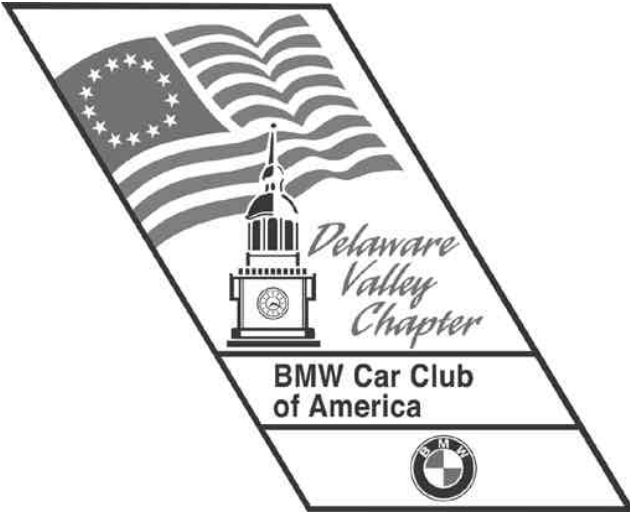


# Notes



# Bavarian Motor



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the chapter website, delvalbmwcca.org

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## Overdrive by Bob Solomon

While we've been enjoying all the various joys from our cars this season, both on and off the road, and on the track, I think it's next to impossible not to think about the hardships and suffering endured by the people who live, or lived, in the Gulf Coast states who were irreversibly affected by Hurricane Katrina. We need to constantly remember how lucky we really are, and understand that with our good fortune comes the responsibility to help those who, for one reason or another, aren't so fortunate.

With that in mind, and with my recommendation, the Executive Board decided to make a donation of \$1000 to the American Red Cross Hurricane Katrina Fund in the name of the Delaware Valley Chapter of BMW CCA. The following is a copy of their acknowledgement to our Treasurer, Mike Dion:

Dear Michael,

Thank you for your generous gift to the American Red Cross Hurricane Katrina Fund. This fund makes it possible for the Red Cross to help Hurricane Katrina victims with critical needs such as shelter, food, clothing, counseling and other assistance. It's because of the Hurricane Katrina Fund that our response can be immediate. Your generous support means the most to the families who rely on Red Cross to help them through some of the most difficult times of their lives.

Please continue to visit us at < <http://www.RedCross.org> > to see how we're using your Hurricane Katrina Fund donation to make a difference, and for the most current disaster updates and stories about the people being helped.

Together, we can save a life.  
American Red Cross

And I, in turn, thank each of you for helping to make this contribution possible. We are also working on the possibility that CCA National office will match our donation, as well.

Another piece of important news I want to share with you is this announcement of our next general membership meeting, which will take place at West German BMW, in Ft. Washington [WestGermanBMW.com] on Thursday evening, November 17th, so please save the date. Our featured speaker will be the new M-Brand Manager of BMW, Larry Koch. More details will be forthcoming as they are available, so please check our website from time to time.

Hopefully, by the time you read this, our Pocono Drivers School will have been a fabulous event. If you didn't make it, talk to someone who did, and find out what you've been missing! If you were there, come back again next year - there's always something else to learn.

Be well, be safe, and BMW.

> Bob

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Contributions to this newsletter are welcomed and encouraged by the editorial staff. Submissions may be edited for length, clarity, or content. All editorial material, classifieds, and artwork should be sent to the newsletter editor at the above address.

Deadlines: submissions are due the 1st of the month prior to publication. (Publication months are January, March, May, July, September, and November.)

Delaware Valley Chapter Club members will receive this publication as a companion to the Roundel automatically with annual dues. Send all address changes to the club's national office.

# Got Fuel to Burn, Got roads to Drive...

Elizabeth "Speedy" Millinghausen



Ah, the E30 M3. Upon general examination it looks like a regular car. Even more so these days as every tuner in the known universe wants to put similar fender flares, wings and air dams on each Japanese or Korean product they can get their hands on. When it was new, the E30 M3 was distinctive indeed. You could get one in any color so long as it was red, white, black or silver. Yup, no blues, greens, or old-lady bronze for this machine—serious colors only, thank you. The body work actually works to make the car faster as opposed to simply looking cool. The wing and air dam really provide the right combination of downforce and the fender flares accommodate larger wheels and tires, yet it still bears resemblance to its cousins, the E30 325 and 318. In fact, many casual car owners have mistaken this for a normal car and taken it home. It's not uncommon to hear stories of time spent in rehab getting over the experience.

Some people do actually survive owning an E30 M3. While I have heard of no formal studies performed that would describe the characteristics of a successful M3 owner. I have heard stories around the local track watering hole that would suggest that these people:

1. Have very strong egos to cope with the fact that they own a car that is more capable than they will ever be.
2. Have strong verbal skills to be able to explain to their spouses, coworkers and family members why every single extra cent of income has to be spent on driver's schools, tires, brake pads and gas.
3. Are able to cope with the fact that they have alienated every non-car club member friend they ever had because they just "don't get it".
4. Believe in a Supreme Being.

