.

Photo by J.C. Chaney, Jr.

VOLUME 36 | NUMBER 6

2  
PRESIDENT'S MESSAGE

3  
FROM THE EDITOR

4  
CALENDAR OF EVENTS

5  
COMING EVENTS

16  
WOODY'S  
COMPETITION CORNER

19  
CAR OF THE MONTH

24  
NEW MEMBERS

27  
CLASSIFIEDS

29  
ADVERTISERS INDEX

Magazine of the National Capital Chapter BMW Car Club of America

# *derBayerische*



## 8 A Happy DIY Birthday

BY ROBERT WILLIAMS



## 10 Executive Track Star: The 2006 M5

BY J.C. CHANEY, JR.



## 14 Top Tier: The Ultimate Gasoline

BY JAMES HEILMAN



## 20 Car of the Year Contest

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

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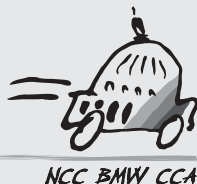
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## President's Message

If you're thinking about attending the Holiday Party, go for it. Don't be concerned that "I won't know anyone there" or that "I won't have anything in common with the people there." Several years ago, Marie and I went to our first Holiday Party and by the end of the evening we had a bunch of new friends. It's pretty easy to start a conversation with "What are you driving?" Be sure to mention that you are a relative newcomer. Oh, and one more reason to go: tons of door prizes, frequently including a set of tires as the grand prize.

Marie and I spent a good part of September experiencing Arizona from the seat of a rented BMW motorcycle. The shop offered us a brand new R 1200 RT in metallic black, so I thought I'd try to figure out what attracts the cult following that BMW motorcycles have. This bike is their lighter-weight touring bike that uses an air- and oil-cooled engine with two opposing cylinders ("boxer"), and has a shaft drive instead of a chain. The first R signifies a "radial" engine, 1200 is the displacement in cc's, and the RT stands for Touring Roadster. This engine is a direct descendant of their original BMW R32 motorcycle, which was announced at the Berlin Motor Show in 1923, and it is a unique engine configuration that no other motorcycle manufacturer uses. This bike was futuristically styled, had all kinds of electronic gizmos (servo-assisted brakes, electrical windscreen adjustment, electronic suspension adjustment, cruise control, heated seats and grips, stereo and a digital information screen showing gear, speed, temperatures and trip computer). But they had preserved the noise, vibration and harshness that apparently endears this engine to its following. We got 44 miles to the gallon using premium, and burned a half quart of oil in 1,000 miles, enough to have to add some. Motorcycles are a tiny part of BMW's sales volume, but they apparently have decided that they want to preserve that part of the company's heritage. I think what I need is the K 1200 S, the new inline 4-cylinder that puts 160 horsepower under the command of your right wrist.

So who do you think we met while cruising Arizona on a BMW? Loads of Germans and other Europeans touring the old Route 66 on Harleys! One group's sag wagon had "Erlebe deinem Traum" painted on the side. Good advice regardless of what you drive or ride — live your dream!

Roy Morris

## 2007 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.



## One Cool Ride

Heading home from work the other day I happened to have the good fortune to pull alongside a rather rare car. It was a late-80s Ford Mustang LX T Type. While I can see why some would say this particular model appeared to be a garden-variety Mustang upon which someone has added a "T Type" badge from a Buick of similar vintage, as a true enthusiast I immediately recognized it for what it was. In case you are unfamiliar, let me fill you in on this unique vehicle and I'm sure you'll agree it was something special.

Produced in limited numbers (to keep up with demand) the Mustang LX T Type set standards for design and performance that still have not been topped nearly 20 years since it was manufactured. The designers at Ford made extensive use of adhesive-backed chrome tape in the T Type's appearance package. The gas filler door and lower doors below the beltline were treated to the reflective chrome appliqué, which made quite a style statement. While most designers attempt to make their cars look like one cohesive flowing shape, the Ford guys bucked that trend by installing thin chrome strips on the

edges of all the body panels, the result was the now famous "Jigsaw Puzzle" effect in which there is no flow whatsoever since each panel is set apart by the stylish chrome edging. As if to prove that quality really is "Job One" at Ford, the design guys also equipped this exclusive model with lighted tire valve caps and windshield squirters; when combined with the extra-long curb feelers, the result was visually stunning.

The puff of blue smoke and clattering valves verified that this Mustang came with Ford's venerable 3.8 liter V6, a powerplant that cranked out over 100 horses when in "T Type" tune. Lest you think it was some pampered garage queen, I assure you this car's owner knew, despite whatever awful sounds it might make, that this pony liked to run — and he drove it like he stole it. He hammered the throttle mercilessly at each green light, rocketing forward for a couple of blocks before reining her in at the next light.

Many people don't know that Ford pioneered the wide-track chassis design used so effectively by Pontiac. Long before "wider is better" appeared as a Pontiac advertising slogan, Ford had taken that philosophy to the extreme with positive-offset wheels on the Mustang LX T

Type that actually extended beyond the bodywork of the car. In addition to giving the car that aggressive look, the extra-wide track gave the T Type lightning-fast turn in and superior stability in the corners.

I was a little nervous as I pulled alongside in my ratty old E30, should I say something to the driver? Maybe I should wave? Was there any chance that someone in possession of such a fine auto would recognize me as a fellow member of the brotherhood of car enthusiasts? I decided to just give a nod of my head and a knowing smile that said, "You, Sir, have style." The driver must be accustomed to such clumsy attempts to gain his attention, though; giving not the slightest hint that he recognized my effort, he accelerated away, leaving me in a cloud of blue smoke.

It was truly a rare car and a site to behold; my only regret was that I did not have a camera with me to capture the moment. It's hard to tell how long such a piece — of rolling history — will remain on the road for us all to enjoy.

Have Fun, Be Safe.

Rob

## A Letter to the Editor

### A Father and Son Project

I recently bought a 1984 BMW 318i for \$400. I knew it had a few issues when I bought it, but for \$400 it was perfect for what I wanted to do with it. I wanted a car that I could use to learn to drive a standard transmission, a car that I could use for learning to work on cars, and if I was lucky, a car that I could use for track days and autocrosses.

Turns out the car had a few more issues than I thought, but with my *Bentley* manual, my dad's help, a lot of time and effort, and a few curse words, I've been able to muscle my way through many of the issues that I've had with the car. With many of the issues on the car resolved, I wanted to try to adjust the valves, but from what I've read, this wasn't something that I could muscle my way through. This was an art. Something that requires experience and a feel; two things that neither my dad nor I had when it came to adjusting valves, and we couldn't gain this sense of feel from a book.

This is where Timmy at Convenience Car Care comes in; he is highly skilled and very experienced. He easily could have adjusted the valves in a matter of minutes, but instead he took the time to teach my dad and me how to do a valve adjustment properly. He showed me how to do one of the valves and had me run the feeler gauge through the valve clearance before he adjusted it and after. He then had me do the

remaining three valves on my own and came by periodically to check my work. Without Timmy's help, I don't think I would have been able to do the adjustment, but since Timmy took the time to teach me how to do it, I think I'll be able to tackle it by myself the next time.

Wow! What a difference a simple valve adjustment can make. On my way home from the event, I noticed that my little 318 felt pretty darn peppy. Keep in mind, this is a 23-year-old, 4-cylinder, but it was enough to bring a smile to my face.

I'd like to thank Rob for organizing the event, my dad for helping out, and Timmy and his staff at Convenience Car Care for their gracious hospitality and for taking the time to pass on some of their knowledge and experience.

Anthony McMullan  
BMW CCA Member#356117



# C A L E N D A R O F E V E N T S

## 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 (Sterling, VA)

## 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 at 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 – **B**ack roads, **M**ushrooms and **W**ine (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)
- 21 Get-Together – On the Border (Rockville, MD)
- 23 Autocross #5 (Ripken Stadium)
- 23-24 Drivers' School – Summit Point Raceway (Summit Point, WV)

## October

- 8 Columbus Day Parade (Baltimore, MD)
- 13 Street Survival (Dulles, VA)
- 19 Get-Together (Fairfax, VA)
- 21 EMP Stewart Warner Pump 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

- 10 Do-It-Yourself Session – BMW of Sterling (Sterling, VA)

## January 2007

- TBD PTG Open House (Winchester, VA)
- 27 Holiday Party and Annual Meeting

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.)

