



ALLEGHENY CHAPTER BMWCCA

2005 Fall Leaves Tour and Picnic

SATURDAY, 22 OCTOBER 2005

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-Rudi Flavin

Allegheny Chapter members, family and friends are cordially invited to this 24th annual joint event with our friends from West Virginia's Mountain State Chapter. We have booked the lodge for Saturday, 22 OCTOBER, and we want to see you there!



The "TOUR" is about a hundred mile jaunt from south of Pittsburgh to WATTERS SMITH STATE PARK, WEST VIRGINIA. Broad enough to satisfy sophisticated tastes while holding on to it's down home flavor, the "PICNIC" includes a main course prepared by internationally famous gourmand Chef Lang Palmer, free drinks and an eclectic array of side dishes.

We'll put you up in a fine cabin with a large flat parking lot surrounded by beautiful scenery and it costs no more than your drive to be there, rain or shine, always a fine time. Bringing along a "covered dish", salad, appetizer or dessert is the time-honored way to pitch in and help out and is always appreciated.

Our traditional caravan meets around 10 am at Wendy's in Great Southern Shopping Center (just off I-79 Heidleberg / Kirwan Heights exit), about 10:22 or so we'll head for Watters Smith State Park in West Virginia for a great day of fun, feasting and car-gazing.



You are also welcome to meet us at the park : take I - 79 South, go by Washington, PA, and continue on I - 79 South in West Virginia past Morgantown, Clarksburg, and the "FBI Center". Exit at "Lost Creek WV Rt-270", mile marker 110. At Lost Creek's only stop sign, turn right, go 4 miles and make a left turn just after the new "narrow bridge" - look for a small brown sign - after a couple of more miles you will come to the entrance of Watters Smith State

Park. Drive up the third paved road on your left to the lodge.

Questions, clarifications, excitations and instigations managed by Rudi, call 412.851.0195 or flavin@adelphia.net

2005-2006 Calendar

- **October 22** Fall Leaves Tour
- **November 10** Monthly Meeting Casey's
- **December 8** Monthly Meeting at Ibiza Tapas & Wine Bar
- **January 12** Monthly Meeting... TBD

Check www.alleghenybmwcca.org for more information & updates.

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Allegheny Chapter members receive the Chapter Newsletter as part of their BMW CCA membership. Subscriptions are available for \$10 per year inside the U.S. and Canada. Please contact the editor for overseas rates.

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The Fine Print

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Classified ad policies: Classified ads for BMW CCA members are free with a confirmed current membership number. Classified ads will run for 2 issues unless the editor is notified the item is no longer available.

We would like to welcome the following new Allegheny Chapter BMW CCA members!

Joseph Conigliaro	Beaver	Bob Rall	Pittsburgh
Janet Daniele	Beaver Falls	Brian Riddle	Pittsburgh
Richard Becherer	Beaver Falls	Caity Slaney	Pittsburgh
Randall Butz	Bedford	Craig Kelly	Pittsburgh
Henry Perney	Bethel Park	David Casciani	Pittsburgh
Levi Pippy	Bethel Park	David Tomchik	Pittsburgh
Tanya Corry	Bethel Park	Ed Phelps	Pittsburgh
Lawrence Kammerer	Butler	Greg Ciciarelli	Pittsburgh
Bruce Roy	Canonsburg	Gregory Kepple	Pittsburgh
Chris Smith	Canonsburg	Harvey Weissman	Pittsburgh
Philip Orons	Wexford	J. Trollman	Pittsburgh
Eric Overmyer	Coraopolis	John Thompson	Pittsburgh
Anthony Barna	Cranberry Township	Joseph Aiello	Pittsburgh
Gregory Peluso	Donegal	Joseph Hostetler	Pittsburgh
Lawrence Gleasen	Donora	Mary Jane Temple	Pittsburgh
Mark Teich	Eighty Four	Michael Barbarita	Pittsburgh
Demond Dixon	Freedom	Nick Arrington	Pittsburgh
Gordon Salak	Gibsonia	Paul Benedum	Pittsburgh
Karl Wenger	Gibsonia	Rob Strohm	Pittsburgh
Kent Schwarz	Gibsonia	Ronald Brncic	Pittsburgh
Orin Goldblum	Greensburg	Scott Hodges	Pittsburgh
Robert Warren	Irwin	Ted Licastro	Pittsburgh
Lathe Haynes	Joffre	Timothy McMahon	Pittsburgh
Richard Weiss	Ligonier	William Gormley	Punxsutawney
David Heinz	McKees Rocks	Scott LaPidus	South Park
Patrick Wisman	McKees Rocks	Carol Larson	Venetia
H. Knippel	Monroeville	C. Schillinger	Washington
Mark Zibritosky	New Stanton	A. Vakharia	Wexford
Adam Earley	Pittsburgh	Chad Smith	Wexford
Alan Bacher	Pittsburgh	Edward Stagel	Wexford
Alison Bell	Pittsburgh	James Siders	Wexford
Barry Ames	Pittsburgh	John Simpson	Wexford