Let me elaborate a bit on that last statement. During my E30 M3 ownership, it has become increasingly clear to me that at some point in time, having an E30 M3 in my life ceased to be merely about owning a car. It became a religion. In order to see whether or not the relationship between owner and M3 qualifies, let's take a look at Webster's definition of religion:

- Σ A belief in a divine or superhuman power to be obeyed and worshiped as the creator and ruler of the universe
- Σ Expression of belief in conduct and ritual
- Σ A specific system of beliefs involving a code of ethics and a philosophy

## Church of the Divine E30 M3

Proof One:  
E30 M3 people believe, and possibly rightfully, that this was the greatest machine ever created by BMW. Built to declare war on Mercedes Benz in the DTM (Deutsche Tourenmeisterschaft), the manufacturer was required to sell 5,000 production models to the general public in order to enter. They flew off the shelf. Unlike the E36 and E46 M3s, this was a racecar that was sold to the public to drive on the street as opposed to a streetcar that was eventually turned into a racecar. With 48/52-weight distribution, this is one well-balanced car. The stock suspension turned like it was on rails in its day and with the variety of aftermarket upgrades available, provides a ride that is beyond compare. Former F1 driver Jean Alesi described the E30 M3 as one of the most enjoyable, best handling road cars he had ever owned. As BMW is unlikely to ever build anything like it again, its place in automotive history is secure. While it paved the way for newer, faster models, it is blissfully devoid of anything that gets in the way of enjoying the driving experience. It is

the Ultimate Driving Machine.

Proof Two:

The S14 motor that resides under the hood, is undeniably high strung. Most of the power resides in the upper regions of the tachometer. This usually works well for most drivers as the car sounds much cooler while being revved within an inch of its life anyway, with one possible exception. Oil temperature. A lot of cars don't even have an oil temperature gauge, but luckily, this isn't one of them. If this motor is revved over, say, 3,000 to 4,000 RPMs before the oil temp needle is at least off of the peg, disaster can strike. There has been talk of terrible things happening to the engine as a result, everything from untimely wear and tear to actual explosions. It has gotten to the point where no one really knows what will happen anymore, but everyone is certain that it is SOMETHING YOU MUST NEVER, EVER, DO. Thankfully, the Supreme Leader of the E30 M3 came up with a way to solve this problem: the 4,000 RPM alarm. About five minutes after driving their brand new M3 off the lot, many owners noticed an annoying vibration coming out of the shifter. As time went on, it got worse, particularly around 4,000 RPMs. While wondering what on earth the noise was and what could be done to make it go away, it suddenly dawned on everyone that it was actually there for a reason! Some religions have hymns and Hail Marys. The E30 M3 has "The Buzz". M3 owners also have an inexhaustible need to remove the air box before performing any maintenance or repairs on the car. This has been often observed in casual behavior, but never completely explained.

Proof Three:

In spite of the fact that these cars

ave been known to torture their owners financially, many simply will not let go. It's kind of like being addicted to some fabulous and self-destructive drug. I once heard someone describe what E30 M3 ownership is like to someone who was considering a purchase. Their advice to recreate the experience was to:

1. Take out your wallet.
  2. Remove all money and set it on the ground.
  3. Set the money on fire and watch it burn.
- Allow me to explain...

The S14 motor seems to have an average life expectancy of around 109,000 miles. I use this number, because this is how long mine lasted, but I have heard of others not getting that far, and others making it slightly beyond (although this usually entails dismantling at some point). I know of only one person who has made it all the way up to 150,000 miles and he swears that he never revs the motor beyond 5,500 RPMs. I say, if you are going to do that, sell the car to somebody who will enjoy it and go buy something else.

The mere fact that these motors have a propensity for detonation doesn't seem to deter their owners from spending gross quantities of money rebuilding to drive another day. Sometimes another day actually lasts a few months before they have to do it again. And sometimes again after that. I know of some people who have real bank accounts set up where they funnel away "engine money". Depending on how you rebuild, this can cost anywhere from \$8,000 to \$15,000 each time things go kaboom. I suspect that after a while, there isn't much point in selling the car because it isn't worth anything near the amount you've already spent on it, and if you are as addicted as everyone else, the choice seems clear.

### Church Members

At track events, it's easy to spot members of the Divine Church of the E30 M3 with or without their cars. They are the cool ones. They walk with a certain swagger. They are the ones who really get it. Students request them as instructors and beg for rides. People in the garage speak

about them in hushed tones. Church expatriates (those foolish enough to actually part ways with their E30 M3) regard them with a certain sadness as they remember the "good 'ol days". This is particularly harsh when they are being passed by an E30 M3 on the track in the car they bought to replace theirs because they thought it would be faster.