**2006 NCC BMW CCA Fall Tour - Williamsburg**

Saturday & Sunday, 4 & 5 November, 2006  
 Destination: Southern Maryland, Northern Neck, Williamsburg  
 Departure Time: 9:00 a.m.  
 Departure Location: Baysox Stadium, Bowie, MD

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 are 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.

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.

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>

**Do-It-Yourself Session at BMW of Sterling**

Sunday, 10 December 2006

21826 Pacific Boulevard

Sterling, VA 20166

See website for details.

BMW of Sterling Service Director, Chuck Joffe, welcomes NCC Chapter members for a Do It Yourself session.

DIY sessions are intended for members to perform tasks on their own cars, using their own tools, but with the benefit of a lift, air tools, and expert guidance as needed. Please note that jobs considered beyond the scope of the time allowed or ability level of participants may not be permitted — at the discretion of the DIY organizer.

Pre-registration is required, please see the Calendar of Events on the website for a link to register and do so by December 3, 2006. Your registration should include information about the job or jobs you intend to perform and your level of preparedness to do them.

**The Annual Holiday Party and Elections**

Saturday, 27 January, 2007  
 Mount Vernon Inn, Virginia

The Holiday Party will be at Mt. Vernon Inn. Go to the Chapter website <http://www.nccbmwcca.org/holiday> for further details.

**The BMW Club Karting League** is looking for newcomers and experienced karters alike to fill the starting grid at Allsports Grand Prix. Located in Dulles, Virginia, Allsports is an indoor karting facility, with a 300-meter road course, 6.5 hp karts, and they provide all safety gear if you do not have your own.

This year the National Capital Chapter is inviting anyone interested, both members and non-members, to join us about twice a month throughout the winter. If enough participants show interest, we will try to have two leagues, one on Sundays and one held on a weeknight. The goal is to allow as many participants as possible the opportunity to race as much as possible. If you would like to improve your high-performance driving skills, or would like to race with others in a safe environment, these events will make your winter months much more exciting. You are encouraged to check out the facility first, if you have never been to Allsports, to get some experience in the karts to learn the track prior to racing in the league; this will give you a head start on the competition.

Please check [www.nccbmwcca.org/karting](http://www.nccbmwcca.org/karting) for registration and additional information. For more information about Allsports Grand Prix, go to [www.allsportsgp.com](http://www.allsportsgp.com).

*Photo by BMW AG.*





# Candidacy Statements for NCC Elective Offices 2007

*The following members have declared their candidacy for election to the board of the National Capital Chapter of the BMW Car Club of America for the 2007 term.*

## Roy Morris — *Candidate for President*

When I was weighing whether to seek to serve the Chapter for another year as President, I was asked by David Miller: "Have you accomplished everything you set out to do?" I have to admit, the answer is NO. There is more still to do.

On the plus side, we as a Chapter have continued Rafael Garces' legacy in the areas of civility, transparency and accountability. Our web-based communications have acquired great momentum and effectiveness, thanks mostly to Steven Schlossman, but also due to member acceptance and participation. The autocross, drivers' school, concours and tour programs are the strongest of any Chapter in the nation. Our magazine continues to rate "best in the CCA" in almost every category. New volunteers are revitalizing the Do-it-Yourself program to make that a monthly event. We are taking leadership in the Street Survival program for safer young drivers. We have a high-energy karting program in the winter. We're taking steps to preserve our history by digitizing der Bayerische archives.

What do we still need to work on? A bunch of things. Reaching out to younger car enthusiasts, including the street tuner contingent. Learning more about who we serve and how we can meet their needs. Recruiting new leaders and new program chairs for activities. Renewing our relationships with the area's BMW dealers, with whom we should have symbiotic relationship. Finally, we have failed to return any significant portion of our surplus to our members in the form of enhanced programs and events. Due to our ingrained habits of fiscal responsibility, we still have about \$95,000 in reserves, which money belongs to you, the members.

I would appreciate your support in this upcoming election, but even more, I would appreciate your participation and support of all the other Chapter officers and volunteers throughout the year.

## Steven Schlossman — *Candidate for Vice President*

I have had the honor of serving as Vice President on the NCC BMW CCA board since 2001. During this time, I have seen the leadership grow into a cohesive and focused board intent on offering as much value to the members of this club as possible. We have sponsored Track events, Autocrosses, Rallies, DIYs, Tours, the Annual Holiday Party, the Annual New Membership Party, as well as trying to come up with new ideas to entice both long-standing members who have yet to participate in our events and creating original events to attract the new generation of BMW enthusiasts. We strive to offer events that will encourage member participation because, after all, that's what it's all about, having fun and enjoying the camaraderie that our BMWs inspire.

In addition to my experience on the board as VP, I started out as Tourmeister in 1999; in 2000, I became Membership Chair as well as Tourmeister and held those two positions in 2001, as well; 2002, Tourmeister, Membership Chair and VP; 2003 to 2006, Tourmeister, Membership Chair, VP and Webmaster. In addition to my activities with our local club, I have also been invited to participate on several research panels and committees by National (BMW CCA), including, most notably, Oktoberfest and TechFest.

I believe my experience in all of these various positions has given me a strong background to help represent the NCC BMW CCA membership. So, in closing, I ask that you please vote for me, Steven Schlossman, candidate for Vice President. Those of you who know me personally, know of my dedication and commitment to the chapter.

AND, whoever you decide to vote for, PLEASE VOTE. Show this Club your appreciation and support by casting your ballot by election day to show you care. Thank you.

## David R. Miller — *Candidate for Secretary*

I am finishing my first term as Secretary of the Club and have enjoyed the experience of working with the board and serving you. The team of dedicated volunteers and enthusiasts who form the committee chairs and board has been great to work with. We have been working to improve our services and return value to the members. In particular, I have been working with the team to improve the measurement of how we serve you. I ask for your support to be able to continue to serve the Chapter as Secretary in 2007.

## Tim Wesling — *Candidate for Treasurer*

My fellow NCC members, 2006 has been a terrific year as your Treasurer. The checkbook balances, there is clarity into the finances of our Club, and even though there have been many more activities in 2006 than in previous years, the size of treasury has been constant, even a little bigger than one year ago.

It would be my pleasure to continue to serve as your Treasurer. With your support, 2007 will be an even better year for our fine Club. Thank you for your vote and your support.

## THE OFFICIAL BALLOT

### 2007 Annual Elections

Please select one person for each position.

Write-in candidates must give their consent and signature.

If mailing in ballots, please send to NCC BMW CCA, P.O. Box 685, Arlington, VA 22216. They must be received no later than January 24, 2007.

#### For President

☐ Roy Morris

☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

#### For Vice President

☐ Steven Schlossman

☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

#### For Secretary

☐ David R. Miller

☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

#### For Treasurer

☐ Tim Wesling

☐ Write-in \_\_\_\_\_ (signature) \_\_\_\_\_

Your Name \_\_\_\_\_

Membership # \_\_\_\_\_



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# A Happy DIY Birthday

By Rob Williams

Photos by Spike Williams

In addition to being my son Weston's second birthday, August 26th was the date of our Chapter's "Do-It-Yourself" day at Convenience Car Care in Manassas. A kiddie birthday party and a BMW Club DIY may seem to be very different events, but the astute observer will note that both feature food, party favors and kids playing with their toys.

Bimmers of various vintages and conditions began arriving around 10:00 a.m. on Saturday morning at the beautiful new Convenience Car Care building on Centreville Road in Manassas. Some folks were there to work on their own cars, others had just come by for the Open House and lunch provided by CCC – and they say there's no such thing as a free lunch!

CCC owner, Timmy Tyrrell, had arranged for his BG Products representative, Ron Canfield, to

give a quick talk about maintenance and introduce a few new products from BG. It was a very interesting and informative chat, and several DIYers used BG's new brake fluid testing strip to check on the condition of their brake fluid. Ron also gave away some very nice funnels and pens, which were much appreciated.



and Rice Krispies Treats for dessert. While we ate, the CCC team brought the DIYers' cars in and got them racked up.