Get Out and Drive

-David Bentz

Let's face it. Sometimes life can just get to you. Between work, kids, home projects, and everything else, the notion of free time becomes as tangible as Neverland. As a personal example I JUST got the shifter rebuild finished on my 2002. Seeing that I bought the rebuild kit over a year and a half ago you'd think it's just another back burned project. It was like a wet noodle flopping from left to right. But somehow I managed to just deal with it for the last two years. Why would I tolerate such a thing? Was it laziness? Was it that I wanted to do other projects first or maybe I just didn't care? Actually it was none of the above. It's because I wanted to spend the time driving. The way I look at it, if the car was in a safe driving condition, then the best thing I could do was to just drive. Only when it got to the point that I couldn't stand it, then I'd spend the time to wrench. Don't get me wrong, I love to wrench, but I love to drive a lot more. The real reason that I bought the 2002 in the first place was to have a fun with an older car that, for the most part is simple to work on and loads of fun to drive. At least for me, the driving experience and the feeling you get from it is the fundamental reason you would purchase and enjoy a car for many years. Some people get it and some people don't. My neighbor, who has never driven a BMW, jokes with me that we have the cars we have because I'm trying to 'keep up w/the Jones'. Quite honestly he couldn't be further from the truth. Every other car I drove before a BMW was for the pure utilitarian act of getting somewhere. Once I drove one I got bit...hard... It hit me like a stack of bricks. This IS what the idea of the ultimate driving machine is all about. Driving suddenly wasn't a necessity, it became a recreation. It was no longer about getting from point A to point B. It became about the experience you have leaving one place and traveling to the next.



Photo Courtesy of meem.

Nemacolin Air and Auto Show

-Susan Robishaw

The first Nemacolin Air and Auto Show is being held on October 22, 2005. For members not going to the Fall Leaves Tour, this is another event to consider. There will be many marque clubs there with lots of vehicles to see. Airplanes will also be on display. There is no cost to enter, but there is a \$25 to register your vehicle, if you wish to display it. For more information, go to www.nemacolin.com.

The Much Anticipated New BMW E90 3 Series

-Geoff Kao

Earlier in May of this year, I was fortunate enough to be invited to the BMW E90 3 Series Press Launch here in Pittsburgh. It was a pleasant surprise for me, as I was not even aware of when exactly the much-anticipated new 3 series will be hitting the dealership showrooms. By the time you are reading this, I am sure you already have seen many of the new 3 Series on the road or at your friendly dealers. As controversial as the design at first may appear to be, I have to say that I have come to appreciate the bold new direction that the BMW designers have undertaken. Nothing again the old cars/owners, just trying to make a point here, can you imagine if the cars today still look like the 70's cars with the round lights, bulky bumpers, protruding grilles, balloony tires... you get the point, so it take a little to get used to, but in twenty years when we all look back, I doubt anyone is going to say wow, the 2006 3 series sure looks !@#\$. Anyway, back to the story, I was at Beaverun Motorsports Complex on a Saturday for an open lapping day in my 2003 E46 M3 sometime late April. It was a rainy damp day, not many people showed up, I saw it as a good opportunity



to get on the wet track and dance around a little bit to work on being more finesse since I have the reputation of driving "too hard". I had an awesome time on the track by myself and I must have logged over 80 laps before I decided to come off the track for a water break. Two gentlemen approached me as I parked and got out of my M3, they started out by telling me that they were watching me from the tower and that they thought I was doing some impressive driving (really, they said that ☺) They then went on asking me about my car, I was in a hurry to go to the restroom and getting a drink of water to go back to the track, I didn't have the patience to talk to them as politely as I otherwise would have been. They made several remarks on how they thought the E46 M3 come from the factory very balanced, and a very nice out-of-the-box package. I said to them, "Yes, indeed, for normal street driving it may be!!" They paused a little bit, and asked if I could elaborate