### Church History

Where did these people come from? Since every church has a history, I suspect that the founding of ours could be contributed to none other than David E. Davis, Jr., himself. Credited with introducing the United States to the exalted 2002 via his gushing in "Car and Driver" magazine, he brought forth a group of people who had mostly had enough of lying on their backs underneath their British sports cars. He showed them the light and it was good. They bought 2002s and they were happy. Then, as these things go, time went on and modifi-

## 2006 Delaware Valley Chapter Annual Banquet

The planning is under way for the upcoming banquet. Unfortunately, full details were not available at press time. Pay close attention to email and [www.delvalbmwcca.org](http://www.delvalbmwcca.org) for information as it becomes available.

## BMW Drivers Wanted

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## Like Little Feat on Waiting for Columbus: "Join the Band"

As some of you already know, we have begun to implement the Delaware Valley Chapter's new Announce-Only email list. This is being done through our Yahoo group, <http://autos.groups.yahoo.com/group/delvalbmwcca-announce>, and is intended only to be used for official Delaware Valley Chapter notices from the Executive Board to the subscribed membership. This will not be a forum for exchanging intra-member conversations. In fact, it won't even accept responses. If you would like to participate in discussions between members instead (or also), you can join or ongoing mail list by sending an email to [DVCBMWCCA-on@maclaunch.com](mailto:DVCBMWCCA-on@maclaunch.com).

If you haven't yet received your invitation or just wish to sign yourself up, just send an email to [delvalbmwcca-announce-subscribe@yahoogroups.com](mailto:delvalbmwcca-announce-subscribe@yahoogroups.com). You can also subscribe to either or both lists from our web site's home page, [www.delvalbmwcca.org](http://www.delvalbmwcca.org). You'll always be able to unsubscribe if it's not for you, but I hope you'll find this new communication pipeline to be helpful and informative. See you around.

Bob Solomon

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## Copy Editor

A chapter is looking for a copy editor to assist newsletter editors in collecting, reviewing, and editing content for the Bavarian Motor Notes. Interested? Contact the editors at editor@del-bmwcca.org.

## Tech Inspectors

Volunteers needed to assist with pre-driver school technical inspection. Openings available at all schools, no experience necessary, will train as needed. Activities include checking documentation, helmets, and overall safety preparation of student vehicles. Contact Gene Schaeffer, Tech Chairman at Techchair@del-valbmwcca.org.

## Were you at the Glen this year?

Check out some great photos from our Watkins Glen Drivers' School at [www.lfexaminer.com/watkinsglen](http://www.lfexaminer.com/watkinsglen) courtesy of James Hyder