We had several oil changes and brake jobs: Steven Schlossman ('91 325iC), Micah Goodwin ('02 330Ci), Paul Klein ('02 325Ci), and Alan Marsh ('92 525i). CCC's detailing specialist, Blake Sandler, was kept busy re-gluing some separating door vinyl on Enver Masud's '01 Z3 Coupe and bringing back the shine on Micah's tarnished exhaust tips. Kurt Kettelhardt did control arm bushings on his '95 M3, Charles Yeh replaced a worn rubber exhaust donut on his '88 735i. Tony McMullan and his dad adjusted the valves on Tony's recently acquired '84 318i. Kevin McLaughlin ('98 328iC) and Wayne Zhang ('99 528i) each did differential fluid changes; Kevin also did the BG flush on his trans fluid.



While Ron educated us about fluids and such, Timmy's crew was grilling burgers, hot dogs, chicken and pork tenderloin. It was quite a spread with homemade potato salad, pasta salad

*(Top) DIY participant Kevin McLaughlin getting ready to change his spark plugs. (Left) Paul Klein discusses his planned work with fellow DIYers. (Above) CCC's detail specialist, Blake Sandler, re-glues the vinyl on the door panel of Enver Masud's Z3. (Right) CCC's top technician, Danny Evans, positions Erik Timme's E30 to go up on the rack.*



Erik Timme reset the service indicator lights on his '90 325i and got it up in the air to assess the difficulty of replacing the reverse light switch. Finally, Jim Beckley got his '87 325i racecar on the rack for a suspension consultation with CCC's suspension guru, John Sarecky.

So there you have it, this event may have been a car club Do-It-Yourself, but it could have just as easily been a kiddie birthday party. We had good food (thanks to grill man, Ray Bernstein), party favors (the BG funnels and pens), and a bunch of big kids playing with their toys.

The National Capital Chapter would like to thank Convenience Car Care for their continued support of our DIY program. In addition to owner Timmy Tyrrell, we'd also like to thank Danny Evans, Lee Holbrook and Blake Sandler for their help around the shop, Ray Bernstein for his talent on the grill, and Ron Canfield of BG for the education on maintenance. Please consider Convenience Car Care for all your car care needs, serving the community with everything from racecar prep to factory-scheduled maintenance for more than 16 years.

You may reach them at 703.330.2237 or online at [www.conveniencecarcare.com](http://www.conveniencecarcare.com).

*(Right) The boss gets his hands dirty; CCC owner Timmy Tyrrell gives a lesson on the finer points of adjusting valves to Tony McMullan and his Dad, in the foreground. (Below) The DIYers enjoy lunch before getting to work, and what better place to sit than the alignment rack?*



Out with the old, in with the new.





# Executive Track Star: The 2006 BMW M5

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



Approaching the curve, I confidently turned the Active Steering wheel and quickly flicked the SMG lever to downshift. The engine speed was perfectly matched with the downshifts, setting up the 507 horsepower, 383 foot pounds of torque, V-10 engine for a smooth entry and exit. Entering, driving through, and exiting the curve, the suspension and dynamic stability control worked perfectly to ensure that the chassis dynamics were in concert with the impending acceleration. The front seat side bolsters automatically tightened, seemingly giving my front passenger and me a reassuring hug.

The gauges on the heads-up display indicated that I did not lose much speed engaging that curve and had quickly accelerated to continue our rather swift journey through the back roads of the Eastern Shore. Before reaching the next rapidly approaching curve, I quickly glanced in the rearview mirror to see that my pre-teen daughter was engrossed in her iPod, not paying any attention to the drive, while my 17-month-old daughter was peacefully sleeping in her car seat. The rear seat climate controls and rear window shade made it easy to keep them comfortable for the long drive.

I remembered expressing some surprise that our week's worth of summer vacation luggage comfortably fit in the trunk of this vehicle. I kept

attacking the curves in the road, noticing that my wife rarely glanced up from her *Vanity Fair*, but was clearly enjoying a rather comfortable driving



(Top) The new M5 looks fast while sitting still. (Above) The handsome 3-spoke Active Steering wheel.

experience. My family was able to enjoy a peaceful and comfortable ride, even while I had a little fun with the power at my disposal. I knew then that if I ever became a Corporate Officer, my company car would be a BMW M5.

Introduced last year, the M5 continued BMW's quest to redefine the ultimate executive sedan. Many of you have already studied the technical specifications of the M5, from its 507-horsepower V-10 engine to its SMG transmis-

sion. Many of you have read the fine reviews of the M5, including one that was published in *Roundel*. You all were most likely impressed with the new design, the new technology, and the balanced precision performance.

The new M5 did have some rather big shoes to fill. Since its introduction in the 1980s, the BMW M5 has become the performance luxury benchmark. Others have tried to match or best it, but have always missed the mark. The fact that Cadillac, Mercedes, Lexus and Infiniti keep trying to convince us that their latest performance luxury sedan is "just like an M5" tells you something about the staying power of that product. It also gives you some idea of the pressure the BMW M group faces every time they develop the next generation.

The 2007 M5 raises the standard in terms of performance vehicle fundamentals. The 5.0 liter, double-VANOS V-10 engine has ten individual throttle butterflies that are electronically controlled. The engine not only has a standard oil cooler, but also a G-sensitive, semi-dry lubrication system. The suspension pieces were engineered to yield the maximum chassis dynamic performance while maintaining the ideal 50/50 weight distribution. For that reason, all of the suspension pieces are aluminum. Even the 19x8.5 front/19x9.5 rear wheels are a light cast-





*(Top) A view under the hood reveals the 507hp V10. (Right) New wheels that are exclusive to the M5. (Below) The M5's luxurious cockpit.*

skills were not challenged during my enthusiastic drives. When I flicked the downshift paddle, the engine was revved to ensure a smooth downshift. I was not scrubbing off a significant amount of speed as I aggressively attacked the curvy Eastern Shore back roads. Likewise, my upshifts were much quicker, allowing me to more quickly accelerate when I was coming out of a curve or passing slower traffic. Spirited canyon road, back road, and road course driving is where the SMG shows its advantages.

But some U.S. BMW enthusiasts have been quite vocal about the lack of a manual shifter for the M5 and the M6. As a result, a new manual



alloy design. The proven BMW Dynamic Stability Control comes with an "M Dynamic Mode" to allow the M5 to realize its performance potential without causing major chassis upset. A 4-wheel vacuum-assisted "M" anti-lock inter-vented compound braking system with ventilated cross-drilled rotors yields quick, short, smooth stops. In short, the M5 continues the tradition of all BMW M vehicles, which is that these vehicles can be driven straight from the showroom to a paved road course track and be immediately competitive.

To continually achieve their goal of being the "Ultimate Driving Machine" BMW has integrated several key technologies into their products that have been controversial. The most controversial of these technologies was iDrive. While initially intimidating and confusing, after some time the iDrive is not only recognized as easy to use and extremely useful for those in the iPod, Blackberry, Mac generation, but has been copied by all the premium car manufacturers.

In terms of driving dynamics, Active Steering, run-flat tires, and the 7-speed SMG are three technologies that are subjects of continuous debate amongst U.S. BMW enthusiasts. I did not experience any of the frustrations from the Active Steering or run-flats reported by other car journalists and I did become quite a fan of the SMG. Like most Americans, a majority of my cars have

had automatic transmissions. Having a family and experiencing growing gridlock on our roads makes driving a manual shifter quite exhausting. The SMG significantly enhanced the M5 driving experience because my rough "heel and toe"



## The 2006 BMW M5



The number of letters published in *Roundel* from once-loyal BMW buyers migrating to other brands because of these new technologies would be disturbing if it were not for the fact that BMW sales continue to substantially increase. While any company hates to lose loyal customers, the new BMWs are attracting a new, loyal BMW buyer.

Many people are shocked at the M5's \$94,000 MSRP and ask if it's worth it; the answer is yes, but only if you're a performance-luxury vehicle enthusiast. Many of us are wine, cigar, scotch, or beer connoisseurs; those of us who are know that a high price tag does not necessarily

equate to a great product. Then again, some of the best things are expensive, but they are worth the price. Can you put a price on a vehicle that makes you always want to take the long way home?