myself a little further. I said that first of all the car is about 400 pounds too heavy, second of all, it's pathetic with the 225 front tires that came from the factory, I went on telling them that the brakes were inadequate, and in this time and age, there's no reason why BMW can't put on 4 piston calipers for what they are charging us for these cars... Don't get me wrong, I love the E46 M3 that's why I own them, but I was so fired up with the list of improvements that I thought BMW should have done on the M3 which I have addressed individually myself on my M3, these two gentlemen looked at each other and started taking notes, as we were speaking. They then asked me if I have seen the new 3 Series, I said that I have seen them in pictures, but have not driven or sat in one in person. They looked at each other and said to me, "Come in the garage we want to show you something" We then walked to the locked up garage at the ground level of the new building at Beaverun, they open the side door, and much to my surprise, the garage was filled with all different colors of the E90 3 series, a E60 5 series all wheel drive wagon, a face lifted E65 7 series (750i) and several other cool BMW offerings that I have not seen in person. They then passed me their business cards, guess what?!? After seeing their credentials on the business cards, I realized that I have just badmouthed the pride of joy of BMW to the VP of BMW of North American Press Manager and the Product Manager. I was looking for a hole to jump into. They then told me that they are having a automotive press/journalist day here in Pittsburgh for the launch of the 3 series, and they assured me that they have done much homework on making this new 3 Series a better car that they would love to have me come and drive the car on the track to see for myself!!! I asked myself, "Am I in heaven?!?" So of course I immediately accepted the invitation, and got a hold of their secretary's phone number, I was told to give her a call Monday morning and she'll have everything set up.



So let's go ahead and fast forward to Tuesday night of the following week. BMW hosted a very nice dinner party in down town Pittsburgh, the president of BMW NA Tom Purves gave a nice welcoming remark,

followed by the dinner, and ore slideshows and presentation by the Product Manager and Press Manager (whom I have met a Beaverun). The 3 series according to BMW, is the bread and butter of their profit margin, and that the success of the company is directly linked to the success of the 3 series in the market share of the entry level luxury segment. I received many nice press kits with specifications, statistics, and nice photographs of the E90 3 series, you can see them in the following pages.

Wednesday morning we gathered again in down town Pittsburgh for the caravan ride out to Beaverun. We were assigned cars; two drivers share one car. We drove there in a nice bright silver 330i with black leather interior. The new car IS bigger inside. Remember how cramped the E36 sedan was in the back seat, and the E46 wasn't much better although slight larger, the E90 addressed that and with little room they have to work with, the rear seat back seems to be positioned a little further back. I am 5'11" and I had plenty of knee room in the back.

The over all interior material used and build-quality is very noticeably improved over the E46, which again was yet another big leap from the E36. I guess at least we know they didn't charge us more money for nothing! I like the overall dash layout, it was broader and gives a more open feel and more spacious atmosphere. The car I drove did not have the navigation, which came with I-Drive. Contrary to many people said about the I-Drive system, I personally think it's quite intuitive. Of course if those who complained about the I-Drive's complexity are the same ones complained about Windows XP's lack of user friendliness, then I shall rest my case and say no more.



The new Valvetronic engine is sweet. Let me say that again, the new engine is SWEET!! Partnered with the six speed manual transmission in the 330i I drove, there seems to be a never-ending abundance or torque every time I shift accompanied by the smooth revving in-line six that BMW has perfected over the past several decades of making the best in-line six motors. Oh, did I mention that the engine is liquid smooth too? The E90 330i displaces 3.0 liters, the same as the much-loved U.S. version of the 1995 E36 M3. But with 10 more years of technology advancement, the new 3 liter motor puts out 15 more horsepower and delivers nearly the same amount of torque at 1,000 less RPM's, now that's what I call technological advancement. The new engine uses the first time BMW application of the Magnesium in a production engine block. A little trivia, the new E90 330i and 325i both displace 3 liters, but the 330i has a, what BMW calls, "high output" engine featuring Valvetronic and multistage induction system while the 325i engine is a basic 3 liter engine essentially carried over from the E46 330i engine making 215 hp.

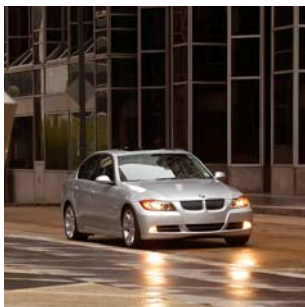
The cabin seems very well insulated from the wind, road, and engine noise. The suspension feels firm yet very absorbing to the irregularities that Pittsburgh drivers have come to accept as the norm. The car we drove was equipped with the Logic-7 sounds system, I-Pod connection for your favorite MP3 downloads, and Bluetooth connection, all the modern day technology junkies' must have items. Oh did I mention that the new car come with a chip key? You don't crank the engine on with the key any more, you simply place the chip key in the receptor, and push the button that says "Engine Start" to fire up the engine, that was very slick!!