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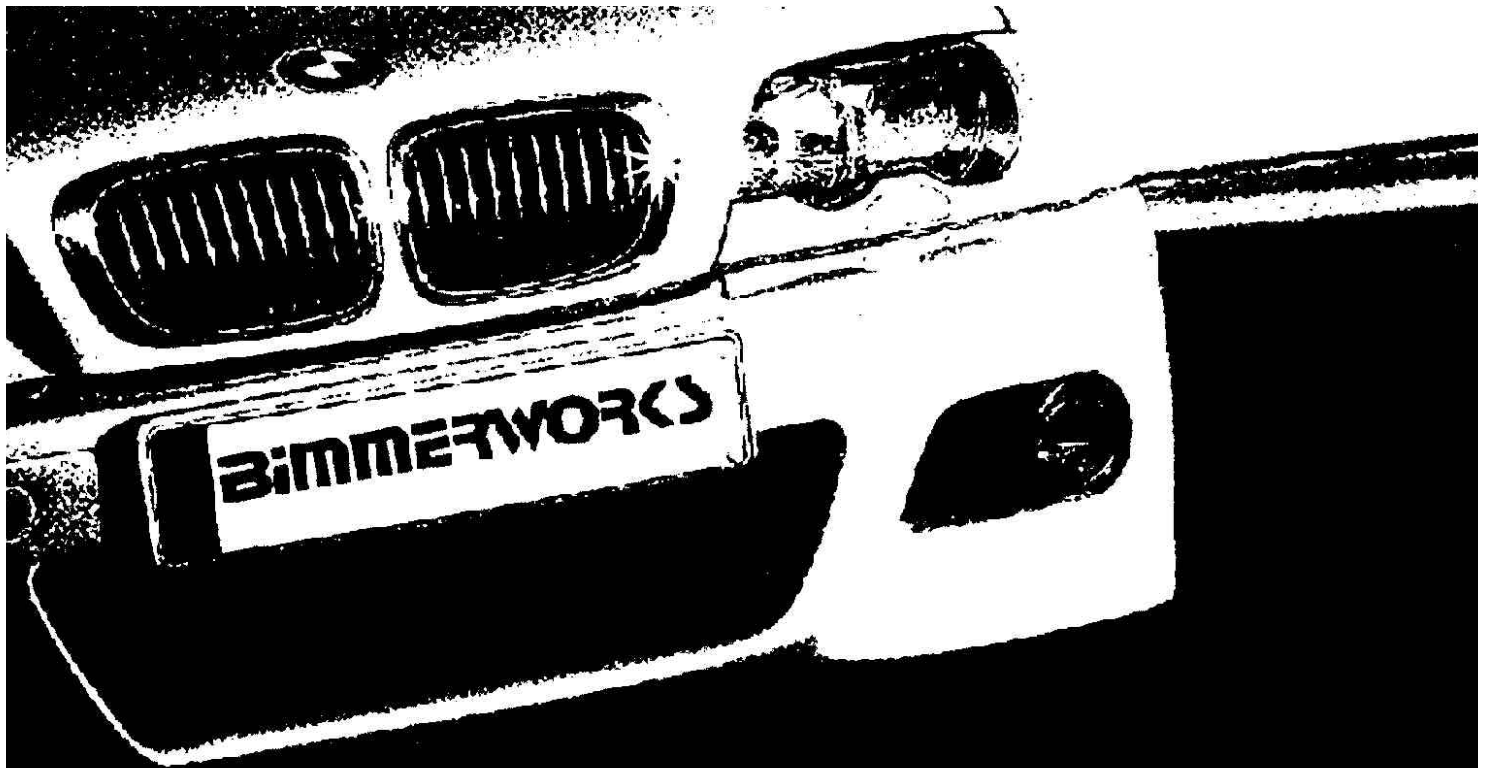
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ations happened. Most of these 2002s were altered to a whole other-worldly dimension of zippiness, taking their owner with them. They bred a group of drivers with skills so developed and honed that boredom began to set in. So did pocket change. The 2002 was too reliable and cheap to fix. It was also too slow. Desperate for something more high maintenance with more power, the E30 M3 was introduced and these followers flocked to it like bugs to flypaper. The M3 was a 2002 on steroids and they were ecstatic. There were those who remained true to the original church and some who attended services with both. Some resisted for years and were then seduced to the other side.

### The E30 M3 as the Ultimate Race Car

Every fiber in this car's being screams "RACE, RACE, RACE". It is very unhappy at anything under 70 mph, which can cause a real problem with local law enforcement. Unfortunately, the body work is often seen as a challenge to the youthful drivers of the world with their Foglers-can exhaust systems and cardiac arrest inducing stereos. The E30 M3 driver can calmly allow these individuals to blow them away at stoplights, while plotting their takeover on the next exit ramp. They don't know how much they don't know and will be left scratching their heads as you pull away at a rapid pace around the curve while they are raking to avoid certain death. It's not so much that the car is fast, as here are far more cars on the road with more horsepower, but more that it has no real need to slow down. If you are one of the few who still drives this car back and forth to the office, you will find yourself taking the path with the most exit ramps and high speed turns.

Of course, I have been speaking of driving the E30 M3 on the street, which is something the true believer almost never does. A real sign of the initiated is of someone driving around in a pickup truck or SUV with a bumper sticker that reads "BMW Racing Support Vehicle", so as not to be mistaken for someone who drives a truck because they actually WANT it. The place the E30 M3 truly shines is on the racetrack. On the

track, the car can be kept in the happy power band without the driver worrying about receiving a citation for their endeavors. Even better yet, is the chance to drive with others who understand you and are similarly equipped. While a Driver's School can facilitate this nicely, there is no better place for the M3 to shine than in Club Racing. It is no secret that the J-Stock class is the both the most popular and competitive in BMW CCA Club Racing.

### Tension Within the Church

Every established church has its own tensions and difficulties and the Church of the Divine E30 M3 is no exception. The first and most obvious rift is between those who believe the M3's divine purpose is to be a garage queen versus those who believe its ultimate purpose is to tear up a racetrack. This argument tends to go in circles without any sort of resolution, much like the debate on abortion because the two sides will never, ever agree and can be found on their deathbeds reciting the mantras, "Zymol only, Zymol only...", or "Must install oil pan baffle...". As discussing this issue will clearly go nowhere, allow me to introduce the true source of contention within the church: What makes a car an E30 M3?

With the volatile nature of the S14 motor, there comes a time in each owner's life where they must make the decision to rebuild, replace, or remodel. Rebuilding is simple enough, but the odds that it will need to be done again soon are not in anyone's favor. The cost of doing this can also come close to replacement cost depending on how you choose to go about it and whom you choose to pay to do it. Replacing, at last count, was still a possibility as BMW continues to make these motors available—at a price. Once you are finished mortgaging your house to buy the new motor, it still needs to be installed, but once you are finished, you have a brand new motor which should get you through another 100,000 miles or so. Not a bad deal, all things considered. The other option is to remodel.