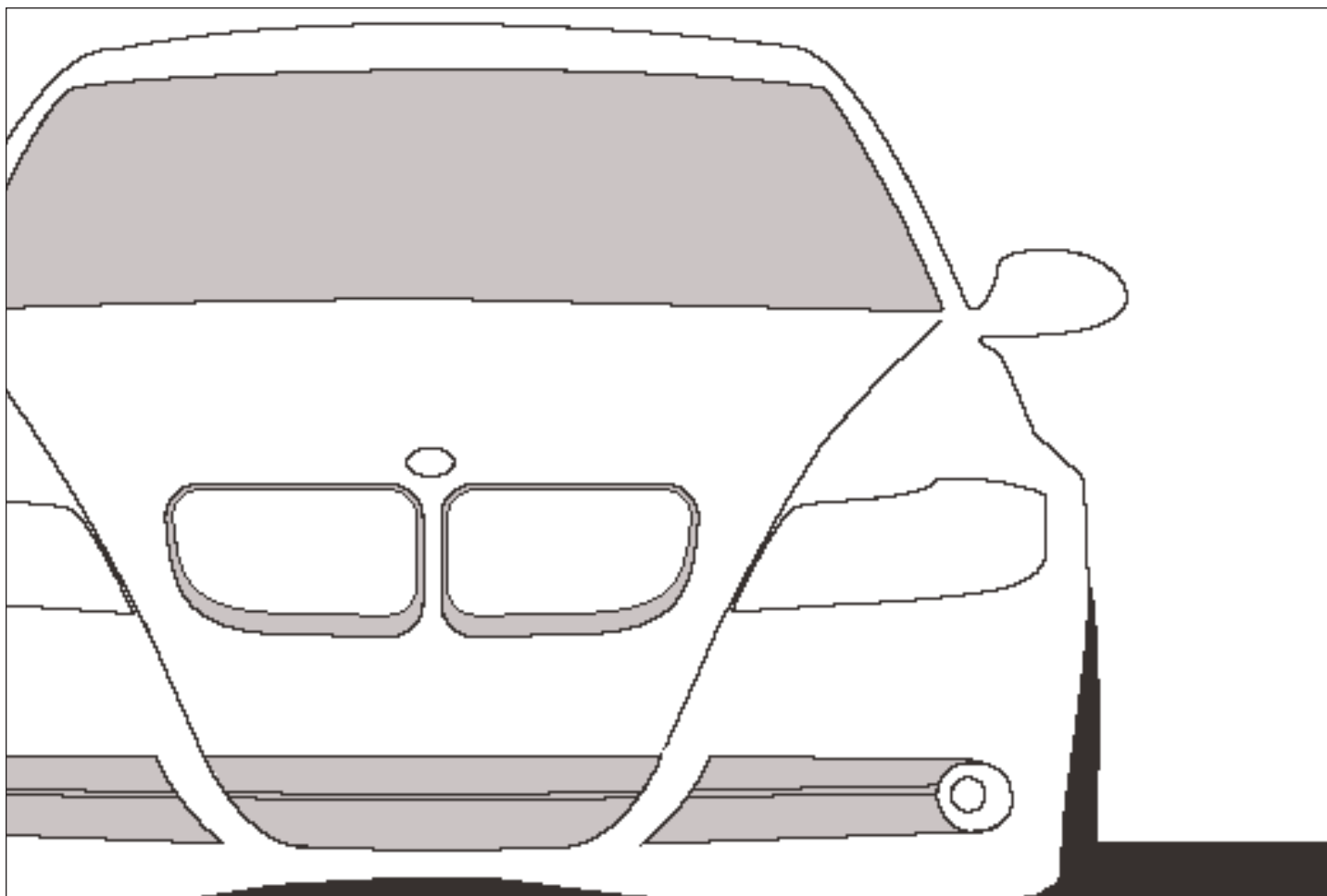
A week in the 2007 M5 showed us that this is the vehicle for the next generation "ultimate" car enthusiast. And for those of us loyal BMW owners with families, it should be our ultimate BMW fantasy.

6-speed shifter will be available for both vehicles in 2007.

Some argue that the American preference for manual shifters in performance cars is a reflection of the fact that America prefers NASCAR to Formula 1. Ironically, the Nextel Cup drivers HATE to shift, making the road course races rather interesting to watch, while the Formula 1 drivers swear by the SMG. BMW hopes to appeal to both sides of the debate by offering a true manual as well as SMG.

*(Right) Quad exhaust tips have become an M Car signature. (Bottom) The M5 in profile.*





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# Top Tier: The Ultimate Gasoline

By James Heilman BMW CCA Member #352908

Most BMW owners know that the high-performance engines in their favorite German automobiles require the use of premium unleaded gasoline with a minimum anti-knock index (AKI) octane rating of 91. However, you may not be aware that BMW of North America recently issued new guidelines to its dealers

Photo by BMW AG.

about quality concerns with many common gasoline brands sold in the United States.

Technical Service Bulletin SI B13 02 06, dated September 2006, notes that most U.S. gasoline manufacturers have reduced the concentration of detergent additives by as much as 50% since the EPA began to specify a lowest additive concentration (LAC) level. As a result, BMW NA reports seeing "a significant increase in various drivability

complaints due to excessive carbon deposits in [the] engines' combustion chambers, on the intake valves and fuel injectors." These related performance issues include hesitation or stumble during acceleration, poor acceleration, reduced fuel efficiency, increased emissions, unstable/rough idle, knocking, pinging, run-on, and illumination of the "Service Engine Soon" light due to misfires.

BMW, in cooperation with General Motors, Honda and Toyota, has developed a new specification called Top Tier Detergent Gasoline. So far, the following retailers are offering gasoline products that comply with the Top Tier specification: Chevron, Texaco, QuickTrip, ConocoPhillips, 76, Shell, Entec, MFA Oil Company, Kwik Trip/Kwik Star, The Somerset Refinery, Aloha Petroleum, Jiffy Mart, Mahalo, and Trip-Par Oil Company. Additional information on the Top Tier specification and participating gasoline retailers can be found on the Web at <http://www.toptiergas.com>.

For Bimmer and MINI owners who do not have convenient access to Top Tier gasoline, BMW

NA has just introduced a new product, Fuel System Cleaner Plus (P/N 82 14 0 413 341), which should be available now from your local BMW service department. BMW recommends adding one 20-ounce bottle to a tank of gasoline every 3,000 miles to provide optimum cleaning and deposit control. Please note, however, that the cost of this additive is not covered under BMW's Full Maintenance program for new vehicles.

In another recent Technical Service Bulletin (SI B13 01 06), BMW warns that new gasoline blends such as E85, which contains a high concentration of ethanol, are not suitable for use in any vehicle currently produced by the BMW Group. Use of a gasoline blend containing more than 10% alcohol content by weight could void applicable parts of the BMW New Car or Certified Pre-Owned Car Warranty. Fuels containing less than 10% ethanol or other oxygenates with up to 2.8% oxygen by weight, i.e., 15% MTBE or 3% methanol, are considered safe by BMW, but may keep the owner from getting maximum engine performance.

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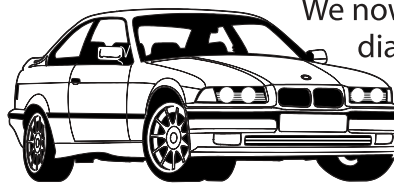
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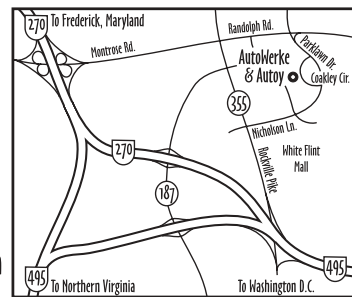
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BY WOODY HAIR

# WOODY'S Competition C O R N E R

Quite a bit has happened on the **Formula 1** scene since our last issue. After missing one race due to a slight injury, and no assurance of when he would be put back in the race car, Jacques Villeneuve "quit" the BMW-Sauber F1 team and is not likely to return to F1. His replacement is 22-year-old Robert Kubica from Poland. Kubica has lots of experience in the Formula 3 Euro series and was the winner of the Formula Renault World Series last year. He had set impressive times in the Friday test sessions this year and has outshined BMW's number-one driver, Nick Heidfeld, in several races already.

In his very first race, Kubica finished in the points at 7th place, but was disqualified for being underweight. It turns out the team had not anticipated that his well-worn, intermediate rain tires had lost 12 pounds of rubber. Since then he has finished on the podium with a 3rd place at Monza and would likely have been well up in the points in China but for a premature change from intermediate rain tires to dry slicks. Kubica had moved from 16th to 5th when the decision was made for him to be the first car in the field to go to drys. Two off-track excursions on his next lap knocked him back to 17th place and he immedi-

ately pitted for intermediate tires again. After that fiasco he never got any higher than 13th. Meanwhile Nick Heidfeld has exhibited good speed in some of the recent races but remains in 9th place in the drivers' standings. Kubica's replacement as the Friday test driver is 19-year-old Sebastian Vettel from Germany. He has made immediate impressions by setting the fastest time in several practice sessions. However, as a Red Bull development driver, some pundits think he doesn't have a future with BMW.