The sport package equipped 330i came with the firmer suspension, 18" wheels with low profile run flat tires (yes, run flat, there's no spare in the trunk!) negotiated the mountainous range superbly on the drive out to Beaverun through the twisty rolling hills that the even organizer planned for the event ahead of time. The brakes worked very well as well, the brake bias and the suspension setting worked in well balance harmony, and very little noticeable brake drive was experienced. The new 3 series did away with the renowned "boomerang" front lower control and McPherson strut in favor of the double lower control arms similarly found in the 5 series, which according to my conversation with the E90 Product Manager allows for quicker steering angle gain at a more progressive fashion, meaning the toe change varies at a non linear way as steering wheel is turned, so the "initial bite" is better as you enter the turn. The trailing arm rear suspension is also done away in favor of the more robust upper and lower control arm setup again found in the 5 series. To keep the weight from getting higher from the added dimensions of the new car, lightweight material is used. Aluminum is used extensively in the new 3 series underpinning, a quick peak under the car reveals many silvery aluminum components that were steel in the current outgoing E46 3 series.

After arriving at Beaverun, lunch was provided along with a quick overview of the press day on track activities. I was anxious to jump on the track. I had my doubts on the E90 3 series handling abilities to be honest. I had about 20 laps on the track, and it convinced that BMW did their homework on the tweaking of the new car. The initial turn in response is much sharper than the previous E46 generation. The rear end feels a lot more planted and solid. The chassis most definitely feels much stiffer and the body roll seems very minimal. I took me a while to get used to the Active Steering device where it changes the steering ratio to help enhance the handling feedback. Example, if the car starts to understeer, it will quicken the steering ratio so the driver wouldn't feel like he has to crank the wheel more to make the turn, as the car is actually turning the wheel more when it senses the need for more steering input, and the opposite happens when the car oversteers. It might save a normal daily driver out of careless situations, but if you have a good connection with the feedback you are getting from the car, and can anticipate what the car's handling abilities, this Active Steering system can be very confusing. Now they just need to add a button so I can turn it off like what I do with tracking control in my E46 and E39 when I get in the car- DSC off immediately.

Overall I am very impressed with the E90 3 series. It is in my opinion the best example of the 3 series BMW has offered. The power train is superb, the interior is well packaged, the design is bold and unmistakable, the E90 3 series is without a doubt a force to be reckoned with in the entry-level luxury segment. I appreciated the opportunity to participate in the press launch of the car. I was given a press kit with very detailed information and pictures of the car. Feel free to contact me via email at meisterschaftmotor@yahoo.com if you are looking for further detail information of the new E90 3 series, I will send you an official BMW NA 2006 Description PDF brochure electronically which will hopefully satisfy any question you might have.

In addition, the press kit will also soon be available on the Chapter website .



Stay tune for the "The Science Behind Handling" series in the upcoming issues!!

You often hear people say understeering cars are safer while others argue that oversteering cars allow the driver to maneuver the car more effectively, what's the truth and science behind those claims? Stay tuned for the series of discussions of the science behind handling in the upcoming issues of the AC BMWCCA newsletter.

From the Newsletter Editor

-Geoff Kao

Hi everyone, I want to welcome you to the October issue of the Allegheny BMW CCA newsletter. I want to thank many of you for the kind words for our effort to put together a new look to the newsletter and the web page. Thanks to Kevin now you can get the updated event calendar and also archives of the past issues of the newsletter. Rudi is once again organizing the annual Fall Leaves Tour, so please take a look at the Rudi's invitation in the newsletter. I have also received a few submissions for newsletter articles, I am always looking for new and interesting things to share with the members, so please don't be shy and share with us your cool thoughts and knowledge. So feel free to drop me a line if you have anything to contribute, I can be reached at meisterschaftmotor@yahoo.com.

From the Webmaster

-Kevin Murphy

Well, I guess there's not much to say...the website is current. Hopefully, since the Allegheny Chapter only publishes a handful of Newsletters each year, members are checking the website for any new information. I have been contacted by a few members who are offering some help. It's greatly appreciated.

I still have plans to do more with the website. A photo or multimedia gallery and a forum would be nice additions. Hopefully, they will be added by the first half of next year.

My son Rylan at six months old...hanging out while Dad works in the garage



A few BMWs in One Lap of America at BeaveRun



<http://www.onelapofamerica.com>



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