I say remodel because the last and final option is to remove the S14 altogether and install something else—

the obvious choice being something out of an E36 M3. Since this is a motor from a completely different car (with a different body), it does not simple bolt in. A little surgery is required to make this work as well as the changing out of some parts. Remember that 48/52 weight distribution we talked about earlier? Go ahead and say good-bye to it. Many people will tell you that the difference in weight distribution is not even worth considering once you experience the "Wahoo Factor" of the intense boost in horsepower. Church members typically have two problems with this idea. One is that what you are left with is not an E30 M3 any longer and as there are precious few of them in the world, removing their divine heritage is sacrilegious. If you want to remodel something, go find a nice E36 318 and put a big motor in it—no one would ever blame you. The other issue is one of honor. A true E30 M3 believer thanks the car after every run group for affording the opportunity to hone their skills to the ultimate pinnacle of driving prowess. These cars can be fabulous learning tools and there is no greater fun than blowing someone away in something faster and knowing that you accomplished the task on skill alone. Having more juice under the hood is more an accomplishment of your wallet than your talent. You may be talented as well, but no one will ever believe you. This is not the E30 M3 way as church members tend to take the utmost pride in their skill.

### Joining the Church

So, you want to be cool? Get an E30 M3. Want to have the best fun of your life? Sign up for a driver's school and make friends with other people who have E30 M3s. Want to have a stable family life, a stock portfolio and only one mortgage on your house? Buy an Acura.

I need to thank "Laughing Dog" extensively for providing the idea for this article. Her amusing take on the Border Collie had so many similarities to the E30 M3, that I couldn't help but make a comparison. I must be a real glutton for punishment since I own one of each and wouldn't trade either for anything in the world.

## On the Cover:

Tom & Rose Mosteller took their Z4 for a cross country trip. See more photos and the story on the next page.

Want to see your car on the cover? Send a photo (at least 6 x 3 in. at 300 dpi) to editor@delvalbmwcca.org along with a description of the car.

## Executive Board Meeting Minutes

The Bi-Monthly meeting of the Executive Board of the Delaware Valley Chapter, BMW CCA, was held on Wednesday 09/07/05. In attendance were, Bob Solomon, President; Mike Canter, Vice-president; Mike Dion, Treasurer; Lou Millinghausen, Driving Events Chair; "Speedy" Millinghausen, SWAG Chair; Alex Duff, Registrar; Martin Bullen, Instructor Coordinator; Jeff Corson, Member at Large; and Gene Schaeffer, Secretary & Tech Chair

The following subjects were discussed:

**President's Comments:** Bob welcomed the members of the executive board to the meeting and thanked them for coming. Bob introduced the subject of the upcoming Fall General Membership Meeting. Lou reported that he had spoken to the management at West German BMW and that they were willing to host the meeting. They asked that we contact the GM there and firm-up the plans for what we want to do. Bob will contact Larry Koch, the M-Brand Manager at BMW NA to coordinate the date. As of now, the date will be early November; but will depend on what day Larry has available. Bob suggested a few alternative speakers in case we can't get together on a date with Larry. Bob will advise the group when he knows for sure.

Bob reported that he and Andrew Abrahams had finished the design of the DelVal Chapter rocker panel decal. While primarily for the chap-

ter club racers to show their chapter affiliation, Bob suggested that some of the "driver school junkies" might also want to apply a set to their track cars. Mike Dion suggested that we send an email to each of the club racers to see if there was any interest. Both Gene and Alex said that they would be interested and Bob felt sure that we would be safe with a small initial run. Bob asked for a motion to have a pilot run made. Gene proposed the motion to have 25 sets of the decals done and Alex seconded. The vote was 7 for and 2 against (Mike D. and Lou being against). The motion carried and Bob said he would proceed with a run of 25 sets for now.

**VP/Social Report:** Mike Canter reported that Bimmergate '05 is on for this Sunday. Chef Reggie is ready with the grill and poised to start cooking. Mike said that he was expecting around 150 cars, stressed that all were welcome and a good time is expected for all. Bob wondered if we could emphasize the "Bimmer" portion of "Bimmergate" a little more. Mike pointed out that the name Bimmergate for the picnic was a variation on "Tailgate" rather than anything sinister.

**Treasurer's Report:** Mike Dion discussed the status of the chapter treasury and noted that there really wasn't anything significant to report since we hadn't had any activities since the Watkins Glen School in July. The treasury continues to be sufficiently liquid to support current obligations as well

While on the topic of the treasury Bob brought up the subject of the Hurricane Katrina relief effort. After a short discussion, Mike C. proposed a motion that we contribute \$1000.00 from the chapter treasury to the fund. The motion was seconded by Jeff and the board voted unanimously for. The Motion passed and Mike D. will issue a check for \$1000.00 to the American Red Cross Hurricane Katrina Relief Fund.