Of course, the bigger F1 news is Michael Schumacher's announcement that he is retiring at the end of the season and will be replaced at Ferrari by Kimi Räikkönen. Since mid-summer Schumacher has been on a tear, and with two races remaining on the schedule he is tied with 2005 Champion, Alonso Fernandez, in this year's title chase. Alonso will be moving to McLaren in 2007, but the full extent of the driver changes will not be known until early next year.

Over 40 BMWs participated in the **BMW CCA Club Races** hosted by the New Jersey Chapter at Summit Point in August. At least four of the drivers were from National Capital. In the first Saturday sprint race for Group A, Phil Ackley



Nick Heidfeld followed by Robert Kubica.  
Photo by BMW AG.

(E21 323i) was 11th overall and 6th in D-Modified. The Group B sprint race saw Marshall Lytle finish 2nd overall and 2nd in J-Prepared, Nick Rubenstein (E46 323i) 14th overall and 1st in K-Prepared, and Dennis Pippy (E30 M3) 15th overall and 4th in J-Stock. Sunday's "endurance" race for both groups had more than its share of car-to-car contact. Phil was 23rd overall and 5th in DM, Nick 24th overall and 1st in KP, and Dennis 26th overall and 3rd in JS. I am not aware of any chapter members who participated in the other recent Club Races at Mont Tremblant or Watkins Glen. Internet message boards indicate there was a lot of carnage at the Glen, but no injuries.

Tom Milner's **Prototype Technology Group**, operating out of their Winchester, Virginia, headquarters, has been the official USA racing team for BMW M3s since 1995. Only in 2002, after the American Le Mans Series ruled that the V8-powered M3 GTR was too far from the production car, did PTG fail to field a team of BMWs. During that time, PTG M3s racked up 53 class wins. Many of us have trekked to Winchester each winter for PTG's open house for the National Capital Chapter. In addition to viewing the latest race cars being prepped for the Daytona 24-Hour or Sebring 12-Hour, we have been privileged to view BMW NA's collection of historic pre-PTG racing BMWs. As I'm sure you have read elsewhere, BMW NA has ended their funding for any BMW race campaign in 2007. At this point, I do not know what PTG will be doing, but have been assured that they will be busy. BMW does not sell an M3 at this time. The E92 M3 with a V8 engine is expected in 2008.

(continues on page 18.)

Robert Kubica of the BMW Sauber F1 team at the Japanese Grand Prix in 2006. Photo by BMW AG.



# BMW AUTOCROSS RESULTS

## SCCA RON KATONA MEMORIAL, FEDEX FIELD, JULY 30

Lee Piccione	95 M3	1st BSP	54.764	Hampton Maher	99 M3	15th SM	62.712
Brian Hair	04 M3	3rd ASP	55.994	John Hartge	00 M Coupe	14th ASP	62.823
Brendon Bengermanio	04 M3	4th ASP	57.005	Ruhl Heffner	99 M3	14th STU	63.507
Nick Rubenstein	04 M3	6th ASP	57.53	Mike Stanley	Z3	6th BS	63.64
Bobbie Boykin	95 M3	2nd BSP	57.74	Tommy Radford	94 325is	2nd DS	64.16
Kevin Henry	90 325i	1st DSP	58.137	Evanthe Salisbury	93 325is	5th Ladies	64.357
Mike Neary	95 M3	1st STU	58.384	Don Curtis	98 M3	19th STU	65.071
Wiley Cox	04 M3	9th ASP	58.552	Joshua Phipps	88 M3	10th SM	65.472
Greg Olsen	93 325is	1st STX	59.004	Bill Radford	94 325is	3rd DS	65.575
Christopher Potter	97 M3	3rd STU	59.661	Todd Pantezzi	73 3.0 CS	7th FS	65.837
Scott Blair	95 M3	5th STU	59.85	Ed Palaszynski	95 M3	20th STU	66.078
Jason Kendall	98 M3	6th STU	59.906	Gregory DiMaggio	95 325i	7th DS	66.978
Larry Olsen	93 325is	3rd STX	60.4	Judd Bouy	95 M3	22nd STU	67.451
Wayne Rubain	91 M5	5th FS	61.698	Steve McGrane	91 325ix	8th DS	68.356
Michael Palaszynski	95 M3	10th STU	61.897	Chris Higgins	95 318i	3rd DSP	68.607
Woody Hair	88 M3	3rd CSP	62.306	Jay Switzer	91 325ix	10th DS	69.67
Alex Teitelbaum	90 325is	7th STX	62.359	Marc Delavergne	Z3 3.0 Coupe	9th BS	70.033
Randall Cummins	99 M Coupe	12th ASP	62.442	Katherine Rubenstein	04 M3	9th Ladies	70.71

## SCCA CHAMPIOBSHIP #4, FEDEX FIELD, AUGUST 13

Lee Piccione	95 M3	1st BSP	53.223	Scott Blair	95 M3	7th STU	59.127
Brian Hair	00 M Coupe	2nd ASP	53.36	Wayne Rubain	91 M5	4th FS	59.173
Jason Becker	00 M Coupe	3rd ASP	55.3	Michael Palaszynski	95 M3	8th STU	59.234
Kevin Henry	90 325i	1st DSP	55.785	Curtis Staples	02 330Ci	3rd DS	59.387
Mike Neary	95 M3	1st STU	56.043	Eric Wong	90 325is	7th STX	59.464
Bobbie Boykin	95 M3	2nd BSP	56.331	Jason Kendall	98 M3	11th STU	59.706
Neil Simon	99 M Coupe	2nd SM2	56.399	Alex Teitelbaum	90 325is	9th STX	60.373
Greg Olsen	93 325is	1st STX	57.01	Hampton Maher	99 M3	11th SM	60.633
Nick Rubenstein	95 M3	3rd BSP	57.151	Randall Cummins	99 M Coupe	7th ASP	60.973
Dan Stauffer	93 325i	2nd DSP	57.624	Tommy Radford	94 325is	4th DS	61.629
Michael Snyder	95 M3	3rd STU	57.811	Jeremy Bergsman	97 M3	14th STU	62.853
Christopher Potter	97 M3	4th STU	57.996	Ed Palaszynski	95 M3	15th STU	62.973
Jim Stauffer	93 325i	4th DSP	58.34	Bill Radford	94 325is	7th DS	64.703
Woody Hair	88 M3	5th CSP	59.031				

## SCCA CHAMPIOBSHIP #6, FEDEX FIELD, SEPTEMBER 3

Doug Newhard	95 M3	1st BSP	60.838	Philip Emad	98 M3	6th SM	65.94
Lee Piccione	95 M3	2nd BSP	60.988	Jim Stauffer	93 325i	3rd DSP	66.229
Brian Hair	00 M Coupe	3rd ASP	61.195	Joshua Phipps	88 M3	SM Fun	66.375
Brendon Bengermanio	04 M3	4th ASP	62.599	Scott Blair	95 M3	6th STU	66.835
Jason Becker	00 M Coupe	6th ASP	63.297	Eric Wong	90 325is	6th STX	67.639
Nick Rubenstein	95 M3	4th BSP	63.366	Alex Teitelbaum	90 325is	10th STX	68.655
Neil Simon	99 M Coupe	1st SM2	63.376	Hampton Maher	99 M3	14th SM	68.892
Kevin Henry	90 325i	1st DSP	63.759	Roland Wallner	90 325i	5th DSP	69.069
Mike Neary	95 M3	1st STU	63.901	Curtis Staples	02 330Ci	4th DS	69.162
Bobbie Boykin	95 M3	5th BSP	64.631	Ruhl Heffner	99 M3	8th BS	69.668
Glenn Ty	98 M3	5th SM	64.707	Tommy Radford	94 325is	6th DS	69.879
Greg Olsen	93 325is	1st STX	65.008	Ed Palaszynski	95 M3	10th STX	72.039
Dan Stauffer	93 325i	2nd DSP	65.396	Phil Williams	01 330i	9th DS	74.71
Christopher Potter	97 M3	3rd STU	65.69	Agimon Ali	01 330Ci	11th DS	83.355
Woody Hair	88 M3	6th CSP	65.702				



(continued from page 16.)

