

der Bayerische

National Capital Chapter

BMW Car Club of America

May/June 2008





Cover: The new BMW M3 is among the new models our production manager Raine Mantysalo will be test driving during BMW's "Ride and Drive" event in South Carolina as this issue goes to press. (Photo by BMW AG.)

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May

Ultimate Owner Donny Chan Profile: 2006 325i

BMW passion came early to this month's ultimate driver as he recalled the E12, E23, E28 and E34 that cycled through his father's driveway. But it was not until the spring of 2006, at the age of 31, that BMW ownership was finally his, with the delivery of a brand new sparkling graphite E90 325i. Ironically, it was nearly not meant to be as Donny was seriously considering the then newly-released Lexus IS. Interestingly, it was a Lexus ride and drive event in the fall of 2005 that sold him on the E90. "One turn of the steering wheel in the E90 and the Lexus was immediately written off" he recalled.

Determined to do it right from the start, Donny went through the whole new car ordering process, "It was an awesome start to be able to spec the car out exactly how I wanted it and to track its production and transport stages; I believe this experience tightens the bond between car and owner".

Donny also learned another lesson: A car ownership experience can be vastly enhanced by being a part of an active and supporting community. His quest for information began his involvement in the BMW community; bimmerfest.com was his first stop, where he learned valuable pricing and ordering information, and then e90post.com (part of bimmerpost.com), where he was able to connect with other E90 owners from across the nation. "I must say that e90post.com helped me get through those long days prior to delivery. We had an active support group comprised of folks on the same boat over" he chuckled.



Shortly after delivery, Donny decided to reach out to the local BMW community and joined BMW CCA, with our National Capital Chapter. "It really has been fun to meet new folks regularly and learn from each other, unfortunately there's a bad side to all this involvement, namely, the ever growing running bill for aftermarket parts and accessories" he groaned jovially. Major modifications done to the car include Eibach pro-kit springs, 19" BBS CH staggered wheels, OEM Blackline taillights, ACS front lip and roof spoiler, black kidney grilles, window tints and OEM strut bar and he's convinced he's not quite done yet. "It's an evolving process limited only by money and imagination" he winked.

Of course he stressed that being a part of a community is a two way relationship, you have to give something back. To that effect, Donny has been active in help-

ing set up regular local meets, initially with e90post.com's local members (mid-Atlantic region) including past Ultimate Owners Frank Q (last month's feature), Alvin Espiritu and Paul Seto (NCC Social Chairman). "The meets just started getting bigger and more varied and I've met great friends along the way" he enthused. True indeed, as last fall marked the first ever joint NCC/Bimmerpost Fall meet at Wolf Trap, the culmination of the efforts and visions of a passionate group of core individuals. Recently, he was also appointed as a forum moderator on Bimmerpost.com. "I just feel lucky that I was able to be a small part of it all, it's been quite a ride, we hope to pull off even bigger things in the years to come."

His ultimate BMW dream? To do a European Delivery and Performance Center Delivery combo.

June

Ultimate Owner Richard [redacted] Profile: 1973 73 3.0S (E3)

Introduced in 1968 and sold through 1977, BMW's Senior Six (e-3) was marketed as the "Wundercar." The roomy performance sedan with the powerful M30 engine gripped the road so well that *Road & Track* called it "delightful" and "superb." The big-bore 3.0S, introduced in 1971, included power steering, air conditioning, electric windows, leather seats, alloy wheels, rear head rests, and tinted glass.

In 1983, a Boston enthusiast dumped a whopping \$31.5k to create the "perfect four-door sedan" from a long forgotten 1973 3.0S. The refurbishment included a rebuilt 3.3 liter engine, dual side-draft Webbers, new 733i 5-speed transmission, Alpina suspension, and a complete external makeover. Two subsequent owners added replacement leather, a Carter fuel pump, a Crane ignition, and other refinements. Eventually the car found its way to Richard [redacted] of



Great Falls, Virginia. All Richard had to do was replace the Roundels, fill-up the tank, and find some empty roads.

Last year's Fall Event was the car's coming out party; it is truly a fine specimen of a car not often seen.