**Driving Events Report:** Lou announced that the final chapter Driver's School for this year would be the annual fall Pocono school, scheduled for the weekend October 15 & 16. Lou indicated that planning for that school was pretty much complete with the custom party scheduled for Saturday night at the Ramada Inn in Blakeslee. Registration is open on the [www.motorsportreg.com](http://www.motorsportreg.com) website and the school is starting to fill.

**Incoming Driving Events Chair,** Jeff Corson, thanked the Board for tapping him to head-up the committee for next year. Jeff indicated that he would like to get together with the rest of the committee, as well as the senior instruction staff to discuss the issue of overall safety at next year's driving events. Jeff expressed concern over the downturn in attendance at this year's events and invited ideas to reverse the trend for next year.

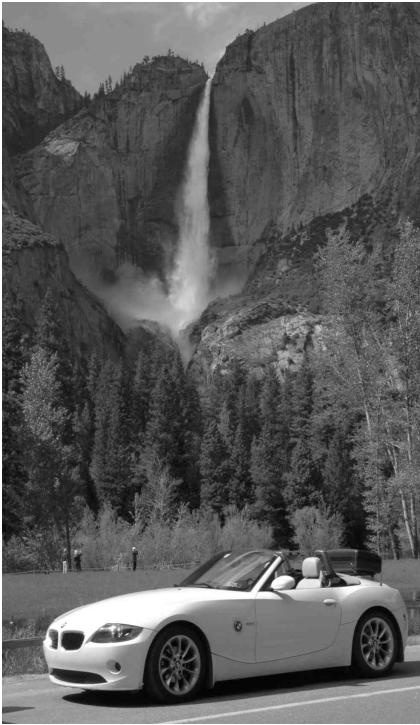
Speedy discussed a number of possibilities for participant items for the students and instructors. She noted that she had located a fleece vest that might make a good chapter identified item.

Bob requested a motion to adjourn and Mike Canter proposed the motion. Alex seconded the motion and the motion passed unanimously.

Respectfully submitted,  
Gene Schaeffer, Secretary

# Z4 Cross-County Road Trip

Tom & Rose Mosteller



The Z4 at Yosemite Falls

My wife Rose & I took across country rip in our 2004 Z4 this past April & May. We spent 33 days going from Worcester PA to Angels Camp CA. We started south & visited friends in VA and NC, then wandered across NC to TN. We had a great time in Nashville where we visited the outstanding Lane Motor Museum. From there we headed south on the Natchez Trace Parkway to visit the Tupelo Auto Museum, which was unfortunately closed on Monday! But we made a quick side trip to Elvis' birthplace so our trip to Tupelo was not wasted!

Our next stop was New Orleans, we had a great time there with another Z4 couple Mark & Kathy Grusich who were kind enough to show us around the sights of the Big Easy. It was great seeing the town from a local's perspective. The next leg of the journey took us across Texas to Houston, San Antonio, Austin, Midland, and El Paso. A highlight for me was the Chapparal sports car museum in Midland. Since I was a teenager I had been a great admirer of the design talent of Jim Hall, who took on the world's

greatest racing teams with a little racing shop and won a lot of races. Jim Hall visits the museum regularly but we missed him by one day.

I had never seen such straight and smooth roads as I found in southwest TX. The 2 lane roads there have a speed limit of 75 MPH, and let's say that it's quite easy to exceed them! There's not a curve in sight but if you want to know your car's top speed this is the place to go!

We spent the next few days touring and hiking National Parks - Big Bend, Zion, Bryce, Capitol Reef, and Painted Desert. The scenery was spectacular, as were the hikes, but we were longing for a bit of luxury as the hotels could charitably called basic. We found the luxury we were looking for as we spent the next 3 nights in Las Vegas. We went to a couple of shows, ate great dinners, and while we don't normally gamble much, we couldn't resist dropping \$20 in a progressive slot machine where the grand prize was a Z4! It would have made a great story but alas it was not to be.

Leaving Las Vegas we crossed Death Valley to head to California. Unfortunately a number of the roads in CA were closed due to snow in late May! This caused some rather lengthy detours to get to our Yosemite, but in the end it was well worth it. I had never seen the rivers and falls running so high and fast. We got drenched trying to get to the base of Bridal Veil Falls.

From there we spent the last two days



The glove box may be small, but it can still hold 7500 songs



One days worth of bugs on the Z4's nose.

with friends in Calaveras County, where we saw the Calaveras County Frog Jump made famous by Mark Twain, quite a spectacle! We left the Z4 at my friend's house and flew home from Sacramento CA. We had InterCity Lines car transport pick the car up, and they delivered to our house 5 days later! A bargain for \$1300 - although I understand that fuel prices have driven the cost up significantly in the last few months.