Whether that means anything remains to be seen. I do think we will miss seeing the M3s with BMW CCA prominently displayed on the front bumper.

In the most recent American Le Mans races the PTG M3s have finished 2nd and 6th in the GT2 class at Road America, and 5th and DNF at Mosport. Bill Auberlen was due to finish 3rd in the #21 M3 with just a few laps remaining in the 1,000 mile Petit Le Mans at Road Atlanta. He made a rare mistake and spun into the gravel trap at the end of the back straight. By the time he was pulled from the gravel, he had dropped to 6th. The other M3 was 9th. With one race remaining on the ALMS schedule, Auberlen and Hand are tied for 6th in the GT2 drivers standings and BMW is 4th in the manufacturers standings behind Porsche, Ferrari and Panoz.

**Speed Shifts:** With the SCCA's national runoff races moved to Topeka, Kansas, NASA stepped in to hold their **NASA Nationals** at Mid-Ohio. From our chapter, Steve Kapuschansky finished 6th in the Spec E30 class, which was won by NASA Mid-Atlantic Director, Chris Cobetto. Eric Wong (E36 M3) was 6th and Doug Pascarella (E36 M3) 9th in the GTS-3 class and Tyler Steward was 15th in the Spec Miata class. Most of the National Capital's Spec E30 racers stayed home for one reason or another. Nine 325i Spec racers had participated in NASA's Mid-Atlantic event at Summit Point in August.....Over 900 people recorded times in **Chevrolet's Rev-It-Up** at FedEx Field one weekend in August. Each driver got two runs in a Chevy Cobalt. Two of our chapter members, Rafael Garces and Brian Hair, had the 5th and 14th best times, respectively.....The six-car Gelles Racing team from Front Royal, Virginia, just finished their second season in the 14-race **Formula BMW USA** series. Two of their drivers finished 2nd and 3rd in the rookie points standings and one of those, Maxime Pelletier from Quebec, has been entered in the final five races of the Formula BMW Asia series. Gelles Racing also ran two cars in the Champ Car Formula Atlantic series this year. Next year, Robert Gelles plans to run a two-car Champ Car team in addition to the Formula BMW and Formula Atlantic teams. All of this activity will be run out of a new race shop he is building in Winchester. BMW of Sterling is one of the principal sponsors of the Formula BMW effort.....Over 1,100 autocrossers participated in the **SCCA's Solo Nationals** at Heartland Park in Topeka, Kansas. There were some notable results by our locals. Mike Neary (E36 M3) was 4th in STU, Lee Piccione (E36 M3) 5th in BSP, Greg Olsen (E36 325is) 6th in STX, Brian Hair and Brendon Bengermanio (both in Bren's E46 M3) were 6th and 8th in ASP, and John Vitamvas and Clyde Caplan (RX-8) were 7th and 23rd in BS. The fact that these guys are able to dominate the highly competitive DC region events is a testament to the tough competition at the nationals.....Winter may be coming, but there's the BMW Karting League events at Allsports GP in Sterling, Virginia. Check our website for dates. **Crunch.**

#### COMPETITION CORNER CALENDAR

Oct 28-29	Cumberland Airport Autocrosses, Cumberland, MD
Nov 4	SCCA 13-Hour Race, VIR, Danville, VA
Nov 5	Autocrossers, Inc. Autocross, Ripken Stadium, Aberdeen, MD
Nov 18-19	EMRA Races, Summit Point Raceway, Summit Point, WV



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## November

Owner: Richard Pineda  
 Year: 1988  
 Model: M3  
 Mileage: 171,252  
 Color: Alpineweiss I with full race interior

**Synopsis:** This J-Stock club racer E30 M3 spends all its driving time on the track. It has been spotted at many track events including Summit Point, Lime Rock Park and Watkins Glen, and will be campaigned in the 2007 CR season in J-Stock class by owner and driver, Richard Pineda.

Features of this fine example of an E30 M3 include the following:

**Engine** – Completely stock 2.3L S14 with upgraded engine and transmission mounts. **Suspension** – Complete Turner Motorsports J-Stock suspension with all reinforced bushings and Sparco strut brace. **Brakes** – Completely stock OEM BMW. **Wheels & Tires** – Kosei 15”



with Hoosier R3S04s for dry and BMW OEM 15” basket weaves with properly equipped rain tires. **Body & Aerodynamics** – OEM aerodynamics with custom BMW Genuine Parts livery. **Interior** – Evo III steering wheel, Evo III hill brake, Evo III door-sills, 8-Ball money shifter, Momo CF seats,

6-point Sabelt harnesses, custom helmet cooler, full-panel Wink mirror, push-to-talk radio, I/O camera mounts with remote capability, Hot Lap timer, AMB transponder, Bell window net. **Other** – Full custom roll cage in compliance with BMW CCA rules and regulations.

## December

Owner: Richard Pineda  
 Year: 1991  
 Model: M3  
 Mileage: 51,318  
 Color: Alpineweiss II with Evo Interior

**Synopsis:** The concours M3, pictured on the right, spends almost all of its time in the garage and being trailered to and from concours events and shows. It has seen and taken many awards at prime BMW events like Oktoberfest, E30 M3 Special Interest Group gatherings, and Deutsche Marque Concours. Needless to say, the owner is a fanatic.

Features of this fine example of an E30 M3 include the following:

**Engine** – Completely stock 2.3L S14, K&N panel air filter, stock 1991 M3 Euro intake, Borla exhaust system. **Suspension** – Bilstein sport shocks, H&R race springs, Suspension Techniques sway bars, Eibach front strut brace. **Brakes** – Stainless steel lines, Ate blue fluid.



**Wheels** – BBS RG 16x8.5 with proper Nogaro silber ala SportEvo paint. **Body & Aerodynamics** – Evo II front spoiler, Evo III adjustable rear wing, Evo III rubber hood fillers, Evo III grills (3) left, center, right, Euro Ellipsoids with euro city lights ala SportEvo, full Euro wiper kit including tanks and controls. **Interior** – Evo III steering wheel,

Evo III red seatbelts, Evo III doorsills, Evo III light-ed gearshift knob, Evo III bison shift boot, Evo III Recaro front seats with Motorsport cloth, Evo III rear seats, Evo III door panels, BMW Motorsport dead pedal, complete toolkit including BMW cloth rag.

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

# 2006

Which Car of the Month will be the 2006 Car of the Year? You decide.  
Please go to the Chapter's website [nccbmwcca.org](http://nccbmwcca.org) and cast your vote for the Car of The Year.  
The winner of the 2006 Car of the Year contest will be posted on the website on January 1, 2007.



January



February



March



April



May



June



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

# 2000



July



August



September



October



November



December



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## Mike Mills joins VOB BMW.

After over two decades of BMW sales and leasing in the Metro D.C. area, long-time Club member Mike Mills has moved to VOB BMW in Montgomery County. Mike welcomes all of his previous and future customers to a personal tour of VOB's brand new facility and to view a great selection of new and previously owned BMWs in Rockville.

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## 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**

Name \_\_\_\_\_

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Phone (W) \_\_\_\_\_ (H) \_\_\_\_\_

Email Address \_\_\_\_\_



## NEW MEMBERS LIST



National Capital Chapter now has 5,456 members, plus 798 Associate members (who share all of the benefits of being an NCC member), and an additional 93 who are dual members. We continue to be the largest chapter in the U.S. and are growing in membership every month.

Special thanks to the following, who have referred new members these past two months to the BMW CCA: Troy Booth, Darryl Britt, David Bullman, Anthony Cannizzo, Jr., Stanley Constantine, Peter Dandalides, Karl Jay Garcia, Stephane Grabina, Marc Heinze, Roger H. Jones, Colin Kimpel, Al Lepeau, Gary Loikith, Radu Marin, Natividad McColley, Roy Morris, Victor Ridder Naumann and Robert Williams.

Do you know someone who owns a BMW, but who is missing out on the rewards of belonging to the BMW CCA? They probably don't know that they are missing out on these great

benefits, such as: Parts discounts at local BMW dealerships and select independent service centers; *Roundel*, the Club's award-winning national, monthly publication; the Membership Rewards Program from BMW NA; not to mention all of our local activities. Please do them a favor and tell them what they're missing!

To our newest members listed below, you joined the Club, now join the fun! Check out our website at [www.nccbmwcca.org](http://www.nccbmwcca.org) for the latest details.

Note: If the spelling of your name is incorrect, please use the "Address Change" form, found under the "Join and Renew" menu item at [www.bmwcca.org](http://www.bmwcca.org) to correct, or, for those whose memberships are expiring, it's easy to renew online at this website as well.

Sam Alexander	
Andreas Alexandros Alexandrou	2006 325i
Mervyn I. Alphonso	2000 528i
Emir Amirullah	2001 330ci
Jonathan Amy	2000 528i
Robert Angel	
Rahul S. Argade	1997 540i
Kevin & Trish Armentrout	1996 328is
Milt Armiger	1999 740iL
Tim Atkins	1999 323i
Mark Willem Bakker	1999 M3
Howard S. Balick	2006 330i
Richard Bartley	2000 323i
James W. & Galen W. Bean	
Constance Bell	
Pete Bentson	2000 328i
Roberto E. Bermudez	
Terry Allan Berrier	2005 530i
Marc Birnbaum	2002 325xi
Michael Boateng	2002 530i
Mark Bradley	1995 325i
Raymond Brathwaite	1997 328is
Erik Robert & Jo Anna Maree Brewer	2006 325
William Brody-DeClerk	
Ben Buehler	2001 325ci
Jacqueline Cambata	2000 X5
Jon Cannizzo	2003 X5
Brendan Carlozzi	1987 325is
Robert G. Carter	2006 X3
Kenneth Bernard & Janice Cottingham	2006 330i
Diane Smith Cross	
James Dandalides	1999 M Coupe
Tamara H. De Martino	2002 X5
Andre Delgado	2000 323ci
Gary DelMonte	2004 M3
Paul Andrew Diaz	2001 740i
Evan Dixon	1995 525i
Brian Downey	
Jason Todd Edmeads	2002 325i
Fatemeh Ezzati	2001 325i
Lois Faulkner	
Gerald Feldman	
Gleb & Victoria Feldman	2001 325i
Jie Feng	
Mark Forsyth	
Charles & Margaret Che Gallion	2001 M3
Guile Gambhir	1998 Z3
Grant Richard Garritson	
Kurt E. Gibbs	2000 740i
Christopher Douglass Glass	2004 530i

Fred Goldhammer	
Stephane Grabina	1992 525iT
Walter L. Gray	2006 750li
Daimon Greaves	2002 325ci
Jeffrey & Susan P. Griffin	1998 740iL
James Griffin	2002 M3
Lee Eric Haff	2001 330i
Ron Hamm	2007 530i
Carolyn Hanjian	
Glenn Havinovski	2002 325i
Brian Lee Hershey	2003 325i
Jason A. Hoey	
Brock Holmes	1999 M3
Jennifer Renee Hopple	2004 325Ci
John Howard	
Skip Hubbard	2006 X5
Korin Beth Hudson	1989 325ix
Loren Hudziak	2006 650i
Peter Innis	
Dionne L. Jacobs	2006 330i
Earther Johnson	1994 525i
Cory Johnson	1995 540i
Percy L. Jones	2001 740i
William A. Jordan	
Dionysios Demetrios Karamalikis	2006 325i
Jo Anne Kelly	
Catul Kiti	
Thomas Kuriakose	2003 745i
Jim Landers	1997 328is
Jamie Langston	
Christine Larsen	2003 330xi
Napoleon Raymundo Lechoco	2005 M3
Michael L. Lee	1998 740i
Steve & Jodi Lenker	2000 328i
Jerry Lee Lewis	1995 740iL
Kevin Loeffler	
Carmen Guzman Lowrey	2001 325ci
Michael Lucas	
Vivek Malhotra	2004 525i
Ed Martinez	
Jessica Matthews	2006 X3
Laura Jean Mauro	
Timothy I. McCarthy	2001 740i
Christian McCarty	2004 M3
Kim Mcleland	
Nacer Megherbi	2001 325i
Christopher Warren Meyer	1998 M3
Lorna Mitchell	
Pamela Moffatt	1997 Z3
Chris Moller	1997 318ti

Keith Montgomery	
Arthur E. Morrisette	2003 745li
Jeffrey Neal	2006 650i
Thuy Nguyen	
Simon Oakley	
David F. Orlando	2006 325i
Ndo Osias	2003 525i
Tony Paek	
Michael Pahl	1999 M3
Alice Paik	
Rohit Paul	2004 330i
Ira C. Peine	2003 Z4
Ralph Piscitelli	1993 325i
Gregory R. Plush	1985 745
Steven A. Powers	2006 325i
Frank James Privitera	2002 325ci
John Darin Pugh	1998 323is
Christopher Purcell	1995 525ia
Hamilton A. Quant	2005 M3
Elias Ramos	
Mark Resnik	2004 325i
Michael Kevin Riley	2003 Z4
Vernon Roberts	1997 Z3
John A. Robinson	2000 528i
Maria Guillerma Salantes-Lechoco	
John Scholtz	2001 330ci
Darren C. Schwalm	2001 330i
Michael Vaughn Seitzinger	2006 330i
Eugene Smith	1988 635csi
Barry Smith	
Ross Smith	2005 M3
Kenneth Lamar Smith	2001 X5
Eric D. Smith	2005 330i
Dennis Stark	2000 Z3
Jason L. Stephens	1991 318i
Maurice Stewart	2004 545i
Eugene & Riamar Tayam	2004 X5
Erik P. Timme	1990 325i
Bill Tyrrell	
Eddie Melvin Veal	1997 528ia
Johnny Walker	
Milton W. Werthmann	1999 750iL
Gregory Charles Allen Wigle	2005 325ci
Richard Williams	2004 M3
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Daniel Yuly	2006 330xi



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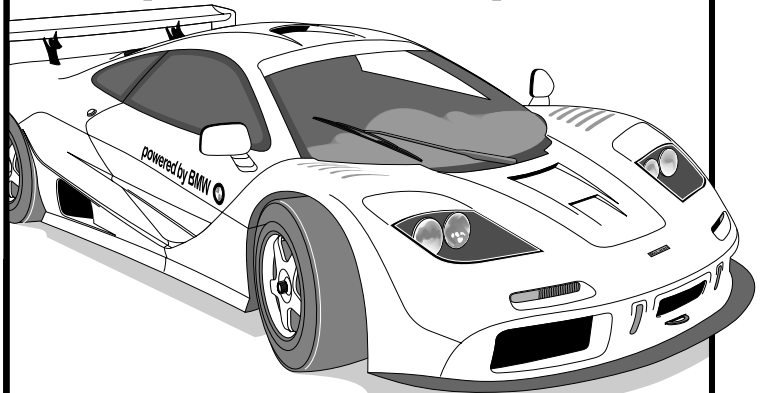
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# C L A S S I F I E D S

## CLASSIFIED REQUIREMENTS

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

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

Please see the chapter web-site at [www.nccbmwcca.org](http://www.nccbmwcca.org) and click on "der Bayerische" and then "Classifieds" to submit an ad. Ads for coming issues of *der Bayerische* will be pulled from the web-site on the first day of even-numbered months to appear in the

subsequent issue of *der Bayerische* (e.g. ads for the Jan/Feb issue will be pulled on Dec 1st, ads for Mar/Apr issue will be pulled on Feb 1st, etc).