So all told we drove 6800 miles in 33 days, the Z4 did a wonderful job. It was fast, comfortable & lots of fun. The 2.5 L motor & SMG transmission got excellent mileage, over 30 MPG on almost every tankful. This is a good thing when the gas stations are pretty far apart!

We had some magnificent drives with the top down, and when the weather turned ugly we were snug & warm. People marveled at our ability to pack all the clothes, electronics & cameras into the car, in fact one of the hotel porters swore it wouldn't all fit! We even managed to carry an iPod and an XM radio in the glove compartment so we had our choice of music, news, or audio books.

All in all, it was a marvelous vacation, and the Z4 was the ideal vehicle for it. I pitied the people in their RVs... when I wasn't cursing them blocking my way!



And the trunk holds it fair share, too!

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## CARS FOR SALE

1998 528I - Black/Black, Leather, 46K miles, 5-Speed, Sport Package, Heated Seats, Moon Roof, 3-CD Changer, Air Bags, New Dunlop P-2000 Tires, Garaged, Nonsmoker, Never Raced, Dealer Maintained, Immaculate \$16,000. Tony (215)674-8373 or [ajjohnsto@cs.com](mailto:ajjohnsto@cs.com) [1]

2002 M3 Silver/Imola Red leather, 42,000 miles with a 6 year 100,000 mile warranty. Upgrades include; full BMW factory European header system and Eisenmann exhaust, underdrive pulley kit, and Shark Injector Bilstein PSS9 suspension, StopTech 355 mm big brake kit, European cross drilled rotors, stainless steel brake lines, 2 sets of Hawk pads (track and street), 18" S Comps (16 lbs each) with Hoosiers, 18" deep dish wheels with Sumitomo all season performance tires, Sparco Evo seats with 5 point 3" Sparco harnesses, and stable energies roll bar is included but not installed. Over \$17,000 in upgrades. I have all factory parts. Asking \$44,500 complete or \$36,000 restored to completely original. [John\\_c@comcast.net](mailto:John_c@comcast.net) or (609)405-0692 [1]

1984 325e coupe, good winter beater, 5 speed, paint faded, good drivetrain & brakes, over 300,000 miles, \$500 or \$600 with PA inspection stickers. 717-293-1031 or [jvanlen831@aol.com](mailto:jvanlen831@aol.com) [1]

01 M3 w/reconstructed title. Dinan Performance Carbon Black 2001 E46 M3 I am second owner of this exceptionally clean Carbon Black E46 M3. Though title is reconstructive, car was serviced under manufacturer warranty by both Manhattan BMW and BMW of the Main Line dealerships. I can make available my service advisor at dealership as reference if needed. All options available except navigation. Dinan performance software by Motor Works, stress bars front & rear, 19" staggered sized BBS LM rims, Harmon Kardon sound system, luxury package, cold weather package, in dash cd player. 42,700 miles. Located in the Philadelphia, PA area. I have pictures upon request. Will meet within Tri-State area. Asking \$26,900 or best offer. Selling "as is". 267.475.0088 [dkjbmw@netzero.com](mailto:dkjbmw@netzero.com) [1]

1972 BMW 2002Tii. 76K original miles. Has been parked for more ten years. 4-speed manual transmission was rebuilt but not driven since. Engine was running when parked but should be refreshed before running. Would make either a great project or parts car. \$900 or best offer. Tom Ponder 610 356 9077 home 610 341 7137 office [Thomas.e.ponder@saint-gobain.com](mailto:Thomas.e.ponder@saint-gobain.com) [1]

1995 M3 VIN WBSBF9324SEH07354 Helrot Re/Blk 57K All service records from new. Stock except recently installed H&R adjustable coilovers and Eisenman SS Exhaust. New Avon M-T 500 tires 225/50 front and 245/40 rear. Flawless inside and out. As close to showroom new as can be found. Never tracked. Always garaged. Call or email with questions/interest. \$18,000 Dave 610 844-5667 [dswallconsulting@aol.com](mailto:dswallconsulting@aol.com) [2]

1984 745i #WBAFJ910908483531 04/02/84 production Lapis Blue / Berber Beige cruise, a/c, sunroof, sport seats, sport suspension, heated washer nozzles, green glass, factory fire extinguisher (really) 128,000 mi. Good shape, runs, needs some work. \$2,000.00 obo. Call for details 310-924-0434 [2]

2003 525i Sport Wagon WBADS33423GD50558 Silver/Black Leather, 5 speed manual, 26k miles Sport, Premium and Cold Weather Packages, Xenons, HPS, immaculate, pics available, warranty till 10/07. \$32,900, Bob 215-699-7146 [dbeeheisler@comcast.net](mailto:dbeeheisler@comcast.net) [2]