## Advertising Rates

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

## CARS FOR SALE

### BMW 2004 M3 Coupe

Beautiful car, excellent/mint condition. Mystic Blue metallic, black leather. 19" BBS CH rim and tire package with brand new tires, no curb rash. 35% tint all around, tastefully done. Only 20,000 miles, very clean, non smoker. Driven to the office and back. 6-speed manual. Contact David at 540-907-3533 or [bdross777@yahoo.com](mailto:bdross777@yahoo.com)

### BMW 2003 330Ci

Excellent condition, sapphire metallic black, Steptronic transmission, premium package, sports package, 18" wheels, heated seats, new tires, black leather interior with myrtle wood trim, M3 spoiler, alarm system, and 100,000 mile extended warranty. Please contact Joseph Jones 301-537-5661 or email, [jjones1261@aol.com](mailto:jjones1261@aol.com)

### BMW 2002 M3 convertible

WBSBR93432EX23504, \$41,500, Black with Grey Interior, Immaculate, 17k miles, SMG, H/K, Xenon, Cold Wthr Pkg, Nav Sys, F&R Air Bags, 6-disc CD, Hardtop, 3M Full Mask, Never Raced, Serious Inquires Only, Contact Jay at 703-945-7405 or [m3pilot1@hotmail.com](mailto:m3pilot1@hotmail.com) (VA)

### BMW 2002 323Ci 5-speed

WBABM3349YJN64214 Topaz Blue Metallic, Sand Leather, 55k, 2.5 DOHC 24 valve six-cylinder with double VANOS variable valve timing, dual resonance intake, dynamic stability control, Sport package w/17" alloy wheels, new tires, Premium interior package w/power moonroof, wood trim, 6-way seats, Harmon-Kardon premium sound system. \$18,000 obo Ted Longworth (703) 860-8246 [tlongworth@cox.net](mailto:tlongworth@cox.net)

### BMW 2002 540i

Jet Black with black interior, excellent condition, garage kept, loaded, xm radio added in glove box, 59,400 highway miles, purchased certified pre-owned from VOB 1/05. Asking \$25,000. Contact David at 240-994-2266 or [dsmez@hotmail.com](mailto:dsmez@hotmail.com)

### BMW 2002 540i

2002 BMW 540i WABDN63452GN86934. Steptronic. Titanium Silver Metallic / Black Leather. 35K miles. M Sport package with the M steering wheel, seats, and suspension. Premium and cold weather packages, xenon angel-eyes, fogs, heated seats and mirrors, auto-dimming mirror, rain sensing wipers, sunroof, premium sound, automatic dual climate control, 3M tinted windows, cruise, and much more. Nearly new Dunlop Sports. No accidents, non-smoker, dealer serviced. Warranty until 05/23/08. Asking \$35,500 or best offer. Fanatically maintained, E-mail for pictures. Josh Cell 443-955-0641 or [sae246146@hotmail.com](mailto:sae246146@hotmail.com)

### BMW 2001 330Ci Convertible

Silver w/ blue top, light grey leather, 43,000 miles, Sport pkg., Premium pkg., 5 speed, M wheels and steering wheel, Xenon headlights, Brand new Michelin Pilot Sport tires, Harmon Kardon Stereo with tape, 6 disc CD changer and factory subwoofer, XM stereo, K&N air filter, homelink, auto wipers. All maintenance done at BMW dealer, all receipts, no accidents, mint condition inside and out, always garaged. \$27,900/offer. Arlington, VA. Larry 703-201-4400 or [LRSML@aol.com](mailto:LRSML@aol.com)

### BMW 2001 530i

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### BMW 1992 525iT

Black with Beige interior. Brand new BMW Reman Transmission installed in June of '06. BMW Roof rack. Kenwood Excellon CD player with Satellite Radio, I still have the original factory radio/cassette deck. Contact Stephane Grabina at [s\\_grabina@hotmail.com](mailto:s_grabina@hotmail.com)

### BMW 1991 850i

1991 BMW 850i 6-speed WBAEG1315MCB42215. Black with light grey leather interior, 72,455 miles one of the very few 6-speeds brought into this country. Custom Fittipaldi carbon fiber wheels, Toyo Proxes T1-S tires. All 4 Cross-drilled cadmium plated rotors, Python alarm system and Custom Pioneer stereo head that reads MP3 CD's, CD's and XM radio. 6-disc CD player in trunk, 2 JL Amplifiers (1 - 300x4 for the front and rear Boston Acoustic speaker system). Best Offer. Email for photos. Call Cliff 301-251-9397 or Cell 202-374-2939 or Email [CliffS475@Comcast.net](mailto:CliffS475@Comcast.net)

### BMW 1990 5 Series E34

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## CARS FOR SALE

### BMW 1989 750iL

WBAGC8314KDC74211. Champagne w/brown leather. 165k miles. Original owner was former VA governor, and perhaps Democratic nominee for President, Mark Warner. Car is in good condition, but there are several cosmetic and smaller improvements that can be repaired including the interior head liner and a few of the outside paint panels that show some fade. No dents or rust. This car has a 5.0L, 300hp engine. Same as in the Rolls Royce of same vintage. Please call for details. \$2,500. Call Gene at 703-862-4065 or email [gpohren@yahoo.com](mailto:gpohren@yahoo.com) (MD)

### BMW 1988 M6

WBAAE1414J2561238. Cinnabar red, 195k miles. The most beautiful car BMW ever produced! BMW factory cross-spoke wheels from '91 8-series, self-leveling rear suspension replaced with Euro M635CSi parts; otherwise stock. Condition very good for age and mileage. Known issues: fails Maryland emissions and probably needs a valve job to correct the problem; A/C not working. Car can be driven daily as is, but I hope it will go to a new owner who will bring it back to like-new condition. \$8,000. [gary.ketner@gmail.com](mailto:gary.ketner@gmail.com) . 410-955-3776 (work) 410-740-2051 (home). (MD)

## PARTS FOR SALE

### Four Bridgestone Blizzak LM-22s

Two are 225/45-17s, two are 245/40-17s. All are in great shape, with plenty of tread on them. One of the 225s needs a plug, but it'll be on the face of the tire, not anywhere near the shoulder or side wall. \$250 for all, metro DC area only. I don't want to be involved with shipping these heavy tires! Call Peder 301-977-2032 or [pedera@peoplepc.com](mailto:pedera@peoplepc.com)

### SET (4) Borbet wheels

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### 4 Blizzak WS-50 225/45QR 17 on 17x7 Sport Ed

Fox 6 spoke alloys: \$650 + shipping. Two seasons, 2,000 miles, straight and true. Off of '95 E36 M3. Fits most E36, E46. Keep that expensive rolling stock on the road this winter! Michael DeVoll, 804-562-7877, [devoll@att.net](mailto:devoll@att.net)

### E36 parts

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### Five 17" Mille Miglia Wheels

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### Four 17" Goodyear Eagle F1 GS-D3 Tires

Two 225/45 (front), two 245/40 (rear), Z-rated, virtually-new (2 months and 2,040 miles old), will fit 2000-02 Z3 and most 3 Series, includes (4) stainless-steel valve stems. \$600 obo + shipping. Call Roger Birenbaum 443-226-3987 or [Roger\\_Birenbaum@verizon.net](mailto:Roger_Birenbaum@verizon.net) (MD)

### 14" Factory BBS web style wheels E30

Including spare on 205/60/14 Akuret A/S radials. Make offer! 301-274-0502 or [cartwheels@comcast.net](mailto:cartwheels@comcast.net)

### Bridgestone Blizzaks WS-50 205/60R15

Four, mounted on black steel rims for an E36. \$100.00 You pick up (Eldersburg, MD). Chuck Rohrmann 410-795-1745 or [crohrma@verizon.net](mailto:crohrma@verizon.net)

### 18 x 8.5 BBS RKs (not RKIIs)

BBS RKs 18 x 8.5 with a 38 offset (for E36s) Avon Tech M500 225/40 tires. The set is in excellent shape and has no curb rash, bends or flat spots whatsoever. The tires are mounted & perfectly balanced. They have about 90% tread left and are evenly worn. I'm selling the set because 18's look a bit too big on the ti for my taste. I'd like to trade for a set of 17" wheels (at least 8" to 9" wide) & tires in similar shape, maybe some 95 M3 double-spokes plus cash. Email for pics. Also willing to sell the set outright for \$1250. [Glenn\\_gleenn@team-bar.com](mailto:Glenn_gleenn@team-bar.com) or 443-860-1557. (MD)

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## A D V E R T I S E R S

Alexandria Bavarian Service.....	26	Martin Motorsports.....	15
Autodynamics.....	23	Mike Mills — VOB BMW.....	23
AutoWerke & Autoy.....	14	NAB Auto Salon.....	26
BMW of Fairfax.....	22	OG Racing.....	25
BMW of Sterling.....	C4	Premier 1 Mortgage.....	14
BMW of Towson.....	7	Road Race Technologies.....	13
Convenience Car Care.....	28	The Auto Shop.....	25
Curry's Auto Service Inc.....	29	TireVan.....	C2
Fairfax Service Center.....	15	Virginia International Raceway .....	18
Funktion Auto.....	22	Wagonwork Collision .....	29
J&F Motors, Ltd. ....	26	ZF Sales and Service NA, LLC.....	26

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