1994 325is WBAFB3328REF48057 Burgundy/Ivory Leather, 5 speed, 106k miles, S/R, ASC, LSD, OBC, stock-no mods, good condition, pics available, \$7500, Bob 215-699-7146, [dbeeheisler@comcast.net](mailto:dbeeheisler@comcast.net) [2]

09 bmn|nov/dec05

88 635CSi VIN WBAEC8412J3266891. Bronzit/Tan, auto, 118k. Weekend driver in good condition. New Borbet 5-stars, Dunlops; low miles on new brakes, including slotted front rotors. Recent battery, front-end work, and professional leather restoration. \$3700. Pics available. Pete: 609-290-9486; deckmanp@aol.com [2]

#### TIRES FOR SALE

Set of 4 wheels and All Season tires for E39 5 series. 17" ASA AR1 SML wheels with BMW original center caps, and Michelin Pilot Sport A/S tires. Fronts are: 17x8, 235/45YR-17. Rears are: 17x9, 255/40YR-17. The set is in EXCELLENT condition with only about 4,000 miles on it. The package new from the TireRack was \$1660. I am asking \$750 - (610) 368-301, sjd60@comcast.net. [1]

17" Foot Car Trailer, Duel Wheel. \$950 or best offer. Contact Joseph M. Gull, 732-431-0588 (Home), 908-216-7166 (Cell) [1]

Set of 4 wheels and All Season tires for E39 5 series. 17" ASA AR1 SML wheels with BMW original center caps, and Michelin Pilot Sport A/S tires. Fronts are: 17x8, 235/45YR-17. Rears are: 17x9, 255/40YR-17. The set is in EXCELLENT condition with only about 4,000 miles on it. The package new from the TireRack was \$1660. I am asking \$750 - (610) 368-301, sjd60@comcast.net [1]

Factory Repair Manual for BMW2500-3.3Li (incl. Bavaria). BMW part#01 51 9 599 360. New/unused in original binder. Make an offer. 610-935-8996 (PA) [1]

New four M-Contour Wheels(OME) 17 x 7.5 with new Hakkapaleta NRW 225/45/17 Tires \$400. (610)296-3767 (PA). jbronstein@imconstruction.com [1]

Two M-Contour wheels - fronts from 1999 M3 (7.5" width) - looking to trade for M-Contours from rear of same, 8.5" width. Will also buy, or provide trade + some cash. One wheel has minor curb rash. Can send pics on request. Just mounted Fulda Quantum Elite 225/45ZR17 bidirectional tires on them 5/9/05. Want to be able to put larger tires on front of car, and rotate front to back. Contact Tom 610-283-2484 or m3buzz@comcast.net [2]

Wheels: E65/E66 (18 x 8) 4 Antera Model 309 (Tire Size 245/50/18) Like New. Picture upon request. \$200.00 each. Call C. R. Smith at 215-233-1190 [2]

Wheels: 4 Antera 323 for E65/E66 (18 x 8) Used for only 4 days. Asking \$225 each. Contact p@rogersandgreenberg.com [2]

Three seat belts for BMW. Driver and passenger sides (2) available. Perfect for Drivers Ed and autocross. This 4 point system is super easy to install and requires no holes drilled in your BMW. Can be removed in about 1 minute for daily driving. \$80 each or \$150 for pair. Bob: 15 540-5599; rfburnett22@yahoo.com [2]

Four Forgeline RS Competition Wheels 17x9 with Yokohama ADVAN 032R sft compound tires 1540R17 fits E36 or E46 3 series (including M3) \$1400 obo call Chris Ph#215-768-6996 [2]

Two OEM front brake rotors with OEM pads for E46 M3 New, never mounted \$350 obo call Chris Ph#215-768-6996 [2]

Bavarian Motor Notes  
P.O. Box 385  
Flourtown, PA 19031-0385

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# Schedule of Events

## Chapter Events

Keep a close eye on the website, information on the Annual Banquet will be posted soon, as well as information on all next year's upcoming driving and social events.

Win yourself a brand new Z4 while helping the BMWCCA Foundation teach teens to drive.

Log on to <http://www.bmwccafoundation.org> for more details on the foundation and the Z4 contest.

Keep an eye on this space! It is your link to what is going on in your chapter. To sign up for an announcement-only email list, go to the chapter website and sign up for the Yahoo! group.

Join the DVC Digest for the latest news and discussion with other chapter members. To subscribe, send a email to [dvcbmwcca-on@maclaunch.com](mailto:dvcbmwcca-on@maclaunch.com)

Send us your stories, pictures and favorite web links. Check out the chapter website at: [www.delvalbmwcca.org](http://www.delvalbmwcca.org)